

Our Ref: P-PA-005185

Your Ref: 37/24/00099

Date: 06 February 2025

Somerset Planning-North Team
Bridgwater House
King Square
Bridgwater
Somerset
TA6 3AR

Dear Sir or Madam

The Town & Country Planning Act 1990
The Town & Country Planning (Development Management Procedure) Order 2015

Proposal: Approval of reserved matters for the details of access, appearance, layout and scale, for (37/19/00004) creation of a new Motorway Service Area and ancillary uses including all supporting infrastructure.

Location: Land at Junction 24, North Petherton, Bridgwater, Somerset, TA6

O.S. Grid reference: 330691 134090

Thank you for referring the above application.

We object to the development as there is no provision for surface water attenuation within the Reserve matters application for the Motorway service land. The masterplan submitted for the outline application for the site shows the Motorway service relies on drainage features located within P1 land. As we have not seen phasing of the development nor the timing of each phase, we seek confirmation that the drainage infrastructure will be constructed prior to the start of the motorway services. For the development to be acceptable to the IDB, as a minimum, surface water attenuation, proportional to the size of the development (attenuation volume and discharge rate) should be provided before the start of construction.

We note that Condition 24 and Condition 11 for Phase 1 infrastructure has been discharged and Reserve Matter application for Phase 1 infrastructure (37/22/00026) has been approved. It is not clear to us what part of the drainage infrastructure will be constructed to cater for this phase of the development

When revising the surface water network design, we would like the following criteria to be considered:

1- Has tide lock scenario been considered with regards to surface water discharge. The route of the surface water runoff from the site is to outflow from the ponds into an Ordinary Watercourse (OWC), to Moates Rhyne, under the canal via a syphon, over an IDB weir which holds water back in the summer, and into the Parrett, a tidal river. Was the impact of the weir and the tide taken into consideration when looking at the drainage route and modelling the impact of the development on the neighbouring land?

2- The following issues also remain to be demonstrated to prove the viability of the drainage route:

- connectivity between the OWC to Moates Rhyne
- the syphon under the canal was assessed to be in good condition in 2015 by the canal and rivers trust. Is it still the case,
- this development relies on the syphon to be in good condition for the lifetime of the development. Who will be responsible to maintain the syphon. What is the contingency plan in the event the syphon gets blocked.
- An exceedance route for the Surface water network should be provided, and if a temporary/partially constructed network is used, an exceedance route should also be provided for it.

3- Despite the surface water runoff being restricted to 2 l/s/ha of impermeable area, the IDB is concerned with the additional volume of water that would be entering the IDB system. Moates rhyne was not designed to receive runoff

Each Board is a statutory public body with responsibilities for flood protection, land drainage and the environment.
All are members of the Association of Drainage Authorities.

from urban area. There is no fall to the watercourse and water in the rhyne stagnate for a long time before it can outfall in the Parrett. The area suffers from prolong flooding due to rhyes not being able to freely discharge into the Parrett. We would like the developer to consider discharging the surface water runoff from the development into a main river such as the Huntworth Bypass which is located slightly further south from the proposed outfall location

Any email correspondence relating to this consultation response should be sent to planning@somersetdbcs.co.uk

Yours Sincerely



Virginie Martin
Development Control Officer