



Reserved Matters Application Following Approval of Outline Permission 37/19/00004

Bridgwater East Services, Junction 24 of the M5

Supporting Statement

Prepared for

Welcome Break Services Limited

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3243-01-RM-01



Document Control

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1.0 INTRODUCTION

1.1.1 This Supporting Statement accompanies an application for the approval of reserved matters relating to scale, layout, appearance and access, in accordance with outline permission ref: 37/19/00004 approved by Sedgemoor Council (now Somerset Council) on 24th September 2021.

1.1.2 Outline permission ref: 37/19/00004 (hereafter referred to as 'the original outline permission') relates to land at Junction 24 of the M5, North Petherton, Bridgwater, Somerset. The description of development for the original outline permission is as follows:

'Outline application with some matters reserved, for employment uses (Use Classes B1, B2 and B8), the creation of a new Motorway Service Area and ancillary uses including all supporting infrastructure.'

1.1.3 This reserved matters application relates to the 'motorway service area' aspect of the original outline permission. For clarity it is hereafter referred to as the MSA reserved matters application.

1.1.4 Condition 15 of outline permission ref: 37/19/00004 requires:

'Compliance statements shall be submitted for each approval of reserved matters confirming how each phase of development complies with the parameter plans, the requirements of the Design and Development Principles Document and the Green Infrastructure Framework in accordance with the details submitted and approved as part this permission.'

1.1.5 Therefore, this Supporting Statement seeks to cover all aspects of the reserved matters except for landscaping, which will be the subject of a separate application. It also includes a Compliance Statement in accordance with the requirements of condition 15 (see Section 3.0).

1.2 The Applicant

1.2.1 The Applicant is Welcome Break Services Limited. Welcome Break is one of the UK's leading roadside service area providers and is a well-established operator of



both Trunk Road Service Areas (TRSAs) and Motorway Service Areas (MSAs), with a network of 59 sites.

1.3 Structure of this Supporting Statement

1.3.1 Following on from the introduction, this Supporting Statement is sub-divided into 5 main sections, which are set out as follows:

- i) Section 2.0 sets out the planning context for the site and this reserved matters application;
- ii) Section 3.0 provides a statement of conformity setting out how the reserved matters application conforms with the requirements of the original outline permission;
- iii) Section 4.0 provides context for the Environmental Impact Assessment (EIA) submitted as part of the original outline permission; and
- iv) Section 5.0 describes the structure and content of the reserved matters application.



2.0 PLANNING CONTEXT

2.1.1 As set out in section 1.0 above, the original outline application was granted planning consent by Sedgemoor Council on 24th September 2021 for:

‘Outline application with some matters reserved, for employment uses (Use Classes B1, B2 and B8), the creation of a new Motorway Service Area and ancillary uses including all supporting infrastructure.’

2.1.2 The original outline permission was submitted by S Notaro Land Limited and Euro Garages Limited and is referred to as the ‘Notaro Park’ development.

2.1.3 The main access into the employment/business park and the MSA is from the Junction 24 roundabout of the M5 motorway and the main internal access roads to each development plot across the employment/business park was approved in detail as part of the original outline permission. Therefore, details of the main access arrangements are not required in subsequent reserved matters applications.

2.1.4 Reserved matters submissions in connection with the original outline permission are being brought forward in a series of phases, which align with a phased strategy to the delivery of the employment/business park, as follows:

- i) Phase 1: reserved matters application for approval of infrastructure.
- ii) Phase 2: reserved matters application(s) for the approval of details relating to the MSA to provide infrastructure to unlock later phases.
- iii) Phase 3+: subsequent reserved matters application(s) for the approval of the employment/business developments for the remaining plots of the Notaro Park development.

2.1.5 On 23rd February 2023, a separate reserved matters application (ref: 37/22/00026) was approved by Sedgemoor Council. This relates to point (i) above, and included the following details:

- i) access roads and pedestrian / cycle routes;
- ii) boundary treatments and lighting columns;
- iii) surface water drainage; and
- iv) landscaping for the initial phase of the development.



- 2.1.6 This MSA reserved matters application is for the approval of the scale, layout, appearance and access associated of the approved MSA. It forms phase 2 of the Notaro Park development.

Condition 15 attached to Original Outline Permission

- 2.1.7 As set out in section 1.1.4 above, Condition 15 attached to the original outline permission requires compliance statements to be submitted for each subsequent reserved matters application to confirm how each phase of development complies with the parameter plans, the requirements of the Design and Development Principles Document, and the Green Infrastructure Framework. The following sections of the approved Design and Access Statement and Green Infrastructure Framework have been used to demonstrate compliance:

- i) The Design and Development Principles set out in section 4.2 of the approved Design and Access Statement (page 14).
- ii) The Landscape and Green Infrastructure Strategy set out in section 4.4 of the approved Design and Access Statement (page 15). As landscaping details for the MSA will form a separate reserved matters application, there has not been a design response to these requirements as part of this MSA reserved matters application.

- 2.1.8 An assessment of the scheme's compliance with the aforementioned drawings and documents is provided in Section 3.0 below.



3.0 CONFORMITY WITH OUTLINE PLANNING PERMISSION REF: 37/19/00004

3.1.1 As set out previously, Condition 15 of the original outline permission requires the preparation and submission of a compliance statement with each reserved matters submission. The compliance statement is required to demonstrate how each phase of the development complies with the parameter plans, the requirements of the Design and Development Principles Document, and the Green Infrastructure Framework.

3.1.2 To demonstrate compliance, the detailed design information in the MSA reserved matters submission has been compared with the following information submitted in support of the original outline application, this comprises:

- i. The MSA floorspace, as specified in the planning application forms for the original outline application.
- ii. The approved parameter drawings:
 - a. Parameter Plan - Access Drawing No. 17050_L01.10A – displays the development area approved under the outline permission alongside the detailed road infrastructure layout, additional indicative highways connections and existing public footpaths.
 - b. Parameter Plan - Scale and Massing Drawing No. 17050_L01.11A – displays the approved 'eave heights' of the development area.
 - c. Parameter Plan - Land Use Drawing No. 17050_L01.12A – displays the approved locations of the green / blue infrastructure across the development area alongside existing hedgerow locations which will be retained and enhanced. This parameter plan does not explicitly state the location of the uses for the development area.
- iii. The Design and Development Principles set out in section 4.2 of the approved Design and Access Statement (page 14).
- iv. The Landscape and Green Infrastructure Strategy set out in section 4.4 of the approved Design and Access Statement (page 15). As landscaping details for the MSA will form a separate reserved matters application, there has not been a design response to these requirements as part of this MSA reserved matters application.

3.1.3 The comparative assessment is provided within Table 3.1 below.



Table 3.1 – Compliance Statements as per Condition 15 attached to Outline Permission Ref: 37/19/00004

	Condition 15 Compliance Requirement	Compliance Statement for this Reserved Matters Application
Application Forms		
1	The application form for the original application identifies that the floorspace for the MSA is 2,750m ² . This was set out under the heading of 'other' floorspace on the forms.	<p>The detailed design of the MSA in the reserved matters application is proposing 2,721.95m² of floorspace for the MSA comprising:</p> <ul style="list-style-type: none"> An amenity building incorporating a petrol filling station, food sales, welfare facilities, and diverse amenity space will occupy a gross external footprint area of 2,528m². A drive through coffee shop, incorporating drive through and sit-down service will occupy a gross external footprint area of 193.95m². <p>The overall floorspace is therefore compliant with the level of floorspace permitted within the original outline planning permission.</p>
Parameter Plans		
2.	Parameter Plan - Access Drawing No. 17050_L01.10A	The access parameter plan approved as part of outline permission 37/19/00004 shows the M5 junction 24 access arrangements. The MSA site access arrangements remains unchanged, and therefore the proposed MSA is in compliance with the access parameter plan ref: 17050_L01.10A.
3.	Parameter Plan - Scale and Massing Drawing No. 17050_L01.11A	<p>The scale and massing parameter plan approved as part of outline permission 37/19/00004 sets out that the taller element of the built proposal of up to 15m to eaves (18m to ridge) of the built proposals should be located to the west of the MSA site.</p> <ul style="list-style-type: none"> The height of the proposed amenity building which is located in the western portion of the site is between 9m to 10m to eaves (and 10.5m to ridge). The proposed drive-thru coffee shop building is 3.425m to roof, 3.9m to parapet, and 6.16m to tower parapet. Two petrol canopies will provide cover from the elements over the retail & HGV pumps and will accord with the industry standards: 5.2m to underside over the petrol pumps and 6m to underside over the HGV pumps. The top of the canopies will be 6m and 6.8m respectively. <p>Therefore, the MSA proposals are in full accordance with the parameter plan ref: 17050_L01.11A.</p>



	Condition 15 Compliance Requirement	Compliance Statement for this Reserved Matters Application
4.	Parameter Plan - Land Use Drawing No. 17050_L01.12A	The land use parameter plan approved as part of outline permission 37/19/00004 sets out where the development areas are to be located. The proposed MSA is wholly located within the approved developable area, which is in accordance with parameter plan ref: 17050_L01.12A.
Requirements of the Development and Design Principles Documents		
5	The Motorway Service Area (MSA) is located and is designed to provide a high-quality focal building at Junction 24 East.	As shown on the following MSA planning drawings, the MSA amenity building has been sited and designed to provide a high-quality focal point at Junction 24: <ul style="list-style-type: none"> • 1516-62a Planning Site Layout • 1516-64a Proposed Building Elevations • 1516-71a Proposed Site Elevations • Design Statement – which includes visuals of the proposed amenity building.
6.	The Development has been designed with high quality elevations, roofscape and landscape positive frontage to the M5 motorway, with the potential for focal buildings (particularly the MSA) and key elevations/corners to be focal points and features from the motorway corridor.	The proposed MSA amenity building has been designed so the rear elevation is visible from the M5. Proposed Building Elevations Plan ref: 1516-64a shows the north-west elevation which would be visible from the M5 motorway. A number of visuals have been prepared and included within the Design Statement (pages 16-26) submitted as part of this MSA reserved matters application which demonstrate the visibility of the buildings across the site and how key focal points will look once developed.
7.	The illustrative plan demonstrates that the proposed buildings relate well to the other buildings within the scheme and create common building lines set within the landscape structure of the site. Service yards and car parking areas are designed to meet the need for the plots and buildings they serve, with good surveillance of entrances and between adjacent areas, whilst being screened from the wider landscape and existing dwellings in the surrounding area.	The illustrative plan submitted as part of the outline application shows all of the MSA's built component being located to the northwest of the MSA site. This has been replicated through this MSA reserved matters application with the amenity building being located along the M5 boundary alongside the petrol pumps for cars and HGVs. The service yard to the MSA main amenity building is located at the rear of the amenity building to ensure ease of deliveries, secure bin storage and staff cycle parking. This area is well screened from the motorway, but the building will be visible from the M5.
8.	A cohesive green infrastructure and movement network is proposed, creating a distinctive & clearly defined structure with a strong sense of place. The well connected ecological framework will deliver a significant net ecological and arboricultural gain.	This compliance requirement is not relevant to this MSA reserved matters application. This requirement will be fulfilled by a separate reserved matters application for landscaping.



	Condition 15 Compliance Requirement	Compliance Statement for this Reserved Matters Application
9.	Landscape buffers are created along the eastern and western site boundary to maintain a suitable offset from the existing settlement of Huntworth and M5, whilst the landscape structure of the site will break up the development in local and more distant views of the site.	As above (row 8).
10.	The development is in well-connected location that allows easy access to the transport network and adjacent residential & business areas of Bridgwater, allowing good connectivity for workers and supporting business infrastructure.	<p>The pedestrian and cycle access across the wider employment park has been approved through the phase 1 reserved matters application (ref: 37/22/00026) and this MSA reserved matters application retains and connects to the wider pedestrian and cycle network to Bridgwater.</p> <p>The proposed buildings are connected by clear pedestrian routes from all the parking areas leading to three entrances into the amenity building. Clear and accessible pedestrian routes are separate from vehicles routes and enable desire-line access to the buildings.</p> <p>Accessible bays are positioned closest to the buildings and have direct access to the main pedestrian route.</p> <p>Connection to the adjacent residential and business areas of Bridgwater will be secured as later phases of the wider employment/business park are brought forward.</p>
11.	Buildings are proposed to be located and orientated to work with the landform, minimise visual impact from significant key views and to adjacent properties, and to reduce noise and light pollution into the surrounding area.	The MSA proposals have been designed to minimise the visual impact from key views across the site and the wider area, whilst providing a strong frontage to the M5. A number of illustrative visuals have been prepared and included within the Design Statement (pages 16-26) submitted as part of this reserved matters application which demonstrate the visibility of the buildings across the site.
12.	Boundary treatments will be integrated into the layout and landscape structure of the site to provide appropriate security to access points and service yards and storage areas. A clear definition will be created between public and private space by use of suitable boundary treatments.	<p>This compliance requirement is not relevant to this MSA reserved matters application.</p> <p>This requirement will be fulfilled by a separate reserved matters application for landscaping.</p>



	Condition 15 Compliance Requirement	Compliance Statement for this Reserved Matters Application
13.	The development will incorporate a clear pedestrian and cycle circulation which supports sustainable transport options and allows connectivity between plots and the wider sustainable transport network.	The pedestrian and cycle access across the wider employment/business park has been approved through the phase 1 reserved matters application (ref: 37/22/00026). This MSA reserved matters application retains and connects to the wider pedestrian and cycle network to Bridgwater and beyond. The proposed buildings are connected by clear pedestrian routes from all the parking areas. Clear and accessible pedestrian routes are separate from vehicles routes and enable desire-line access to the buildings.
14.	A consistent design approach to the lighting, signage, street furniture and materials in external spaces across the site will reinforce the built form and landscape strategy across the site and help to create a distinctive sense of place.	This compliance requirement is not relevant to this MSA reserved matters application. This requirement will be fulfilled by a separate reserved matters application for landscaping.
15.	Clear focal points and entrance points will be created within the built form and landscape to create a legible experience of those visiting and working within the Junction 24 East employment site.	The MSA proposals have been designed to minimise the visual impact from key views across the site and the wider area, whilst providing a strong frontage from the M5. A number of illustrative visuals have been prepared and included within the Design Statement (pages 16-26) submitted as part of this reserved matters application which demonstrate the visibility of the buildings across the site.
16.	The lighting strategy and security features should be balanced to ensure safety but within the context of creating a visually stimulating environment and landscape.	This compliance requirement is not relevant to this MSA reserved matters application. This requirement will be fulfilled by a separate reserved matters application for landscaping.
17.	Roofscapes will be designed to minimise visual impact and may include photovoltaic systems and plant where sensitively located.	The MSA proposals have been designed to minimise the visual impact from key views across the site and the wider area, whilst providing a strong frontage from the M5. A number of visuals have been prepared and included within the Design Statement (pages 16-26) submitted as part of this reserved matters application which demonstrate the visibility of the buildings across the site.
18.	The Motorway Service Building (MSA) will be located in a prominent position close to Junction 24 and the main site access to allow visibility from both north and southbound traffic on the M5.	As per row 17 above.



	Condition 15 Compliance Requirement	Compliance Statement for this Reserved Matters Application
19.	Buildings range from up to 10m to eaves height (13m to ridge) in the east and south and up to 15m to eaves height (18m to ridge) in the west adjacent to the M5.	As per row 3 above.
Requirements of the Landscape and Green Infrastructure Strategy		
20.	Minimum 10m Buffer planting along the M5 site boundary. This will provide a visual and noise screening buffer between the M5 corridor and development edge.	This MSA reserved matters application does not include landscaping details. Landscaping will be agreed through a subsequent reserved matters application, and a further compliance statement will be provided.
21.	A minimum 50m wide landscape buffer between listed buildings at Huntworth and any proposed development.	
22.	Minimum 5m wide boundary planting between individual buildings to develop a robust framework of interconnected green corridors and provide new and long-term landscape structure to the Site that is appropriate to its landscape context.	
23.	Landscaped & tree lined streets will create a network of green streets and linking spaces.	
24.	Retention and enhancement of existing trees and hedgerows along key boundaries of the site where possible.	
25.	An integrated SUDs network within green corridors including landscaped ponds and wetland areas.	
26.	Additional woodland and buffer planting around the perimeter of development.	



3.1.4 On the basis of the compliance statements provided in Table 3.1 above it is considered that this MSA reserved matters application complies fully with the scale, layout, appearance, and access requirements set out and approved under the original outline permission ref: 37/19/00004.



4.0 ENVIRONMENTAL IMPACT STATEMENT

- 4.1.1 The Town and Country (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') covers the multi-stage consent process including reserved matters applications submitted as later stages following outline consent.
- 4.1.2 The original outline application included an EIA which was deemed, through the approval of the outline permission, to be sufficient to satisfy the requirements of the EIA Regulations at each subsequent application stage.
- 4.1.3 In terms of EIA considerations for this MSA reserved matters application:
- i) As per section 3.0 of this report above, the proposed MSA through this reserved matters application accords with the three approved parameter plan drawings and the fundamental design principles set out and assessed by the EIA in support of the original outline application. As such, the reserved matters submission should not raise any new or different matters that were not already considered in the original EIA.
 - ii) There have been no material changes to the baseline conditions at the site which would materially alter the environmental sensitivity of the baseline, subsequent to the original EIA submitted as part of the original outline application.



5.0 STRUCTURE AND CONTENT OF RESERVED MATTERS APPLICATION

5.1.1 The application has been submitted electronically, via the Planning Portal (ref: PP-13522349), and includes:

- i) This Supporting Statement, which also includes a compliance statement as required by condition 15 attached to outline permission 37/19/00004.
- ii) The completed Application Forms.
- iii) The following drawings:
 - a) Site Location Plan ref: 1516-60a
 - b) Existing Site Layout ref: 1516-61a
 - c) Planning Site Layout ref: 1516-62a
 - d) Proposed Building Elevations ref: 1516-64a
 - e) Drive Through Coffee Shop Plans & Elevations ref: 1516-65a
 - f) Petrol and HGV Canopy Details ref: 1516-66a
 - g) EV Charger Details ref: 1516-67a
 - h) Substation Details ref: 1516-68a
 - i) Electric Meter Kiosk ET14 Type ref: 1516-69a
 - j) Electric Meter Kiosk ET6 Type ref: 1516-70a
 - k) Proposed Site Elevations ref: 1516-71a
 - l) Covered Cycle Parking ref: 1516-73a
 - m) Building Plan ref: 1516-74a
 - n) Roof Plan ref: 1516-75a
 - o) Proposed Contour Plan ref: 332610984-STN-HGT-XX-DR-CH-0151_P03
 - p) Vehicle Tracking 1of4 ref: 332610984-STN-HML-XX-DR-CH-0161_P03
 - q) Vehicle Tracking 2of4 ref: 332610984-STN-HML-XX-DR-CH-0162_P03
 - r) Vehicle Tracking 3of4 ref: 332610984-STN-HML-XX-DR-CH-0163_P03
 - s) Vehicle Tracking 4of4 ref: 332610984-STN-HML-XX-DR-CH-0164_P03
- iv) The Design Statement which includes a number of illustrative Computer Generated Images.
- v) Details of the proposed bicycle lockers to avoid a planning condition: CW_BikeAway locker.

5.1.2 The requisite planning application fee of £ 23,088.00, has been paid via the Planning Portal.



5.1.3 The details provided in the above reserved matters application drawings are in accordance with (within the limits set by) the original outline permission's approved Parameter Plans.

