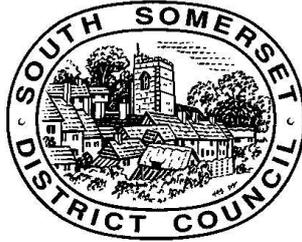


# Public Document Pack



## District Executive - Thursday 7th February 2019

Please find attached the appendices to accompany the Local Plan Review report.

<b>Agenda No</b>	<b>Item</b>
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7.	<b><u>Local Plan Review 2016-2036 Preferred Options for Consultation (Pages 2 - 480)</u></b>
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Appendix 1 – Main Points arising from Issues and Options Consultation October 2017 until January 2018

Appendix 2 – Summary of the issues raised by Members during workshops

Appendix 3 – South Somerset Local Plan Review 2016-2036 Preferred Options Consultation (Regulation 18)

Appendix 4 - South Somerset Local Plan Preferred Options Maps

# Appendix 1

## South Somerset Local Plan Review 2016 – 2036 – Main Points arising from Issues and Options Consultation October 2017 until January 2018.

During the consultation period, the Council received over 800 representations to the Local Plan Review Issues and Options consultation resulting in 1,424 individual comments, many of which are very detailed and lengthy in nature. 49 late responses were also received. What follows below is a summary of the main points made by respondents, including the late representations. All of the representations received during the consultation period can be found in full on the Council's website at [Homepage - South Somerset District Council Consultations](#)

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
	Foreword	<ul style="list-style-type: none"> <li>• There have been several questions as to why the Local Plan is being reviewed so soon after adoption of the current Local Plan. It is suggested that as the current Local Plan was only adopted in 2015 the new plan should utilise an evidence base from 2016 and the plan period run up to 2036.</li> <li>• There are also queries as to why so much new housing is required.</li> <li>• It is also felt that the consultation document and Foreword make no mention of Neighbourhood Plans - the Government's main initiative.</li> </ul>	<p>The Council agreed to carry out a full Local Plan Review in the Local Development Scheme, April 2017. The National Planning Policy Framework, July 2018 (NPPF) expects Local Plan to be reviewed with five years of the date of adoption.</p> <p>The Foreword to the Local Plan Review will include a reference to Neighbourhood Plans.</p>
	Sustainability Appraisal	<ul style="list-style-type: none"> <li>• It is asked why, when the 2017 HELAA identifies the site (E/MIPO/0003) as having capacity for approx. 68 dwellings and concludes that it is suitable, available, and achievable for development in the next five years, the site was discounted from the Sustainability Appraisal or I&amp;O consultation and there is an objection to what is seen as to lack of reasonable alternatives for Milborne Port.</li> <li>• It is stated that, without site visits and a lack of qualitative analysis of sites, there are a number of inherent flaws in the site appraisal criteria, leading to</li> </ul>	<p>The Council has commissioned consultants AECOM to carry out Sustainability Appraisal of the Local Plan Review.</p> <p>Site options for Milborne Port are discussed later in this Appendix.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<p>some distorted findings, examples of which are given, particularly in relation to sites at Milborne Port</p> <ul style="list-style-type: none"> <li>It is thought that 8.2(b) and (c) are preferred, which is supported by Option 2 of the SA - Option 2 being to have a more dispersed strategy based upon where the market is delivering.</li> </ul>	
	Duty to Cooperate	<ul style="list-style-type: none"> <li>The Consultation Document is said to pay little attention to the duty to cooperate and that simply commissioning joint studies across local authority boundaries is not sufficient.</li> </ul>	<p>As well as joint studies there are regular meetings with adjoining authorities and contact with specific bodies. A duty to co-operate report will accompany the Local Plan at the Submission stage.</p> <p>The NPPF now requires Councils to produce and maintain one or more Statements of Common Ground documenting cross-boundary matters being addressed and progress on cooperating on these. SSDC will be complying with this requirement.</p>
	Spatial Portrait of South Somerset	<ul style="list-style-type: none"> <li>This is generally supported, but it is stated that poor economic outlook and skills attainment needs to be addressed; that the Yeovil Vision needs to re-imagine the town centre; and that more mention should be made of electric cars.</li> <li>It stated that that the Plan must accommodate demographic change to meet the needs of ageing population, that there needs to be more provision for the elderly, including bungalows and care/ nursing homes; and that the loss of younger people that may be due to lack of suitable employment opportunities should be included.</li> </ul>	<p>The Local Plan Review seeks to provide a planning policy framework that supports the Councils regeneration objectives for Yeovil Town Centre, helps to promote a healthy economy, aligned to the Councils emerging Economic Development Strategy and which supports the provision of</p>

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		<ul style="list-style-type: none"> <li>• It is thought that protection of Grade 1 &amp; 2 agricultural land is essential and vital for a sustainable future, particularly in our rural area with agriculture being such a dominant local industry on which many depend for their employment.</li> <li>• It is stated that the planned improvements to the A303 have yet to be funded, are already out of date and will not provide the relief needed. The point is made, however, that any excavated material during the A303 and A358 works should be used on site - the principle of 'lean design' should be adopted. Waste and recycling infrastructure should consider as a cross-border matter with TDBC.</li> <li>• It is suggested that reference should be made to the convenience of buses being a vital consideration for rural residents since they provide access to their employment, leisure, medical and commercial needs. All allocations will result in increased car journeys and traffic due to lack of public transport.</li> <li>• It is thought misleading to say South Somerset is well linked by three major railway lines. South Somerset is not well served by railways. There are only stations at Yeovil, Crewkerne, Templecombe, Bruton and Castle Cary. A number of other Market Towns are not served.</li> <li>• Evidence from the National Housing Federation's Home Truths is quoted which indicates that South Somerset is becoming one of the most unaffordable places to live in the South West, with a house price to income ratio of 10.0.</li> <li>• Fuller reference to AONBs is encouraged, with potential for greater policy integration, particularly as the Blackdown Hills AONB Management Plan will shortly be reviewed. Reference is also made to the Cranborne Chase AONB Management Plan.</li> <li>• There is an objection to the loss of employment land to residential.</li> <li>• It stated that the economic benefits brought by the tourism and leisure sectors should be given more emphasis, particularly given that these will be strengthened by the planned improvements to the A303 and A358.</li> </ul>	<p>infrastructure for electric vehicles (see Policy EQ1)</p> <p>The Local Plan Review recognises the role agri-based business play in the South Somerset economy. Footnote 53 of the NPPF states "Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of higher quality." It is recognised that South Somerset has a significant amount of high quality agricultural land any loss has to be balanced against the need to provide land for housing and employment growth to meet needs of the current and future population of South Somerset.</p> <p>The importance of buses is recognised. Additional text has been inserted to set out the contribution the community and voluntary sector make to connectivity for communities.</p> <p>The "well" has been deleted where referring to the railway stations.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
			<p>The Office of National Statistic identifies an affordability ratio of 8.16 for South Somerset (2017).</p> <p>A reference to AONB Management Plans has been inserted.</p> <p>Permitted Development Rights allows B1 employment use premises to convert to residential use without the need for planning permission. The Governments focus is the delivery of new housing. The provision of employment land is discussed in more detail later in this schedule and includes Policy EP2 which seeks to resist the loss of employment sites and buildings.</p> <p>A reference to tourism expenditure and the opportunities present by the A303 and A358 improvements has been inserted.</p>
	General Points	<ul style="list-style-type: none"> <li>• Several comments have been received complaining about an apparent lack of or inadequate consultation.</li> <li>• It is stated that not enough consideration has been given to minerals and waste matters – and that there is a need to amend the definition of development plan to include reference to the adopted plans. The need to safeguard building stone resources and promote use of local vernacular stone is highlighted.</li> </ul>	<p>The Local Plan Issues and Options were consulted upon for a 12 week period. A number of ‘drop-in’ sessions were held across the District. All documents were available in libraries Council Offices and online.</p>

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			<p>The consultation was carried out in accordance with the Council's adopted Statement of Community Involvement, 2015 (and updated in 2018 to include more detail on neighbourhood Planning).</p> <p>Somerset County Council is the Minerals and Waste Authority and produces a development plan document on these matters.</p>
3.1	Do you agree with the suggested vision to 2034, and, if not, how should it be changed?	<p>Some people agree with the suggested Vision saying, for example that the current vision to 2028 is outdated and too long winded and the proposed vision is succinct, memorable, and provides an acceptable solution. However, there have also been many in disagreement and suggestions made for its revision, which include the following:</p> <p><u>Employment/ Economy</u></p> <ul style="list-style-type: none"> <li>• It needs to be more aspirational in terms of providing jobs growth and economic prosperity.</li> <li>• It include a reference to supporting the tourism industry and tourist accommodation, stated as key contributors to the local economy and a major source of local income and employment.</li> </ul> <p><u>Housing</u></p> <ul style="list-style-type: none"> <li>• In accordance with national policy, this should reflect the full objectively assessed need for development and infrastructure needs. SSDC should be aspiring for sustainable growth and in order to achieve this.</li> <li>• There has been a persistent under delivery for many years. The Vision should set out that the Council will work proactively in this regard.</li> </ul>	<p>Various amendments have been made to the proposed Vision in order to reflect the comments made including the addition of:</p> <p>'healthy' in the first sentence.</p> <p>A second sentence reflecting the Council Plan.</p> <p>Infrastructure of all types' and 'improved' to the now third sentence.</p> <p>A reference to the regeneration of Yeovil, Chard and Wincanton town centres and a reference to building on existing economic strengths and</p>

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		<p><u>Regeneration</u></p> <ul style="list-style-type: none"> <li>The regeneration of Yeovil and Chard should be specifically included in the Vision.</li> </ul> <p><u>Natural Environment</u></p> <ul style="list-style-type: none"> <li>There is a lack of emphasis on the protection of the natural environment, natural habitats, and wildlife. The vision should emphasise their protection, as well as the rural nature of the district being maintained.</li> <li>South Somerset is a notably beautiful place in terms of landscape. This is of economic benefit in terms of tourism.</li> <li>It does not mention sustaining, conserving and enhancing the District's AONB.</li> </ul> <p><u>Rural Investment</u></p> <ul style="list-style-type: none"> <li>If the vision is to become a reality then more investment must be generated within rural settlements for example to improve infrastructure, create new job opportunities (start-up units) and improve public transport.</li> <li>It needs to refer to more medical facilities and care in rural areas.</li> </ul> <p><u>Low Carbon</u></p> <ul style="list-style-type: none"> <li>The requirement for low carbon towns with enhanced green infrastructure and public transport links is supported as it complements the objectives of Wessex Water to minimise energy use, improve water efficiency and support SUDS which reduce flood risk, provide amenity, biodiversity and water quality improvements.</li> <li>Low carbon towns needs to be changed to low carbon communities.</li> </ul> <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> <li>Explicit reference should be made to the timely provision of infrastructure alongside housing and economic growth to support a thriving community.</li> <li>The aim should be to eliminate rather than just to reduce digital inequality.</li> </ul> <p><u>Public Transport</u></p> <ul style="list-style-type: none"> <li>There should be a focus on sustainability and enhanced public transport links.</li> </ul>	<p>enhancing the role of the district as a gateway to the south-west.</p>

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		<p><u>Miscellaneous</u></p> <ul style="list-style-type: none"> <li>• It should set a positive view for the future that promotes sustainable economic development to deliver homes, businesses and infrastructure that the local area needs.</li> <li>• It is recommended that the last two sentences are put first - the most important focus should be protecting the distinctive nature of different environments, then a productive economy and then proactive support for town centres.</li> <li>• The role of the District as a gateway to the south-west should be included.</li> <li>• It is very generalised and could be referred to as a statement of aspirations. The Vision is generic and not specific to SSDC, its issues, or local needs.</li> <li>• There is no mention of employment or education.</li> <li>• It does not consider the social sustainability and health of residents, so does not fully reflect the NPPF Core Principles or the Objectives of the Plan. It is generic and does not reflect the key issues identified.</li> </ul>	
3.2	Do you agree these Strategic Objectives are still relevant for the LPR, and, if not, how should they be changed?	<p>There seems to be general support for the Strategic Objectives, but with some suggestions as to possible changes. These include the following:</p> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• Objectives should be measurable to assess progress of the Plan. Include the spatial strategy followed by the strategic objectives, which will relate back to the former.</li> <li>• A settlement strategy and hierarchy which allows for growth to be allocated to the larger, more sustainable settlements in the District is supported.</li> </ul> <p>Comments referring to the topic areas referred to below may relate to multiple objectives as currently stated.</p> <p><u>Infrastructure</u></p>	<p>The objectives have been amended to better reflect the Council Plan, priority projects and revised Vision. Objective numbers have changed.</p> <p>They seek to address the housing and employment needs of off the residents, of South Somerset.</p> <p>The Local Plan Review will be monitored and monitoring indicators are identified in Section 15 of the Local Plan Review Preferred Options document.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<ul style="list-style-type: none"> <li>• Explicit reference should be made to the timely provision of infrastructure alongside housing and economic growth.</li> </ul> <p><u>Information Technology</u></p> <ul style="list-style-type: none"> <li>• Omit “especially to and from Yeovil” in Objective 3 - efficient and fast broadband is essential for small rural settlements.</li> </ul> <p><u>Transport and Accessibility</u></p> <ul style="list-style-type: none"> <li>• More investment in providing non-car based transport is required, particular in rural settlements. Difficulties have already been encountered in expanding pavements and creating cycle ways as an example. There is a need to reduce motor traffic in general, especially at peak times. Public transport, cycling and walking all have a major part to play in reducing car travel.</li> <li>• The bulk of planned infrastructure investment is in road schemes not on walking, cycling or public transport provision. Therefore question if strategic objectives 1, 3 and 7 are aligned with the transport elements of the plan.</li> <li>• Consideration needs to be given to promoting walking and cycling on roads and narrow lanes where vehicle movements, speeds, and size of vehicles are all increasing.</li> <li>• Delete reference to non-car based transport and replace with non-carbon fuel cars and commercial vehicles. Add reference to the encouragement of electric and hybrid vehicles and public charging points and require the provision of these in all developments.</li> <li>• Work, education and shopping should also be referred to in Objective 1.</li> <li>• The stated importance of sustainable transport to healthcare services is highlighted. This should be by as many forms of transport as possible and therefore primary healthcare services should be located close to bus routes and within walking distance of homes.</li> </ul> <p><u>The Economy</u></p> <ul style="list-style-type: none"> <li>• Whilst Yeovil has previously been the centre of growth in the District, a change in this objective to promote inward investment through the District</li> </ul>	<p>Objective 6 addresses communications technology and refers to both urban and rural areas.</p> <p>Comments are noted. Walking and cycling are addressed within the Preferred Options document. Objective 5 now refers to non-carbon fuel car and commercial vehicles.</p> <p>Objective 2 now refer to the whole of South Somerset. The importance of agriculture is recognised in the</p>

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		<p>as a whole and removing reference to specific settlements, would be supported.</p> <ul style="list-style-type: none"> <li>• Agriculture remains an intrinsic part of the overall economic picture but is hardly mentioned in the Local Plan or this document.</li> <li>• SSDC continually strives to bring high tech, high value businesses to the area but take so long that it loses out to more pro-active areas. A clear and detailed economic strategy is required.</li> </ul> <p><u>Natural and Built Environment</u></p> <ul style="list-style-type: none"> <li>• The insertion of 'distinctive' as the second word in objective 5 to underline that the natural and built environment to be special is advised.</li> </ul> <p><u>Housing</u></p> <ul style="list-style-type: none"> <li>• Add 'social rented housing' to Objective 6. "<i>both general and affordable housing</i>" should be changed to "<i>general, social and affordable housing</i>".</li> <li>• Developments should also be built using low impact materials, with energy efficient and renewable energy systems; and homes built to Lifetime Home standards.</li> <li>• A balanced housing market to meet the required growth is agreed, but the Council has consistently been unable to demonstrate a 5-year supply of land. If this strategic objective is to be met, it is imperative that suitable and deliverable sites should be identified. It should be made clear that SSDC is committed to delivering the full and up to date OAN for housing for the District, having regard to the standardised methodology.</li> <li>• Current developments with high density build and few gardens fail to achieve Objective 6.</li> <li>• There is high demand for older people to downsize – there are not enough bungalows being built as other housing types are more profitable to developers.</li> </ul>	<p>Preferred Options document. A revised Economic Development Strategy is being consulted upon.</p> <p>The word distinctive has been included in Objectives 10 and 11.</p> <p>Objective 1 address all housing and includes market and affordable housing. Other comments are noted and addressed elsewhere in the Preferred Options document.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<ul style="list-style-type: none"> <li>• Strategic Objective 6 should be more relevant and specific. It is essential that residential development is delivered <i>promptly</i> as reflected by Government Policy.</li> </ul> <p><u>Climate Change</u></p> <ul style="list-style-type: none"> <li>• Strategic Objective 7 needs to be expanded and not be restricted to Yeovil. It should apply to all development; not just exemplar ones in Yeovil</li> <li>• Reference should be made to green infrastructure as suggested in the new Vision. It is suggested that multi-functional green infrastructure will enhance new and existing developments and provide multiple benefits including amenity, surface water attenuation and purification, improvements to air quality and localized shading to reduce heat stress.</li> </ul> <p><u>Healthcare</u></p> <ul style="list-style-type: none"> <li>• Several comments refer to the need to maintain and improve access to healthcare.</li> <li>• Symphony Healthcare Services (SHS) support the objectives relevant to healthcare. This requires investment into its future to ensure that services can continue to be provided where they are need within the settlements. This requirement needs to be balanced against the changes to the NHS system and operational efficiencies required to meet the changing nature of the demand and supply of healthcare provision.</li> </ul> <p><u>Agriculture</u></p> <ul style="list-style-type: none"> <li>• There is no mention of agriculture or food production. Agriculture is very important to the rural economy because of nation food security.</li> </ul>	<p>Objective 9 deals with the whole of South Somerset.</p> <p>Comments noted.</p> <p>The importance of agriculture is reflected in the Preferred Options document and Objective 2 refers to the urban and rural businesses.</p>
4.1	Which of the following options should be taken	<ul style="list-style-type: none"> <li>• Many comments suggest that the Council should merely include the advice in the new Plan as it will be required to do so in any case (a). Government guidance will need to be followed once adopted - it is essential that the presumption in favour of sustainable development (para 14 of the NPPF) is</li> </ul>	Policy SD1 has been retained as the Local Plan Review will be a development plan document. Whilst the NPPF as a significant material

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	<p>forward through the LPR?</p> <p><b>4.1(a)</b> Revise Policy SD1 to reflect a revised paragraph 14 of the NPPF.</p> <p><b>4.1(b)</b> Delete Policy SD1 and supporting text and rely on the revised paragraph 14 of the NPPF.</p>	<p>expressed in Local Plan Policy SD1. This will give SSDC certainty and control so that when the new Plan is adopted the policy is sound and compliant. An overarching policy relating to sustainable development within the emerging Local Plan is required to guide and ensure proper decision-making and ensure the aspirations of the NPPF are reflected at a local level.</p> <ul style="list-style-type: none"> <li>• On the other hand, it is also stated that the Government has only consulted on the changes to the NPPF para 14 so the changes are not certain. The White Paper only signals an intention. To change the Plan without the outcomes of the consultation would bring into question the soundness of the Plan.</li> <li>• It is suggested that “sustainable development” is misleading and should be replaced with ‘delivering development for local sustainability’.</li> <li>• However, the deletion of the Policy is also supported (b), with comments such as the new NPPF is likely to replace the current version prior to the adoption of the revised Local Plan. Assuming the revised NPPF will include a definition of the presumption of sustainable development, there is no need to duplicate it.</li> <li>• There is also some criticism of Government policy and that the Local Plan should be kept local.</li> </ul>	<p>consideration means that provisions of the presumption in favour of sustainable development should be taken into account as part of the decision making process on planning applications. The inclusion of Policy SD1 within the Local Plan Review ensures development plan status.</p>
5.1	<p>Which of the following options should be taken forward through the LPR?</p> <p><b>5.1(a)</b> Progress on the basis of an OAN of 13,200</p>	<p>(a) <u>The currently proposed approach</u></p> <ul style="list-style-type: none"> <li>• Some people think that 660 dwellings per year (13,200 across the Plan period) will more be achievable than the 725 per year (a).</li> <li>• It is suggested that migration from the EU is likely to be reduced after 2020. Although 13,200 is currently the best estimate it should be kept under review and revised if migration turns out to be significantly lower.</li> <li>• Option (a) is agreed with the proviso that this includes an increased number of older person bedspaces given the aging population in the District. There could be care centres with small bungalows centred around a unit containing meal facilities and medical facilities. It would be counter-intuitive to exclude C2 bedspaces from the five year housing land supply.</li> </ul>	<p>The minimum local housing need figure (housing requirement) for South Somerset has been calculated in accordance with the new Standard Methodology published in July 2018 and clarified in the Ministry of Homes, Communities and Local Government (MHCLG) consultation published in October 2018.</p>

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	<p> dwellings (includes bedspaces for older people)  <b>5.1(b)</b>  Progress on the basis of another OAN. Please provide a detailed justification for any alternative suggestion</p>	<ul style="list-style-type: none"> <li>• It is stated that more houses need to be built to the lifetime standard. Developers need to take into account the footprint of houses thus allowing for wheelchair access etc. which in turn will enable the people being able to stay at their home without having to adapt the house to suit the aging, infirm or disabled as they get older.</li> <li>• It is suggested that a caveat should be introduced to allow the OAN to be adjusted as new methodologies/ data emerge during the 3 year evolution of the LPR. Alternatively, the current OAN may result in unachievable targets and failure to deliver a 5YHLS.</li> </ul> <p>(b) <u>An Alternative Approach – the Standard Methodology</u></p> <ul style="list-style-type: none"> <li>• Many people refer to the Government’s published standard methodology for assessing OAN, which results in there being a need for 734 dwellings per annum (b). The 2017 White Paper advises LPAs to use the most up-to-date data when calculating housing need. The new standardised OAN employs two measures – household projections, and house price earnings ratios – both of which will be updated between now and the Council’s anticipated consultation on its Preferred Options. Continuing to work with the lower figure from the SHMA (i.e. 660 dwellings a year) runs the risk of the LPR being found unsound.</li> <li>• However, it is also stated that it would be best to progress on the basis of the 13,200 as a minimum in advance of the Government’s standard methodology being finalised.</li> </ul> <p>(b) <u>Other Approaches – Higher OAN</u></p> <ul style="list-style-type: none"> <li>• The OAN should be 795 dwellings per annum in-line with the Standardised Methodology’s figure of 734 (to adjust for the District’s affordability of the average home at 7.5 times the average salary), plus 10 dwellings per annum (for concealed households, as calculated by the SHMA), and 51 dwellings per annum (for older persons’ bedspaces as calculated from the SCHMA).</li> </ul>	<p>This results in a local housing need figure of at least 14,510 dwellings over the 20 year Plan period (2016-2036) and 726 dwellings per year.</p> <p>This new approach supersedes the options presented in the Issues and Options consultation document.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<ul style="list-style-type: none"> <li>• The Council Plan (2016-2021) includes a priority to increase the focus on jobs and economic development and a strategic objective of the Local Plan is to achieve a high performing economy. Therefore, the OAN should reflect the standardised methodology plus an additional allowance for economic growth.</li> <li>• After an allowance for concealed households and older persons bedspaces is made, this increases the dpa from 734 to 795 dpa. Using the methodology set out in the White Paper, there would be a need to allocate land for a minimum of 8,700 units.</li> <li>• SSDC could also take account of the need to provide homes that are constrained in neighbouring authorities due to AONB, SSSI designations etc.</li> <li>• There is no uplift to ensure affordable housing needs are met; and the adjustment for market signals is insufficient.</li> <li>• In Sajid Javid’s speech to Parliament, he explained that the standardised methodology figure is the “<i>bare minimum that will be required in order to stand still</i>”. LPR should therefore introduce a higher target in order to address housing need and affordability issues.</li> </ul> <p>(b) <u>Other Approaches – Lower OAN</u></p> <ul style="list-style-type: none"> <li>• Windfall has been consistent and should be included in the figure, allowing a lower OAN.</li> <li>• A figure of 547-597 is preferred = 572 dpa plus 10 for concealed households but not include the C2 requirements resulting in 582 dpa which over 20 year equates to 11,640 dwellings. Given the aim to build 40% of development on brownfield sites this leaves 6,984 dwellings on greenfield sites.</li> <li>• It is stated that Immigration will be reducing partly due to Brexit – with more people leaving and less people wanting to live here – meaning fewer houses are needed.</li> <li>• Several comments state that care home bedspaces should not equate to dwellings.</li> </ul>	

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		<p><u>Criticisms of the SHMA</u></p> <p>These include:</p> <ul style="list-style-type: none"> <li>• Failure to consider jobs/housing alignment;</li> <li>• Inadequate analysis of past employment trends (which have been higher than now assumed/ which are shown to be higher than the forecasts used by JGC);</li> <li>• The indicative use of national levels of economic activity without consideration of local factors and no information about unemployment rates;</li> <li>• Failure to consider impact of Hinkley C;</li> <li>• Inadequate consideration of concealed households (the 2014-based SNHP of household formation rates should be applied);</li> <li>• Failure to respond to signs of market pressure; and</li> <li>• Failure to consider implications of affordable housing need.</li> <li>• The OAN of 13,200 dwellings is based on mid-2014 estimates and was produced in October 2016. It is therefore already a year out of date. The more recent sub-national (i.e. local authority) mid-2016 estimates for population will not be published by the ONS until mid-2018. The national mid-2016 estimates for population have been published and forecast a lower growth compared to the mid-2014 basis due to lower long-term net international migration; lower birth-rate; and life expectancy increasing less than predicted.</li> <li>• The SHMA does not provide an appropriate evidence base to inform the LPR due to the time period it covers differing from the period covered by the LPR.</li> <li>• Failure to consider the implications of affordable housing need upon need, contrary to a number of recent High Court Judgements (Satnam, Kings Lyn, Hinckley and Bosworth).</li> <li>• The SHMA has focussed on writing off the shortfall approach. It is not compliant with paragraph 47 of the NPPF and Government focus on housing delivery.</li> </ul>	

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		<p>Completions to date put actual delivery at about 624 dwellings per annum. The Shortfall in delivery plus a 20% buffer means that over the next five years, the requirement is 1,136 applying 'Sedgefield' and 825 using 'Liverpool'. The Plan should be addressing this shortfall.</p>	
	<p><i>Housing Growth Distribution Strategy - Introduction</i></p>	<p><i>This issue attracted by far the greatest number of responses in the consultation, with opinion sharply divided and a wide variety of reasons being given for either supporting or objecting to each Option set out in Question 5.2.</i></p> <p><i>The Section below is divided by comments in favour and then against each Option, with additional detail or alternative suggestions where appropriate. In the interests of brevity, brief summaries only are given of the main points.</i></p>	
5.2	<p>Which of the following options for the distribution of housing growth do you think should be taken forward through the LPR? <b>5.2(a)</b> Continue with the existing Local Plan spatial distribution of growth: Yeovil 47%, Market</p>	<p><b>(a) Existing Spatial Distribution</b></p> <p><u>In Favour</u> Reasons stated for supporting this Option include the following:</p> <ul style="list-style-type: none"> <li>• It is based on a robust methodology and the current strategy was found sound.</li> <li>• It would minimise the loss of greenfield land and priority habitats.</li> <li>• Although smaller sites in smaller towns deliver more quickly, it would be a mistake to drop the Yeovil key site programme. All the key sites in Yeovil are delivering and planning applications lodged. Timelines for developments like Keyford and Mudford are not unusual. Yeovil is by far the most sustainable area in the District – allocating sufficient land and allowing enough time for it to come forward is the most sensible housing strategy.</li> <li>• The over-delivery of housing in rural settlements should not result in a deviation from the current strategy and current Government policy.</li> <li>• Yeovil is the focus for retail, services and housing and should continue to be the main location for the majority of new housing.</li> </ul>	<p>Using evidence base documents such as the Housing and Employment Land Availability Assessment, the five-year housing land supply the Authority Monitoring Report and the Strategic Employment Housing Land Availability Assessment (HELAA) and bearing in mind the Government's focus on housing delivery through the Housing Delivery Test. The emerging Local Plan Review identifies a spatial distribution of growth which maintains the integrity of the adopted spatial distribution but proposes to introduce a 'Villages' category of settlement.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
	<p>Towns 32%, Rural Centres 7% and Rural Settlements 14%.</p> <p><b>5.2(b)</b> Have a more dispersed strategy based upon where the market is delivering.</p> <p><b>5.2(c)</b> Introduce an additional tier of 'Village' settlements where development could be allocated. Which settlements should be identified and why?</p> <p><b>5.2(d)</b> Allocate a Garden Town or Village. Where should it be</p>	<ul style="list-style-type: none"> <li>• There should be a continued focus on the larger towns as too much housing has been provided at the rural settlements – the Council should adopt a more robust approach against such planning applications.</li> <li>• The larger settlements are most likely to be able to provide an appropriate level of healthcare for new residents.</li> </ul> <p><u>Against</u> Objections to the continued strategy include that:</p> <ul style="list-style-type: none"> <li>• There should be no further major housing growth in Yeovil as it could not cope in terms of existing infrastructure, notably highways.</li> <li>• Housing in Wincanton, Castle Cary, Langport/Huish Episcopi, Ilchester and South Petherton have exceeded targets, with the major sites in the larger towns have not come forward, largely on grounds of viability, so an alternative should be sought. The infrastructure of these smaller rural communities is not suited for further development.</li> <li>• There has been too much growth at smaller rural settlements – these are an asset to the character of South Somerset, yet they are most attractive to developers due to their relatively unspoilt landscape and village qualities.</li> <li>• This option would not address persistent under-delivery. Yeovil, for example, has delivered only 29% of housing growth compared with the target of 47%.</li> <li>• There has been an imbalance in the target for housing growth at Yeovil of 47% and that for employment of 33.5%.</li> </ul> <p><u>An Alternative Approach</u></p> <ul style="list-style-type: none"> <li>• Yeovil's percentage should be raised to 50%.</li> <li>• Housing numbers should be based on an assessment of each individual settlement rather than grouping them.</li> </ul>	<p>The methodology for the identification of the Villages is set out in the evidence base document 'The Potential for Rural Settlements to be Designated 'Villages', 2018. Stoke sub Hamdon, due to the level of local services and constrained nature of the surrounding landscape is now proposed to be a Village rather than a Rural Centre.</p> <p>The settlements proposed to be included as Villages are: Abbas and Templecombe, Broadway and Horton, Charlton Adam and Charlton Mackrell, Combe St Nicholas, Curry Rivel, Henstridge, Keinton Mandeville, North Cadbury, Queen Camel, Sparkford, Stoke sub Hamdon and Tatworth.</p> <p>This Villages approach seeks to address the issue of having delivered far in excess of the target for new homes identified to be delivered in Rural Settlements. The proposals also see a more restrictive approach being taken to development in Rural Settlements (see response to Option 5.3)</p>

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	<p>located and how many homes should it accommodate ?</p> <p><b>5.2 (e)</b> Another option (please specify)</p>	<ul style="list-style-type: none"> <li>Yeovil’s proportion is more than can be delivered. It is suggested that 40% should be directed to Yeovil and 40% to the Market Towns.</li> <li>Another respondent thinks that there should be an increase to 10% for rural centres and a reduction in rural settlements to 11%.</li> <li>A suggestion for a more dispersed distribution of growth is as follows:            Yeovil 29% (3521)            Market Towns 30% (3642)            Rural Centres 9% (1093)            Rural Settlements 17% (2064)            Standalone Garden Village on A303 near RNAS Yeovilton (15%: 1,200-1,500 dwgs.)</li> <li>If a Garden Village (A303 Corridor) option was not taken forward then distribution of growth should be as follows. This reflects a better balance more broadly based on what has actually been delivered:            Yeovil 34% (4128)            Market Towns 34% (4128)            Rural Centres 12% (1457)            Rural Settlements 20% (2428)</li> </ul> <p><b>(b) A More Dispersed Strategy</b></p> <p><u>In Favour</u>            Reasons stated in favour of this Option include the following:</p> <ul style="list-style-type: none"> <li>The Council should recognise the need to provide housing in areas of high market demand in the wider rural area.</li> <li>Further expansion of Yeovil will have a detrimental environmental and amenity impact on both residents and those living adjacent to the town.</li> <li>The proportion of growth at Yeovil and Chard could not be relied upon. It should be more dispersed, which would allow a range of sites to be identified, rather than relying on large strategic sites.</li> </ul>	<p>The proposed spatial distribution of growth is as follows:            Principal Town (Yeovil) – 33% (1 settlement)            Primary Market Towns – 30% (4 settlements)            Local Market Towns – 11% (3 settlements)            Rural Centres - 8% (5 settlements)            Villages – 8% (12 settlements)            Rural Settlements - 11% (23 settlements as at October 2018 based upon the proposed new policy criteria).</p> <p>These percentages equate to the following number of dwellings (it should be noted that the emerging Local Plan Review identifies more housing than the local housing need figure – this is to allow some flexibility as the Local Plan Review progresses.</p> <table border="1" data-bbox="1704 1177 2204 1396"> <thead> <tr> <th data-bbox="1704 1177 1935 1337">Settlement</th> <th data-bbox="1942 1177 2204 1337">Local Plan Review 2016-2036 Number of new homes required (net)</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="1704 1337 2204 1369"><b>Principal Town</b></td> </tr> <tr> <td data-bbox="1704 1369 1935 1396">Yeovil</td> <td data-bbox="1942 1369 2204 1396">5,091</td> </tr> </tbody> </table>	Settlement	Local Plan Review 2016-2036 Number of new homes required (net)	<b>Principal Town</b>		Yeovil	5,091
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		<ul style="list-style-type: none"> <li>• Some people are opposed to any more large-scale housing developments attached to existing market towns. Some villages could take some new housing in proportion to their existing size.</li> <li>• Housing in rural areas would help support viable local services and amenities – it would increase their sustainability.</li> <li>• There needs to be more affordable housing in rural areas, particularly for younger people. It would also have the benefit of more children having access to the countryside.</li> </ul> <p><u>Against</u> Those objecting to this Option state the following reasons:</p> <ul style="list-style-type: none"> <li>• It would not assist in focussing growth at the most sustainable locations.</li> <li>• The Local Authority should not be market led – it is an abdication of responsibility.</li> <li>• It would put a strain on local services and an increase in the use of private transport. There would be more cars and delivery vehicles, increasing pollution.</li> <li>• There is not an appropriate level of jobs, public transport or community facilities.</li> <li>• Larger sites are more likely to deliver strategic infrastructure.</li> <li>• It will have a relatively great negative impact on biodiversity through the loss of greenfield land and priority habitats.</li> <li>• A market led strategy could lead to intrusion into the countryside and detrimental impact on the landscape.</li> </ul> <p><b>(c) An Additional ‘Village’ Settlement Tier</b></p> <p><u>In Favour</u> Reasons stated for supporting this Option include the following:</p>	<table border="1"> <thead> <tr> <th colspan="2" data-bbox="1688 333 2199 363"><b>Primary Market Towns</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="1688 363 1937 394">Chard</td> <td data-bbox="1937 363 2199 394">1,995</td> </tr> <tr> <td data-bbox="1688 394 1937 424">Crewkerne</td> <td data-bbox="1937 394 2199 424">1,194</td> </tr> <tr> <td data-bbox="1688 424 1937 454">Ilminster</td> <td data-bbox="1937 424 2199 454">839</td> </tr> <tr> <td data-bbox="1688 454 1937 485">Wincanton</td> <td data-bbox="1937 454 2199 485">613</td> </tr> <tr> <th colspan="2" data-bbox="1688 485 2199 515"><b>Local Market Towns</b></th> </tr> <tr> <td data-bbox="1688 515 1937 585">Castle Cary and Ansford</td> <td data-bbox="1937 515 2199 585">727</td> </tr> <tr> <td data-bbox="1688 585 1937 639">Langport and Huish Episcopi</td> <td data-bbox="1937 585 2199 639">351</td> </tr> <tr> <td data-bbox="1688 639 1937 670">Somerton</td> <td data-bbox="1937 639 2199 670">574</td> </tr> <tr> <th colspan="2" data-bbox="1688 670 2199 700"><b>Rural Centres</b></th> </tr> <tr> <td data-bbox="1688 700 1937 730">Bruton</td> <td data-bbox="1937 700 2199 730">152</td> </tr> <tr> <td data-bbox="1688 730 1937 761">Ilchester</td> <td data-bbox="1937 730 2199 761">361</td> </tr> <tr> <td data-bbox="1688 761 1937 799">Martock and Bower Hinton</td> <td data-bbox="1937 761 2199 799">330</td> </tr> <tr> <td data-bbox="1688 799 1937 829">Milborne Port</td> <td data-bbox="1937 799 2199 829">245</td> </tr> <tr> <td data-bbox="1688 829 1937 860">South Petherton</td> <td data-bbox="1937 829 2199 860">116</td> </tr> <tr> <td data-bbox="1688 860 1937 890"><b>Villages</b></td> <td data-bbox="1937 860 2199 890">1,314</td> </tr> <tr> <td data-bbox="1688 890 1937 920"><b>Rural Settlements</b></td> <td data-bbox="1937 890 2199 920">1,686</td> </tr> <tr> <td data-bbox="1688 920 1937 951"><b>Total</b></td> <td data-bbox="1937 920 2199 951"><b>15,588</b></td> </tr> </tbody> </table> <p>For context once housing completions and planning permissions as at 31<sup>st</sup> March 2018 are taken into account the number of homes still to be delivered, including pending planning applications and proposed allocations is as follows:</p>	<b>Primary Market Towns</b>		Chard	1,995	Crewkerne	1,194	Ilminster	839	Wincanton	613	<b>Local Market Towns</b>		Castle Cary and Ansford	727	Langport and Huish Episcopi	351	Somerton	574	<b>Rural Centres</b>		Bruton	152	Ilchester	361	Martock and Bower Hinton	330	Milborne Port	245	South Petherton	116	<b>Villages</b>	1,314	<b>Rural Settlements</b>	1,686	<b>Total</b>	<b>15,588</b>
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		<ul style="list-style-type: none"> <li>The Council should introduce a village tier for settlements that outperform the definition of a 'rural settlement' and are truly sustainable and suitable locations for housing. It could increase flexibility.</li> <li>Most of the 14% of Housing for Rural Settlements should be allocated amongst the 'Villages', then the rest split to the smaller settlements.</li> <li>The current 'one size fits all' Policy SS2 does not distinguish between widely differing population sizes. The previous Local Plan included a village tier below market towns and rural centres.</li> <li>It is also suggested that all settlements should be considered for development on their own merits, without which many village services would not survive.</li> <li>It would assist in housing delivery. SSDC must explore all possible ways to facilitate a significant step change in housing delivery and small sites can be delivered more quickly than major urban extensions.</li> <li>Local, small-scale, modest developments deliver in many ways, as they are usually undertaken by local developers who turn sites around quickly. They live locally, employ local people, and use other local services such as solicitors, estate agents, and accountants, and the future occupiers use local services such as carpet fitters, decorators, and furniture suppliers.</li> <li>Cary Moor PC would like to see a village tier with clearly defined criteria. It agrees that the addition of a village tier could be useful depending on the criteria used to define it. It is agreed that a separate policy to protect the character of rural settlement would be of benefit.</li> </ul> <p><u>Against</u> Those objecting to this Option state the following reasons:</p> <ul style="list-style-type: none"> <li>Given the volume of delivery already in smaller settlements, there does not appear to be a need for an additional village tier, which is not a sustainable or reliable strategic approach.</li> </ul>	<table border="1"> <thead> <tr> <th data-bbox="1688 333 1935 488">Settlement</th> <th data-bbox="1942 333 2204 488">Local Plan Review 2016-2036 Residual Number of new homes required (net)</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="1688 493 2204 520"><b>Principal Town</b></td> </tr> <tr> <td data-bbox="1688 525 1935 552">Yeovil</td> <td data-bbox="1942 525 2204 552">2,887</td> </tr> <tr> <td colspan="2" data-bbox="1688 557 2204 584"><b>Primary Market Towns</b></td> </tr> <tr> <td data-bbox="1688 588 1935 616">Chard</td> <td data-bbox="1942 588 2204 616">1,490</td> </tr> <tr> <td data-bbox="1688 620 1935 647">Crewkerne</td> <td data-bbox="1942 620 2204 647">480</td> </tr> <tr> <td data-bbox="1688 652 1935 679">Ilminster</td> <td data-bbox="1942 652 2204 679">720</td> </tr> <tr> <td data-bbox="1688 684 1935 711">Wincanton</td> <td data-bbox="1942 684 2204 711">270</td> </tr> <tr> <td colspan="2" data-bbox="1688 716 2204 743"><b>Local Market Towns</b></td> </tr> <tr> <td data-bbox="1688 748 1935 775">Castle Cary and Ansford</td> <td data-bbox="1942 748 2204 775">161</td> </tr> <tr> <td data-bbox="1688 780 1935 807">Langport and Huish Episcopi</td> <td data-bbox="1942 780 2204 807">180</td> </tr> <tr> <td data-bbox="1688 812 1935 839">Somerton</td> <td data-bbox="1942 812 2204 839">140</td> </tr> <tr> <td colspan="2" data-bbox="1688 844 2204 871"><b>Rural Centres</b></td> </tr> <tr> <td data-bbox="1688 876 1935 903">Bruton</td> <td data-bbox="1942 876 2204 903">65</td> </tr> <tr> <td data-bbox="1688 908 1935 935">Ilchester</td> <td data-bbox="1942 908 2204 935">200</td> </tr> <tr> <td data-bbox="1688 940 1935 967">Martock and Bower Hinton</td> <td data-bbox="1942 940 2204 967">210</td> </tr> <tr> <td data-bbox="1688 971 1935 999">Milborne Port</td> <td data-bbox="1942 971 2204 999">140</td> </tr> <tr> <td data-bbox="1688 1003 1935 1031">South Petherton</td> <td data-bbox="1942 1003 2204 1031">55</td> </tr> <tr> <td data-bbox="1688 1035 1935 1062"><b>Villages</b></td> <td data-bbox="1942 1035 2204 1062">722</td> </tr> <tr> <td data-bbox="1688 1067 1935 1094"><b>Rural Settlements</b></td> <td data-bbox="1942 1067 2204 1094">876</td> </tr> </tbody> </table> <p>The Preferred Options document does not propose the allocation of the Garden Village/Town. Such</p>		Settlement	Local Plan Review 2016-2036 Residual Number of new homes required (net)	<b>Principal Town</b>		Yeovil	2,887	<b>Primary Market Towns</b>		Chard	1,490	Crewkerne	480	Ilminster	720	Wincanton	270	<b>Local Market Towns</b>		Castle Cary and Ansford	161	Langport and Huish Episcopi	180	Somerton	140	<b>Rural Centres</b>		Bruton	65	Ilchester	200	Martock and Bower Hinton	210	Milborne Port	140	South Petherton	55	<b>Villages</b>	722	<b>Rural Settlements</b>	876
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		<ul style="list-style-type: none"> <li>• The Local Plan (2006-2028) states that there is a risk of too much housing being accommodated in Rural Settlements in applying Policy SS2. Monitoring shows delivery in Rural Settlements is too high, encouraging unsustainable development in place of sustainable locations.</li> <li>• This Option could lead to a strain on local services, an increase in use of private transport, intrusion into the countryside and a detrimental impact on the landscape.</li> <li>• The designated Rural Settlements offer the most sustainable locations for development. Smaller settlements do not provide the same levels of jobs, public transport and community facilities.</li> <li>• This Option would not protect and enhance the natural, built, and historic environment.</li> <li>• There are few local bus services. The Option would be contrary to elements of the NPPF relating to the need to promote sustainable transport, minimising journey lengths and reducing emissions. It would harm biodiversity, increase waste and pollution, and increase car use leading to an acceleration of climate change, not a low carbon economy.</li> <li>• There is no methodology for village designation.</li> <li>• It is likely to have a relatively large negative impacts on biodiversity through the loss of greenfield land and priority habitats.</li> </ul> <p><u>The Definition of Villages (See also Question 5.3)</u></p> <ul style="list-style-type: none"> <li>• Settlements which have at least six of the eight services listed in the Local Plan should be considered to be in the village category.</li> <li>• Specialist shops with limited stock are very different to small convenience stores and often not a true local service. Any service open only a few days a week should not be included. The definition should include a requirement to have a shop.</li> </ul>	<p>proposals require significant masterplanning and investment including funding from the Government, they also take a long time to deliver.</p> <p>Given that Councils are expected to maintain a five-year supply of deliverable housing sites and the Housing delivery Test now imposes penalties on Council's where delivery is below the annual housing target; it is important to maintain a constant supply of housing sites. This means that the designation of a Garden Town or Village cannot be seen as an alternative to developing sites elsewhere in the District.</p> <p>At this point in time the Council is able to identify enough sites to meet the housing need and has not made the decision to commit the resources to actively pursue a Garden Village/Town proposal in relation to this Local Plan Review. However, this something it may wish to consider in the future.</p>

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		<ul style="list-style-type: none"> <li>• Another respondent suggests that the following services should be required for a settlement to be defined as a Village <ul style="list-style-type: none"> <li>Hall/Community centre</li> <li>Post Office or shop</li> <li>Health Centre</li> <li>Primary School</li> <li>Footways to local services</li> <li>Useful and regular public transport to nearest market town for education, employment, shopping, and leisure.</li> <li>Provision of mains drainage and mains sewerage before the developments of 3 or more dwellings are proposed.</li> </ul> </li> <li>• A consideration of the ability of the settlement to take increased vehicle movements without a negative impact on road safety for pedestrians and other non-vehicle users.</li> </ul> <p><u>Specific Settlements Suggested for Potential Designation</u> Several locations have been suggested as being appropriate for designation as Villages. Responses have been received from a variety of people, including Parish Councils, developers and landowners and other members of the community. The reasons for settlements being put forward are summarised below.</p> <p><u>Merriott</u></p> <ul style="list-style-type: none"> <li>• The inclusion of Merriott is supported. It is one of the largest Rural Settlements in the District with a variety of services and facilities including a shop, village hall, pub, and recreation ground and employment opportunities; it is very sustainable, and has been subject to recent housing developments, proves its sustainability. It is one of the most sustainable due to its proximity to Crewkerne; and the village has a large brownfield site at the old Scott's nurseries.</li> <li>• There may be a number of opportunities for development in Merriott, but only with rigorous oversight to ensure the right sites are allocated. If Merriott</li> </ul>	

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		<p>were to be included as a designated village, the Parish Council is concerned that an 'open door' policy would prevail and that every development would have a 'presumption for' tag.</p> <p><u>Keinton Mandeville (See also objections below)</u></p> <ul style="list-style-type: none"> <li>• Keinton Mandeville is a large village with a good range of services and facilities and is an appropriate location for additional housing. Therefore it should be in the villages tier.</li> <li>• Additional housing would increase footfall and the vitality and viability of existing services, including additional children for the local school. The CIL would also benefit the community.</li> <li>• A proposed omission site is said to be located centrally in the village, close to amenities such as the shop, pub, school, church, and village hall. It could be phased to provide extended residential and commercial delivery, to provide housing and employment opportunities and additional services to support the enlarged village. Two further omission sites have also been suggested.</li> </ul> <p><u>Curry Rivel</u></p> <ul style="list-style-type: none"> <li>• Curry Rivel Parish Council is receptive to further limited development within the Parish provided that it has more say as to the type, number and location of houses.</li> <li>• There needs to be provision to create local employment within rural settlements. Employment opportunities must be provided within rural settlements to ensure that they don't just become dormitory villages.</li> <li>• An omission site has been suggested on land at Stanchester Way.</li> </ul> <p><u>Henstridge</u></p> <ul style="list-style-type: none"> <li>• It is stated that Henstridge has a population of 1,800 residents; larger than most Rural Settlements across South Somerset. There are a range of services and facilities (primary school, shop/post office, church, 2 pubs,</li> </ul>	

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<p>village hall &amp; recreational ground), all within easy walking distance of the village. There are some employment opportunities within the village and at the nearby Henstridge Airfield; and a number of bus routes serve the village which connect it to Yeovil, Wincanton &amp; Blandford.</p> <ul style="list-style-type: none"> <li>• Henstridge is not subject to nationally or locally significant environmental designations that would constrain its potential growth.</li> <li>• Land off Stalbridge Road has been suggested as an omission site.</li> </ul> <p><u>Templecombe</u></p> <ul style="list-style-type: none"> <li>• Templecombe has a population of 1,600 residents; larger than most Rural Settlements across South Somerset. There are a range of services and facilities, all within easy walking distance of the village. Templecombe has a train station which connects village to national rail network. There is a frequent bus service, seven days a week.</li> <li>• There are some employment opportunities within the village, most notably Thales.</li> <li>• Templecombe is not subject to nationally or locally significant environmental designations that would constrain its potential growth.</li> </ul> <p><u>Sparkford</u></p> <ul style="list-style-type: none"> <li>• Sparkford is one of the largest Rural Settlements in the district and is very sustainable. Its services and facilities include a shop, village hall, car park, pub, recreation ground, cricket club, and prep school.</li> <li>• It has a variety of facilities and employment opportunities. It has been subject to recent housing developments. This proves its sustainability.</li> <li>• An omission site is suggested for a development for up to 50 dwellings, for which an outline planning application is being prepared.</li> </ul> <p><u>Long Sutton</u></p>	

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		<ul style="list-style-type: none"> <li>• The Church Commissioners would be supportive of a 'village' tier. They have a site in the settlement which provides seven of the eight key services; and the 2009 Settlement Role study found high levels of self-containment.</li> </ul> <p><u>Specific Settlements suggested should not be designated</u> The following objections to possible designation have been received:</p> <p><u>Dowlish Wake</u></p> <ul style="list-style-type: none"> <li>• Dowlish Wake should not be identified as a 'Village'. It is poorly located for accessibility by foot to schools, doctors/dentist surgeries, post office, bank and other services. It has no bus service or footpath to Ilminster. Any development would be car dependent and highway safety would be an issue as would potential impacts on listed buildings and the Conservation Area. Drainage and flooding are also issues.</li> <li>• Roads to/from Dowlish Wake are predominantly single-track, so extra traffic would cause a severe strain on the road structure and dynamics of the area, like for many villages.</li> </ul> <p><u>Keinton Mandeville</u></p> <ul style="list-style-type: none"> <li>• With the 42 homes granted at Lakeview Quarry, the village is already playing its part. Keinton Mandeville has serious traffic issues due to its existing layout, the huge increase in general and HGV traffic on the B3153; there are very limited bus services; no significant employer and wages are low; and the sewerage infrastructure is over-stretched.</li> <li>• Heavy traffic levels and large and farm vehicles use the narrow roads in the village, but no Council assessment appears to have yet occurred before going ahead with more development in the village. There are no pavements on the B3153 should development occur on land to the west of the village.</li> <li>• Keinton Mandeville has no senior school, supermarket, dentist pharmacy or medical centre.</li> <li>• If it gets village status, it will simply make it a dormitory village for Yeovil – exacerbating traffic, pollution, lack of social inclusion and climate change.</li> </ul>	

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		<p><b>(d) A Garden Town or Village</b>  <i>This seems to have been one of the single most responded to Options, probably prompted by the informal publicity given to proposals for a new settlement north of Yeovilton near the end of the Issues and Options consultation period. The initial groups of comments set out below appear to be general responses to the issue, either in agreement or against this Option. This is followed by suggested locations; and a separate section then follows on the Yeovilton proposals, both in support of or objecting to them.</i></p> <p><u>Comments in Favour</u></p> <ul style="list-style-type: none"> <li>• It would create opportunities for a step change in local skills development capacity, increasing the flexibility and range of the industrial base to support higher paid jobs.</li> <li>• Yeovil cannot take additional significant growth as the infrastructure does not have the capacity and it has reached its topographical limits.</li> <li>• A garden town close to A303 with good transport links would be preferred to the inappropriate expansion of Yeovil. This is an opportune time with the agreed upgrade plans. It could also allow new housing and industry to be planned for holistically rather than in a random, piecemeal, approach, causing less disruption to local communities and Grade 1 agricultural land.</li> <li>• Yeovil has failed to deliver the expected number of houses in the Local Plan, so the current split is not working. Yeovil should keep to 30%, the amount it is currently managing to deliver. This would allow all rural settlements, large and small, the opportunity to grow, as well as having a garden settlement.</li> <li>• It would ease some of the pressures on existing market towns and villages; and could prevent the undermining of the local distinctiveness of many settlements through development.</li> <li>• It would be an opportunity to show what modern architecture and building materials can achieve.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• It offers the opportunity to deliver low carbon energy and renewable energy options with open spaces.</li> <li>• It would secure a range of infrastructure in a comprehensive way.</li> <li>• In view of a continuing five-year housing land supply, this would be an innovative and new way to deliver housing and boost overall supply.</li> <li>• The Education and Skills Funding Agency recommends a strategy which facilitates strategic infrastructure planning. Incremental growth through the delivery of smaller sites is not considered a sustainable long-term strategy as existing schools do not have infinite capacity to expand and this becomes a serious constraint to development.</li> <li>• Whilst a preferred option for some, it is also stated, for example, that the timescales associated with a Garden Town or Village mean that it is unlikely to be delivered in the plan period; and that this would need to be a long term aspiration.</li> </ul> <p><u>Comments Against</u></p> <ul style="list-style-type: none"> <li>• The allocation of a Garden Town or Village is unsustainable when the lack of economic growth is taken into account.</li> <li>• It would do nothing to help sustain and enhance the viability of existing towns, particularly Yeovil. Additional housing can and should be accommodated sustainably through the expansion of existing settlements. The emphasis should be on urban regeneration, which the town centres badly need.</li> <li>• A new town would take a very long time for land assembly, define, promote and gain necessary approvals; and then to deliver; the RTPI estimate that a development of 4,500 to 8,000 units would take 12 to 18 years and on this basis there would be no delivery until 2030 at the earliest. Even then a development of this size is not required.</li> <li>• The provision of entirely new large settlement(s) in the open countryside should be avoided; it would mean maximum destruction of farmland.</li> </ul>	

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		<p><u>Suggested Locations</u></p> <ul style="list-style-type: none"> <li>• It would need to be located near employment opportunities such as the Yeovilton proposal.</li> <li>• On the northern side of Yeovil is suggested which is said would increase the diversity of choice for the settlement, education and employment.</li> <li>• The location should be near Cartgate, close to the A303, and include significant employment land.</li> <li>• Possible locations close to Podimore/ Sparkford or Ilminster/ Ilton/ Ashill.</li> <li>• There is an opportunity to promote a strategic site owned by SCC, at Donyatt. SCC Cabinet has agreed the vision and key principles for a new community in Somerset that key stakeholders can buy into. This was informed by technical work undertaken by the Garden Town volunteers in 2016/17. The next steps will be to develop a specific proposal to influence the Local Plan process. It would be in line with the NPPF; could make a significant contribution to the housing requirement; exploit public assets for the public good; deliver affordable housing and a wide variety of tenure options; would follow garden town principles; and assist in meeting sustainable development aspirations.</li> <li>• If considered necessary, it should be an urban village next to Yeovil, South Chard or Ilminster, to make maximum use of shared infrastructure, employment opportunities and urban services.</li> </ul> <p><b><u>The informal submission of proposals for a garden town north of Yeovilton</u></b></p> <p><u>In Favour</u></p> <p><i>General Support</i></p> <ul style="list-style-type: none"> <li>• The Church Commissioners are significant landowners within the Garden Settlement proposal submitted by Grass Roots Planning Ltd on behalf of SWSD Ltd and are supportive of the Council considering a Garden Settlement in this location. They agree with the site assessment and strategic suitability of the site presented by Grass Roots. The Church</li> </ul>	

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		<p>Commissioners believe the proposal could deliver the first completions by 2020 with five operators on site delivering circa 50 dwellings per annum delivering 3,500 dwellings by 2034 and go to deliver over the longer term.</p> <ul style="list-style-type: none"> <li>• Many expressions of general support have been received.</li> </ul> <p><i>Design Benefits</i></p> <ul style="list-style-type: none"> <li>• It will allow the planners to have full scope in designing living spaces fit for the 21st century.</li> <li>• Many modern housing estates suffer from lack of space, not enough parking, poor build, no public transport, schools, surgeries or shops. A development such as Cranbrook is cherished by the new house owners.</li> </ul> <p><i>Infrastructure and Services</i></p> <ul style="list-style-type: none"> <li>• Garden settlements can be comprehensively and holistically planned to ensure that not only housing is delivered, but infrastructure requirements and employment needs can also be met. The development would deliver a comprehensive development of a minimum of 10,000 dwellings, local centre, technology/university presence, medical facilities and significant levels of public open space.</li> <li>• It would provide amenities such as shops, schools, employment, healthcare, retirement care, leisure facilities, business facilities, and provide lakes and parks.</li> <li>• Flood risk could be mitigated by excess being released slowly into downstream watercourses during heavy rainfall.</li> </ul> <p><i>Lack of Physical Constraints</i></p> <ul style="list-style-type: none"> <li>• It is suggested that no other sites offer such an extensive tract of land that is subject to very limited constraints to potential development. Any such constraints could be overcome through sensitive design and mitigation proposals.</li> </ul> <p><i>Relationship to Yeovilton</i></p>	

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		<ul style="list-style-type: none"> <li>• RNAS Yeovilton is one of the busiest airfields in the country that currently employs around 4,300 people. The Garden settlement proposal can utilise and enhance its available facilities by providing technology and aeronautical industrial and employment land in close proximity that can potentially access the airbase for commercial and testing purposes. There is a unique potential to deliver large scale employment development due to its proximity; up to about 19,000 jobs according to the Church Commissioners.</li> </ul> <p><i>Traffic in Yeovil</i></p> <ul style="list-style-type: none"> <li>• It would reduce traffic flow through Yeovil and reduce congestion in Yeovil; and it would help the capacity problem at the Horsey Lane roundabout.</li> </ul> <p><i>Highways</i></p> <ul style="list-style-type: none"> <li>• It will be adjacent to and benefit from the dualling for the A303; and provide immediate access to London and the west via the A303 and to Bath and Bristol via A37.</li> </ul> <p><i>Rail</i></p> <ul style="list-style-type: none"> <li>• It will be able to link to and will benefit from the rail line.</li> </ul> <p><i>Landscape and BMV Agricultural Land</i></p> <ul style="list-style-type: none"> <li>• The site is not covered by any statutory designations and no available documentation or character assessment work identifies the site as a particularly special or valued landscape; and its topography is also not subject to any severe gradients or elevation that would make any development particularly visually expose.</li> <li>• It would be built on Grade 3 &amp; 4 agricultural land rather than on Grade 1 land.</li> <li>• It would not affect areas of natural beauty.</li> </ul> <p><i>Benefits to Other Settlements</i></p>	

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		<ul style="list-style-type: none"> <li>• The development will be self-sustaining and the surrounding villages will not suffer further pressure on limited resources. There may be opportunities for Ilchester residents to access new shops, library, entertainment facilities etc.</li> </ul> <p><i>Other</i></p> <ul style="list-style-type: none"> <li>• The area is very under-populated and it would affect far fewer residents.</li> <li>• The Local MP states that a garden town or village is the kind of creative thinking attractive to the Government and MPs as it fits in with the policies and aspirations for more homes and jobs. There would be Government funding available to aid development. He says he would help ensure local transport improvements to make sure other towns and villages are networked with it. A garden town would be attractive to local government too because of its ability to create new markets and revenue from business rates, council tax and new homes bonus that can support local services.</li> </ul> <p><u>Objections</u></p> <p><i>Government New Town Policy and Funding</i></p> <ul style="list-style-type: none"> <li>• The location proposed would be contrary to the government's policy of placing towns/villages next to large towns or cities (like Taunton, Exeter and Plymouth) where they work best and there is less impact on rural character.</li> <li>• New town funding no longer being available.</li> <li>• It is the most expensive option for a new town due to there being no utilities, facilities, or amenities. The schools, health centres, community centres, sewers, link roads, railway station, biomass plant, massive flood prevention schemes, business parks, and a university must all need to be funded.</li> </ul> <p><i>Impact on other Settlements</i></p> <ul style="list-style-type: none"> <li>• There are concerns over the impact of a new retail park on existing town centres of Yeovil, Street, Shepton Mallet, Somerton, and Wincanton. There are already a number of vacant shops in Yeovil.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• It would be detrimental to the character of rural settlements, including the historic villages of Babcary, Foddington, Podimore, Cary Fitzpaine, South Barrow; and the hamlets in between.</li> </ul> <p><i>Rural Character</i></p> <ul style="list-style-type: none"> <li>• South Somerset is an area of the UK defined by its rural nature. It will take away what is special and affect tourism and ways of life.</li> <li>• There would be more air noise, and light pollution, resulting in the loss of air quality, dark skies, tranquillity, and quietness.</li> </ul> <p><i>Housing Distribution Options</i></p> <ul style="list-style-type: none"> <li>• The dispersal approach is preferred and would boost existing communities, shops and schools.</li> <li>• Rather than destroying a large swathe of countryside with a low density car-dependant garden settlement, SSDC should concentrate on delivering growth in existing larger settlements.</li> </ul> <p><i>Preferred Garden Settlement Locations</i></p> <ul style="list-style-type: none"> <li>• There may be opportunity for something much smaller to the east of the proposal area, almost along the A37 stretch. Perhaps a few hundred homes at the Podimore roundabout.</li> <li>• The 176 acre former wireless station near Somerton might be more suitable.</li> <li>• A new town should be located by Hinkley Point power station – near jobs, a motorway, and mainline railway station.</li> <li>• Any new town would be more appropriately located in the Cartgate area or to the east of the Cartgate roundabout, with good access an already dualled section of the A303.</li> </ul> <p><i>Flood Risk</i></p>	

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		<ul style="list-style-type: none"> <li>• The area is a low lying flood plain, with Flood Zone 3 present, which often floods.</li> <li>• The water table is very high; and the land is clay and holds the water, resulting in run-off.</li> <li>• The Dyke Brook overflows regularly after periods of heavy rain and the surrounding fields frequently flood.</li> <li>• The Environment Agency's mapping does not show the extent of the flooding; the vale is badly waterlogged and flooding affects Babcary, its access routes and other villages downstream.</li> <li>• Building the garden settlement would result in flood risks for existing properties not currently at risk; adjoining villages; and low lying villages upstream of the new town which drain into the area; the houses and businesses of the new town itself; and Somerset Levels and Bridgwater downstream.</li> <li>• Excess water and household sewage would have to be channelled through the flood-prone Somerset Levels and Bridgwater; the rivers that take the water away to Bridgwater are at capacity and prone to flooding.</li> <li>• Option 'Route 2' for the A303 dualling proposals showed flooding to be a major risk.</li> <li>• There is a lack of information on the potential hard engineered flood risk mitigation and their wider impacts.</li> </ul> <p><i>Highways Infrastructure</i></p> <ul style="list-style-type: none"> <li>• Surrounding roads are already overcrowded and a new settlement would mean more traffic on roads already too small to cope.</li> <li>• Access on Steart Hill is extremely limited. It has a steep gradient and is narrow.</li> <li>• The crossroads at Lydford and the incline at Wraxall Hill are both unsuitable.</li> <li>• The road running through the development connecting the A303 to the A37 is single carriage and unsuitable for an increase in traffic.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• This would mean an extra 20-30,000 vehicles and the A303 is already overloaded. The proposal would likely require an upgrade of A303 in other locations as well as those where it is already planned.</li> <li>• Podimore would be a severe bottleneck.</li> <li>• The local roads aren't appropriate for the biomass plant alleged to power the settlement, which will require a huge site for its operation, and regular large vehicles to keep the plant running.</li> </ul> <p><i>Public Transport</i></p> <ul style="list-style-type: none"> <li>• The local bus service is inadequate with few routes and very infrequent services. Public finance would not be available.</li> <li>• The railway station would not be at the new town but in Sparkford. It would still be 7 miles from the new town to the Sparkford Station so commuters would have to drive there, and it would require a new road link.</li> <li>• The station would be on the Bath/Weymouth line – a minor branch line with slow, infrequent trains, and no link to London or Exeter.</li> </ul> <p><i>The Economy and Employment</i></p> <ul style="list-style-type: none"> <li>• Augusta Westland is in doubt as more helicopter building is re-patriated by its parent company back to Italy; 600 redundancies have just been reported at Westlands; and BAE systems closed its Yeovil factory in October with the losses of 200+ jobs. It is not a thriving aerospace industry, so the new town is unlikely to attract the numbers of aerospace companies required.</li> <li>• It is uncertain that the MoD can share its main airfield. The huge existing accommodation expansion at Yeovilton still needs to be filled.</li> <li>• The figure of 19,000 jobs is unsubstantiated.</li> <li>• There is no employment to sustain this many people locally. It is a rural community.</li> </ul> <p><i>MOD/ Yeovilton</i></p>	

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		<ul style="list-style-type: none"> <li>• There are concerns over the impacts of noise, pollution, and risk of military aircraft landing in close proximity to residential and commercial uses.</li> <li>• There is no precedent of shared military-commercial airfields and the MoD would not consider or support a shared commercial and military airfield together with airside access from a new business park for operational and security reasons.</li> <li>• RNAS Yeovilton is not currently “underused”. According to the Royal Navy’s web site “RNAS Yeovilton is one of the Navy’s two principal air bases, and one of the busiest military airfields in the UK. It is home to more than 100 aircraft operated on both front-line squadrons and training units.</li> <li>• If Plymouth cannot sustain a commercial airport due to the competition from Exeter and Bristol, then Yeovilton could not cope. There is also a commercial airport at Southampton.</li> </ul> <p><i>Infrastructure</i></p> <ul style="list-style-type: none"> <li>• A massive amount of infrastructure would be needed in this agricultural area. The proposed 15,000 homes will result in some 40,000 individuals, 25,000 cars and the consequent arrival of additional infrastructure necessities.</li> <li>• An additional hospital, medical and GP facilities would be required as Yeovil District Hospital is overstretched currently and could not cope with another 45,000 people in its catchment area.</li> </ul> <p><i>Housing Quantity and Affordability</i></p> <ul style="list-style-type: none"> <li>• 6,600 new homes are needed and once completions and commitments are account for; only 3,000 additional homes are required; there is only a shortfall of 1,107 in Somerset. 15,000 homes are too many.</li> <li>• The proposed settlement is disproportionate in size to the needs of the area.</li> <li>• There is concern over the affordable housing proposals and a lack of a commitment to affordable housing other than a passing mention.</li> </ul> <p><i>Five Year Housing Land Supply</i></p>	

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		<ul style="list-style-type: none"> <li>• It would not solve the current 5YHLS as it will take a long time before housing is delivered.</li> </ul> <p><i>Agricultural Land</i></p> <ul style="list-style-type: none"> <li>• This would have an adverse effect on farmland and food production.</li> </ul> <p><i>Ecology</i></p> <ul style="list-style-type: none"> <li>• Land between Podimore and Babcary is an important wildlife corridor avoiding the main roads and will be even more important when 'A303 Expressway' built. There are protected species that would be affected.</li> <li>• There is no reference to the Babcary Meadows SSSI.</li> </ul> <p><i>Heritage Assets</i></p> <ul style="list-style-type: none"> <li>• The National Trust are custodians of several historic properties in the area, including Lytes Cary Listed Buildings and Registered Gardens. More time and information would be necessary to consider the implications of new settlements being proposed. It would also ruin the heritage site of Cadbury Castle.</li> <li>• It would have a detrimental impact on an area of considerable archaeological importance given the proximity to Ilchester and the Fosse Way.</li> </ul> <p><i>Pollution</i></p> <p>There is concern that such a large development should not be positioned in an area prone to fog, which when mixed with pollution from the development would create a toxic, unhealthy and unpleasant living environment.</p> <p><i>The Proposed University</i></p> <ul style="list-style-type: none"> <li>• A new university is not needed. SCC and SSDC should not be seeking to provide a new university. Whilst Somerset does not have a university there</li> </ul>	

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		<p>are perfectly good universities within easy travelling distance, at Bristol, Bath and Exeter.</p> <ul style="list-style-type: none"> <li>• No detail of funding is provided.</li> <li>• It would be remote with inadequate transport links.</li> </ul> <p><i>Alternative Suggestions</i></p> <ul style="list-style-type: none"> <li>• There could be five 'garden villages' with a schools, pubs, church etc. built as housing construction begins.</li> <li>• It would be preferable to have 5,000 dwellings alongside small businesses and services.</li> <li>• There is enough brownfield land to accommodate one million homes nationwide. Development of brownfield sites if preferable to this.</li> </ul> <p><u>General Comments</u></p> <p><i>Surface Water</i></p> <ul style="list-style-type: none"> <li>• Surface water from the proposal will enter the Parrett Drainage Board's District at a location where flood risk and operational sensitivities already exist. It is important that any proposal reduces any surface water runoff to pre-development runoff rates and volumes and where possible reduce the overall existing flood risk. The surface water mitigation should employ an effective sustainable drainage management train to ensure the quality of the surface water runoff is not detrimental to the downstream aquatic environment.</li> </ul> <p><i>Traffic</i></p> <ul style="list-style-type: none"> <li>• The development would have to provide improved road access for traffic heading south to Sherborne and Yeovil, and perhaps with new trunk roads to bypass Ilchester, Marston Magna, and Queen Camel. SSDC and SCC should bid for some Government money from the DfT.</li> </ul>	

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		<p><i>Consultation</i></p> <ul style="list-style-type: none"> <li>• There was not long enough to comment, consult, or undertake in-depth investigations before the LPR consultation deadline. The proposal was bought forward at the eleventh hour without consultation with the Council.</li> <li>• Such a proposal should be the subject of a district-wide consultation.</li> <li>• The Council should consider whether all landowners agree to their land being promoted. Not all landowners have been consulted.</li> </ul> <p><i>Maps and Plans</i></p> <ul style="list-style-type: none"> <li>• The plans are too simplistic and there are some major shortfalls. The maps provided are lacking essential components such as a key or scale</li> </ul> <p><i>Other</i></p> <ul style="list-style-type: none"> <li>• Technical challenges of building on the land in question were found through consideration of the A303 options. Construction in the unspoilt rural area should be minimised</li> </ul> <p><b>(e) – Another Option</b></p> <p><u>A Combination of Options</u></p> <ul style="list-style-type: none"> <li>• It is suggested that a garden village along the A303 corridor be pursued and an increased percentage to all rural settlements.</li> <li>• Others think, for example, that there should be a combination of a more-market led approach and the introduction of a Village tier. It is also stated though, that Yeovil and the main market towns should still be the main focus but to a lesser degree.</li> <li>• The policy should recognise that there are varying degrees of countryside (outside of official designations) and with the greater ecological, historic and community value, should be afforded greater protection.</li> </ul> <p><u>Specific Locations for Increased Growth</u></p>	

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		<p>It has been suggested that the following settlements could accommodate additional growth:</p> <ul style="list-style-type: none"> <li>• Castle Cary – it has a wide range of shops, services, schools and employment opportunities, together with good public transport linkages, including a mainline railway station.</li> <li>• Ilchester – it has capacity to accommodate additional growth.</li> <li>• Keinton Mandeville – A site north of Church Street and west of Queen Street is suggested for allocation. It is stated that its development would cause no landscape harm and it occupies a highly sustainable location.</li> <li>• Charlton Horethorne – it has four of the listed community facilities and shares the surgery at Milborne Port; and transport links are good; it should be designated a Rural Centre.</li> <li>• Curry Rivel – the Parish Council is receptive to further limited development within the Parish, provided that it has more say as to the type, number and location of houses.</li> <li>• The A303 corridor – the road is set to be improved. South Petherton and Sparkford both have several sites suitable for redevelopment; or new villages along its length could be established.</li> <li>• SCC Land – it is stated that future housing growth affords the opportunity to promote various non-strategic sites owned by SCC and exploit surplus public assets for the public good. It is therefore the intention to promote seven various sites.</li> </ul>	
5.3	Should the supporting text to Policy SS2 (Rural Settlements) be amended to ensure growth	There have been a very large number of responses on this issue and it is clearly of particular interest to landowners, developers and the wider community, in both urban and rural areas. A wide range of comments have been received, ranging from those thinking that the number of services required under the Policy should be increased, to those thinking that the requirement should be removed altogether, with a completely different strategy. The observations received are grouped below	A new settlement category of 'Villages' has been introduced in order to direct growth to the more sustainable locations currently within the Rural Settlements category. The evidence to support the Villages designations can be found in The

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	<p>is focussed towards the more sustainable Rural Settlements?</p> <p><b>5.3(a)</b> Amend the supporting text of Policy SS2 to require a Rural Settlement to have three of the services listed in Local Plan paragraph 5.41 in order for the Policy to apply.</p> <p><b>5.3(b)</b> Amend the list of services in Local Plan paragraph 5.41 by combining the faith facility with village hall/community centre and the</p>	<p>in relation to the number of services, their type; and the weight that should be afforded to each.</p> <p><u>Numbers of Services</u></p> <ul style="list-style-type: none"> <li>• It is stated that a minimum of three services, and preferably four, should be required for development in the smallest settlements. These 3 or 4 services should be used on a daily basis such as a shop or pub.</li> <li>• It is suggested that the Council could consider combining faith facility and village hall; and the post office with a shop; and add transport network and broadband; and require four of the services.</li> <li>• There is some agreement with increasing the number of required services to three. It is suggested that 5.3(a) and 5.3(b) are combined as too much development is being approved in Rural Settlements. The Council should take a more positive stance on development in settlements with three of the listed services.</li> <li>• In order to continue supporting and maintaining the delivery of primary healthcare in South Somerset, Symphony Healthcare Services supports the approach within the current Local Plan, of settlements having to contain at least two facilities in order to qualify as an SS2 settlement. This maintains a key nucleus of people to justify and maintain primary healthcare services in settlements.</li> <li>• It is stated that there is no basis to amend the supporting text to Policy SS2 because a focus towards development in more sustainable Rural Settlements would act as a constraint to housing in certain villages. Para. 55 of the NPPF states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain vitality of rural communities.</li> <li>• It is also stated that further constraint of development in rural areas will lead to a loss of facilities and will lead villages to become dormitory settlements for the retired and commuters. If anything, para. 5.41 of the Local Plan</li> </ul>	<p>Potential for Rural Settlements to be 'Villages', November 2018.</p> <p>The proposed revised Policy SS2 (now Policy SS4 in the Local Plan Review Preferred Options document) still allows growth in qualifying Rural Settlements but would help to protect the character of the very smallest and most rural locations.</p> <p>Policy SS2 (now SS4) and its supporting text has been revised to make the policy clearer and easy to use.</p> <p>The list of facilities which qualify a settlement for growth under Policy SS2 (now SS4) has been refined and now as a settlement must have four of the six facilities listed. This will ensure that growth is directed to the most sustainable Rural Settlements. The list has been revised as follows:</p> <ol style="list-style-type: none"> <li>1. Local convenience store / post office;</li> <li>2. primary school;</li> <li>3. health centre;</li> </ol>

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	<p>post office with the convenience shop and continue the requirement two facilities. <b>5.3(c)</b> An alternative option?</p>	<p>should be amended so that any settlement with at least one of the listed facilities would qualify as an SS2 settlement.</p> <ul style="list-style-type: none"> <li>• The view is expressed that SS2 should be amended to allow growth in settlements that have functional connectivity to more sustainable communities, thus allowing clustering of settlements for mutual benefit and mutual sustainability. It should be recognised that villages and hamlets share functional connections in rural areas, for example through access to primary schools etc. Guidance describes this more generally as “the roles of housing in supporting broader sustainability of villages and smaller settlements” (Planning Practice Guidance – Rural Housing). Two rural settlements in a particular parish have large employers but hardly any affordable housing – both might support development but do not meet the current criteria. Development in Rural Settlements should be encouraged in a way that supports the local rural economy, creates and or enhances community facilities, local services and rural primary schools. The concept of Parish clustering will be positively supported to allow development, as required locally, across all rural settlements. There are many other comments in this vein. It is suggested that the policy should be amended to allow opportunity for small-scale growth in all settlements.</li> <li>• It is commented that development in rural settlements should always have the support of the local community, although another comment states that appeals have shown that community support is not a prerequisite for gaining planning consent.</li> <li>• It is stated that Para 28 of the NPPF promotes “the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. It does not suggest that they are prerequisites for ‘sustainability’ or should determine selection of settlements for development.</li> </ul> <p><u>Types of Services</u></p>	<ol style="list-style-type: none"> <li>4. pub;</li> <li>5. Village hall and/or community centre or faith facility with a community meeting space;</li> <li>6. children’s play area;</li> </ol> <p>Whilst the proposed policy seeks to encourage engagement local communities it cannot be a requirement and nor can the agreement of the community be requirement of the policy.</p>

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		<p>Again, there are a wide range of views expressed about the types of service that a settlement should have in order to be considered a sustainable location for development. They include the following:</p> <ul style="list-style-type: none"> <li>• A local convenience shop, health centre, and primary school.</li> <li>• Fivehead currently ticks four of the SS2 services but the sustainability of the village does not feel robustly defined as there is no shop. Policy SS2 should also refer to a regular and extended bus network and effective and reliable broadband.</li> <li>• Post Offices are vestiges of the past; many have closed, and the sector is changing due to the internet, so more will shut. So remove Post Offices from the list.</li> <li>• Must have utilities, main drainage, gas, broadband and Local Public Transport</li> <li>• The addition of 10-20 homes has no bearing on the continuance of a pub. Pubs have to find their own way to survive and local people rarely patronise them anyway, so pubs can be excluded from the list.</li> <li>• SS2 is quite adequate for proposals for 1 or 2 locally acceptable (as supported by the community) dwellings within Rural Settlements. However if a developer seeks 3 or more dwellings within a Rural Settlement then the list of services should be combined as follows: <ul style="list-style-type: none"> <li>Hall/Community centre</li> <li>Post Office or shop</li> <li>Health Centre</li> <li>Primary School</li> <li>Footways to local services</li> <li>Useful and regular public transport to nearest market town for education, employment, shopping, and leisure.</li> <li>Provision of mains drainage and mains sewerage</li> </ul> </li> <li>• Add to the list: a frequent bus or train service with a stop/station within 800 metres; and a reasonable network of footways.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• The main issue is the impact of limited infrastructure such as low mains water pressure, poor highways infrastructure (narrow lanes with overhanging trees and no passing places), and poor telephone and broadband services.</li> <li>• The current list of services is too simple – other factors must be taken into account and the whole settlement looked at holistically. For example, schools must have places available, facilities must be accessible by foot (i.e. footpaths) or have public transport links or parking facilities. Access to health facilities such as a doctor's surgery should be included.</li> <li>• Many of these facilities have no off road parking, additional residential dwellings will only add to the parking difficulties.</li> <li>• Utilities – land around Keinton Mandeville drops down and water/ sewerage facilities and flooding will present difficulties for proposed development sites.</li> </ul> <p>There is disagreement about whether any of the existing list of services should be combined:</p> <ul style="list-style-type: none"> <li>• Some think it would be sensible to combine facilities in the way; and for example, amalgamate shops and post offices as they are most likely to be in the same premises.</li> <li>• Others state, for instance, that a faith facility and a village hall are completely separate; and that post office and convenience shop should remain as they are.</li> </ul> <p><u>The Weight Attached to Services</u></p> <ul style="list-style-type: none"> <li>• It is stated that Policy SS2 does not weight any of the facilities. In terms of sustainability and self-containment village shops and primary schools meet every day needs whereas faith facilities, village halls and play areas meet less frequent needs and may meet a combined need. It is considered there should be a requirement for Rural Settlements to have an existing shop and</li> </ul>	

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		<p>primary school and one other facility in order to be considered a sustainable location.</p> <ul style="list-style-type: none"> <li>• It is said that the ‘value’ to a community of individual amenities is not the same. For instance, a school should be given a higher value than say a stand-alone sports pitch. Schools in rural areas are suffering from the increasing age of the population in these settlements, so development, which encourages younger families, in areas with existing schools, should have a higher weighting.</li> <li>• The view is also expressed that, from the list, children’s play area/ sports pitch, village hall / community centre, and faith facility have no bearing whatsoever on sustainability of a rural settlement. They are simply place to go and do things.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• One example is given of a scheme offering the provision of a café and dog walking track in the scheme. It is stated that the café would have closed due to a lack of demand, yet the housing would have remained; and that It was transparently seeking to ‘tick the boxes’ of SS2.</li> <li>• It is stated that SSDC should publish the comparative impacts of both options, individually and combined on the current spatial distribution system; and that the current system has undermined the distinctive character of rural settlements through excessive development and resulted in extensive planning appeals.</li> <li>• It is suggested that priority should be given to the provision of more affordable housing in rural settlements. This would help to balance the ages within these communities and would promote the use of amenities.</li> </ul>	
5.4	Are there any other appropriate	<u>Specific Sites and Locations</u>	The Local Plan Review will identify employment land allocations based upon the evidence set out in the

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	locations where new employment development could be directed and if so, where, how much and of what type?	<ul style="list-style-type: none"> <li>• Somerton, adjacent Edgar Hall - There is approx. one hectare of undeveloped land next to the Hall not identified in the Review.</li> <li>• Somerton, Badgers Cross and wireless station sites - due to access to the road network (i.e. A303 and M5).</li> <li>• Lopen Head – the Nursery site has been extended recently and has reached its capacity. Lopen Business Park has considerable opportunity to extend and is an ideal candidate to contribute towards the lack of delivery of employment.</li> <li>• Keinton Mandeville, land south of Castle Street and west Of Row Lane - should be in the villages tier with this site allocated. Additional detail submitted. The needs of the small, sustainable, rural settlements across the District should be assessed and a suitable level of growth apportioned to them accordingly. This should be supplemented with the allocation of sites in these locations. This will help to maintain services and facilities, increase self-containment, and allow housing and employment needs to be met in the rural communities.</li> <li>• Martock - growth should be directed to the larger, more sustainable settlements. The rural service centres need to continue to receive growth in order to remain sustainable.</li> <li>• Wincanton – varied large and small sites to suit.</li> <li>• Castle Cary - employment development should be extended northwards along the railway line from the existing industrial estate towards the station. Employment development should also be encouraged adjacent to Torbay Road trading estate; there is an opportunity to the rear of Castle Cary railway station. Sites should be made available for studio/ workshop/ start-up premises at affordable rents.</li> <li>• Carymoor Environmental Centre - land should be protected and expanded with the closure of the landfill.</li> <li>• Milborne Port - an allocation of employment in a well-chosen suitable location such as with direct access to the A30 would be welcomed. An alternative might be to the north of the village off of Charlton Horethorne</li> </ul>	<p>Employment Land Review 2019 (ELR). The ELR will be complete and inform the LPR before consultation in June.</p> <p>Each site listed opposite will be considered and a full response will be published alongside the ELR.</p>

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		<p>Road; or to the east on the A30. Light industrial and office accommodation is encouraged but all forms of employment suitable for the village population would be considered. More than 0.84ha may be appropriate as some employment land has been lost.</p> <ul style="list-style-type: none"> <li>• Cadbury Business Park - There is land of approximately 2.5ha in two parcels either side of the existing premises that have previously been assessed as suitable, deliverable and available employment land. It could accommodate 7500m<sup>2</sup> of floorspace across both sites. It is a commercially attractive location with good links close to the A303, catering for a different market to the towns.</li> <li>• Cartgate - New employment should be sited on land here. Land should be allocated for retail, business, hotel and leisure as a destination for strategic employment growth and as a gateway to the south-west.</li> <li>• Dimmer - Two sites are sustainably located and could deliver new employment without any significant environmental effects. The sites have good transport links and are in one of the least sensitive in landscape terms; and avoid the need to use BMV land.</li> <li>• Ilminster Hort Bridge - SDDC should invest in the employment land already allocated, rather than find more land elsewhere. Ilminster has had very little employment growth.</li> <li>• A new Garden Settlement - promoted by Grass Roots Planning on behalf of SWSD Ltd offers the unique potential to deliver large scale employment development (providing circa 19,000 jobs) due to its proximity to RNAS Yeovilton. The Church Commissioners are supportive. Employment and industrial land could be linked to RNAS Yeovilton and aerospace industries, diversifying the employment sectors in South Somerset.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• Given that Bunford Park has not been delivered and Pen Mill Trading Estate is not fully utilised and other allocated areas of employment have not been delivered it is difficult to understand why more employment land is required</li> </ul>	

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		<p>around major settlements. More organic growth is supported focussed on smaller units and where it is needed rather than trying to force employers into the towns.</p> <ul style="list-style-type: none"> <li>• Employment land needs to be in sustainable locations and should not be driven by cheap land. Dimmer is not appropriate for further employment land.</li> <li>• There should be a dispersed strategy for the location of employment in the District, particularly in locations with good access to the A303 transport corridor.</li> <li>• Highways England state that development should be targeted at sustainable locations which reduce the imbalance between population and jobs within settlements in order to avoid out-commuting which may lead to increased trips on the SRN. It would welcome early engagement in relation to future sites for employment development. Development would need to be supported by appropriate robust transport evidence.</li> <li>• Identify opportunities for access to the railway network for businesses and homes</li> <li>• Small enterprise development should be encouraged in rural areas where transport links are poor and roads narrow and over-used. Larger scale development should be promoted on the M5 corridor and along the A303. Encourage modern technology; and should also encourage tourism through good quality food outlets and holiday accommodation and activities.</li> </ul>	
5.5	Should the District Council reduce the amount of employment land required to be delivered within the	<ul style="list-style-type: none"> <li>• Some people think that the employment allocations within the Yeovil SUEs should be removed and the land perhaps used for affordable housing, or in the case of Keyford, a replacement school site.</li> <li>• It is stated that it is clear the employment land requirement in the Local Plan was based on unsustainable aspirational employment growth. Employment growth is significantly lower than predicted in the Local Plan and economic job projections going forward are circa 8,500 between 2014 and 2034 (about 1/3 lower than the Local Plan); Class A and B uses tend to require the</li> </ul>	<p>The evidence base which supports both the jobs and employment land figures in the adopted Local Plan is being updated as part of the Local Plan Review.</p> <p>Economic projections have been undertaken which illustrate that</p>

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	Local Plan period and if so how much of the currently allocated land should be removed and from what locations?	<p>largest provision of land and as only 3,000 class A and B jobs are projected, a significant reduction in employment land would be required. It would appear appropriate to reduce the employment land requirement from 150ha detailed in the Local Plan by approx. 50% down to 75ha. In Yeovil, the 50ha requirement should be reduced to approx. 20ha.</p> <ul style="list-style-type: none"> <li>• However, many others think that the current aspiration of new employment land should not be reduced. The target was calculated from a sound evidence base and should not be reduced just because the employment targets are not being met. Instead, a more permissive and flexible approach should be taken to encourage a diverse, robust, thriving and local economy which supports the establishment, expansion and diversification of business. Whilst Brexit has brought some uncertainty to economic forecasting, post-Recession South Somerset has shown positive growth in GVA.</li> <li>• It is stated that housing growth needs to be matched by an equivalent increase in employment opportunities; and that, whilst larger allocations haven't come forward, smaller sites have, indicative of strong demand. The supply of sites should be encouraged with district-wide marketing, use of public money for infrastructure and cross subsidy. The deallocation of sites would send the message that South Somerset is closed for business. Reapportioning the location of employment land in rural settlements would help supporting them.</li> <li>• One comment is that demand for B1 offices is low – it tends to be a mix of B1 and B8 space with a larger floorplate. South Somerset has a strong history of manufacturing in aerospace and this should be encouraged, like iAero. Larger floorplates require more land so the level of supply should be kept.</li> </ul>	<p>there will be less of an increase in net additional jobs between 2016 and 2036 than the previous Local Plan period, this is due to a number of factors including the current economic and political climate, aging population and sectoral make-up of South Somerset's economy. The projections, indicate that over the Local Plan Review period there will be approximately 9,360 net additional jobs generated in South Somerset. This is a lower figure than in the adopted Local Plan (11,250 net additional jobs), the reasons are explained above.</p> <p>An exercise has been undertaken which uses the evidence regarding net additional jobs and other sources of evidence to establish the overall District-wide employment land requirement by sector. This illustrates that there is a District-wide employment land requirement for between 3-7 hectares of office land and 41-84 hectares of industrial land.</p> <p><a href="https://www.southsomerset.gov.uk/media/930363/long_term_-">https://www.southsomerset.gov.uk/media/930363/long_term_-</a></p>

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			<p><a href="#">final report addendum 1 v4.0.pdf</a></p> <p>The Employment Land Review (ELR) is not yet complete. This will break down the District-wide requirement to establish the employment land requirement by settlement.</p> <p>The ELR which will then be used to establish the employment land allocations that will be within the Local Plan Review. The Local Plan Review will identify employment land allocations based upon the evidence set out in the Employment Land Review 2019 (ELR). The ELR will be complete and inform the LPR before consultation in June.</p> <p>Each comment listed opposite regarding quantum of employment land will be considered and a full response will be published alongside the ELR.</p>
5.6	What would be the most appropriate and quantifiable	<p><u>Existing Policy SS3</u></p> <ul style="list-style-type: none"> <li>It is stated that Policy SS3 provides the most appropriate and quantifiable criteria to monitor and measure the level of economic growth.</li> </ul>	In order to monitor the performance of the Local Plan Review it is important that the amount of employment land gained and lost continues to be measured as well as

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	criteria or combination of criteria that should be monitored to measure performance of the Local Plan in promoting economic growth?	<p><u>New Jobs/ Calibre of Jobs</u></p> <ul style="list-style-type: none"> <li>A representative comment received is that “Area Developed” is a poor measure and should not be used. Large logistics sheds generate relatively few jobs in comparison with the local disadvantages such as road congestion that arise. It would be better to include the number of net new jobs and calibre of jobs (and as a sub-set, the number of those jobs allocated to local residents).</li> </ul> <p><u>GVA/ GDP</u></p> <ul style="list-style-type: none"> <li>Comments received state that GVA is a good indicator and that the current approach is outdated. A package of measures is suggested. A bias towards largescale warehousing does not maximise job opportunities. Strategic focus should be on outputs.</li> <li>Some people think that economic growth should be measured by the increase in number of jobs and increase in Gross Domestic Product (GDP), rather than by employment land figures.</li> </ul> <p><u>Commuting</u></p> <ul style="list-style-type: none"> <li>Some comments state that another useful measure would be the reduction in out-bound commuting which would measure local employment generation. Reducing travel distance to work is important. Providing suitable employment within rural centres and villages. Reducing unemployment. Increasing part time work opportunities for those of retirement age.</li> </ul> <p><u>Miscellaneous</u></p> <ul style="list-style-type: none"> <li>It is stated that the current Local Plan appears to be a blunt instrument that has little prospect of successful delivery or satisfactorily monitoring delivery</li> </ul>	<p>the amount of floorspace gained and lost. Not only is this important, but monitoring also needs to record the types of uses (Use Classes) the employment falls into. By recording this information officers are able to gain an understanding of the sectors that are performing best, how land is being used and where. This approach allows the Council to understand which sectors are contributing most to the South Somerset economy in terms of jobs as well of land take.</p> <p>Increases in GVA and GDP will be also be measured through the Authority Monitoring Report (AMR).</p> <p>The District Council has no way of monitoring commuting annually. Census data is too infrequent. The Local Plan Review can only provide the planning framework to support business growth. This includes allocating land to meet identified need and supporting the Council’s own Economic Development Strategy.</p>

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		<p>of jobs or performance. South Somerset's rural economy appears to have been strong, as has the self-employed sector.</p> <ul style="list-style-type: none"> <li>It is also suggested that KPIs could include how many young people return after completing a university degree; and how long do vacant commercial properties and homes remain so.</li> </ul>	
5.7	Should the Local Plan remove the jobs growth figures by settlement in Policy SS3 and provide a District-wide figure to be monitored instead?	<p><u>Jobs Monitoring</u></p> <ul style="list-style-type: none"> <li>There was disagreement on this issue. On the one hand, people felt that when combined with housing growth by settlement it provides an indication of how successfully employment growth correlates with housing growth. Otherwise, housing growth will not reflect local employment growth, which runs contrary to the objectives for increased self-containment.</li> <li>Others felt that it appears logical to remove jobs growth figures by settlement as it has clearly failed and this also reflects on the housing growth. SSDC appears to have recognised it can't dictate to businesses where they should be located. It is agreed that a considerable proportion of jobs will be dispersed and not necessarily urban focussed. A smaller number of relatively small strategic locations for employment land should be identified primarily on PDL.</li> </ul> <p><u>Homeworking</u></p> <ul style="list-style-type: none"> <li>It is commented that micro enterprises requiring little land are the way forward; accompanied by improvements to technology, homeworking and a mobile workforce.</li> </ul> <p><u>Brexit</u></p> <ul style="list-style-type: none"> <li>Some thought that there should be an acknowledgement that Brexit may have an impact.</li> </ul>	<p><b>Jobs Monitoring:</b> Experience has demonstrated that monitoring jobs at a settlement level is not practical. The Local Plan Review (LPR) will monitor jobs growth at a District-wide level. It will also monitor employment land and this will be done at a settlement basis.</p> <p>It is considered that place based employment land requirements give developers and communities more clarity and certainty about future development in individual settlements. The Local Plan Review can only provide the planning framework to support business growth.</p> <p><b>Homeworking:</b> This comment is noted and is very much reflected in the evidence base which generates the jobs and</p>

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			<p>employment land requirements for the Local Plan Review.</p> <p><b>Brexit:</b> It is acknowledged that Brexit might have an impact and this is relevant to the economic projections which support the predicted jobs and subsequent employment land requirements for the Local Plan Review. However, Brexit is so uncertain that until there is some clarity surrounding the future of the UK in Europe, the projections will not be revised.</p>
5.8	What additional infrastructure would be required to support the provision of the additional new homes and economic development?	<p><u>Roads/ Traffic</u></p> <ul style="list-style-type: none"> <li>• It is stated that development which would increase traffic on small roads that are severely impacted by HGV lorries and congestion should be suspended until there is funding to protect communities (provision of pavements, lights etc). Many 'B' roads are already overloaded. Housing and particularly employment should be located adjacent to the strategic road network.</li> <li>• Highways England would seek mitigation for any development site which has severe impact on the SRN. It would expect the mitigation to be identified at the Local Plan stage and agreed with HE. This should take the form of an Infrastructure Development Plan. There would be concern relating to potential site allocations along the A303 and the impacts this may have in terms of traffic generation.</li> <li>• It is stated that cross-border working on transport, particularly on bus services and community transport is vital to maintain access to key services,</li> </ul>	<p>Somerset County Council are the Highways Authority and Highways England are responsible for the strategic road network (SRN). Both organisations have been consulted as part of this process and Somerset County Council are providing SSDC on feedback in relation to the proposed preferred options.</p> <p>SSDC and SCC are fully engaged and working together in the Development Consent Order process for the planned improvements to the A303 Sparkford to Ilchester.</p>

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		<p>especially in relation to Yeovil. A sustainable transport interchange in Yeovil would be supported and reference to this should be made.</p> <ul style="list-style-type: none"> <li>• Dorset County Council says it has a long term aspiration to improve the links between the A37 and A3088, which provide part of a major regional freight route network for businesses in south and west Dorset. It is disappointed that improvements have not been made to match those to the south within Dorset. There also remain concerns about accessibility of key employment sites in Weymouth and Portland to the national motorway network – funding streams through the Transport Investment Strategy should be fully exploited for improvements. The proposed Yeovil SUE to the south of the town provides an opportunity to deliver a local link road to the A37, which could also reduce traffic on the Quicksilver roundabout and West Coker Road, bringing health, air quality and safety benefits to local residents; the route of the link is not currently identified, but the opportunity should be taken in connection with YEO 6,7 and 8.</li> <li>• Somerset County Council states that full traffic modelling is required to assess infrastructure needs. It strongly agrees with the IDP which states that a District-wide Transport Strategy is developed.</li> <li>• Charging points for electric vehicles.</li> <li>• Specific comments have been received relating to Castle Cary and these are dealt with in that Section.</li> <li>• Curry Rivel is a village with in excess of 2500 residents with over 1000 households and improvements to Parking, Highways, Pavements and the creation of cycle ways needs action now.</li> <li>• The proposed route for the A303 improvements has a detrimental impact on West Camel unless a relief road is built for local traffic in for use in the event of an accident or blockage on the A303.</li> </ul> <p><u>Rail</u></p>	<p><b>Walking and cycling:</b> Walking and cycling infrastructure provision in association with development proposals is addressed through Policy TA1 and in the Infrastructure Delivery Plan, 2015/2016</p> <p><b>Rail:</b> There are currently no feasibility studies which support the re-opening of railway stations in South Somerset. The current priorities regarding Rail are set out in the Infrastructure Delivery Plan, 2015/2016. The extension to Castle Cary train station car park is identified under the Priority 2 schemes.</p> <p>SSDC is fully aware of the need to consult with the relevant rail operator regarding the Preferred Options and will continue to do</p> <p><b>Buses:</b> Improvements to bus services are sought through S106 agreements in associated with development where it is justified and viable to do so.</p>

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		<ul style="list-style-type: none"> <li>• Increase access to the railway network – provide new stations near settlements and development sites; link to community transport.</li> <li>• Any developments which would result in a material increase in the character of traffic using rail level crossings should be refused unless it can be demonstrated that safety would not be compromised or mitigation measures are provided. This could be the case with CREW1 and CACA4. The Council has a statutory responsibility to consult the rail undertaker in such circumstances.</li> </ul> <p><u>Buses</u></p> <ul style="list-style-type: none"> <li>• Better public transport needed.</li> <li>• In Dowlish Wake they do not have a bus service – an increasing concern of the elderly. Recently, the ford has run across the road twice, stopping vehicles from entering. Roads to/from Dowlish Wake are predominantly single-track, so extra traffic would cause a severe strain on the road structure and dynamics of the area, like for many villages.</li> </ul> <p><u>Cycling</u></p> <ul style="list-style-type: none"> <li>• Provision of high quality cycling infrastructure in all main settlements, combined with measures to remove through traffic from residential streets, to form a viable and attractive walking and cycling network.</li> <li>• NDDC would like to work with SSDC towards the continuation of the existing North Dorset Trailway to Templecombe via Henstridge, which would offer substantial economic, social and environmental opportunities.</li> </ul> <p><u>Technology</u></p> <ul style="list-style-type: none"> <li>• Technology infrastructure should be improved. High speed broadband must be a priority to facilitate productivity. Continual upgrading of technology,</li> </ul>	<p>There are three Community Transport Schemes in South Somerset providing essential journeys for those who do not have access to a car or public transport. Typical journeys include medical appointments, Day Care Centre visits and shopping.</p> <p>South Somerset Community Transport operates a fleet of wheelchair accessible minibuses in the Yeovil, Chard, Ilminster, Somerton and Langport areas. The scheme also operates South Somerset Community Cars offering bespoke journeys and the pre-bookable Chard &amp; Ilminster Slinky bus.</p> <p>South Somerset Community &amp; Accessible Transport (SSCAT) similarly provides accessible transport to the communities of Wincanton, Bruton, Castle Cary and the surrounding villages including the ring &amp; ride 'CAT' bus and a community car scheme.</p>

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		<p>encouragement of provision of fibre through Openreach fibre to premises free network.</p> <p><u>Flooding/ Water/ Sewerage/ Utilities</u></p> <ul style="list-style-type: none"> <li>• It is unclear whether the alternative rates of growth and spatial strategies have been considered in the context of infrastructure improvements by Wessex Water.</li> <li>• Failure to update flood risk evidence and refinement of allocations adequately before submission would result in the EA considering the Plan unsound. The NPPF requires the Council to demonstrate through evidence that flood risk is considered in the site allocation process, so the SFRA must be updated. All types of flooding including surface water run-off should be included.</li> <li>• The NPPF requires the Council to prevent new and existing development from contributing to unacceptable levels of water pollution.</li> <li>• Subject to location and extent: Additional sewers and pumping stations Additional treatment capacity at sewage treatment works Additional water mains and boosting stations.</li> <li>• Support renewable energy provision.</li> <li>• Upgrading electricity infrastructure to ensure development can connect to the grid at reasonable cost.</li> </ul> <p><u>Healthcare</u></p> <ul style="list-style-type: none"> <li>• To meet the core planning principles (para 17 of the NPPF) it is of upmost importance that healthcare provision is considered at the heart of any housing allocations. Whilst these services respond to the needs of residents, the health service is changing to prevention of ailments and it is key that the service can respond to the needs of the communities they are</li> </ul>	<p>Crewkerne Voluntary Transport, which is run entirely by volunteers, offers group transport for residents of Crewkerne, Merriot, Hinton and surrounding areas. However, this scheme does not offer hospital or medical transport.</p> <p><b>Broadband:</b> SSDC will work with providers and the development industry to help ensure that broadband services for the residents of South Somerset can be the best possible.</p> <p><b>Flooding/Water/Sewerage/Utilities</b> : The infrastructure providers are consulted as part of the Local Plan Review process and in association with the IDP. SSDC has jointly commissioned with Taunton Deane and West Somerset Councils the production of a Stage 1 Strategic Flood Risk assessment this will inform the plan going forward and the final report will be published on the Council's web site.</p> <p><b>Healthcare:</b></p>

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		<p>within; it also needs to respond to the District's ageing population. Symphony Health Services and Yeovil District Hospital will support SSDC to ensure that primary health services are considered as part of any housing allocations, with either a facility included within the allocation or a financial contribution sought to mitigate the expansion in population.</p> <ul style="list-style-type: none"> <li>The Trust has developed a strategic masterplan for the period 2016-2031. From the masterplan the following projects are required to respond to population increase: Ward expansion – an additional ward will be required. Daycase Unit Development – planning application is in for a stand-alone daycase operating facility (17/01997/FUL). Expansion of the Emergency department into the space vacated by the existing daycase unit. Primary Care Development – to better manage the flow of unscheduled/emergency patients, better triaging will be required. This could include a more suitable environment such as a walk-in primary care centre and/or pharmacy located at the hospital.</li> </ul> <p><u>Community Services</u></p> <ul style="list-style-type: none"> <li>The acknowledgement that additional infrastructure would be needed for education to support proposed housing is welcomed. Reference should be made to the fact that development in Yeovil and Milborne Port may have an impact on Secondary school places in Sherborne and should be reflected in any S106/CIL strategy.</li> <li>When specific sites are allocated, the Plan should identify specific sites that can deliver school places; the requirements for school delivery, the minimum site area, any preferred site characteristics and any requirements to safeguard land for expansion as necessary. The Plan should specify that provision of new schools will be confirmed at the application stage based on the latest data; and that requirements for delivery could change in the future.</li> </ul>	<p>Healthcare provision is taken into account as part of the LPR and the IDP processes. SSDC officers meet with representatives from NHS England, the Clinical Commissioning Group and Yeovil Hospital to understand the requirements for additional healthcare associated with development. With regards to GP provision the key areas to be addressed are Yeovil and Bruton.</p> <p><b>Community Services:</b> SCC education officers have advised that the fact that some pupils from South Somerset chose to attend schools in Dorset is a matter of parental choice and those pupils can only be accommodated where there is capacity at the chosen school. The catchment school for Milborne Port is King Arthur's at Wincanton and there is capacity for new pupils at that school.</p> <p>SSDC officers meet regularly with Somerset County Council education officers and will seek to ensure that adequate school provision is provided to accommodate planned</p>

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		<ul style="list-style-type: none"> <li>• The IDP should be updated and reflect the latest detailed assessment of education infrastructure by SCC. It should be made clear that school provision will sometimes be Priority One. Cross-boundary considerations should extend to SEND, the general costs of which should be secured from developers in general. The ESFA supports the Council's approach to the use of S106 and CIL.</li> <li>• Of particular concern is the A357 Henstridge/ Stalbridge corridor and potential impact on Stalbridge School.</li> <li>• The Crime and Disorder Act 1998 places duties on local authorities to work with Police Authorities in tackling crime and disorder – alongside other service providers, the police are facing challenges from increasing demands from housing and population growth, but the Police are generally not considered appropriate recipients of developer contributions.</li> </ul> <p><u>Garden Village</u></p> <ul style="list-style-type: none"> <li>• It is stated that a more dispersed and flexible housing and economic growth strategy is likely to reduce major infrastructure requirements. If Yeovil continues to be the focus for 45-50% of housing growth further major highway and utilities infrastructure projects would be needed and likely have an impact on the desirability of the town as a preferred retail location. A Garden Village on A303 would be a positive to ensure the A303 upgrade is taken forward at an appropriate time. The Church Commissioners agree that proposals for a Garden Settlement at land north of Yeovilton provides an opportunity to deliver significant growth without putting unnecessary burden on existing infrastructure.</li> <li>• New water supply/sewerage networks and long connections to existing networks or new works will be required to serve a new garden village.</li> </ul> <p><u>Miscellaneous</u></p>	<p>growth. S.106 contributions are sought where justified. Education provision is currently not included on SSDC's Regulation 123 list and is therefore not part of CIL. This could change when the Council reviews the list.</p> <p><b>Garden Village/Town:</b> This is addressed in the section responding to Question 5.2</p> <p><b>Miscellaneous:</b> These points are addressed above with regards to flood risk, in the section dealing with Policy SS2 (now SS4) and in the environmental policies.</p>

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		<ul style="list-style-type: none"> <li>• There needs to be provision to create local employment within rural settlements, so that they don't just become dormitory villages.</li> <li>• Flood prevention and highways work at Hort Bridge.</li> <li>• The NPPF is clear that sustainable development includes the need to move to achieving net gains for nature and the need to contribute to conserving and enhancing the natural environment and reduce pollution. Policies should maintain the importance of watercourses and wetlands as priority habitats.</li> </ul>	
5.9	<p>Which of the following options do you think would best address previously developed land?</p> <p><b>5.9(a)</b> Retain both Policy SS7 and Policy HG2 with no changes.</p> <p><b>5.9(b)</b> Combine Policies SS7 and HG2 into one, but do not include the reference to</p>	<ul style="list-style-type: none"> <li>• Reaction to this issue is mixed, with some thinking that both policies should remain (a). It is stated that it is essential the Council reacts positively to any future advice offered in Government Guidance in respect of brownfield housing delivery and the maintenance and management of a five-year housing land supply. It would be useful to identify contingency sites.</li> <li>• Others are supportive of merging them, saying, for example, that both policies seek to achieve the same outcome and could easily be combined (b); that site allocations should help to achieve the delivery of these sites; and that the policy should be sufficiently flexible to allow development at any brownfield site which becomes available during the Plan period where there is no prospect of continuing employment.</li> <li>• One comment is that the development process is driven by opportunity and viability. It is hard to see how an embargo on greenfield development before PDL comes forward can operate other than to restrict supply and increase costs.</li> <li>• Several comments have been received concerning the required percentage of development on PDL. Some think that the 40% figure is conservative and needs to be increased to, say, 50% or more. Others think that a policy should be linked to others which place less infrastructure burdens on such development, and that a specific target should be removed. Some also think that the establishment of a Brownfield Land Register and associated</li> </ul>	<p>The NPPF 2018 supports the use of previously developed land but no longer includes the reference to locally set targets which was in the 2012 version.</p> <p>It is considered that the introduction of Brownfield Registers and the new permission in principle negate the requirement to set a local target but opportunities to make use of brownfield sites within existing settlements should generally be supported and encouraged. Particularly in Yeovil, Chard and Wincanton where Town Centre regeneration is a priority. Therefore Local Plan Policies SS7 and HG2 are not be included in the Local Plan Review document.</p>

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	the need to have a five-year housing land supply. <b>5.9(c)</b> Another option (please specify).	<p>permission in principle negates the need for specific policies relating to brownfield land altogether; and that as the NPPF encourages the use of PDL rather than stipulating a sequential approach, local policy should not repeat national policy. In many cases, because of viability issues, the policies are too restrictive upon residential development coming forward when a 5 Year Housing Land Supply is not in place.</p> <ul style="list-style-type: none"> <li>• It is also stated that the development of PDL can often present constraints that are costly and time consuming to resolve, reducing the viability of schemes and the ability to provide affordable housing or other enhancements such as highways improvements.</li> <li>• One comment is that environmental value must be assessed and a precautionary approach is encouraged. A site would be considered of high environmental value if it contained priority habitats; holds a nature conservation designation; defined as a Local Wildlife Site; and would impact on eg. ancient woodland and aged and veteran trees</li> </ul>	
	Yeovil Spatial Portrait	<ul style="list-style-type: none"> <li>• There is support for the acknowledgement that Yeovil is the focus for employment, retail, services, and housing in South Somerset (para. 6.1); and as such, it is considered that the majority of new housing provided within the District should be located within the Yeovil area.</li> <li>• It is noted that Yeovil is surrounded by BMV agricultural land; Grade1 land should be retained for agriculture, particularly due to the recent resurgence is people growing their own food.</li> <li>• It is stated that net completion figure of 2,385 equates to roughly 217 per year; and that if this were to continue until 2028 this would equal 4774 - 2667 short of the projected 7441. The build rate should have improved in recent years for a number of economically favourable factors, including cheaper mortgages, lower interest rates and help for first-time buyers. The future does not look so favourable with, for example, higher interest rates and uncertainty over Brexit.</li> <li>• It is suggested that Yeovil could attract more tourists if it "marketed" the historic buildings in a combined way. Even a "small centre" which showed</li> </ul>	<p>A reference to the fact that much of the District is covered by best and most versatile agricultural land has been added to the section.</p> <p>The Yeovil Refresh project seeks to bring about overall improvement to Yeovil Town Centre and improved marketing will go hand in hand with the project.</p> <p>The Mudford Sustainable Urban Extension proposal includes and neighbourhood centre other facilities are proposed to be provided, the planning application is pending.</p>

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		<p>the Roman Britain with instructions about how to get to various monuments etc would help.</p> <ul style="list-style-type: none"> <li>• It is claimed that the Sustainable Urban Extensions are not sustainable, and not urban as they are out on a limb and take up valuable agricultural and historic land. One respondent lives on Wyndham Park and states that there is no post box on the estate, the buses are infrequent and not suitable for workers, the size of the estate equates to a medium-size village and, while the primary school has been finished, there are no other facilities on the estate at all.</li> <li>• Despite the specific mention in Paragraph 6.19, surprise is expressed that the East Coker Neighbourhood Plan was not mentioned in the Local Plan Review.</li> </ul>	<p>Neighbourhood Plans and their status are mentioned in each of the relevant settlement specific sections of the LPR Preferred Options document. The East Coker Neighbourhood Plan is referred to in the Yeovil section.</p>
6.1	<p>Which of the following options do you think should be taken forward through the LPR?</p> <p><b>6.1(a)</b> YEO 1: Land north of Oak Farm for mixed use</p> <p><b>6.1(b)</b> YEO 2: Land adjacent Yeovil Town Football Club for mixed use</p> <p><b>6.1(c)</b> YEO 3: Land at</p>	<p>(a) - <u>North of Oak Farm – mixed use</u></p> <p>Comments in favour of the site include:</p> <ul style="list-style-type: none"> <li>• The site is in close proximity to existing employment land and the residential schemes north of Thorne Lane (220m) and at Lufton (500m). The housing, employment, retail, and other land opportunities combine to provide an holistic mix of uses to the north-west of Yeovil, providing an ideal base for further development.</li> <li>• The moderate landscape capacity and BMV agricultural land are not bars to development.</li> <li>• It is not in a floodplain; there are no rights of way through the land; it is outside the AQMA; and there are no obvious physical constraints within the site.</li> </ul> <p>However, there are numerous objections to its possible inclusion:</p> <p>Heritage Assets</p>	<p><b>a) North of Oak Farm</b></p> <p>This site will not be taken forwards due to heritage constraints - SSDC Conservation officers, Historic England and The National Trust have all objected because of the adverse impact on heritage assets.</p>

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	<p>Brimsmore for housing <b>6.1(d)</b> YEO 4: Land at Marshes Hill Farm and at the junction of Combe Street Lane and A37 for housing <b>6.1(e)</b> YEO 5: Land north of Mudford Road for housing <b>6.1(f)</b> YEO 6: Land at Key Farm, Dorchester Road for housing <b>6.1(g)</b> YEO 7: Land at Greggs Riding School and land off Sandhurst Road and Gunville Lane for housing <b>6.1(h)</b> YEO 8: Land at White</p>	<ul style="list-style-type: none"> <li>• Thorne Coffin, first designated a conservation area in 1978, is so situated that there is little capacity for change without adverse impact upon its secluded character.</li> <li>• It involves development immediately abutting the Conservation Area and nine listed buildings, including St Andrews Church and The Old Rectory. This is a threat to an area with continuous community history stretching back to Anglo-Saxon era, with uninterrupted views of the historic village and Montacute House, and the current archaeological excavations of a Roman villa at Lufton.</li> <li>• SSDC Conservation Unit objects to the site, due to potential harm to Thorne Coffin Conservation Area, adjacent listed buildings; and Lufton Villa Scheduled Ancient Monument.</li> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity and are probably inappropriate for development.</li> <li>• There are objections as the site sits entirely within the identified setting of Montacute House registered landscape. The site is visible from the house; and the continued encroachment of Yeovil to the west is increasingly visible during the day, but also evident within hours of darkness and late afternoon in winter.</li> </ul> <p>Education</p> <ul style="list-style-type: none"> <li>• Educational facilities, both primary and secondary are lacking in this area, the new primary schools being built at Brimsmore and Lufton will barely address current shortage.</li> </ul> <p>Transport and Access</p> <ul style="list-style-type: none"> <li>• The road and transport access are completely inadequate. Highways issues are a major concern in the area. Rat- running is already a problem and the</li> </ul>	<p>It is not known what the view of SCC is in respect of school places in the area, but this is a matter for the education authority.</p>

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	Post / Yeovil Court for housing <b>6.1(i)</b> YEO 9: Extension of Yeovil North East Sustainable Urban Extension for housing <b>6.1(j)</b> YEO 10: Land at Watercombe Lane for housing <b>6.1(k)</b> YEO 11: Land at Dairy House Farm for housing <b>6.1(l)</b> YEO 12: Lufton 2000 for economic development <b>6.1(m)</b> YEO 13: Land part of allocation S/WECO/1 for housing <b>6.1(n)</b> YEO 14: Land at	<p>Western Corridor improvements are only designed to cater for existing development and allocations.</p> <ul style="list-style-type: none"> <li>• There is an historic problem with YTFC supporters parking.</li> </ul> <p>(b) <u>Adjacent Yeovil Town FC – for mixed use</u></p> <p>Comments in favour include:</p> <ul style="list-style-type: none"> <li>• This is one of SSDC Conservation Unit’s preferred options from a landscape perspective.</li> <li>• This is only of three options that would not be on BMV agricultural land.</li> </ul> <p>Those not in favour of the allocation state:</p> <ul style="list-style-type: none"> <li>• There are a number of covenants associated with this land – designated as recreation land for community use. The viability of the site could be an issue. Huish Park Stadium and surrounding land are included in SSDC’s ‘Assets of Community Value Register’ – agreed in April 2016. This land would be appropriate for Local Green Space designation. Just 10 dwellings will have little impact on housing need.</li> <li>• It would mean the loss of pitch/ parkland area and loss of essential football parking.</li> </ul> <p>(c) - <u>Brimsmore</u></p> <p>Comments in favour of the site’s inclusion are that:</p> <ul style="list-style-type: none"> <li>• Studies submitted by CBRE all state reasons in support of the option: including Landscape &amp; Visual Opportunities and Constraints; Vision and Design Concept; Land Budget; Framework Plan; and Transport Appraisal.</li> </ul>	<p>The Highway Authority have raised concerns about narrow roads and there being no pedestrian provisions on either side of the road.</p> <p><b>(b) Adjacent Yeovil Town FC</b>            This site is the subject of a planning application and its suitability for development will be decided through the determination of that application. There is no need at this stage to allocate the site in the Local Plan.</p> <p><b>(c) Land at Brimsmore</b>            This site is being taken forward as a Preferred Option.</p>

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	Babylon Hill – West Dorset District for housing <b>6.1(o)</b> Another option (please specify)	<ul style="list-style-type: none"> <li>• The site is in two ownerships and is being actively promoted collectively. The land has a rolling topography, most notably in its north eastern corner where it slopes more steeply down to ponds and wooded area.</li> <li>• It can deliver 175-200 homes and would complement the Brimsmore Key Sites.</li> </ul> <p>Concerns about the site are mainly:</p> <ul style="list-style-type: none"> <li>• Traffic congestion and the access onto the A37.</li> <li>• There is no continual pedestrian link from Tintinhull Road to Yeovil. There is a crawler lane on the A37; and there will be a potential need for a right-turn lane, which may not be possible because of this.</li> </ul> <p>(d) - <u>Marshes Hill Farm</u></p> <ul style="list-style-type: none"> <li>• A comment in favour of the site states that this is 5.5 ha of greenfield land on northern edge of Yeovil. It is stated that, given the topography the site, it is of limited agricultural use. Recent discussions with Somerset County Council have confirmed the principle for the tipping of inert waste on the site- so site could serve two positive purposes. The site would be available within the plan period and could accommodate 100 plus dwellings.</li> <li>• There are though concerns about the need to restrict further development to the north of Yeovil due to traffic congestion and the access onto the A37.</li> </ul> <p>(e) <u>North of Mudford Road</u></p>	<p>Access onto the A37, although difficult due to crawler lane and height of bank, might be possible, although the preferred route would be off Tintinhull Road - may need improvements to the double roundabout where Tintinhull Road meets Thorne Lane.</p> <p><b>(d) Marshes Hill Farm</b>            The topography would also restrict capacity for residential development.</p> <p>It is not known what SCC's views on the tipping of waste here is.</p> <p>There is no need to take the site forward as a Preferred Option.</p> <p>It is agreed that an assessment of the impact on A37 may be needed.</p> <p><b>(e) North of Mudford Road</b>            This site is being taken forward as a Preferred Option, although the</p>

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		<ul style="list-style-type: none"> <li>• A comment in support states that this includes two HELAA sites – although S/YEWI/0004 is identified as having low capacity, it is considered that all of that parcel could be included without harm in view of the development to the south. The site could benefit from infrastructure being provided for YV2 SUE.</li> <li>• Concerns about the site are that it is particularly visible across the valley from the A303 and could potentially lead to development further north.</li> <li>• The landscape impact would be severely detrimental.</li> <li>• There is no pedestrian footway.</li> </ul> <p>(f) - <u>Key Farm, Dorchester Road</u></p> <p>Reasons given for preferring this Option include:</p> <ul style="list-style-type: none"> <li>• Restrict further development to the north of Yeovil due to traffic congestion.</li> <li>• One of SSDC Conservation Unit's preferred options from a landscape perspective.</li> <li>• There is support on the basis that adequate infrastructure is already in place or preplanned.</li> <li>• Wessex Farms Trust owns a large part of the site and it would form a southern extension to the Yeovil SUE at Keyford. The site extends to 24ha and could include 630 dwellings, 3ha of employment land and 3ha of internal green space; an extension of the SUE sports and school area; buffer landscaping, attenuation ponds; and a riverside walk. It could be integrated with the SUE.</li> </ul> <p>Concerns about the possible allocation are that:</p> <ul style="list-style-type: none"> <li>• This has been ruled out by two planning inspectors.</li> </ul>	<p>northern part of the site is visually sensitive and any development should be restricted to that part closest to Mudford Road, with strong landscaping to the north.</p> <p>Footways would need to be provided.</p> <p><b>(f) Key Farm Dorchester Road</b> This site is being taken forward as a Preferred Option.</p> <p>The Local Plan Inspector stated that "There is insufficient evidence to demonstrate conclusively that development would have serious consequences in terms of light pollution and there is no substantive evidence that there would be any threat to the setting of the ancient monument (Roman Villa) or to any other heritage asset". However, a Heritage Impact Assessment would probably be required.</p> <p>The status of BMV Grade 1 need not necessarily rule out development in principle. The Local Plan Inspector expressed the view that "It is correct</p>

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		<ul style="list-style-type: none"> <li>• This is Grade 1 Agricultural land.</li> <li>• Horsey Lane roundabout will be near capacity near 2020 according to SCC Highways department.</li> <li>• The cycleway has not been demonstrated as viable by the developer, SCC or SSDC.</li> <li>• There is no pedestrian link and it is a narrow road. The realignment of roundabout arm may be necessary.</li> <li>• This is not in the East Coker Neighbourhood Plan; and it would be harmful to the separate rural character of North Coker and East Coker</li> <li>• Housing and employment are logically moving towards the A303 which would mitigate any further increase in general flow of traffic across Yeovil from south to north.</li> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• A respondent is concerned about being overlooked, making them vulnerable to flooding from run-off; and making the house darker.</li> </ul> <p>(g) – <u>Greggs Riding school and Sandhurst Road/Gunville Lane</u></p> <p>Support for the Option is given for the following reasons:</p> <ul style="list-style-type: none"> <li>• The owner of the land at Greggs Riding School, the northern section, reiterates the land remains available for development. The owner of three parcels in the option believes the other two owners are sympathetic to development of the overall area. The owner is hoping to move the equine development to a more rural location, more suitable for the horses; away</li> </ul>	<p>that some high quality agricultural land would be lost but a balance has to be struck between seeking to boost significantly the supply of housing and protecting land of agricultural quality”.</p> <p>It is not known what SCC’s views on the Horsey Lane roundabout are.</p> <p>The details of the cycleway and other highways issues would be ascertained at the time a planning application is submitted.</p> <p>The East Coker Neighbourhood plan expresses the number of dwellings to be built in the Parish as a minimum. Other comments are noted.</p> <p><b>(g) Greggs Roding School and Sandhurst Road/Gunville Lane</b></p> <p>There are a number of constraints to this site that would restrict development; and there is no need to allocate the site to meet Yeovil’s housing needs during the new Plan period to 2036.</p>

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		<p>from the noises and other intrusions associated with being close to the A30 and the built environment, including fireworks.</p> <ul style="list-style-type: none"> <li>• It is surrounded on three sides by existing housing; and it is not visible from the vernacular of East Coker.</li> <li>• It can provide a sufficient volume to provide generously towards the figures for growth. It is in close proximity to Keyford, Leonardo, the Western Corridor and Yeovil Junction. It would assist with Policy YV5, the Local Plan strategic objectives and infrastructure requirements set out in figure 6.8.</li> <li>• A “bolt on” to the SUE at Keyford in area YEO7 would appear sensible; and adequate infrastructure is already in place or pre-planned.</li> <li>• It is one of SSDC Conservation Unit’s preferred options from a landscape perspective.</li> </ul> <p>There are, however, also a number of concerns that have been raised, most of which are the same as those raised in relation to Option YEO6:</p> <ul style="list-style-type: none"> <li>• This has been ruled out by two planning inspectors.</li> <li>• This is Grade 1 Agricultural land.</li> <li>• Horsey Lane roundabout will be near capacity near 2020 according to SCC Highways department.</li> <li>• The cycleway has not been demonstrated as viable by the developer, SCC or SSDC.</li> <li>• This is not in the East Coker Neighbourhood Plan. It would be harmful to the separate rural character of North Coker and East Coker</li> <li>• There is no reference to Naish Priory or the sunken lanes which feature in T.S.Eliot’s poem.</li> <li>• Housing and employment are logically moving towards the A303 which would mitigate any further increase in general flow of traffic across Yeovil from south to north</li> </ul>	<p>The significance of Naish Priory and other adjacent listed buildings is recognised; and the East Coker CA. There may scope for some limited development within this area. The extent of built form would need to be determined by a heritage impact assessment.</p> <p>See also responses in respect of YEO 6.</p>

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		<ul style="list-style-type: none"> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• Pedestrian footways would need to be considered and road widths to accommodate development. There are concerns about the access.</li> </ul> <p>(h) – <u>White Post</u></p> <ul style="list-style-type: none"> <li>• Figure 6.3 states that the option combines part of HELAA site S/EACO/0004 in addition to land adjacent to the east and west where there is believed to be developer interest. The inclusion of the adjacent land could provide opportunity to create a new access from West Coker Road.</li> <li>• The Peripheral Landscape Study identifies the land as having a moderate-high capacity to accommodate built development. The site could accommodate around 130 dwellings.</li> <li>• Consultation responses to the 17/03673/OUT ‘Land East of Holywell, West Coker Road...’ show the development is acceptable from a landscape, visual impact, highways, ecology, heritage, drainage, and ground condition.</li> <li>• The site is both developable and deliverable.</li> <li>• This is only one of three Options that do not include BMV agricultural land.</li> <li>• It is one of SSDC Conservation Unit’s preferred options from a landscape perspective.</li> <li>• The site is within 500m of ancient woodland, so the Forestry Commission’s general policy advice should be considered. (A number of policy documents and strategies are referred to).</li> <li>• There is support on the basis that adequate infrastructure is already in place or preplanned.</li> </ul> <p>There have been a number of objections, nearly all of which are identical to those expressed in relation to Options YEO6 and YEO7.</p>	<p><b>(h) White Post</b> A planning application (17/03673/OUT) for in the region of 95 dwellings was approved at Area South on 2nd May 2018 – and subsequently at Regulation Committee. At the time of writing, there is no need to allocate this site as a Preferred Option.</p> <p>See earlier comments relating to BMV agricultural land.</p>

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		<ul style="list-style-type: none"> <li>• This has been ruled out by two planning inspectors.</li> <li>• This is Grade 1 Agricultural land.</li> <li>• Horsey Lane roundabout will be near capacity near 2020 according to SCC Highways department.</li> <li>• The cycleway has not been demonstrated as viable by the developer, SCC or SSDC.</li> <li>• This is not in the East Coker Neighbourhood Plan. It would be harmful to the separate rural character of North Coker and East Coker</li> <li>• There is no reference to Naish Priory or the sunken lanes which feature in T.S.Eliot's poem.</li> <li>• Housing and employment are logically moving towards the A303 which would mitigate any further increase in general flow of traffic across Yeovil from south to north</li> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• Concerns about where the access will be and about the site crossing over the public highway.</li> </ul> <p>(i) - <u>Extension to North East SUE</u></p> <p>Comments in support of the Option are that:</p> <ul style="list-style-type: none"> <li>• It would be able to leverage some infrastructure being provided in connection with the SUE, although heritage issues and safety concerns regarding the gas main will need to be considered. A new site (Plan supplied) could be added, which although identified as having low capacity, could also leverage infrastructure in the SUE as well as providing an additional point of access.</li> <li>• This is one of SSDC Conservation Unit's preferred options from a landscape perspective.</li> </ul>	<p><b>(i) Extension to North East SUE</b> Comments noted, but this site is not being taken forward Preferred Option as there is no need to allocate it in order for Yeovil to meet its housing needs and fulfil its role as the Principal Town in the District; and given the availability and deliverability of other more suitable sites.</p>

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		<p>A large number of objections to the site being taken forward refer to the following areas of concern:</p> <p>Anthrax</p> <ul style="list-style-type: none"> <li>• Concerns for local people's health</li> <li>• The whole site may have been contaminated by the spores due to the spreading of waste from the tannery.</li> <li>• Ten or so cattle have died from anthrax over many years and have been buried on the site. The exact locations of the burials are unknown.</li> <li>• A proper scan of the site is needed.</li> <li>• SSDC appears to be working to a document which claims to have found 95% of the bacteria, leaving 5% unaccounted for – a very low standard of safety.</li> <li>• The report commissioned by Mudford Parish Council by world experts in Land Quality Management states that far more test points are required to be undertaken, or the application withdrawn.</li> </ul> <p>Visual Amenity</p> <ul style="list-style-type: none"> <li>• The site is an area of great visual amenity when looking at it from the north.</li> <li>• The Inspector attached a condition to the outline permission for tree planting to screen the buildings on site. A later addition effectively removed those trees.</li> </ul> <p>Flooding</p> <ul style="list-style-type: none"> <li>• The bigger attenuation tanks to be constructed further down the slope are positioned over the gas main from Poole to Bristol. Many thought the scheme insufficient without the additional tanks which will have to be repositioned. It cannot be evidenced that the scheme will not result in increased flood risk, so it should be dropped.</li> </ul>	<p>The possible presence of contaminated soil is noted, but it is for the developer to resolve any related issues. It is also being addressed in connection with the current planning application.</p> <p>It is acknowledged that the northernmost section of the Option has a moderate to low capacity for development, but the majority has a moderate capacity.</p> <p>Drainage and flood mitigation can be considered through the development management process and this issue alone need not preclude development of the site.</p>

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		<p>Archaeology</p> <ul style="list-style-type: none"> <li>• There is a medieval village over a significant part of the site.</li> </ul> <p>Other Comments</p> <ul style="list-style-type: none"> <li>• Loss of grade 1 agricultural land.</li> <li>• Proximity to a local wildlife site</li> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• There is a risk of flooding to Mudford and other villages downstream; and there is no agreement who would manage the attenuation scheme.</li> <li>• Concerns about where the access would be; how it would link to the southern SUE and details of footway links required. The highway through the site may need to be upgraded.</li> </ul>	<p>Although the Historic Environment Record refers to indications of a shrunken settlement, no features or finds have been recorded. The site is not a County Archaeological Site and not designated an Area of High Archaeological Potential. An archaeological assessment would be required through the development management process.</p> <p>The loss of BMV in itself would not be sufficient reason to prevent development in principle.</p> <p>There is no reason in principle why a local wildlife site could not be integrated into a development as long as it was protected and any potential harm mitigated.</p> <p>The significance of local assets is recognised, but HE suggests that there is scope for some limited development within the area. The final extent of built form should be determined by a heritage impact assessment, with due respect given to the settings of the local heritage assets.</p>

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		<p>(j) – <u>Watercombe Lane</u></p> <p>Comments in support include:</p> <ul style="list-style-type: none"> <li>• The site has a moderate to high capacity to accommodate built development.</li> <li>• This is one of SSDC Conservation Unit’s preferred options from a landscape perspective.</li> <li>• The site is now subject to a current planning application and should be taken forward if this is not yet approved.</li> </ul> <p>Concerns expressed are:</p> <ul style="list-style-type: none"> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity</li> <li>• There is an Issue about how access would be gained from Watercombe Lane as there is a crawler lane; and the footway on other side of road.</li> </ul> <p>(k) – <u>Dairy House Farm</u></p> <p>Support is given for this Option for the following reasons:</p>	<p>Drainage would need to be the subject of a mitigation management plan.</p> <p>It could be accessed via the NE Urban extension. Depends on the capacity of the new roundabout off Mudford Hill.</p> <p><b>(j) Watercombe Lane</b> A planning application has been submitted (17/03320/OUT) for a residential development for up to 100 dwellings. The acceptability of the site will be determined through the decision on the planning application and there is no need to allocate the site.</p> <p><b>(k) Dairy House Farm</b></p>

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		<ul style="list-style-type: none"> <li>• The site has a moderate to high capacity to accommodate built development.</li> <li>• This is one of SSDC Conservation Unit’s preferred options from a landscape perspective.</li> <li>• YEO11 and 12 could be combined with other land in the vicinity (Plan supplied) to form a more significant urban extension of up to an additional 25ha in conjunction with YEO1. By connecting with the Lufton Trading Estate, a valuable alternative route for commercial traffic could be provided.</li> </ul> <p>The concerns expressed about the inclusion of the site are that:</p> <ul style="list-style-type: none"> <li>• The Owners may wish to retain it as agricultural land.</li> <li>• SSDC Conservation Unit state the site has the potential to erode the setting of Lufton Manor listed building and suggest this is a constraint upon development opportunity.</li> <li>• The site sits entirely within the identified setting of Montacute House registered landscape. The site is visible from the house; and the continued encroachment of Yeovil to the west is increasingly visible during the day, but also evident within hours of darkness and late afternoon in winter.</li> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• There are issues about pedestrian link; a single lane leading to site and the junction with New Road.</li> </ul> <p>(l) – <u>Lufton 2000 – for economic development</u></p> <ul style="list-style-type: none"> <li>• YEO11 and 12 could be combined with other land in the vicinity (Plan supplied) to form a more significant urban extension of up to an additional 25ha in conjunction with YEO1. By connecting with the Lufton Trading Estate, a valuable alternative route for commercial traffic could be provided.</li> </ul>	<p>SSDC Conservation Officers, Historic England and the National Trust have all raised concerns regarding impact on Montacute House, so this site will not be taken forward as a Preferred Option.</p> <p>Access could potentially be gained through the Lufton site.</p> <p><b>(l) Lufton 2000</b></p> <p>SSDC Conservation Officers, Historic England and the National Trust have all raised concerns regarding impact on Montacute</p>

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		<p>Objections to the inclusion of the site are that:</p> <ul style="list-style-type: none"> <li>• Part of the site is allocated for employment and remains undeveloped.</li> <li>• Proximity to listed building and land at Lufton Manor; moderate/high landscape issues including Montacute House; proximity to Lufton village; and a significant portion of the extended site is TPO protected woodland.</li> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity</li> <li>• The site sits entirely within the identified setting of Montacute House registered landscape. The site is visible from the house; and the continued encroachment of Yeovil to the west is increasingly visible during the day, but also evident within hours of darkness and late afternoon in winter. If the site is taken forward, it should be a landscape led scheme with lower level buildings in muted colours.</li> </ul> <p>(m) – <u>Part of Allocation S/WECO/1</u></p> <p>Comments in support of the Option:</p> <ul style="list-style-type: none"> <li>• The site does not include BMV land.</li> <li>• The Bunford Park supermarket site should include high quality mixed use development, primarily housing in keeping with the historic landscape.</li> <li>• This is one of SSDC Conservation Unit’s preferred options from a landscape perspective.</li> </ul> <p>Objections to the possible inclusion of the Option are that:</p>	<p>House, so this site will not be taken forward as a Preferred Option.</p> <p><b>(m)Part of Allocation S/WECO/1</b> A planning application has been submitted (17/03320/OUT) for a residential development for up to 100 dwellings. The acceptability of the site will be determined through the decision on the planning application and there is no need to allocate the site.</p>

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		<ul style="list-style-type: none"> <li>• The site forms part of the Bunford Park Site actively being progressed for economic development through the current application for mixed use development and benefitting from outline planning permission for a business park. Hence, the land has planning permission for employment uses and is also subject to a current mixed business park and food store development application.</li> <li>• Land forming part of the Bunford Park Site but not previously allocated for employment purposes or benefitting from outline planning permission should be taken forward in the LPR process as forming a suitable extension to employment allocation ME/WECO/1</li> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• There are issues over the access onto Watercombe Lane; how it could affect the highway and roundabout upgrade; and the proximity to the crawler lane. The footway is also on the other side of the road.</li> </ul> <p>(n) – <u>Babylon Hill</u></p> <p>Comments in support of the Option are that:</p> <ul style="list-style-type: none"> <li>• The site provides a logical eastern extension to Yeovil and can be developed with a range of housing types. Preliminary highway investigations indicate that only limited highway infrastructure/alterations are necessary. Whilst part of the site is in the flood plain there is a significant area that is not.</li> <li>• Some housing in West Dorset could be of mutual benefit will co-operation between the authorities.</li> </ul>	<p><b>(n) Babylon Hill</b></p> <p>This site is not in South Somerset and will not be taken forward as a Preferred Option. It is not supported by West Dorset Weymouth and Portland Council.</p>

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		<ul style="list-style-type: none"> <li>• This, the south west quadrant of Yeovil has very good transport links and would provide opportunities for expansion if the political geography is ignored.</li> </ul> <p>Concerns about the Option include that:</p> <ul style="list-style-type: none"> <li>• The total potential capacity for development across the 14 sites around Yeovil totals 2,925 additional dwellings; and WDDC will have regard to this in considering whether to take forward the option for Babylon Hill. It would appear that the Babylon Hill site will not be required to meet the housing needs of South Somerset or Yeovil.</li> <li>• There are no direct links to the Somerset highway network. Pedestrian and cycle links and connectivity needs to be understood.</li> </ul> <p>(o) - <u>Other Options</u></p> <ul style="list-style-type: none"> <li>• Bunford and Lufton 2000 - should have small scale housing in proximity to the strategic employment but with the focus of on increased development within the urban footprint of Yeovil.</li> <li>• Land to the north-west of Brimsmore , Thorne Lane/Tinitnhul Road (Brimsmore Key Site extension) - A 20ha parcel of land to the north-west edge for approx. 400 dwellings at 35dph on 12ha of land; 8ha of green space (40% of total site – garden village standard); good linkages to the full range of facilities to be provided to the Brimsmore site; an off-road footpath/cyclepath linking to the road system to Chilthorne Domer; two road accesses and servicing from the Brimsmore site. The proposed Brimsmore scheme would sit in a low-lying valley between two ridgelines, with planting and ground-modelling meaning housing would mostly be hidden from the wider landscape to the north and west. There would be a landscaped buffer</li> </ul>	<p>o) <b>Other Options</b>  Bunford - SSDC Conservation Officers, Historic England and the National Trust have all raised concerns regarding impact on Montacute House arising from the development of land in this area.</p> <p>Brimsmore – This site is being taken forward as a Preferred Option.</p>

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		<p>between the site and the building known as the “White House”. Separation between the site and Thorne Coffin to be achieved by their own large gardens; a series of private fields which ring the village (60-80m deep or greater) of which two of the fields have continuous rows of trees along the boundary of the proposed scheme; a 40m wide new landscaped buffer strip with extensive tree planting.</p> <ul style="list-style-type: none"> <li>• Watercombe Lane - The possible inclusion of additional land to the north of the A30 may be worth considering. Some of the land was granted O/L approval in 2015 and the remainder is the subject of a recent planning application.</li> <li>• Coombe Street Lane - Land at junction of A37 adjacent to YEO 4. A 2.3 ha site on the northern edge of Yeovil. Grade 3 agricultural land. Available within the plan period and could accommodate 60 plus dwellings. Located within close proximity of local education (1 km and 700m), shops (700m) and recreational facilities (250 m). Regular bus service to town centre.</li> <li>• Lane east of A37 and north of land identified as YEO 4 – The site comprises approx. 20 ha of land in the countryside on the northern edge of Yeovil. Site forms part of one local farm holding comprising semi-improved grassland (Grade 3 agricultural land). Site will be available in the plan period and could accommodate 600 plus units providing a logical extension to option YEO 3 and 4. Site within 1-2km of higher education, close to recreational facilities (250m-500m), neighbourhood shopping outlets (600m-1200m), secondary education (700m-1400m) and a regular bus service to Yeovil.</li> <li>• Eastville Road – The site comprises aged commercial buildings with limited lifespan. No longer capable of viable commercial refurbishment. A new use must be found. Potential for conversion is being explored but retention considered unlikely. Demolition could allow the site to accommodate around</li> </ul>	<p>Watercombe Lane - Planning permission has now been granted and Reserved Matters approved for 97 dwellings (see 13/01869/OUT).</p> <p>Coombe Street Lane and East of A37 – There are no facilities at Yeovil Marsh – considered not suitable in HELAA.</p> <p>Would extend a finger of built development away from Yeovil into open countryside and comprise ribbon development along the A37.</p> <p>Eastville Road - This site is being taken forward as a Preferred Option.</p>

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		<p>15 houses /40 flats. Sustainable location close to two religious centres schools (350-1,000m), railway station (900m), town centre (350m), supermarket (250m) and commercial/retail employment centre.</p> <ul style="list-style-type: none"> <li>• St Michaels Road - north of the junction with Victoria Road The site comprises aged commercial buildings with limited lifespan. No longer capable of viable commercial refurbishment. Demolition could allow the site to accommodate around 20 units. Sustainable location adjacent to public recreation and MUGA, close proximity to schools (300-900m), railway station (400m) and close to town centre (1km), supermarket (500m) and commercial/employment centre.</li> <li>• Land adjoining Lufton College – Agricultural land of 5.297ha. Believe adjacent landowners have similar aspirations as to development.</li> <li>• Adjoining proposed land at Lufton College – a site of 5.059ha which forms part of a previous planning application for communing support and leisure use.</li> <li>• Land at Lufton (3.30 ha) and land at Thorne Coffin (9.77 ha) – part of this site is in YEO 1. Two additional omission sites put forward by the landowner for residential and or commercial use.</li> </ul>	<p>St Michael's Road - This site is being taken forward as a Preferred Option</p> <p>Lufton College - SSDC Conservation Officers, Historic England and the National Trust have all raised concerns regarding impact on Montacute House arising from the development of land in this area.</p> <p>Land at Lufton and Thorne Coffin- Remote and inaccessible location in area of deeply rural character. Would have a detrimental impact on the setting of the Montacute Estate. Any development would be visually intrusive for the foreseeable future. Thorne Coffin - Rural countryside location not suitable for development. Would have a detrimental impact on the character and setting of the Thorne Lane Conservation Area and Listed</p>

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		<ul style="list-style-type: none"> <li>• North of Mudford Road would be available, suitable and deliverable within five years. Two parcels of land were identified as such in the 2017 HELAA. Option YEO5 6.1(e) forms part of this land and adjoining land also identified in the HELAA. However, the option does not make best use of the opportunities here and the overall landscape impact on Yeovil could be improved by a more comprehensive, landscape led design approach. An area of 6.75ha of developable land could be brought forward, including many public and green spaces. The site is well related to the existing urban edge and its impact on Yeovil is one of consolidation rather than a further ribbon projecting into open countryside. There are good opportunities for access.</li> <li>• West of Bunford Hollow, adjacent to YEO10 - could be developed for housing, subject to peripheral landscaping, adding a further capacity of 6.7ha in a sustainable location.</li> <li>• Marsh Lane - very near to YEO3 and YEO4 could be considered for development.</li> </ul>	<p>Buildings. Concerns also expressed about the impact on setting of the Montacute Estate - SSDC Conservation Unit objects.</p> <p>North of Mudford Road - HELAA Site Ref E/MUDF/0004 - . Development area would be reduced by High Visual Sensitivity (PLS). This site is development not taken forward as a Preferred Option. See e) above.</p> <p>Bunford Hollow - HELAA Ref S/BRYM/0013 – There is a very rural character to surrounding area to the north and west. Also unsuitable for large scale development due to proximity of listed buildings and historic estates at Montacute and Brympton d'Evercy.</p> <p>Marsh Lane - HELAA Ref S/YEWI/0010 - Although a relatively sustainable location in principle, its</p>

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		<ul style="list-style-type: none"> <li>• Cartgate - The A303 plays a significant role in influencing the spatial strategy and location of economic growth. A new mixed use development here should be included to maximise accessibility to the wider transport network, attracting employers and capture tourist spend through the creation of a gateway to the south-west.</li> </ul> <p><u>General Comments</u> (Where submitted comments have referred to this section but have related to new infrastructure that should be provided, these are included in Section 6.5 below)</p> <p>Landscape and Agriculture</p> <ul style="list-style-type: none"> <li>• There is a need to protect identities and integrity of the villages closest to Yeovil and to ensure an adequate undeveloped green space between town edge and village.</li> <li>• All the suggested options will only lead to urban sprawl and the digestion of local villages.</li> </ul>	<p>limited accessibility makes the site unsuitable for such a large number of dwellings.</p> <p>Cartgate - HELAA Ref N/MART/0036 - Foldhill Lane is very narrow. Immediately adjacent to A303, but otherwise relatively remote - about 7m (4.3 miles) to the edge of Yeovil. Highways England could potentially object. No pavements. No residential nearby.</p> <p>Comment noted – landscape buffers to development sites may be required. The Peripheral Landscape Study for Yeovil identifies the most visually sensitive areas.</p> <p>Comment noted, but Yeovil needs to grow to fulfill its role as the Principal Town in the District and to meet housing need in the most sustainable location.</p>

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		<p>Regeneration</p> <ul style="list-style-type: none"> <li>Brownfield sites in Yeovil should be proceeded with as a priority in order to meet housing targets and regenerate the town centre. If possible, sites should have underground car parking with mixed uses above.</li> </ul> <p>Amount of Development</p> <ul style="list-style-type: none"> <li>The number of proposed houses is too large and based on better economic times with better employment.</li> <li>Using the Govt's standard OAN methodology, all of the sites will be needed. The two SUEs are not currently counted as commitments – if they are, the overall residual requirement becomes more manageable. Using the lop methodology, there is a requirement for 1,255 dwellings; and using the White Paper method, 2,524, in which case, all of the larger sites will be required.</li> <li>Large scale development in the form of Key Sites (SUEs) have not been the most effective for delivering flexible housing growth. Significant SEA, viability and major impact issues on communities make these options most unsatisfactory and nor supported by many Parishes.</li> </ul>	<p>The regeneration of Yeovil Town Centre is a key priority for the District. Town Centre parking requirements could potentially be reduced.</p> <p>Yeovil is the Principal Town in the District and is the most sustainable location for development.</p> <p>The need to use the Government's Standard Methodology is acknowledged, but not all the sites will be needed but not all of the sites will be required. The total provision for Yeovil in the Plan Period is proposed to be over 5300, including the SUEs</p> <p>By their very nature, large scale urban extensions will take longer to be implemented because of their complexity and infrastructure requirements, but they are still required in the longer term.</p>

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		<ul style="list-style-type: none"> <li>Yeovil's 2014 to 2034 housing growth should be in balance with the remainder of the District as approx. 30% of the District total, borne out by the SHMA evidence and the under-delivery in the past.</li> </ul>	The amount of housing proposed for Yeovil is about 33% of the District's total requirement.
6.2	Do you think the Council should allocate sites for retail and/or other forms of development in Yeovil Town Centre? If yes, please specify the site and the type of development.	<ul style="list-style-type: none"> <li>There is some support in principle for the option to allocate sites within Yeovil Town Centre for retail uses and/or other forms of development, but only on the basis that such allocations can be demonstrated as viable and the sites are capable of development in land assembly and ownership terms. It is stated that more town centre retail would reduce pressure for out of town development on the edge of Yeovil, including Babylon Hill.</li> <li>There is however, also some reluctance over additional retail because of the number of existing vacancies. There is concern that the current market conditions mean that attracting significantly more retailing to the town is unlikely; and it is stated that the future of the Town Centre should be accommodation, leisure and a range of other activities. The utilisation of vacant retail/employment space for conversion to dwellings/flats/apartments which will revitalise the town centre is suggested. A more densely populated centre could create a vibrant place both in the day time and the evening.</li> <li>It is stated that all of the sites which have been identified as potential allocations in and around the town centre have been around for many years, some of which have previously been allocated in earlier Local Plans. To accord with national policy it is important that such allocation are realistic (para 154 of the NPPF) and deliverable (para 173 of the NPPF).</li> <li>It is stated that retail is not about the number of retail outlets but the quality; and that there is an excess of retail in the Town Centre and too many of inferior quality.</li> </ul>	<p>The Yeovil 'Refresh' project identifies several key regeneration sites that could include a range of uses including retail and these are allocated in the Local Plan Review.</p> <p>It is acknowledged that the retail sector and the role of town centres is changing; and that there is a need to diversify uses in the town centre, including more residential development.</p> <p>Comment noted.</p> <p>The type of retail provision in the Town Centre is beyond the control of the District Council, other than differentiating between comparison and convenience.</p>

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		<ul style="list-style-type: none"> <li>• It is suggested that potential uses for the Police Station building should be considered.</li> <li>• A Clarks Village on the Pittards site next to Pen Mill station is suggested.</li> </ul>	<p>Yeovil Police Station is to undergo a renovation and remain in its existing use.</p> <p>Noted. This is for the market to determine.</p>
6.3	Do you have any comments on the development opportunities within and adjoining Yeovil Town Centre?	<p>(Where submitted comments have referred to this section but have related to new infrastructure that should be provided, these are included in Section 6.5 below)</p> <p><u>Site-Specific Comments</u></p> <ul style="list-style-type: none"> <li>• Site 1 - Cattle Market – Due to its proximity, Yeovil District Hospital (YDH) has a vested interest in the redevelopment of this area. It would be interested in working with SSDC and the Cattle Market landowners to explore opportunities for mixed use development to come forward that includes healthcare or healthcare related uses e.g. admin offices or a step-down care home.</li> <li>• Site 9 - Bus Depot – YDH is currently working with a third party to masterplan and bring forward the Bus Depot site as a mixed-use scheme for key worker staff accommodation. Currently staff are accommodated in a variety of accommodation types across Yeovil. It states that demand for such accommodation is likely to continue given the reliance on overseas workers and shortage of local trained staff.</li> <li>• It is stated that Glovers Walk needs total redevelopment – the Council should explore joint ventures with developers to drive redevelopment. The Cattle Market also needs a shift in strategy.</li> <li>• A multi storey car park is suggested to be included as part of the mix on the Cattle Market site.</li> <li>• It is thought that that the urban village should be made a reality and to ensure as a priority the cattle market and bus depot and old Southern Electricity Board land are developed.</li> </ul>	<p>The Yeovil Refresh and Local Plan Review Preferred Options seek to maximise housing provision on brownfield sites within the town.</p> <p>SSDC are working closely with the landowners/developers of all the Yeovil Town Centre regeneration sites as part of the Yeovil Refresh project in order to develop them for a mix of uses, including residential, that will improve the vitality and viability of the town centre. Resources are being directed towards achieving this main objective.</p> <ul style="list-style-type: none"> <li>• An access strategy is being produced as part of the Yeovil Refresh.</li> </ul>

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		<p><u>Regeneration</u></p> <ul style="list-style-type: none"> <li>• One respondent thinks that the LPR should establish the requirement for at least 60% of the Yeovil housing requirement to be met in the urban footprint.</li> <li>• It is stated that initial priorities should be:  Creation of a visually exciting town centre  Improvements to the Borough – a view of the church should be a focal point and the building blocking the view should be removed.  The Borough and the top of town should be a traffic free zone which would enable markets and other organised events to take place in the Borough, King George Street and around the Church.  No major changes can be made until there is a complete and comprehensive traffic plan for the whole town centre.  There needs to be adequate parking close to the town centre.  A large number of high quality residential units should be built in the town centre to support growth in leisure activities and night time economy.  Night time security should be improved.  Council offices could be moved from Brympton Way to the Police Station with the provision of adequate car parking.  Use of brownfield sites should be prioritised in Yeovil.  Regenerate Olds Garage site, the old Glove Factory on Reckleford/Eastland Road and have a vision for urban regeneration of Wyndham Street/Newton Road area.</li> <li>• It is suggested that the Council should promote specialist shops; and offer rate reductions for local retailers. It is asked whether there are opportunities for more individual retailers; and what is the availability of appropriately sized units?</li> </ul>	<ul style="list-style-type: none"> <li>• The Old Garage site now has planning permission for an Aldi store.</li> <li>• A development of the former bus depot has now been granted planning permission.</li> </ul> <p>Comment noted, but this is unlikely to be achievable.</p> <p>Many of these comments are supported; and are being taken forward in the Local Plan Review and through the Yeovil 'Refresh' project.</p> <p>The type of retail provision in the Town Centre is beyond the control</p>

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		<ul style="list-style-type: none"> <li>• The fact that sites have not been developed suggests technical difficulties expensive to overcome. The Council should lead a public/ private sector regeneration project involving the Chamber of Trade to look for resolutions to unblock them.</li> <li>• The Council should be looking at a SPD for the town centre, bringing together local retailers, organisations, employers and residents.</li> </ul> <p><u>Access, Transport and Parking</u></p> <ul style="list-style-type: none"> <li>• It is thought that development at the bus depot and Olds Garage should take into account congestion along Sherborne Road and A30.</li> <li>• It is stated that the report “delivering 21<sup>st</sup> century sustainable transport in Yeovil” should be re-visited with a view to allocating Stars Lane car park for development, with an alternative long stay site identified and any new capacity at Olds Garage site for example. Several car parks sites have been excluded on the basis of loss of car parking capacity. However, the Lichfield’s work clearly establishes that there is an excess of car parking capacity in the town. This suggests some car parks have been excluded that shouldn’t be, e.g. Stars lane. Car parking should be on the edge of a centre, accessed by a main road. Use of town centre site for surface level car</li> </ul>	<p>of the District Council, other than differentiating between comparison and convenience. It does not have the authority to influence the market in the way suggested. There is a recognised need to provide units of a size attractive to the market.</p> <p>SSDC are working closely with the landowners/developers of all the Yeovil Town Centre regeneration sites as part of the Yeovil Refresh project in order to develop them for a mix of uses, including residential, that will improve the vitality and viability of the town centre. Resources are being directed towards achieving this main objective.</p> <p>Comment noted.</p> <p>An Access Strategy, a Car Parking Action Plan and a Local Walking and Cycling Infrastructure Plan are being undertaken as part of the Yeovil Refresh Project.</p>

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		parking is not economic. Many centres are moving towards being car free. On the other hand, one comment is that parking spaces should not be used.	
6.4	Should the Primary Shopping Frontage for Yeovil be extended as shown in Figure 6.7?	<ul style="list-style-type: none"> <li>Reaction to this issue is mixed – with some support, but are others against it. It is stated that the primary shopping frontage is a protectionist policy preventing changes of use and investment generally. The town centre needs to adapt to survive, with more leisure, residential and food and drink outlets.</li> </ul>	The revised NPPF 2018 no longer defines or differentiates between Primary and Secondary Retail Frontages; and this will now not be taken forward.
	Yeovil Airfield Flight Safety Zone (Policy YV4)	<ul style="list-style-type: none"> <li>It is suggested that existing flight safety cones to the west seem to support winged aircraft taking off in the east to west direction and the possibility of fuel dumping soon after take-off. However, there are a significant number of low level helicopter movements over Burton/East Coker which are understood to be test flights. Flight safety matters should be reviewed on a regular basis and whenever there are changes to operating practices or environment (nature of flights, types of aircraft, volumes, flight tracks etc.)</li> </ul>	The Flight Safety Contours are considered to remain appropriate. They will continue to be referred to in the Local Plan Review.
6.5	In addition to the infrastructure described above, are there any other infrastructure requirements for Yeovil?	<p><u>Transport, Access and Parking</u></p> <ul style="list-style-type: none"> <li>Several of the development options could result in impacts on the SRN, specifically the A303.</li> <li>It is thought that road infrastructure will require improvement, especially after the Keyford site has been developed. Infrastructure to support new development is often not provided - there is already a daily tail back of vehicles accessing the Quicksilver Mail roundabout. Two Tower and Church Lanes are narrow for passing traffic and the situation will only get worse. A roundabout at the northern exit of the Keyford SUE is needed, including improvements to the adjacent junctions.</li> <li>Further building on top of the Keyford site will impact the road system – Hendford Hill and Forest Hill are busy at the best of times.</li> </ul>	Traffic impacts will be a considered in relation to any planning applications submitted.

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		<ul style="list-style-type: none"> <li>• There are clear advantages to allocating the expansions of the SUEs as these can make use of the infrastructure already being provided.</li> <li>• One respondent thinks that the aspiration of 30% non-car travel cannot be achieved.</li> <li>• It is stated that there is very limited public transport. Feasibility work for a tramway is suggested.</li> <li>• It is suggested that a Park and Ride Car Park in the A3088 area is essential for restricting traffic growth in the town. It should free up land for the Urban Village to be established.</li> <li>• There is a suggestion that car parks should remain for what they are intended for; and if possible more car parks should be provided to reinvigorate the town centre.</li> <li>• More recent housing developments, built at a higher density (e.g. Wyndham Park) report problems related to parking, bus and emergency vehicle access. There needs to be a realistic maximum housing density that will allow full access to public transport, and safe access for ambulance, fire and police services. Wyndham Park included public transport but 6-7 years after the estate began there is still no bus service.</li> <li>• It is stated that electric bikes are now beginning to take a market share and are relevant to Yeovil, given its topography. There is a need to create more dedicated cycle ways on major desire lines and filtered permeability in residential areas. Recommend the guidance in “Making Space for cyclists” is recommended.</li> <li>• Infrastructure for electric transport is also suggested.</li> <li>• Future development should seek to provide convenient access to the two rail stations as well as access to other sustainable modes of travel. Any development proposal will need to be supported by appropriate and robust transport evidence.</li> <li>• The acknowledgement that rail is an important component of any transport strategy is welcomed. Improvements to connectivity between the Heart of</li> </ul>	<p>A tramway or Park and Ride site are very unlikely to be feasible or viable.</p> <p>An Access Strategy is being produced as part of the Yeovil Refresh.</p> <p>The County Council’s parking standards are referred to in the Local Plan Review preferred Options.</p> <p>Other comments are noted</p>

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		<p>Wessex and West of England lines, including the Southern Chord are supported.</p> <p><u>Healthcare</u></p> <ul style="list-style-type: none"> <li>• It is stated that Yeovil District Hospital is already overstretched as the local population has overgrown its capacity.</li> <li>• YDH state that the proximity of the hospital to the Town Centre is advantageous for staff, patients and visitors. The hospital site should be allocated for healthcare issues as a strategic employer. Allocation would protect the hospital from inappropriate neighbouring development and provide YDH with certainty that future healthcare and healthcare related development can occur in the future for the benefit of residents. This could include for a new Primary Care Centre. This would allow YDH and Symphony Healthcare services to work together to provide enhanced scheduled and unscheduled services and improve healthcare provision. The current Yeovil Health Centre has outgrown the space available. Symphony Healthcare Services (SHS) will seek a suitable area of land to be allocation for healthcare purposes. The site should be suitably located and sized to accommodate a primary healthcare building with the required external space for landscaping, vehicle parking etc.</li> <li>• New health care provision should take account of the Dorset 2017 Clinical Services Review, which highlights the relationship between Yeovil and Dorchester.</li> <li>• There are six general practice surgeries in Yeovil, dispersed across the town. Within the sustainable urban extensions at Brimsmore and Wyndham Park, provision has been made for the inclusion of medical services to meet the needs of the residents within each SUE. However, there are a number of factors that would affect the delivery of the new primary healthcare facilities:</li> </ul>	<p>It is acknowledged that NHS England and Somerset CCG are producing a high level Local Estates Strategy. This will fully assess existing health care capacity across South Somerset and will be used to inform any future needs. Initial indications suggest that provision in Yeovil will be highlighted as a priority.</p> <p>There is no need to allocate the Hospital as this is the existing use of the site. Complimentary development would probably be acceptable in principle.</p> <p>There is the opportunity for a new health centre in each of the two SUEs, estimated to be delivered in the medium to long term.</p> <p>The search for an additional health centre is noted and will be supported in principle.</p>

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		<p>Financial pressures Changes to the NHS model of care Somerset CCG STP Shortage of suitable General Practitioners However, none of the allocations have a critical mass large enough to support a primary care centre, so financial contributions or CIL should therefore be sought.</p> <p><u>Community Facilities</u></p> <ul style="list-style-type: none"> <li>• It is stated that communities need a place to meet, focal buildings which themselves are the catalyst for the formation of community groups and social capital. The timing of community buildings, public open space, play facilities etc. is vital to the formation of a community, and to creating a strong sense of belonging and pride, rather than a feeling of neglect which fuels anti-social behaviour and isolation. It is claimed that this was not the case with Wyndham Park.</li> <li>• Education: The need for extra secondary provision is suggested in the South of Yeovil, as there are already 3 secondaries to the north of the town centre.</li> <li>• Clustering new housing to the south of Yeovil would enable the provision of a new secondary school (YEO 6 and 7 plus Keyford site).</li> <li>• The Junior part of the Park School, Yeovil has already moved to Chilton Cantelo, and the land has been sold. The senior school is due to move next year. The two parts of the school are either side of Queensway by the footbridge. There is residential buildings, school buildings and playing fields near the town centre. Are there plans to develop these sites for residential use? school use?</li> <li>• Avon and Somerset Police are endeavouring to find 1000-1500m<sup>2</sup> for a new Response Hub to serve the SSDC area, which should be in Yeovil or its northern surrounds.</li> </ul>	<p>Healthcare facilities are not included in the District Council's Regulation 123 List and any developer contributions would need to be negotiated through Section 106 of the Act on a case-by-case basis.</p> <p>This comment is noted. Community facilities will be sought where it is appropriate and viable to do so.</p> <p>Education is a matter for the County Council. It is currently understood that an entirely new site for an additional secondary school is not being sought.</p> <p>The need for a new Response Hub is noted and will be supported in principle.</p>

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		<p><u>Utilities</u></p> <ul style="list-style-type: none"> <li>• It is stated that the development of Bunford Park will provide an upgrade to the electricity grid and improvements to the strategic water main network. The north SUE will provide off-site foul sewerage enhancements, water supply and electricity grid improvements, a new primary school and a community hall site, as well as increasing capacity on the highway network. The electricity supply capacity in Yeovil is limited – when charging for electric vehicles and more connected homes and businesses come forward, it will be important that these limitations are recognised.</li> <li>• Wessex Water say that developments by it in Yeovil are part of a wider initiative to rationalise the number of facilities. SCC are currently seeking clarification on which Sewerage Treatment Works will continue to operate.</li> <li>• Wessex Water will assist the LLFA in the provision of a Surface Water Management Plan.</li> <li>• There are concerns about increased risk of flooding, especially in the Barwick area.</li> <li>• Comments on water supply, sewerage and sewage treatment will require updating depending on the extent of further development allocations.</li> </ul> <p>Other suggestions are:</p> <ul style="list-style-type: none"> <li>• Planning improvements to Yeovil Crematorium.</li> <li>• Green infrastructure</li> </ul>	<p>The contribution of the Bunford Park and north SUE sites to infrastructure needs is acknowledged.</p> <p>Any additional requirements for electricity supply should be identified through the Updated IDP.</p> <p>This is noted and will be incorporated into the Updated IDP.</p> <p>Noted and supported. Any development that could potentially increase flood risk would require a Flood Risk Assessment.</p> <p>This is noted and will be incorporated into the Updated IDP.</p> <p>Some improvements to parking at the crematorium have already been made. Other measures will be considered in due course as necessary.</p>

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			The provision of green infrastructure will be a requirement within the Preferred Options Document.
7.1	Do you agree that it would be more efficient to combine Polices PMT1 and PMT2 into one?	<ul style="list-style-type: none"> <li>• Most responses are in favour of combining the Policies, although one states that, because of the particular challenges associated with scale of the development, a separate policy should apply to the CEDA site.</li> <li>• There are concerns that because the CEDA site has not been delivered, both policies should be deleted, although Persimmon state that progress is being made in respect of securing permission for the initial parts of the site and sections of the spine road, which would allow the delivery of the employment land; it is suggested that some re-drafting is carried out to allow flexibility in timescales.</li> <li>• Reference is made to the Crimchard Inspector's comments about the policies not being the most effective way of delivering these sites are referred to and it is suggested that the policies be combined and re-drafted to take a more pro-active approach and allow other sites to come forward.</li> </ul>	These policies have been combined and amended to refer to what development should take place within the CEDA during the Plan period only.
7.2	Which of the following options should be taken forward through the LPR? Options at for growth at Chard include: <b>7.2(a)</b> Continued commitment to the	<p>(a) <u>CEDA and Boden Mill</u></p> <ul style="list-style-type: none"> <li>• Although proposals for the CEDA site have been at the planning stage for many years, the point is made by Charles Bishop Ltd that a total of 218 dwellings on three parts of the site are now being progressed. It is stated that alternative proposals on other sites will compromise delivery after so long a time spent getting to this stage.</li> <li>• On the other hand, some comment that because nothing has materialised for over 20 years, both the CEDA and the Boden Mill sites should be deleted.</li> <li>• There is other support for continued commitment to the Boden Mill site.</li> <li>• Some flexibility is advocated to allow other sites to be delivered.</li> </ul> <p>(b) <u>Development at CHAR 1, CEDA and Boden Mill</u></p>	a) The Local Plan will continue to include the CEDA, but also allocates two smaller sites which should be able to be delivered in the shorter term to meet the settlement's role as a Primary Market Town; and in view of the relatively limited amount of development that has taken place in the town since 2016 – the beginning of the new Plan period. The development of Boden Mill is a key objective of the Chard

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	<p>development of CEDA and Boden Mill redevelopment</p> <p><b>7.2(b)</b> Development at CHAR 1 and continued commitment to the development of CEDA and Boden Mill redevelopment</p> <p><b>7.2(c)</b> Another option (please specify).</p>	<ul style="list-style-type: none"> <li>• There is some general support for this site and it is favoured by the SSDC Conservation Unit in addition to the CEDA, although others feel that brownfield sites should be delivered first.</li> <li>• It is stated that sites such as CHAR1 which are attainable in the short term should be allowed to proceed; it is stated that this would allow the relocation of Chard Town FC, an issue unresolved for 30 years, as well as providing community facilities and a retail outlet.</li> <li>• On the other hand, there are concerns that CHAR1 would exacerbate the shortage in school place availability at Redstart Primary School and of parking. It is also stated that the access would be dangerous due to lack of visibility, limited road width, speed of traffic and lack of a footpath. The site was the subject of an unsuccessful appeal and should only be considered as a last resort.</li> <li>• It is stated that CHAR1 would prejudice the delivery of the CEDA and would not bring forward the delivery of improvements to infrastructure.</li> </ul> <p>(c) <u>Another Option</u></p> <ul style="list-style-type: none"> <li>• Mount Hindrance for mixed use – allows relocation of the football club, public open space, sports pitches and a local centre.</li> <li>• North-east of Crimchard – 30-45 residential units, including starter homes and social housing. Currently used as grass keep; Landscape Study identifies it as of moderate to high capacity for development.</li> <li>• Crimchard, controlled by DWH. A self-contained and deliverable site, having high capacity to absorb development. The appeal Inspector felt it would ‘round-off’ the settlement, but dismissed the appeal because of the CEDA designation in a recently adopted Local Plan. It is stated that there are no technical, ecological or environmental issues that could not be mitigated and no traffic impacts would be severe.</li> </ul> <ul style="list-style-type: none"> <li>• Chard Town FC Ground for residential development.</li> <li>• The Post Office car park, which is usually empty.</li> </ul>	<p>Regeneration Plan and the site is allocated in the Local Plan accordingly.</p> <p>(b) The site east of Crimchard (Option CHAR 1) is being taken forward as a Preferred Option (Policy CH2). In determining the previous appeal relating to the site, the inspector expressed the view that the site is sustainable and that it was only the Council’s strategy to bring forward the CEDA site within the then recently adopted Local Plan that justified dismissal at that time.</p> <p>(c) The scale of growth proposed at Mount Hindrance, in addition to the CEDA and other small sites, will not be necessary during the Plan period. A site to the west of Crimchard has been suggested and is also being included as a Preferred Option for a limited amount of development.</p>

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		<p><u>General Comment</u></p> <ul style="list-style-type: none"> <li>The planned improvements by Highways England to the A358 and A303 corridors; and the new junction to the M5 could support development at Chard. The scale of development at Chard is unlikely to have a significant impact on the SRN.</li> </ul>	<p>Neither the Football Ground nor the Post Office car park would appear to be available at this time.</p> <p>This comment is noted.</p>
7.3	Should a more proactive approach to employment land proposals be taken in locations outside of those identified in the Chard Regeneration Scheme? If yes, can you suggest locations for employment development?	<ul style="list-style-type: none"> <li>Very few responses have been received, but there is a general feeling that the commitment to the Chard Regeneration Scheme should remain and that there is no need to allocate additional employment land outside the CEDA.</li> <li>A comment was received that any brownfield sites within the town ought to be used for social housing.</li> </ul>	Comments noted.
7.4	Does Chard need to develop sites outside of the defined Town Centre for retail and other	<ul style="list-style-type: none"> <li>There is general agreement that development sites in the town centre need to be progressed for mixed use with social housing. Out of town developments for such uses are not favoured and no comments in support of these were received.</li> </ul>	The suggestion that the Boden Mill site be used for retail has now been superseded by the objective of securing a leisure-based scheme on the site as set out in the Chard Regeneration Plan. It is now not considered appropriate or justified to

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	town centre uses or focus on improving the existing Town Centre? Which of the options identified above (1, 2 and 3) would you like to see developed and why?	<ul style="list-style-type: none"> <li>• There is some thought that the Boden Street site should be retained as a car park; that the parking around Holyrood Mill should be public; and that A358/Silver Street uses should remain, although with new residential development.</li> <li>• It is stated that access and freight routes should be considered in relation to all town centre sites. Some strategic modelling has been undertaken in relation to site2, but this may need updating and additional land for improvements may be required.</li> <li>• There are comments that the choice of existing shops needs to be improved, including food shops, gift shops, shoe shops and furniture shops. Some feel that the number of beverage and food outlets is already too high.</li> </ul>	<p>extend the town centre with additional retail premises. The objective is to consolidate the retail within the existing designated town centre.</p> <p>Highways issues will be considered in the determination of planning applications where necessary.</p> <p>Providing they are within Use Class A1, the types of retail premises that operate in the town are beyond the control of the District Council.</p>
7.5	In addition to the infrastructure described above, are there any other infrastructure requirements for Chard?	<p>Transport and Access</p> <ul style="list-style-type: none"> <li>• The link road in the Key site to alleviate congestion at the Convent Junction.</li> <li>• A railway station at Chard Junction.</li> <li>• There is general concern about the traffic conditions and misplaced highways works.</li> </ul>	<p>The link road is still a feature of the CEDA development.</p> <p>It is unlikely that a railway station will be viable and there are currently no proposals for one. Highways issues will be considered in the determination of planning applications.</p>

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		<p>Community Facilities</p> <ul style="list-style-type: none"> <li>• A sports Centre with swimming pool; and a 3G pitch at Holyrood</li> </ul> <p>Utilities</p> <ul style="list-style-type: none"> <li>• Improvements to water mains and off-site sewers to serve allocated sites will need to be provided within agreed timescales.</li> </ul>	<p>A leisure centre with a new swimming pool is a key objective of the Chard Regeneration Plan and this is reflected in the Local Plan Review.</p> <p>Possible necessary water mains and sewers improvements are referred to in the Local Plan Review.</p>
7.6	<p>Which of the following options should be progressed through the LPR? <b>7.6(a)</b> Continue to encourage the development of the CLR site and to resist alternative very major developments on the edge of the built up area. <b>7.6(b)</b> Identify an alternative location for the</p>	<p>(a) and (b)</p> <ul style="list-style-type: none"> <li>• It is a fairly frequently expressed view that the CLR site is still subject to viability issues and cannot be relied upon to deliver the required housing in the short to medium term. It is stated that the CLR site should not prevent other development to the detriment of the five year housing land supply; and that alternative options with a more dispersed strategy should be considered.</li> <li>• On the other hand, Taylor Wimpey support the CLR site being taken forward; it is stated that viability has been addressed following further discussions and the grant of a revised permission; and state that there are further opportunities to the south east of the site (plan provided). It is stated that there has been a great deal of work gone into developing the CLR site, which also delivers infrastructure for the town with increased amenity space and employment land. To continue with the development of the CLR should be the preferred option. The standardised OAN methodology and increased time period supports additional need at Crewkerne. A significant proportion of housing and employment need can be met by the CLR site. The CLR site would deliver a new link road – all other sites are in the wrong location to achieve this.</li> </ul>	<p>The comments of Taylor Wimpey are noted, but it should be recognised that there still appears to have been very little progress since the beginning of the consultation period. It must be recognised that there are other opportunities for more limited growth at Crewkerne and that the market should not be stifled by the non-implementation of the extant planning permission on the CLR site. It is not suggested that this should be revoked, but there should be little harm in allowing other developments to come forward.</p>

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	strategic growth of Crewkerne; and if so, where could the most appropriate location be?	<ul style="list-style-type: none"> <li>It is stated that 14/02141/OUT allocates development close to the sewerage treatment works – the latest odour guidance measures will need to be considered.</li> </ul>	
7.7	<p>Which of the following options should be taken forward through the LPR? Options for housing growth at Crewkerne include:</p> <p><b>7.7(a)</b> CREW 1: Land east of Lang Road <b>7.7(b)</b> CREW 2: Land south of Curriott Hill <b>7.7(c)</b> CREW 3: Land rear of Penlain</p>	<p>(a) <u>Land east of Lang Road</u></p> <ul style="list-style-type: none"> <li>This is one of the SSDC Conservation Unit's preferred options.</li> <li>There are, however, concerns about its topography and lack of employment growth.</li> <li>Reassurances would also be required in respect of the access, the need for full traffic modelling, and poor junction between Cathole Bridge Road and the B3165; and the impact on the nearby rail crossing with automatic half barriers. There is some thought that development of the site would increase traffic pressure in the town.</li> <li>There is also some concern about the potential impact on the Local Wildlife Site to the east – a core of the County's Grassland Ecological Network.</li> <li>The owners are able to provide an extended version of this option. Actively preparing a set of base line studies to underpin a more detailed assessment. They recognise that some of the land identified is not suitable for development due to topography but this can be incorporated as part of an overall landscape approach; and they consider that 150 units could be achieved.</li> </ul> <p>(b) <u>Land south of Curriott Hill</u></p> <ul style="list-style-type: none"> <li>It is stated that the site has been previously assessed as suitable, available and deliverable in the 2017 HELAA. It is adjacent to the development area</li> </ul>	<p>(a) SCC state that full traffic modelling is needed. Cathole Bridge Road has poor access onto the B3165. Follow through traffic needs to be identified through the estate and junction improvements may be needed. It is also acknowledged that there are issues regarding topography and potential impacts of ecology, but all of these could be taken into account in the preparation of a suitable scheme on a site that is in a relatively sustainable location. Pre-application discussions have also commenced. This is one of the Council's preferred options.</p> <p>(b) The site is in a relatively remote location and a little separated</p>

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	<p><b>7.7(d)</b> CREW 4: Land west of A356 (Station Road)</p> <p><b>7.7(e)</b> CREW 5: Land east of Charlton Close</p> <p><b>7.7(f)</b> CREW 6: Land east of Chestnut Avenue</p> <p><b>7.7(g)</b> Another option (please specify)</p>	<p>of Crewkerne and there are no other policy constraints to preclude its development. It is a sustainable location within walking distance of the services and facilities available in Crewkerne. Its development would fill the gap between existing built form and the B3165 and Cathole Bridge Road, from which access could be gained.</p> <ul style="list-style-type: none"> <li>• However, access would be via Lyme Road, with fast traffic and near to a dangerous crossroad. It is critical to know the traffic impact.</li> <li>• Wessex Water state that the site is also adjacent to Maiden Beech Reservoir and booster station and has a number of water mains crossing it. Easements would be required affecting layout and density; and costs of diverting the mains may make the site unviable.</li> </ul> <p>(c) <u>Land rear of Penlain</u></p> <ul style="list-style-type: none"> <li>• Summerfield Developments (SW) Ltd control land which forms the western part of the site. This forms a logical extension to the existing built up area of Crewkerne. They say it is well located in relation to existing services and facilities; and confirm that the site is available for housing development and considered to be deliverable. They state that BMV agricultural land should not be viewed as a barrier to development.</li> <li>• It is one of the SSDC Conservation Unit's preferred options on landscape grounds.</li> <li>• Historic England considers the site to be sensitive due to proximity to a number of heritage assets.</li> <li>• Concerns have also been expressed about impact on amenity and green space, access and poor visibility; and gradient.</li> </ul>	<p>from the main urban area of Crewkerne. There could also be issues of viability given the presence of water supply infrastructure.</p> <p>(c) The land forms something of a 'green lung' for the town, but this is a very sustainable location close to the facilities in the town centre. The eastern parcel of land has been submitted as an omission site, but this would not be suitable for housing here alone as access could only be achieved through the adjoining commercial estate and would not be appropriate. SCC are concerned about how the site would be accessed as there is poor frontage and visibility. A planning application has been submitted by SSDC for a 60-space Pay and Display car park on land to the west, which if not</p>

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		<p>(d) <u>Land west of A356</u></p> <ul style="list-style-type: none"> <li>• This is one of the SSDC Conservation Unit's preferred options on landscape grounds.</li> <li>• The landowners support inclusion of the option. They consider that the site could deliver more than 270 dwellings. It comprises 15ha (36 acres) and is a relatively level greenfield site. The land is suitable available and achievable. Work could commence within five years of allocation. At 15 dwellings per acre and 70% net developable area the site could accommodate in the region of about 385 dwellings. The site is not within a SSSI, SAC or SAP etc. nor is it in any designated landscape. The site is within a Countryside Stewardship targeting area for Lapwing. Owners control the entire frontage with Station Road so it is capable of achieving safe access and egress; and pedestrian and cycle links could be provided. There is a regular bus service which stops along Station Road. Land is within Flood Zone 1. The landscape has been assessed as having a high to moderate capacity; and the valley to the west has the capacity to act as a green wedge and serve as a country park.</li> <li>• Highways England think the scale of the site could potentially impact the SRN. Consideration would need to be given to the need for a right-turn, the proximity to the railway, poor footpath provision and poor visibility.</li> <li>• There is an adjacent Local Wildlife Site – part of the Grassland Ecological Network.</li> </ul>	<p>revised to allow access to the site, would sterilise it. There are Listed Buildings and the Conservation Area adjacent, but a scheme could be designed to take account of their setting.</p> <p>(d) This is a suitable site in close proximity to the train station; and opportunities exist to provide additional parking here where shortage of spaces is acknowledged. There is probably a need for buffers to the railway line and wildlife site, but a sensitive scheme could take these into account. Housing should probably be confined to the northern portion of the site. Land to the west has been submitted as an Omission Site and could provide open space for a development of CREW4, although it would probably be unsuitable for housing itself owing to its prominent location at the top of a steep slope. SCC state that consideration also needs to be given to the right turn, gradient, footpath</p>

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		<p>(e) <u>Land east of Charlton Close</u></p> <ul style="list-style-type: none"> <li>• A developer has a legal agreement in place to purchase the site along with adjacent land as shown on the map submitted for the HELAA process. It is stated that there are no development issues or constraints so development could commence on site quickly following planning permission. It's in Flood Zone 1, but adjacent the Conservation Area but could be designed sympathetically. There is an adjacent wildlife site and there are ecological implications of the river flowing through the site. However, development can have a positive effect by providing river bank enhancements, and improving biodiversity. As a small parcel of BMV it is hard to farm economically; the adjacent site is not BMV; and the site lies equidistant between the train station and the town centre, both within reasonable walking distance.</li> <li>• However, some feel that its development would not bring any substantial benefit to Crewkerne; access would need to be considered; and that it would increase traffic pressure in the town centre.</li> </ul> <p>(f) <u>Land east of Chestnut Avenue</u></p> <ul style="list-style-type: none"> <li>• It is stated that this site of 1.3ha on the north-east edge of Crewkerne has been assessed as being suitable, deliverable, and available for housing in the HELAA (2017), ref. W/MERR/0011), suggesting a yield of about 25 dwellings. It is stated that it is a small-scale extension of the recent housing development to the west, and would read visually as a rounding-off of this existing built form without detriment to the landscape character.</li> <li>• Some feel that it would not bring any substantial benefit to Crewkerne; access would need to be considered; and that it is not in a sustainable location with regard to services.</li> </ul> <p>(g) <u>Another Option</u></p>	<p>provision visibility and connectivity.</p> <p>(e) Additional land to the east and south has been suggested as being suitable omission sites (see below). However, owing to steep gradients on part and designation of a County Wildlife Site, this additional land would not be suitable. CREW5 itself could be developed for a limited number of dwellings, but a scheme would need to take account of mature trees and the adjacent listed mill building.</p> <p>(f) The development of the site would probably cause little harm to the character of the area, but it is relatively remote from the town centre. Access could gained from the adjacent estate to the west.</p>

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		<ul style="list-style-type: none"> <li>• Goldwell Farm for housing - a site of 7.7ha; the site previously refused and upheld at appeal (ref. 13/02941/OUT). The Inspector said that the development would have a significant and adverse impact on the character and quality of the local landscape; that the proposed access arrangements would be contrary to the environmental objectives of saved Local Plan Policies ST5 and EC3; and that future residents of this site would be likely to be reliant on the use of private cars and that therefore the development would fail to satisfy the sustainable transport objectives.</li> <li>• Land to the west of Kingswood Road, immediately north of the Cathole Bridge Road. Access could be achieved via Kingswood Road. (No plan provided).</li> <li>• Land off Weavers Close - A site of 0.88ha would be available for development. It is stated that 23 dwellings could be provided; it adjoins the area identified as CREW4 and is stated could be included with this allocation; and there are no physical constraints, save for a suitable access. The land is well related to the town centre and contiguous with the built up area. It is available immediately – it is also suitable and achievable.</li> <li>• An extension of the CLR site. Taylor Wimpey state that the south-eastern side of Crewkerne is the most suitable for strategic site allocations; an additional area adjacent to the CLR site has been identified as having high to moderate landscape capacity and is located close to the railway station and employment opportunities; and has excellent highway connectivity. It would make the best use of new infrastructure, improve deliverability and viability; and provide greater support for affordable housing.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• It is stated that Crewkerne is a sustainable location for development, but, as with Yeovil, it is surrounded by BMV agricultural land and only one option site has a moderate-high capacity to accommodate built development.</li> <li>• One Respondent thought that Bincombe Beeches should be mentioned in the consultation as an important enhancement and asset to the town.</li> </ul>	<p>(g) Goldwell Farm has been submitted as an Omission Site. Circumstances regarding the character of the area have not altered since the dismissal of the appeal and it would not be appropriate to allocate the site.</p> <p>Kingswood Road. It not clear what land this relates to.</p> <p>CLR Extension. An extension of the site has been submitted as an Omission Site but this would extend too far into countryside to the east and south. Given the non-delivery of the CLR site, it would not be appropriate to allocate further land.</p> <p>General comments noted.</p>

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7.8	Should the Council reduce the employment land requirement for Crewkerne based on the planning approval for the CLR site?	<ul style="list-style-type: none"> <li>One response states that the outstanding amount of employment land has previously been agreed at 3.74 hectares and the CLR is projected to meet that need. 10 hectares, as identified in the Local Plan is optimistic but the town should push for 5-6 hectares of employment land.</li> </ul>	The Council's own assessment has confirmed that the employment land requirements for the town should be 3.74ha and this reduction would be appropriate.
7.9	Should the Council consider allocating additional employment land for Crewkerne? If so where?	<ul style="list-style-type: none"> <li>It is stated that additional employment land could be considered in Crew 4, Crew 5 and also in land beside the CLR; and that this question is a good reason for pushing for as much employment land as possible with the CLR, as there is very little land in Crewkerne suitable for industry.</li> </ul>	CREW 4 would not be ideal for commercial development and would result in further heavy goods vehicles needing to travel through the town centre in the absence of the link road that the CLR site would provide. CREW 5 would not be suitable for the issues outlined above.
7.10	Should the Primary Shopping Frontage for Crewkerne be extended as shown in Figure 7.13?	<ul style="list-style-type: none"> <li>There is concern that the National West Bank building would be included in the Primary Shopping Frontage.</li> <li>It is thought that a policy recognising a greater range of consumer uses is needed.</li> </ul>	<p>The revised NPPF 2018 no longer defines or differentiates between Primary and Secondary Retail Frontages; and this will now not be taken forward.</p> <p>Local Plan Review Policy seeks to prevent the loss of existing retail</p>

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			premises and the presence of a bank will not affect this.
7.11	In addition to the infrastructure described above, are there any other infrastructure requirements for Crewkerne?	<p><b>Transport and Access</b></p> <ul style="list-style-type: none"> <li>• The road system needs to be upgraded with a new road to connect Crewkerne with the A303.</li> <li>• SSDC Conservation Unit state that, from an urban design standpoint, an additional town centre through-road would enhance permeability, and ease traffic congestion/dominance of the main street. Option 7.7(c) CREW 3 offers the potential of an East Street-South Street road via Cropmead, to assist an enhancement of the town centre.</li> <li>• Footpath and cycle path routes into town are needed.</li> <li>• At no point has public transport been included in the LPR.</li> </ul> <p><b>Healthcare</b></p> <ul style="list-style-type: none"> <li>• An options appraisal for what type of healthcare development is required and could be delivered in Crewkerne to accommodate the primary healthcare needs of the increasing population will be necessary.</li> </ul> <p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• If the development in CREW4 went ahead a school would be required.</li> </ul> <p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>• The Key Site has been assessed for foul water and water supply – alternatives may require upsizing of water/foul infrastructure.</li> </ul>	<p>The new link road that would be included in the CLR site is still supported as an objective. Comments from the Conservation Unit are also supported if feasible.</p> <p>The EA advise that the re-direction of part of the Viney Brook should be redirected.</p> <p>Symphony Healthcare Services advise that primary healthcare practices are operating at or close to capacity; and an options appraisal to meet the needs of an increasing population will be necessary.</p> <p>The availability of school places is a matter for the County Council to address. No comments have been received in this regard.</p> <p>Water/ sewerage comments are noted and will be dealt with on a case by case basis. Wessex Water</p>

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			advise that Crewkerne will need a treatment works scheme.
7.12	<p>Which of the following options should be taken forward through the LPR? Options at for housing growth at Ilminster include:</p> <p><b>7.12(a)</b> ILMI1: Land at Canal Way <b>7.12(b)</b> ILMI2: Land east of Shudrick Lane <b>7.12(c)</b> ILMI3: Greenway Farm, Dowlish Ford <b>7.12(d)</b> ILMI4: Land at Station Road <b>7.12(d)</b> Another option (please specify)</p>	<p>(a) <u>Land at Canal Way</u></p> <ul style="list-style-type: none"> <li>• Over 400 people say they favour the development of this site; ILMI 1 is in the direction of Growth and development should be permitted.</li> <li>• It is thought that potential employment is to be provided to the west of the town - housing should be at Canal Way, which is preferable to avoid exacerbating traffic and pollution in Station Road/ Butts.</li> <li>• Persimmon say they have now received consent on ILMI1 and that this should be chosen for growth in a sustainable location in accordance with the new aims and objectives.</li> <li>• It is stated that development should be restricted to what is consented under the approved outline application. A green barrier should remain between Canal Way and Herne Hill.</li> <li>• SSDC Landscape support for the northern half of Option 7.12(a) ILMI 1 from a landscape perspective, but not the south; the field abutting Herne Hill and rising to Mitchells Hill. There are also concerns about the site being immediately adjacent to a LWS – development could exacerbate the fragmentation of the Woodland Ecological Network.</li> </ul> <p>(b) <u>Land east of Shudrick Lane</u></p> <p>Objections to the potential allocation are:</p> <ul style="list-style-type: none"> <li>• Over 400 people have signed a document objecting to this potential allocation. They state that: The consultation documents contain many mistakes and misleading statements as highlighted in the Save Shudrick Valley submission. Harmful effects on the character and appearance of the landscape and on heritage assets would outweigh its benefits. Intrinsic character would be destroyed.</li> </ul>	<p>(a) The land at Canal Way is within the current Local Plan Direction of Growth and is the subject of a planning permission for up to 400 dwellings (16/05500/OUT). This extends to the edge of what the Ilminster Peripheral Landscape Study assesses as land with moderate to high landscape capacity. Any further growth towards Herne Hill would encroach into areas of moderate to low capacity. It is therefore probably appropriate to limit development to that the subject of planning permission. This being the case, there is no need to identify further land in the Local Plan Review. SCC</p> <p>(b) Both the previous Local Plan Inspector and that considering the previous appeal relating to this land (14/02474/OUT) found that the development of the site would conflict with Local Plan housing policy at that time and would have some harmful</p>

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		<p>The effect on heritage assets has been omitted; a reason for a previous refusal and fighting an appeal by SSDC.</p> <p>Adverse effects arising from conflict with the Council's housing policies would be significant – Ilminster should not make up for the under-delivery elsewhere.</p> <p>Detail in the document and the HELAA site assessment form is incorrect or misleading, including in relation to designation categories, landscape capacity, site layout and officers' comments.</p> <p>The site is listed as not achievable/deliverable/developable in the Site Status Check List.</p> <p>Sustainable Appraisal has four incorrect ratings.</p> <p>The site has a watercourse rated Flood Zone 3.</p> <p>Adequate land is provided by Canal Way and Hort Bridge to provide in excess of the town's requirements to 2034.</p> <p>Inclusion of the site would be against the Council's Vision statement, landscape policy, historic environment strategy and NPPF.</p> <p>Inconsistency with Langport appeal site.</p> <p>Appeal Inspector's report has been ignored.</p> <p>Peripheral Landscape Study is out of date and should have been reviewed.</p> <ul style="list-style-type: none"> <li>It is stated that the inclusion of the ILMI2 site despite the appeal is inconsistent with the Council's approach in Langport and its northern Direction of Growth. Also, the Goldwell Farm site at Crewkerne and Mount Hindrance sites at Chard have not been proposed as options. The way the site options at Crewkerne are described is also different to that used for Ilminster. The Consultation Document refers to the ILMI2 site as having high capacity, but the Peripheral Landscape Study states that the ILMI2 site has a mixture of low – high capacity. Priority should be given to brownfield sites such as that at Hort Bridge/ Horlicks (ILMI4) and Powmatic - the development of these sites and that at Canal Way would be more than enough for the town.</li> </ul>	<p>impact on heritage assets and the local landscape character, which although less than substantial, would outweigh the benefits of a scheme. The loss of BMV agricultural land was also a consideration.</p> <p>The Ilminster Peripheral Landscape Assessment is still relevant and identifies the relatively level land mostly to the north of the Shudrick Stream as having moderate to high landscape capacity for development.</p> <p>It is immediately adjacent to the town centre and in particular a supermarket.</p> <p>A sensitively designed scheme could address the issues previously referred to and would be the subject of a further Sustainability Appraisal if included as a Local Plan allocation.</p> <p>Whilst the previous appeal Inspector felt that the</p>

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		<ul style="list-style-type: none"> <li>• Dowlish Wake borders Ilminster and it is claimed that it would be affected by the proposed inclusion of Shudrick Valley in the plan. It is totally opposed because of the law of unintended consequences and the additional traffic it would create through Moolham Lane, Orchard Hill and through to Kingstone.</li> <li>• Historic England considers the site to be sensitive due to proximity to a number of heritage assets.</li> </ul> <p>Comments in support of the Option are that:</p> <ul style="list-style-type: none"> <li>• On the other hand, ILMI2 is supported by the proposed developer. It is stated that: Further housing growth is required across the District and Ilminster is well placed to accommodate growth. Land at Shudrick Lane is available and deliverable; and represents a sustainable site to deliver additional growth in the town. ILMI1 – Ultimately, the Local Plan identifies Canal Way as the preferred direction for growth, but it was a finely balanced issue as to whether this or Shudrick Lane was more sustainable – there is little to differentiate the two. Canal Way will, once progressed, help to deliver existing Local Plan requirements for Ilminster, but the LPR needs to identify options for growth to meet up-to-date housing needs which will be substantially higher. Both sites should be identified for housing. ILMI2 immediately adjoins the south-eastern edge of the built up area of Ilminster, within easy walking distance of the defined town centre. It is also within easy walking and cycling distance of employment uses. Whilst parts are BMV agricultural land, it is classified no higher than other land around the edge of the town; and there are no clear alternatives which would use land of lower quality. The adjoining conservation area to the north would need to be considered, but the previous Inspector found any harm less than</li> </ul>	<p>development of the site would result in an excessive number of dwellings in Ilminster, contrary to the Local Plan strategy, in view of the on-going need for further housing in Ilminster in the new Local Plan period and the consistent under-delivery of housing in the District, the site could be included at the present time as a Preferred Option.</p>

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		<p>substantial; similarly with the listed buildings in the vicinity. Overall, the Inspector concluded that the public benefits of the development would have outweighed any harm. Public routes through the site will be retained. The previous Inspector also found that the effects on the character and appearance of the area would outweigh the benefits. Shudrick Lane was once identified as the preferred direction of growth.</p> <p>(A late representation has been received seeking to refute these points)</p> <p>(c) <u>Greenway Farm</u></p> <ul style="list-style-type: none"> <li>• Whilst some support has been received for this option, others state that it is too far from the town centre, there is a potential archaeological impact on the former Chard &amp; Ilminster Canal; and that it is BMV land, with some landscape sensitivity.</li> </ul> <p>(d) <u>Land at Station Road</u></p> <ul style="list-style-type: none"> <li>• It is stated that transforming the old Horlicks factory should be far preferable to spoiling the attractive Shudrick Valley and Canal Way. A very large number of people think that using this brownfield site would regenerate an eyesore; present a more favourable approach to the town; and also help to provide additional flood mitigation works, improve roadways and could help to kick start interest in the employment area. If the Station Road site were added to Canal Way, the housing requirement for Ilminster would be exceeded.</li> <li>• The owner of the site is supportive of its use for residential development.</li> <li>• It is one of the preferred options of the SSDC Conservation Unit.</li> <li>• It stated that there is no sense in allocating housing on employment land at ILMI 4. It has poor access arrangements, poor infrastructure on</li> </ul>	<p>(c) This site is probably too remote from the town centre and is situated in land identified in the Peripheral Landscape Study as having only low to moderate landscape capacity. It is unlikely to be a preferred option.</p> <p>(d) There are on-going discussions and consultation leading to the intended submission of a planning application to provide a residential development that could help to deliver employment development on adjoining land. This should be taken forward as a Preferred Option.</p>

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		<p>Station Road and poor internal transport. The site represents an important strategic employment opportunity serving the heart of the District. options for employment development adjoining the town as a result of growth should not be lost</p> <ul style="list-style-type: none"> <li>• It is also stated that if the site were to be developed for housing, then an opportunity to access the southern part for employment would still exist from Canal Way; it might make better use of ME/ILMI14/South for the residential use to be located to the south – accessed from Canal way - with the land off Station Road being used for employment.</li> <li>• <u>Another Option</u> <ul style="list-style-type: none"> <li>• Station Road - ILMI4 has been shown comprising the footprint of the former industrial complex – the brownfield portion of the site. An alternative option would be to allocate a similar scale site on the land to the north of Station Road, also owned by the owners of ILMI4. It would therefore be contiguous with the residential development at Holway House Park and Home Farm Park to the east. Preliminary assessments suggest c100 dwellings could be located on the site with the residual land to the west (up to the River Isle) retained for employment use (office and light industrial) as per the existing allocation. A comprehensive flood mitigation scheme is available which would provide suitable protection to the combined site north and south of Station Road. This scheme was previously submitted to SSDC for review as part of the previous planning app. 09/00051/OUT.</li> <li>• It is claimed that the grant of permission on ILMI1 removes the need to identify a further site. Half way through the plan period Ilminster already has dwellings approvals exceeding the Local Plan target by 58%. Conversely only 2.16ha against a target of 23ha has been achieved for employment land. At this point no further housing land should be allocated on green field sites and development should be concentrated on PDL and infill sites until further economic activity happens.</li> </ul> </li> </ul>	<p>Ilminster is a sustainable location for housing growth and development here has made a significant contribution to the District's overall housing requirement, but further development opportunities are limited. As a primary market Town, further housing land needs to be identified if it is to continue in this role in the new extended Plan Period to 2036.</p>

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7.13	<p>Should the Council consider deallocating some of the employment land in Ilminster as it has been allocated for a number of years? If yes, which of the sites should be deallocated and why? Or should the Council deallocate all the sites and allocate alternative ones of a smaller scale? If the Council allocated alternative sites where</p>	<p>Responses on behalf of the owners of the sites in question include:</p> <ul style="list-style-type: none"> <li>• The owner of the ME/ILMI/4 employment allocation acknowledges that the site has not come forward for some time. An application for B1, B2, and B8 uses achieved a resolution to approve at Planning Committee but was not formally granted nor implemented due to site viability and infrastructure cost considerations. Since this time, the local market position has improved and further consideration has been taken to ‘enabling development’ in the form of residential development on a portion of the employment allocation, specifically to the north of Station Road. The residential development of c.100 dwellings is possible on the site and would substantially improve the site viability position, thus improving the prospects of the wider employment allocation coming forward.</li> <li>• Dairygold have expressed an intention to bring the site forward for employment development. This submission provides further evidence that the site is deliverable. The southern portion of the site was in previous residential use and a significant portion of the site is hence classed as brownfield; as noted in para. 7.77, existing employment areas are primarily located to the west of the town, in close proximity to the A303. This site is therefore well-suited;</li> <li>• Much of ME/ILMI/5 is likely to be retained for future use by Powmatic.</li> </ul> <p>Other comments stating that sites <u>should not</u> be deallocated are that:</p> <ul style="list-style-type: none"> <li>• The improvements to the A303 and A358 will increase the potential for <i>ME/ILMI4</i> to contribute to economic development –a comprehensive technical review is suggested and seeking of public support for the necessary infrastructure to be provided.</li> <li>• For the town to grow and encourage new employers to come to the town land should be available for them to be built and the proposed Employment allocations are quite unsightly as they have just been left in disrepair, so need to be used. It gives a poor first view of Ilminster when driving in via the</li> </ul>	<p>Land at Station Road should continue to provide opportunities for employment development, although its delivery may require some enabling residential development. This is identified as Policy IM3 and IM4 of the Local Plan Review.</p>

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	should these be?	<p>A303. Also if we have an extra population due to the Local Plan we need new employment opportunities for the younger generation.</p> <ul style="list-style-type: none"> <li>• The implications of de-allocating land would be fewer jobs and more travelling to work; and people shopping and conducting business elsewhere.</li> </ul> <p>The reasons why some people state that they think that sites <u>should</u> be deallocated include:</p> <ul style="list-style-type: none"> <li>• There is far too much employment land allocated in Ilminster. The brownfield element of Hort Bridge should be developed for housing, which could fund flood mitigation.</li> <li>• SSDC should consider dropping the employment requirement for the Powrmatic site completely, which would encourage a quicker build-out and provide more homes.</li> <li>• There is no need for smaller scale employment sites because to date these have not been used and have been changed to housing. Ilminster does not need 22ha.</li> <li>• Highways England consider that any reduction in employment land allocations should carefully consider the impact of this in terms of shifting commuting patterns and the potential impact on the surrounding highway network including the SRN. Development should be targeted at sustainable sites which reduce any imbalance between population and jobs in order to avoid out-commuting.</li> </ul>	
7.14	Do you agree that the designated Town Centre for Ilminster should be	<ul style="list-style-type: none"> <li>• Some people think that it seems logical and a sensible recognition of the status-quo, whilst others state that the boundary should not be extended and that the benefits of this are not clear.</li> </ul>	It is proposed to redraw the boundary in this way to include the entire building as this seems appropriate.

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	amended to include the entire Tesco store?		
7.15	Do you agree that there is no need for the Local Plan to make retail allocations in Ilminster?	<ul style="list-style-type: none"> <li>• People generally seem to be in agreement with this. It is stated that planning permission for the conversion of existing town centre retail premises to residential properties should be granted with caution; there is very little space in the town centre to add more retail sites and should larger companies come into the town they may build them on the outskirts of the town which would gradually kill the town centre. There are enough coffee shops and food shops.</li> </ul>	Comments are noted.
7.16	In addition to the infrastructure described above, are there any other infrastructure requirements for Ilminster?	<p>Transport and Access</p> <ul style="list-style-type: none"> <li>• Transport solutions for Ilminster should be addressed. The centre has a one-way system; movement onto A303; Highways England would need to be consulted.</li> <li>• Another town centre car park</li> <li>• A high quality cycleway link from the projected housing growth area to the town centre.</li> <li>• Highways England say that, given Ilminster's proximity to the SRN, they consider it likely that future growth here will have a significant impact on the operation of the SRN, specifically Southfields Roundabout. The scale of development could also raise concerns in relation to the performance of the A303 and would likely result in the need for mitigation.</li> <li>• Lack of public transport makes it difficult for people without cars to get to work outside the town.</li> <li>• The strain put on roads and transport arising from growth is not well articulated.</li> </ul> <p>Healthcare</p>	All of these responses will be taken into account in the Updated IDP. Opportunities to improve access will be identified in relation to individual planning applications. Traffic impacts will also be considered at that time.

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		<ul style="list-style-type: none"> <li>• The existing primary healthcare practices in Ilminster are operating at or in excess of operational capacity in accordance with national standards. An options appraisal for what type of healthcare development is required and could be delivered in Ilminster to accommodate the primary healthcare needs of the increasing population will be necessary. If a new separate facility is sought. Obligations for primary healthcare should be sought for any future growth in Ilminster.</li> </ul> <p>Community Facilities</p> <ul style="list-style-type: none"> <li>• New First School at Canal Way.</li> <li>• Consideration also needs to be given to middle/ secondary schooling.</li> <li>• Provision for fitness/exercise/swimming facilities.</li> </ul> <p>Utilities</p> <ul style="list-style-type: none"> <li>• Flood mitigation and highways at Hort Bridge to kick-start the employment land.</li> <li>• There are constraints in the existing potable supply and waste water networks to serve each of the potential sites. Further assessment would be required.</li> <li>• The strain put on water and sewerage arising from growth is not well articulated.</li> <li>• There was one comment saying that no more was required - the infrastructure needed to support Canal Way is challenging enough.</li> </ul>	<p>Healthcare: Symphony Healthcare Services advise that primary healthcare practices are operating at or close to capacity; and an options appraisal to meet the needs of an increasing population will be necessary.</p> <p>Education provision is a matter for the County Council, but a new school site at Canal Way has been identified.</p> <p>Utilities: It is understood that the Ilminster Feasibility Study regarding run-off at Long Close and Heron Way is programmed for 2019/20.</p> <p>The EA advise that the Hort Bridge Flood Alleviation scheme is programmed up to 2024/25.</p>
7.17	Which of the followings options do you think should be taken forward	<p>(a) <u>Land west of Wincanton Business Park</u></p> <ul style="list-style-type: none"> <li>• This Option is supported for mixed use in the Area of Search in the Local Plan and identified in the Neighbourhood Plan. It is well serviced, accessible and connected. A planning application is expected to be submitted. It is</li> </ul>	<p>(a) This site is being taken forward as a Preferred Option, but its extent to the north is being reduced to protect sensitive views as identified in the made</p>

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	<p>through the LPR?</p> <p><b>7.17(a)</b> WINC 1: Land west of Wincanton Business Park and New Barns Farm for mixed use</p> <p><b>7.17(b)</b> WINC 2: The Tythings for housing or mixed use</p> <p><b>7.17(c)</b> WINC 3: Land at Moor Lane for mixed use</p> <p><b>7.17(d)</b> WINC 4: Land east of Common Road for housing development</p> <p><b>7.17(e)</b> Another option (please specify)</p>	<p>favoured due to development already taking place and the proximity to the A371 making it easy to travel into town.</p> <ul style="list-style-type: none"> <li>• On the other hand, some think the site should be used for housing only.</li> <li>• The Wincanton Neighbourhood Plan identifies the higher ground to the west of New Barns Farm (i.e. the northern area of the option) as being a visually sensitive area where development would be visually prominent on the skyline.</li> </ul> <p>(d) <u>The Tythings</u></p> <ul style="list-style-type: none"> <li>• It is stated that The Tythings is a unique development in that it is regarded as a part of the historic development of Wincanton as well as sitting on the principal access to the town centre. Its development and its relationship with the town centre's viability requires careful and coordinated planning. The site is surrounded by housing so there has to be a move away from manufacturing and the reduction in conflict found elsewhere. The extension of commercial aspects of the site and non-conflicting sales, with high quality housing would seem to be the way forward. It is a brownfield site and current eyesore should be developed as soon as possible.</li> <li>• One Respondent thought that 50 dwellings seems low given the plot size; and that the number of dwellings should be re-assessed with the landowner</li> <li>• There is potential for HE impact given the listed building on the east boundary and local heritage interest factory. Any development would have to take place within the context of a Conservation Assessment to determine the types of uses.</li> <li>• There is no agreement as to whether it should be used for housing only or for mixed use.</li> </ul> <p>(c) <u>Moor Lane</u></p> <ul style="list-style-type: none"> <li>• The comments that land south of A303 is "divorced from the existing settlement, severed by the A303 and do not adjoin the development area"</li> </ul>	<p>Neighbourhood Plan. The proportion of employment land is also being reduced as it is unlikely that there is sufficient demand for the amount previously proposed.</p> <p>(b) The Tythings is being taken forward as a Preferred Option for a high-density residential scheme. High quality would be sought in connection with a planning application to compliment the objectives of the District Council's Wincanton Action Plan. The setting of heritage assets would also need to be protected.</p> <p>(c) This site is divorced from the main built up area by the A303 and access is relatively poor. Given Highways England's</p>

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		<p>are actually considered to be advantageous as, depending on the development proposed they provide a degree of separation between existing land uses. There are examples in the town where employment adjoins residential development and has a negative impact on residential amenity. The A303 sits on an embankment this would allow it to act as noise bund. Some think that businesses should be encouraged to transfer from the north side of the A303 to the south side, with Improved access on/off the A303.</p> <ul style="list-style-type: none"> <li>• It is said that the Document states that flooding is an issue south of the A303, but this is not universally so and where sites are in the flood plain mitigation measures can be applied to make development satisfactory to the Environment Agency.</li> <li>• It is also said that the document states that WINC 3 is within a Mineral Safeguarding Area; but it is requested that this is challenged by SSDC as only in a restricted area is thick Jurassic clay overlain by alluvial deposits; it is not clear which has any value as workable mineral deposits.</li> <li>• Although some of the playing pitches are disused or not used extensively, the Wincanton Recreational trust are said to be endeavouring to increase usage; notwithstanding that, the opportunity to use the land for other purposes is in the thoughts of the Trust and any alternative use.</li> <li>• However, given Wincanton's proximity to the SRN and the scale of potential development Highways England consider it likely that future growth will have a significant impact on the operation of the SRN and would likely result in a need for mitigation. This site raises particular concern in relation to their location immediately adjacent to the A303, and the potential access requirements. The creation of new accesses onto the SRN can impact on its ability to fulfil the function of facilitating the safe and effective movement of goods and people in the support of economic growth by compromising traffic movement and flow. Beyond the access itself, the scale and position of development at these sites has potential to bring significant numbers of</li> </ul>	<p>concerns, the site is not being taken forwards.</p>

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		<p>vehicle trips to the SRN especially as their location may increase the likely hood of residents to use the private car.</p> <p>(d) <u>Common Road</u></p> <ul style="list-style-type: none"> <li>• There is only very limited support for this Option and Wincanton Town Council is not in favour of it.</li> <li>• Again, Highways England state that given Wincanton's proximity to the SRN and the scale of potential development they consider it likely that future growth will have a significant impact on the operation of the SRN and would likely result in a need for mitigation. This site also raises particular concern in relation to their location immediately adjacent to the A303, and the potential access requirements.</li> </ul> <p>(e) <u>Another Option</u></p> <ul style="list-style-type: none"> <li>• Land west of WINC 3 – west of Moor Lane between the A303 and sewage treatment works, is supported by Wincanton Town Council.</li> <li>• Land adjacent to Fire House Mews, with access from Moor Lane.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• The Plan needs to be updated to reflect the status of the Neighbourhood Plan.</li> <li>• Housing and employment have to go together and be in balance, as stressed by the Inspector in 2013. The employment in Wincanton has actually deteriorated, with only 1.91ha of employment land completed and committed during the Plan period. The level of self-containment in Wincanton has fallen by promoting outward travel for work, shopping, leisure, etc, contrary to the adopted/proposed strategic objective to deliver a balanced housing market to support sustainable lifestyles and low carbon</li> </ul>	<p>(d) This site is divorced from the main built up area by the A303 and access is relatively poor. The distance to the town centre is also not ideal. Given Highways England's concerns, the site is not being taken forwards.</p> <p>(e) This site is affected by flood risk and accessibility is poor. It is not being taken forwards.</p> <p>The Local Plan acknowledges the made Neighbourhood Plan.</p> <p>Employment requirements are changing (less employment land is needed) as demonstrated by the District Council's evidence base, there is potential to allocate employment land to the west of Wincanton Business Park (Policy WN3) the amount of which will be</p>

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		<p>emissions. More housing in the short-term is unsustainable. In January 2015, the Inspector was satisfied that there was no justification at the time for increasing housing provision in Wincanton's DOG in the short-term.</p> <ul style="list-style-type: none"> <li>• Long Close was scheduled for employment in 1987 and is still not fully occupied and operational; a 20 year time lag between housing and the employment required to make the settlement sustainable. This was highlighted by the Inspector, and it is now much worse, yet no policy has been put in place by the District Council as requested by the Inspector to make the Plan sound and legal.</li> <li>• If a mixed use allocation proceeds as a preferred option, any such allocation should phase development so that employment premises (not land alone) are delivered before more housing land is released for development.</li> </ul>	<p>determined in the Employment Land Review.</p> <p>The District Council's Monitoring Database indicates that much of the growth in employment floorspace has taken place away from established industrial locations, where there seems to have been relatively little commercial demand and high infrastructure costs making it apparently unviable. This is something the Local Plan will try and address. The Local Plan Review includes looking at housing and employment provision in Wincanton, based on its status in the settlement hierarchy and our evidence on housing and employment need.</p>
7.18	There is the capacity to accommodate additional development within or on the edge of	<p>(a) <u>Church Street</u></p> <ul style="list-style-type: none"> <li>• This Option is supported. It would provide a suitable sized site for town centre uses.</li> </ul> <p>(b) <u>The existing Town Centre</u></p> <ul style="list-style-type: none"> <li>• Only limited support has been received for this option. It is stated that it would have a negative impact on town centre viability.</li> </ul>	Comments noted. One of the objectives of the District Council's Wincanton Action Plan is to consolidate and rejuvenate the town centre; and it is now considered that little would be achieved by extending the town centre further; particularly

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	<p>Wincanton Town Centre. Which option should be taken forward through the LPR? Options include:</p> <p><b>7.18(a)</b> Allocate Land Between Church Street and Car Park for Town Centre Uses</p> <p><b>7.18(b)</b> Do not allocate land for development of Town Centre Uses outside Wincanton Town Centre but explore the options within and adjoining the existing Town Centre</p>	<p>(e) <u>Another Option</u></p> <ul style="list-style-type: none"> <li>• Memorial Car Park - It is not believed it has poor potential. It is in the town centre and a significant size. However any loss of parking spaces would need to be replaced.</li> <li>• It is suggested that the Town Centre should be extended eastwards to encompass existing shops on the High Street approx. 20m east of the junction with the Memorial Car Park entrance.</li> <li>• Carrington Way Car Park - Part of the site is significantly sloping which may preclude development. Were it to be developed any lost car parking would need to be replaced.</li> <li>• Vedler's Hay - Has planning permission for residential uses. It is not understood why it is described as poor for town centre uses as it adjoins the town centre.</li> <li>• The Tythings – Again, it is not sure why it's described as having poor potential apart from distance and separation from existing town centre.</li> <li>• Land between Church Street and Car Park is incorrectly described. Should be 'land north of the High Street and to the west of Carrington Way'. Agreed that this has a reasonable opportunity for town centre development and could encompass land to the west.</li> <li>• The comments about the Travis Perkins site are agreed.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• Development of previously developed land should encourage opportunities to improve green infrastructure, encourage water efficiency and reduce surface water run-off.</li> <li>• It is stated that the comments regarding the town centre are economically out of date and fail to address the problems of the modern market town. Work has started on a review of possible town centre developments. This needs to be completed before any final decision is made.</li> </ul>	<p>given the existing number of vacant premises.</p> <p>These issues are covered by other policies in the Local Plan.</p> <p>One of the objectives of the District Council's Wincanton Action Plan is to consolidate and rejuvenate the</p>

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	boundary further. <b>7.18(c)</b> Another option		town centre. This is now reflected in the Local Plan.
7.19	Do you agree with the suggested Primary Shopping Frontage for Wincanton?	<ul style="list-style-type: none"> <li>• There is mixed reaction to this, with agreement and a suggestion that the Primary Shopping Frontage should be extended westwards to encompass the north parts of South Street, the Marketplace and the eastern most parts of Mill Street; whilst others say that a lot of properties are unsuitable for shops because of wheelchair access; it would be much better for purpose built shops; and that the Primary Shopping Frontage needs to be no bigger than specified in the Plan.</li> </ul>	The revised NPPF 2018 no longer defines or differentiates between Primary and Secondary Retail Frontages; and this will now not be taken forward.
7.20	In addition to the infrastructure described above, are there any other infrastructure requirements for Wincanton?	<p>Transport, Access and Parking</p> <ul style="list-style-type: none"> <li>• Inadequate parking for town centre shoppers and visitors due to the Memorial Car Park being used by so many residents.</li> <li>• A combined cycle and footpath to link Wincanton to Templecombe Railway Station with an all-weather surface and motion controlled lighting.</li> <li>• No further housing land can be advanced until the District Council has commissioned a transport assessment to objectively and impartially consider the impact of a material and significant increase in traffic using the A303 and local highway network, in consultation with Highways England and the Highways Authority. This should include a review of the operating</li> </ul>	<p>Town centre parking may be an issue that emerges through the formulation of the District Council's Wincanton Action Plan.</p> <p>This would require funding and it is unclear from where this would be sought. There is no evidence that there would be sufficient demand for this to be justified.</p> <p>Highways England have expressed concerns about the potential impacts on the Strategic Road Network; any highways issues will be addressed</p>

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		<p>one-way system and its acknowledged inability to cope with volumes of school traffic.</p> <ul style="list-style-type: none"> <li>• Public transport links must be improved between the town and the villages, train stations and main town of Yeovil.</li> </ul> <p>Retail</p> <ul style="list-style-type: none"> <li>• A new shopping centre should be built with flats over.</li> </ul> <p>Healthcare</p> <ul style="list-style-type: none"> <li>• The medical centre in Carrington Way remains unoccupied after the previous practice relocated to a location that many people, especially the elderly – many of whom live in established care homes adjacent to Carrington Way – cannot access. This has been made worse by A&amp;E moving from Verrington Hospital to the remote medical centre. The no longer used medical centre should be offered to a new doctor to service people in the centre of the town.</li> <li>• The existing primary healthcare practices in Wincanton are operating at excess of operational capacity in accordance with national standards. An options appraisal for what type of healthcare development is required and could be delivered.</li> </ul> <p>Community Facilities</p> <ul style="list-style-type: none"> <li>• There is no further space to increase the capacity of the two Primary Schools. A new school can only be delivered through a significant amount of new housing which is currently unjustified. As such, given the significant</li> </ul>	<p>in the consideration of planning applications.</p> <p>The operation of the public transport system is a matter for the Highway Authority and cannot be required through the Local Plan, other than improvements being sought in connection with specific planning applications. There is no evidence of demand for such a proposal.</p> <p>These are matters for the Clinical Commissioning Group and NHS. They have not identified any issues with capacity.</p> <p>A significant extension to Wincanton Primary School has now been completed and the County Council</p>

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		<p>housing delivered in the town, the Education Authority (SCC) should provide an updated position statement for the IDP.</p> <ul style="list-style-type: none"> <li>Continued existence of sporting and recreational facilities is of great importance and provision of support to enable this is vital. Could be via CIL or from SSDC itself.</li> </ul> <p>Utilities</p> <ul style="list-style-type: none"> <li>There are constraints in the existing potable supply and waste water networks to serve each of the sites. Further engagement is required with Wessex Water to consider the extent of improvements required.</li> </ul> <p>Miscellaneous</p> <ul style="list-style-type: none"> <li>Many substantial buildings, including listed buildings, in the (Wincanton) High Street have been derelict for more than ten years. They have deteriorated to the extent that they should be demolished in the interests of public safety.</li> <li>Within the current Local Plan, the racecourse is not included within the town's development boundary and there are no specific policies. The wording of Policy EP8 suggests that new and enhanced tourist assets are to be located within a settlement and not in the countryside; they should be easily accessible by sustainable means; and there must be an identified need in the open countryside which is not met by existing facilities. The current wording of the policy therefore fails to meet the needs of the racecourse, which is located in the countryside, in terms of any expansion and development of the site; it needs to be adapted to allow improvement, expansion or development at the site as required, or a specific policy.</li> <li>A new and updated IDP is required.</li> </ul>	<p>have not identified any issues with future demand for places.</p> <p>The requirements for recreational facilities is addressed in the Wincanton Playing Pitch Strategy. Any shortfalls will be identified in the Updated IDP.</p> <p>This is referred to in the Local Plan Review One of the objectives of the District Council's Wincanton Action Plan is to consolidate and rejuvenate the town centre. This is now reflected in the Local Plan.</p> <p>Any development proposal at Wincanton Racecourse will be considered on its merits, including any economic benefits.</p> <p>The IDP is being updated, based on new evidence.</p>
7.21	Due to long-term non-	<ul style="list-style-type: none"> <li>There is general support for this. Additionally, the planning application and subsequent appeal were refused/dismissed between 2008 and 2013 (app</li> </ul>	A further planning application for 27 dwellings has been submitted (Ref.

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	delivery should housing allocation HG/CACA/2 (Land west of Remalard Court) be deleted?	<p>ref 08/00189/OUT and appeal ref. APP/R3325/A/13/200209). The road system that was proposed for the Foxes Run development was at all times hazardous for all established and prospective residents.</p> <ul style="list-style-type: none"> <li>Nobody seems to have objected to its deletion.</li> </ul>	16/03447/FUL), which has been refused and, at the time of writing, is the subject of an appeal. Any further decision about whether the site should be included in the Local Plan will need to await the outcome of the appeal.
7.22	<p>Which of the following options should be taken forward in the LPR? Options for growth at Ansford &amp; Castle Cary include: <b>7.22(a)</b> ANSF/CACA 1: Land north-west of Ansford for mixed use <b>7.22(b)</b> ANSF/CACA 2: Land at Higher Ansford for housing</p>	<p>(a) <u>North-west of Ansford</u></p> <ul style="list-style-type: none"> <li>It is thought that this is the better site as it includes employment land. It is the preferred option from a landscape perspective; stated to have a safe vehicular access; and also viable and acceptable.</li> <li>One Respondent thinks it should be used for employment only; and there are concerns about possible conflicts with the RoW network.</li> </ul> <p>(b) <u>Higher Ansford</u></p> <ul style="list-style-type: none"> <li>This is preferred from a landscape perspective.</li> <li>The landowners and development partners say they are willing to develop this without delay. They consider there to be no issues relating to ecology, contamination and archaeology that cannot be readily addressed. They have control of access and the site is in Flood Zone 1. They support housing, affordable housing and business within the area.</li> <li>It is stated to be a highly sustainable location; it is within walking distance from the town centre, with access via Ansford Road to the High Street where day to day needs can be served. The settlement has facilities commensurate with its role as a Local Market Town, including primary and secondary schools, medical and leisure facilities. The site is just over half a mile from the train station. Its south western edge lies in a Conservation Area and there are several listed buildings nearby. No significant landscape designation.</li> </ul>	<p>(a) The site to the north west of Ansford is being taken forward as a Preferred Option. It is, however, landlocked; and access will need to be obtained from adjoining land.</p> <p>(b) Historic England have objected, but the Conservation Officer's is view that a reduced area defining the southern field only may present a development opportunity where the capacity for substantial harm to heritage assets is avoided, whilst the final extent of built form facing the conservation area should be determined by a heritage impact assessment.</p>

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	<p><b>7.22(c)</b> ANSF/CACA 3: Land east of Station Road for housing</p> <p><b>7.22(d)</b> ANSF/CACA 4: Land north of Ansford Hill for housing</p> <p><b>7.22(e)</b> Another option (please specify)</p>	<ul style="list-style-type: none"> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets.</li> <li>• There are concerns about access, with challenges for pedestrian connectivity due to the pavement width and position. There are also traffic lights to consider.</li> </ul> <p><u>(c) Station Road</u></p> <ul style="list-style-type: none"> <li>• This is stated to be viable and an acceptable area for increased housing with safe vehicular access. It fits in with development already permitted; and Reserved Matters consent has been secured.</li> <li>• There is access to a connected site on Ansford Hill and which would make an ideal extension to this site.</li> <li>• This is preferred from a landscape perspective.</li> </ul> <ul style="list-style-type: none"> <li>• Historic England consider that development of the site is likely to cause substantial harm to historic assets.</li> <li>• The site is said to have a limited frontage and more details about access would be required.</li> </ul> <p><u>(d) Ansford Hill</u></p> <ul style="list-style-type: none"> <li>• The landowners and development partners are willing to develop the site without delay. They consider there to be no issues relating to ecology,</li> </ul>	<p>Access could be from either Cumnock Road or Maggs Lane.</p> <p>However, the site would represent more of an intrusion into open countryside than the Preferred Options to the west of the settlement, which are in the established Direction of Growth. This would not prevent a planning application being submitted and being considered on its merits.</p> <p>(c) This is being taken forward as a Preferred Option, although access should be from Well Farm rather than Station Road.</p> <p>It is the view of the Conservation Officers that, whilst recognising the significance of both the parish church, and the adjacent conservation area, do not consider this to preclude development, particularly as it joins up sites to either side with the benefit of planning consent.</p>

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		<p>contamination and archaeology that cannot be readily addressed. They have control of access and the site is in Flood Zone 1. The landowners support housing, affordable housing and business within the area; and the site are considered to be developable and deliverable.</p> <ul style="list-style-type: none"> <li>• The site can offer better links between the train station and the settlement, including land to extend the railway station car park. the operators have stated that the car park is operating at capacity which is choking off demand for new passengers. GWR are investigating options to extend the car park and this option could aid in providing land to extend the car park on both sides of the railway.</li> <li>• The site is within walking distance of the town centre with access via Station Road to the High Street. The route is also covered by a regular bus service. The town centre is said to be vibrant and offers retail and leisure services to meet day to day needs.</li> <li>• However, others feel that this would be detrimental to the market town character of the town, as it is in a prominent location and development would change the nature of the northern approach to Castle Cary. It is stated that development north should stop at the A371 on Ansford Hill.</li> <li>• There are concerns about the near vicinity of rail services, poor access and poor pedestrian links; and about impact on the station footpath or Barrow rail crossing.</li> </ul> <p><u>(e) Another Option</u> Specific Sites</p> <ul style="list-style-type: none"> <li>• Land to the north east of the train station would be good for employment development as access to the A road, immediate rail access and development would be unobtrusive.</li> </ul>	<p>(d) Although suitable, available and achievable, the site is relatively remote from the shops and services in the settlement's centre. Having regard to the amount of development in the pipeline in Castle Cary already, there is no need to take this additional site forward as a Preferred Option.</p> <p>This is the preferred site for additional car-parking at the railway station. This should not be prejudiced by any employment</p>

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		<ul style="list-style-type: none"> <li>• Development on the old BMI site is a good proposal and long overdue.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• The Neighbourhood Plan should be applied to all housing.</li> <li>• Existing permissions and the BMI site should be built out before additional residential development is allocated elsewhere.</li> <li>• The point is made that Castle Cary already has a high number of commitments in excess of the Local Plan target.</li> </ul>	<p>proposal and this is recognised in the draft Neighbourhood Plan.</p> <p>At the time of writing there is a current planning application for a development of the former BMI site and this will be considered on its merits.</p> <p>The Draft Neighbourhood Plan is at the Submission stage; and whilst a material consideration it carries little weight at the time of writing.</p> <p>The BMI site is addressed above.</p> <p>It is accepted that Castle Cary and Ansford already has a high number of commitments.</p>
7.23	In addition to the infrastructure described above, are there any other infrastructure requirements for Ansford & Castle Cary?	<p>Transport and Access</p> <ul style="list-style-type: none"> <li>• The B3153 and Torbay Road/South Cary Lane are overloaded and dangerous, no more HGV traffic is appropriate. Road improvements are required.</li> <li>• Reduce traffic on the B3153 by having a new link road from Castle Cary Station Road to Torbay Road industrial estate. Enforce speed limits and improve visibility on A371 to accommodate increased HGV traffic.</li> <li>• B Roads - Improvements to Satnav issues. HGVs should be encouraged to keep to 'A' roads to help alleviate 'B' roads i.e. at Lydford instruct traffic along the A37 instead of B3153.</li> </ul>	<p>It is recognised that highway issues are considered by the local community to be important matters to be addressed – and these are outlined in the Draft Neighbourhood Plan - but highways impacts will be considered in relation to any planning application submitted.</p>

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		<ul style="list-style-type: none"> <li>• The land set aside for the road link between Station Road and the Torbay Road Trading Estate needs to be built. This also provides a link to the new employment land in the Direction of Growth.</li> <li>• A footpath should be provided for Clanville residents; this is long overdue.</li> <li>• Provide additional parking the centre of town for those who live between the town centre and Station Road. Free adequate parking need to continue in the town and be expanded at the Railway station. Car park at Castle Cary Station is inadequate. Now have queues backing out to the A371. Could the land used for Glastonbury Festival parking be used as a permanent car park?</li> <li>• Rail connections need to be improved e.g. ability to travel to Taunton from Castle Cary and arrive in time to start work at 9 am.</li> <li>• A new bridge over the railway at Castle Cary.</li> </ul> <p>Community Facilities</p> <ul style="list-style-type: none"> <li>• It is stated that the primary school needs to stay in the Town Centre, in situ expansion should be explored. The adverse impact on the town centre traders if the school were relocated would be significant.</li> <li>• Adequate free parking is also an important component of the healthy town centre.</li> <li>• Caryford Community Hall is one large community hall in the town, with its own large car park. It is a popular hall but is operating at capacity in terms of hirings and plans are afoot to extend the hall and improve the kitchen, foyer, and toilets so that it can cope with an influx of new people to the town.</li> <li>• Expand the Health Centre to cope with planned development.</li> <li>• Youth, cadet and scout facilities urgently required.</li> </ul>	<p>The potential need for a new primary school is recognised in the Local Plan and a site identified. The Local aspiration for it to remain in the Town Centre is known.</p> <p>No changes to the parking arrangements are currently proposed.</p> <p>Other comments noted – these may emerge as an issue in the Updated IDP.</p>

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		<p>Communications</p> <ul style="list-style-type: none"> <li>Poor broadband undermines the economic development of Castle Cary and its rural hinterland.</li> </ul> <p>Utilities</p> <ul style="list-style-type: none"> <li>There are constraints in the existing potable supply and waste water networks to serve each of the greenfield sites.</li> </ul> <p>Miscellaneous</p> <ul style="list-style-type: none"> <li>The town centre needs an ATM.</li> <li>The Neighbourhood Plan is clear regarding infrastructure requirements, SSDC should support this.</li> <li>Does the fire station need to be enlarged to cope with growing community.</li> </ul>	<p>The importance of broadband is recognised in the Local Plan Review.</p> <p>The potential need for a waste water treatment works is recognised in the Local Plan and will be considered in the Updated IDP.</p> <p>Other comments are noted.</p>
	General Langport Comments	<ul style="list-style-type: none"> <li>A large number of respondents make points along the lines that the level of existing completions and commitments justifies stopping further large developments above those already approved. The rate of building should be slowed to avoid exceeding the housing target 10 years before the Plan period. Otherwise, medical and other local services will be unable to keep up and provide the same level of service. Langport and Huish has already been subject to extensive development, often unsympathetic to the rural nature of the area and Huish's village setting.</li> </ul>	<p>The rate at which developments are built is beyond the control of local authorities.</p> <p>Further housing sites need to be identified to meet Langport's role as a Local Market Town up the end of the new Local Plan period in 2036</p>
7.24	Do you agree that the site within the northern Direction of Growth (Policy LMT2) that	<p>Comments received in agreement include:</p> <ul style="list-style-type: none"> <li>The Planning Inspectorate (APP/R3325/W/15/3136302), and the local community both agreed that the original decision to include this sensitive site in the direction of growth was flawed. The appeal decision stated that the harm to the heritage asset was not outweighed by the public benefits of the proposed development. The Planning Inspectorate found that using the site would "<i>not represent sustainable development</i>". This is primarily due to</li> </ul>	<p>The site within the northern Direction of Growth will not now be taken forward because of the impact on heritage assets.</p>

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	was subject to the planning application refusal, later upheld at appeal, should not be taken forward as an allocation?	<p>the harm to the stone wall separating Old Kelways nursery site from the ancient hamlet of Wearne – directly and to its setting.</p> <ul style="list-style-type: none"> <li>• As stated in the Council's I&amp;O document (para 7.145), "<i>Langport is already well on track to exceed its target for housing growth</i>" without the need to include this location as part of the proposed Direction of Growth (LMT2) in future revisions of the Local Plan.</li> <li>• The northern DoG is an important part of the soak-away from the hamlet of Wearne and the hill it sits on. Covering this field and directing the drainage into the sewage system, which already is at a maximum, has wider implications on the sewage infrastructure and also on water being directed into the River Parrett when its capacity to cope has already been seen to be questionable.</li> </ul> <p>A Respondent disagrees, stating that:</p> <ul style="list-style-type: none"> <li>• It is wrong to exclude the site for housing. Although the appeal was dismissed for 71 dwellings, it was only on the basis of one reason –it would impact on the adjoining listed wall. Investigations are currently being undertaken to establish whether a new access can be created which will reduce any alteration on the wall. Consideration is being given to reducing the number of dwellings proposed on-site, allowing an increase in open space adjoining the listed wall.</li> </ul>	
7.25	Which of the following options should be taken forward through the LPR?	<p>(a) <u>Between Somerton Road and Wearne Lane</u></p> <ul style="list-style-type: none"> <li>• Lots of responses quote the reasons why the previous appeal on the site was dismissed and the issues raised in relation to question 7.24.</li> <li>• Other reasons for objecting to the site's inclusion include that: Brownfield sites should be used and compulsory purchase unused buildings.</li> </ul>	(a) There are differences between this site and the site to the north of the listed nursery wall- as per an email of 26th June 2018 from the Conservation Officer.

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	<p>Options for housing growth at Langport/ Huish Episcopi include:</p> <p><b>7.25(a)</b> LANG 1: Land between Somerton Road and Wearne Lane</p> <p><b>7.25(b)</b> LANG 2: Land between Somerton Road and Field Road</p> <p><b>7.25(c)</b> Another option (please specify)</p>	<p>The direction of growth between the railway line and the land at option LANG 1 should not be considered for future residential development as it is the only remaining potential site for a future Langport railway station. Loss of an actively used piece of agricultural land.</p> <ul style="list-style-type: none"> <li>• Similar reasons for supporting the inclusion of the site to the response in relation to Question 7.24 area are also given.</li> <li>• Other reasons for including the site are stated to be: <ul style="list-style-type: none"> <li>This site is the obvious extension to Langport and will provide sufficient housing to support the town in the short to medium term.</li> <li>Preferred option from a landscape perspective.</li> <li>The area identified for housing development LANG1 should include a proportion of commercial land. Without it, the future of both Langport and Huish Episcopi is in serious trouble.</li> </ul> </li> <li>• The Highways Authority would require details and capacity for the A372 to B3153.</li> </ul> <p>(b) <u>Between Somerton Road and Field Road</u></p> <ul style="list-style-type: none"> <li>• Comments in support of this Option include: <ul style="list-style-type: none"> <li>Preferred option from a landscape perspective .</li> <li>Huish Episcopi PC fully support development of this option, but has raised concerns regarding 80 dwellings.</li> <li>As this site is undergoing final planning procedures for 94 dwellings, one has to assume that it is already agreed that it will be developed.</li> </ul> </li> <li>• No responses appear to be against this Option.</li> </ul> <p>(c) <u>Another Option</u> Suggested specific sites that could be included:</p>	<p>(b) This site is being taken forwards as a Preferred Option.</p> <p>(c) 19 Brookland Road: An allocation would not prohibit the site from</p>

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		<ul style="list-style-type: none"> <li>• 19 Brookland Road - where planning for 8 dwellings, granted in 2006, appears to have long elapsed. The site remains a danger and an eyesore.</li> <li>• Land north of Portfield - adjacent to Charlton Close; it has been identified as having moderate capacity for new development, is located in close proximity to the town centre, employment opportunities; and has excellent highway connectivity, including a continuous footpath. It extends to a total of 2.91ha and could deliver about 75 dwellings. The site has no special designations; does not present any physical constraints; and could be accessed from the A378. It is within Flood Zone 1. It is immediately available, suitable and achievable.</li> <li>• Westover Trading Estate -Huish Episcopi PC fully supports the further development of this.</li> <li>• Ducks Hill field – PC would support some sympathetic infill to the southeast along A372. But, Huish should not join up with Pibsbury.</li> <li>• West of Langport - Land next to cricket ground next to railway a good location for a new station.</li> </ul> <p>Sites stated that should not be developed:</p> <ul style="list-style-type: none"> <li>• Land by the railway line on A372 Field Road (currently within a Direction of Growth) – Huish Episcopi Parish Council requests removal of this field from the plan. Land is adjacent to the cricket ground and the school playing fields opposite. PC wish to acquire this piece of land for community recreational purposes. Sadly developers are in discussion with SDDC to bring forward a proposal for residential use.</li> <li>• Land south of the Hanging Chapel – development around this land would affect the spatial aspect around the church.</li> </ul>	<p>coming forward but it would not appear to be available and deliverable.</p> <p>Land north of Portfield: This site is relatively separate from the main built-up area of Langport and has a semi-rural character. Although available, it is less suitable than other options for Langport that could provide an appropriate amount of growth for the town.</p> <p>Further development would not appear feasible due to flooding, covered in application 16/04191/OUT and associated appeal decision.</p> <p>Ducks Hill field: Specific site(s) undefined; no assurance of availability; rural setting with a landscape with a low capacity to accommodate built development.</p> <p>West of Langport for a new station: the LPR will not allocate sites for new stations.</p> <p>Land by the railway line on A372 Field Road: Intent to purchase land</p>

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			<p>for recreational purposes is not sufficient to disqualify a site from future development.</p> <p>Land south of the Hanging Chapel: agreed – site unsuitable</p>
7.26	Should the Direction of Growth to the south-east of the settlement be removed?	<ul style="list-style-type: none"> <li>SSDC Conservation Unit state that the direction of growth should be removed to ensure no adverse impact upon the Grade 1 Listed church and its setting, whilst Huish Episcopi PC also fully supports the removal of this area.</li> <li>Once response states that the site should be reduced but not removed the allocation - for smaller industrial units.</li> </ul>	Agreed. Remove south-east DOG.
7.27	In addition to the infrastructure described above, are there any other infrastructure requirements for Langport & Huish Episcopi?	<p>Transport and Accessibility</p> <ul style="list-style-type: none"> <li>The Parish Council has pledged £5,000 towards a feasibility study to bring a train service back in from Huish Episcopi or Somerton. Many comments have been received in favour of re-opening the railway station.</li> <li>A suitably sized Community Hall catering for events up to 500 attendees, similar to the one at Somerton, together with a bar area, kitchen and office space. Ideally this should be built on the site next to the cricket pitch on Field Road.</li> <li>An outdoor bowling green as promised to the then residents of Huish Episcopi when the original application went in to develop Old Kelways. This could also be ideally sited with the above.</li> <li>A bypass. Improvements to be investigated to avoid new housing resulting in further traffic problems.</li> </ul>	<p>Transport and Accessibility Noted. However, this is not a priority for the LPA and it is unreasonable to assume the site is available for development.</p> <p>This is not a priority for the LPA and it is unreasonable to assume the site is available for development.</p> <p>No substantive evidence has been provided to show feasibility or justification for these.</p> <p>This is not a LPR issue</p>

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		<ul style="list-style-type: none"> <li>• The use of Bow Street and the Hanging Chapel by heavy goods vehicles should be prevented by deterring or barring them.</li> </ul> <p>Healthcare</p> <ul style="list-style-type: none"> <li>• Concerns that Langport GP surgery could not keep up with the planned housing growth for Langport &amp; Huish Episcopi and Somerton.</li> <li>• NHS dental treatment is not available to new patients.</li> </ul> <p>Utilities/ Flood Mitigation</p> <ul style="list-style-type: none"> <li>• Further assessment of options in respect of foul/ water supply networks will be necessary.</li> <li>• Langport and Huish Episcopi suffer sewer flooding from groundwater inundation during periods of prolonged wet weather. Wessex Water recommends considering development subject to a revised SFRA.</li> <li>• Control of flash flood water.</li> </ul> <p>Community Facilities</p> <ul style="list-style-type: none"> <li>• Huish Episcopi Primary School is in danger of being oversubscribed.</li> <li>• Huish Academy being in danger of being oversubscribed.</li> <li>• There are three public car parks. Community infrastructure is struggling to cope with the rapidly expanding community. Providing services from the precept gained within the town boundary is unsustainable. Without addressing these needs, any further development in Langport/ Huish Episcopi is unsustainable.</li> </ul> <p>Lack of Employment Opportunities</p> <ul style="list-style-type: none"> <li>• Many comments were received along the lines that Langport/Huish have provided no significant employment growth in the recent past; and that this clearly means that most of the inhabitants of the new building in both Langport/Huish and Curry Rivel are travelling indeterminate distances to</li> </ul>	<p>Healthcare</p> <ul style="list-style-type: none"> <li>• Noted. It is a national issue.</li> <li>• Noted. It is a national issue.</li> </ul> <p>Utilities/ Flood Mitigation</p> <ul style="list-style-type: none"> <li>• Utility providers raised no insurmountable issues.</li> <li>• The LPA is commissioning a revised SFRA.</li> <li>• Nationally and locally compliant flood mitigation measures will apply.</li> </ul> <p>Community Facilities</p> <ul style="list-style-type: none"> <li>• SCC (Education Auth.) has not raised school oversubscription issues.</li> <li>• SCC (Education Auth.) has not raised school oversubscription issues.</li> <li>• Langport &amp; Huish Episcopi is a sustainable location for new dwellings. New homes mean a greater total precept, contributions, and CIL.</li> </ul>

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		<p>work. As the Langport/Huish axis looks to be more than meeting it's housing targets, business development is as important in the longer term than just more housing. It is stated that jobs have been (Bank, Post Office and three pubs closed) and gained none; and that much more needs to be done about creating real jobs for local people in and around Langport and Huish Episcopi.</p>	
7.28	<p>Which of the following options should be taken forward through the LPR? Options for growth at Somerton include: <b>7.28(a)</b> SOME 1: Bancombe Road for a mixed use <b>7.28(b)</b> SOME 1: Bancombe Road for economic development <b>7.28(c)</b> SOME 2: Land off Cartway Lane for housing</p>	<p>(a) <u>Bancombe Road for mixed use</u></p> <ul style="list-style-type: none"> <li>• Some people think this is the most suitable site for Somerton's extension; it has the highest landscape capacity to accommodate built development; it is a very sustainable location, in between recent residential development and an employment area; the site is closest of the available options to the heart of Somerton and its facilities.</li> <li>• SSDC Conservation Unit also prefer it in terms of its landscape impact.</li> <li>• However, it is also stated that it is an open field that retains water, in a slightly elevated position above Somerton.</li> <li>• One very detailed response is that the site has some merit if a relief surface water and sewage drainage system were installed. This would involve laying pipes northward for less than 500 metres up across fields to Etsome Road. Both kinds of waste water could be pumped up a small incline allowing them to flow down to the sewage works in Barpool Lane in north Somerton. SOME1 could be developed more easily and the centre of town and the areas to the south and south-east would be relieved of the huge volume of both kinds of water flowing through. Other areas in north-west Somerton could be joined to this system thereafter.</li> <li>• It is stated that the site should be allocated for housing. Given the setting of the site and the District's housing shortage, it is not appropriate to allocate this site solely for economic purposes. It is stated that any future</li> </ul>	<p>(a) <u>Bancombe Road for mixed use</u> Planning permission has been granted for mixed use on some of this site.</p> <p>The utility providers have raised no insurmountable issues</p> <p>The site is not in a flood zone and due flooding mitigation measures will apply.</p> <p>The remainder of the site is allocated for housing. The circa 95 dwellings expected to be delivered on the site are not sufficient for a settlement as sustainable as Somerton.</p> <p>There is no policy basis to enforce any greater percentage of affordable housing than the policy suggests.</p>

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	<p><b>7.28(d)</b> SOME 3: Land west of St Cleers Orchard for housing</p> <p><b>7.28(e)</b>SOME4 : Land north-west of Bancombe Trading Estate for economic development</p> <p><b>7.28(f)</b> Another option (please specify)</p>	<p>development should be restricted to this Option; it should be for genuinely affordable housing – shared ownership or homes for first time buyers</p> <ul style="list-style-type: none"> <li>• One very detailed response is that the site has some merit if a relief surface water and sewage drainage system were installed. This would involve laying pipes northward for less than 500 metres up across fields to Etsome Road. Both kinds of waste water could be pumped up a small incline allowing them to flow down to the sewage works in Barpool Lane in north Somerton. SOME1 could be developed more easily and the centre of town and the areas to the south and south-east would be relieved of the huge volume of both kinds of water flowing through. Other areas in north-west Somerton could be joined to this system thereafter.</li> </ul> <p>(b) <u>Bancombe Road for economic development</u></p> <ul style="list-style-type: none"> <li>• Somerton TC (STC) accepts this option; part of the area the subject of a planning application has also been accepted. There should be no new access road to the east of the existing entrance to the business park, but an emergency access track would be welcomed. It is also stated that connectivity to Bradley Hill Lane to wider community is needed.</li> <li>• One response states that, should any mixed use element be incorporated into the allocation of the site, it should be limited to suitable, light uses such as B1, to protect the amenity of future residents to the east and existing residents to the south of Bancombe Road.</li> <li>• It is a preferred Option of SSDC’s Conservation Unit in terms of landscape impact.</li> </ul> <p>Comments not in favour of the allocation are that:</p> <ul style="list-style-type: none"> <li>• It is too remote from shops, schools, and services, leading to increased carbon emissions.</li> </ul>	<p>(b) <u>Bancombe Road for economic development</u></p> <p>Planning applications for mixed use have been granted (outline and some reserved matters). These parcels are best for residential development.</p> <p>The edge of settlement location is walkable to a number of key services.</p>

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		<ul style="list-style-type: none"> <li>• The site is an open field that retains water, in a slightly elevated position above Somerton.</li> </ul> <p>(c) <u>Cartway Lane</u></p> <ul style="list-style-type: none"> <li>• This is supported and STC accepts this option, subject to satisfactory drainage and road infrastructure; however it is stated that it includes the approved 'Intelligent Land' application and the wording is incorrect.</li> <li>• As the land is in different ownerships it is stated that it is essential that any permissions granted should ensure development of the whole site is possible with road infrastructure linking to individual ownership parcels.</li> <li>• This is one of SSSC Conservation Unit's preferred landscape options.</li> </ul> <p>However, comments against the inclusion of this Option are that:</p> <ul style="list-style-type: none"> <li>• Given the site's location away from main services and facilities of Somerton, the site is less sustainable option and should not be favoured.</li> <li>• There are concerns about issues regarding connectivity; and routes through the existing housing. It is stated that it is essential that Cartway Lane is widened consistent with HGV use and with a continuous footpath on its eastern side.</li> <li>• As a consequence of the town's natural features (topography, springs, and the Mill Stream), one respondent said that the site should only be included if large, expensive upgrades of drainage infrastructure were carried out.</li> </ul>	<p>(c) <u>Cartway Lane</u> It is noted that the central portion of the site has outline planning permission – a matter which was erroneously recorded in the SOME 3 box of the consultation document.</p> <p>Highways access to the option was not considered to be an issue. However, landowners have not universally agreed that their land is available.</p> <p>The site is walkable to/from key services.</p> <p>Accessibility to and throughout the site is not an issue. Various access options could be considered.</p> <p>The comprehensive development of the land was considered to best opportunity to provide highway improvements.</p> <p>There is no evidence to suggest that the site could not address its own on-site drainage/flooding issues.</p> <p>(d) <u>St Cleers Orchard Access</u> presents issues. Difficulty in</p>

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		<p>(d) <u>St Cleers Orchard</u> Comments in favour of this Option are that:</p> <ul style="list-style-type: none"> <li>• Advance attention would need to be given regarding drainage and road access and advance infrastructure and would be unacceptable otherwise.</li> <li>• It is one of SSDC Conservation Unit's preferred Options.</li> </ul> <p>Respondents not in favour of this Option gave reasons including:</p> <ul style="list-style-type: none"> <li>• Given the site's location away from main services and facilities of Somerton, the site is less sustainable option and should not be favoured.</li> <li>• As a consequence of the town's natural features (topography, springs, and the Mill Stream), it should only be included if large, expensive upgrades of drainage infrastructure were carried out</li> <li>• Concerns about issues regarding connectivity; and routes through the existing housing.</li> <li>• One response stated that the site would be greatly enhanced by a future station to the south.</li> <li>• There could be a new access from Langport Road to the north. We would suggest a much bolder new road from the Cartway Lane/ Langport Road junction, over the railway, providing a 'western bypass'.</li> </ul> <p>(e) <u>North-west of Bancombe Trading Estate</u></p> <ul style="list-style-type: none"> <li>• Although comments were received in favour and against this Option, the landowners have advised that the site is unavailable and have objected on the grounds and that it would be detrimental to their farming enterprise and would result in a loss of trees.</li> </ul> <p>(f) <u>Specific Sites</u></p>	<p>accessing the site presented by watercourse and park to the south of the David Wilson Homes site; Ricksey Lane could however potentially be widened.</p> <p>(e) <u>North-west of Bancombe Trading Estate</u> Site unavailable – not progressed as a Preferred Option.</p> <p>(f) <u>Specific Sites</u></p>

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		<ul style="list-style-type: none"> <li>• Edgar Hall - There is about one hectare of undeveloped land adjacent, not identified in the Review.</li> <li>• Land north of Bradley Hill Lane - It was understood that discussions had taken place between SSDC Cllrs and the County Council about the delivery of a school on the site. The site should therefore be used for a mix of residential and educational uses.</li> <li>• Badgers Cross and Wireless Station sites - If more employment land is required for Somerton, it should be located at these sites due to its access to the road network (i.e. A303 and M5). Somerton Radio Station is surplus to operational need and is available for development now. It is included in the HELAA as suitable and available for housing development.</li> <li>• Etsome Road - Somerton has an elderly population (Settlement Profile, October 2017). A site on the northern edge of the town would be appropriate and suitable for the provision of a retirement village.</li> <li>• Millands and Wessex Rise - There are opportunities on the eastern side of the town too. Western growth is disappointing for a loss of cultivation land and for flood risk. We believe that concentrating major development at the western end of the town is flawed.</li> </ul>	<p>No evidence that the site adjacent to the Edgar Hall is available for development.</p> <p>The site has been purchased by Somerset County Council.</p> <p>Badgers Cross is not a preferable site for employment in Somerton. As only a finite quantity of land is required, the Bancombe Road site is preferred as better located to the settlement.</p> <p>Land north of Etsome Road is unsuitable on landscape grounds.</p> <p>The Millands (or land to the east of The Millands) and Wessex Rise: Development at the site to the east of the Millands site would have to contend with land that has moderate-low capacity and low capacity for built form; being within the Conservation Area; and ROWs running through the site. SOME 1 (remaining) and SOME3 are preferable, but site suitable for</p>

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		<ul style="list-style-type: none"> <li>• STC would not be in favour of any expansion at Badgers Cross Quarry.</li> </ul> <p><u>General Comment</u></p> <ul style="list-style-type: none"> <li>• Somerton is among the most sustainable settlements in the District so should be given a higher housing target than at present.</li> </ul>	<p>allocation if required. Without a specific site proposed, no allocation can be considered – as suitable, available, and achievable.</p> <p>The TC's objection to further development at Badger's Cross Quarry is noted. No further development is proposed.</p> <p>Somerton is a sustainable settlement, as identified by its situation in the Local Market Town tier. It will be targeted a commensurate scale of growth.</p>
7.29	In addition to the infrastructure described above, are there any other infrastructure requirements for Somerton?	<p>Transport and Accessibility</p> <ul style="list-style-type: none"> <li>• Although parking facilities have recently been increased, at busy times it is extremely difficult to park which means people are travelling further afield to shop.</li> <li>• The infrastructure locally will not support any further expansion – the roads and pavements are not capable of handling any further increase in traffic and the size of freight vehicles is increasing.</li> <li>• All existing railway stations in Somerset have seen increased passenger numbers in the last 20 yrs. A new station in the Langport/Somerton area</li> </ul>	It is unlikely that a new railway station would be viable. Comments otherwise noted.

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		<p>should see high levels of passenger numbers. Councils can apply to DfT for funding from the “New Station Fund”.</p> <p>Flood Mitigation/ Utilities</p> <ul style="list-style-type: none"> <li>• Surface water flows from springs which emerge at different levels along the lower contour lines at the bottom of Somerton Hill on the B3153. Then it flows into streams and ditches as the land slopes eastwards to Lower Somerton. The major watercourse is the Mill Stream, and together with smaller streams, it passes through estates, under roads and the railway mainline. Drainage infrastructure was last updated in the 1970s-80s, with new drainage pipes being added as new housing and employment estates were developed. There are flooding issues for residents, users of Langport Road, the Recreation Ground, Farm Drive, St Cleers, Sutton Road, Pestors Lane Valley, - i.e. the course of the Mill Stream and its feeder streams as it flows to the Old Mill, Lower Somerton on the B3151 and then to the River Cary. It is not as easy as joining a surface water pipe from a new estate to the old infrastructure in Somerton. A specially designed electric pump had to be installed for the new Northfields Estate to facilitate this before the new estate could be completed but has yet to prove worthy. SOME3 – the railway line acts as a drainage barrier and piping through the embankment would be needed before any development.</li> <li>• Capacity appraisals have been completed for existing planning permission 13/03272/OUT (North of SOME 3) and 15/03585/OUT (Mid of SOME 2) which indicated improvements are required to the downstream sewer network. Further assessment of options in respect of foul/ water supply networks will be necessary.</li> </ul> <p>Healthcare</p>	<p>Comments are noted.</p> <p>The Local Plan refers to the foul/ water supply networks.</p> <p>The Local Plan does refer to a replacement surgery as being</p>

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		<ul style="list-style-type: none"> <li>• A senior partner in Langport GP surgery is concerned about current and future housing developments in Langport and Huish Episcopi and Somerton.</li> </ul> <p>Community Facilities</p> <ul style="list-style-type: none"> <li>• A single primary school site is required due to rapidly expanding population and rising birth rate.</li> </ul> <p>Open Space</p> <ul style="list-style-type: none"> <li>• The town is growing fast, with several new developments either in-hand or in prospect, yet none include any suggestion of preserving or creating open green spaces for family pleasure and relaxation, or for young and old to mix. Somerton has lost a large area of playing fields to development, to the horror of local residents.</li> </ul>	<p>identified in the IDP. This matter can be considered further in the context of the Update IDP, although the CCG have not raised issues with the surgery at Somerton.</p> <p>A new primary school is referred to in the Local Plan.</p> <p>The need for additional open space and sporting facilities is identified in the Local Plan.</p>
8.1	<p>Which of the following options should be taken forward through the LPR?</p> <p><b>8.1(a)</b> BRUT 1: Land west of Frome Road</p> <p><b>8.1(b)</b> BRUT 2: Land at</p>	<p>(a) <u>Frome Road</u></p> <ul style="list-style-type: none"> <li>• The Town Council states it is currently negotiating a long-term lease for its protection but up to five dwellings would be supported. There are now no plans to relocate the surgery here.</li> <li>• However, Historic England considers the site to be sensitive due to the proximity to a number of heritage assets. The site may be visible from the Grade II* Listed Dovecote, which is also an Ancient Monument. Potential impacts on views and setting of the Dovecot should be considered.</li> <li>• There is concern about the potential location of the access; it is a steep road; with poor pedestrian access along the main route from Frome.</li> </ul>	<p>(a) This is a long-standing recognised potential site for housing, even though the numbers that could be delivered are relatively low. There would be no detriment from allocating the site. The listed buildings referred to be Historic England are all some distance away and their setting would not be harmed; there are no concerns from the SSDC Conservation Officers. Part of the Option</p>

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	<p>Brewham Road 8.1(c) BRUT 3: Land east of Cole Road 8.1(d) Another Option (please specify</p>	<ul style="list-style-type: none"> <li>• It would not normally be good practice to allocate a site of less than 10 dwellings in the Local Plan. A site for 5 dwellings will deliver no affordable housing. It is sloping and visually prominent from long distance views.</li> </ul> <p>(b) <u>Brewham Road</u> Comments in support are that:</p> <ul style="list-style-type: none"> <li>• The two fields are said to be in separate ownership and could be considered as two options. On the one hand, development of the northern field only is supported, but not the south - this would necessitate only a single access and have better links to existing residential development and local services. However, further development here is also supported. There is evidence of a strong local preference for development of land at Brewham Road; this has the support of the Town Council and would be of sufficient scale to deliver meaningful levels of affordable housing and potentially some custom properties. Discussions about the possibility of affordable housing on the southern part are stated to have started. Low density housing would be consistent with its semi-rural location. Legal constraints prevent development of the western end. Development of the southern part of the northern field is supported but it is not known whether it is available.</li> <li>• Part is suggested could be used for horticultural purposes.</li> <li>• Acorn state they have already delivered a bespoke scheme at Cubis in the town. Local stakeholders identified an opportunity to work with Acorn with the community interest at heart, which led to an invitation by the Bruton Trust to consider a development in the town. The land at Brewham Road offers the opportunity to deliver another such development. The capacity of the site will be established through technical and environmental survey work which is being undertaken. It has been identified as having high capacity by the Landscape Study.</li> <li>• This is one of SSDC's Conservation Unit's preferred Options.</li> </ul> <p>Comments received objecting to the Option include:</p>	<p>includes the site of the previously proposed surgery being promoted by SCC for a business hub.</p> <p>(b) The northern field is unconstrained and buses serve the adjoining residential estate. Direct access is possible from Wyvern Close. The southern field offers relatively limited opportunity given the presence of Flood Zone 2 and a buffer to the watercourses would probably be required. The northern field could be allocated, but not the southern, but this would not prevent a planning application on this piece of land being submitted – potential access conflicts could be resolved if the northern field were accessed from the adjoining estate. The site is a considerable distance from sensitive heritage assets and it is unlikely their settings would be adversely affected. SSDC Conservation Officers have no objections.</p>

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		<ul style="list-style-type: none"> <li>• There are also concerns that the eastern edge of the northern field has been identified as being at high risk of surface water flooding. Additional run-off from the site would compromise the town's flood protection scheme.</li> <li>• It is stated that access would only be from narrow estate roads; and it would be a considerable distance from facilities in the town.</li> <li>• Historic England considers the site to be sensitive due to proximity to a number of heritage assets. The site may be visible from the Grade II* Listed Dovecote, which is also an Ancient Monument. Potential impacts on views and setting of the Dovecot should be considered.</li> <li>• It is stated that 100 houses is far too many for a town the size of Bruton; and that the local infrastructure cannot support an extra 100 houses. i.e. roads already congested in the morning/afternoon. The local doctors already need new premises for the present residents &amp; would not be able to cope with such an influx of at least 200+ people. It is already difficult to park to visit the local shops. The site is unsuitable due to flooding which is evident every winter in the field. It is not aesthetically pleasing as it is on a green field site &amp; will spoil the views of the open countryside.</li> <li>• There are also concerns about the impact on the junction and footway provision.</li> <li>• It is suggested that one of the alternatives at the Brewham Road sites should be reserved until a new surgery site is found.</li> </ul> <p>(c) <u>Cole Road</u></p> <ul style="list-style-type: none"> <li>• Development of the part which lies at the bottom of Bruton Parish is supported in principle by the Town Council as it was identified in the Town Plan Survey and because it lies in the built-up area. It has been clarified by the TC that it is potentially available.</li> </ul> <p>However, there are concerns that:</p>	<p>SCC ask how the interaction with the highway would be managed and there are concerns about the junction and footway provision.</p> <p>(c) The site has limited scope for development given its gradient and it would continue the linear pattern of growth away from the town centre where most facilities are located. There is no need to allocate the site if BRUT2 is progressed. SCC confirm concerns about the gradient in the main road and</p>

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		<ul style="list-style-type: none"> <li>• There is no footway provision and road steep. The gradient of the field would conflict with road calming. Challenges with increased road use and drainage.</li> <li>• The scale of development suggested is unlikely to be achieved, being on sloping ground which rises quickly from the back of the road. Other recent developments in the area have resulted in unattractive housing unsympathetic to one of the main approaches to the town. It currently offers views out to open countryside and hills beyond. Developing it would result in continuous ribbon development on the approach to the town.</li> </ul> <p>(d) <u>Another Option</u></p> <ul style="list-style-type: none"> <li>• It is suggested that small hubs of additional housing could be sited along a new east-west relief road at Wyke Champflower and Copplesbury, taking traffic away from the town.</li> </ul>	<p>across the site and the conflict with road calming; and state concerns about drainage.</p> <p>(d) Comment noted, but not a feasible or sustainable option.</p>
8.2	Do you think taking a proactive approach to planning applications for employment development in Bruton is enough, or should the Council direct growth in employment land through an allocation?	<ul style="list-style-type: none"> <li>• It is stated that recent employment growth in Bruton has been through changes of use, so regeneration of existing sites and growth of existing businesses rather than the allocation of employment land should be promoted. No suitable sites have been identified by the TC. It would be more fruitful to focus on developing existing sites if accompanied by better supporting infrastructure.</li> <li>• It is also stated that it is not possible to provide a minimum of 3.06ha of employment land in the town.</li> </ul>	This will not be progressed unless a suitable site can be identified.

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	If you would like to see an allocated employment site, where should that be?		
8.3	In addition to the infrastructure described above, are there any other infrastructure requirements for Bruton?	<p>Transport and Accessibility</p> <ul style="list-style-type: none"> <li>It is suggested that the Council should continue its attempts to promote an east-west footpath along the River Brue and make better use of the Viney's Yard parking area.</li> </ul> <p>Healthcare</p> <ul style="list-style-type: none"> <li>There is apparently funding for the business case to support a new surgery (15/03363/OUT) but additional funding is required to see the new building constructed. It is stated that it is reasonable therefore to seek primary healthcare planning obligations for development bringing future growth to Bruton. A new primary healthcare facility as suggested would ensure that the Review complies with Section 8 of the NPPF, in particular para 70, and para 157.</li> <li>However, it is also stated that the existing surgery does not need improvement; and that funding for a business case to relocate it has fallen through. There are currently no alternative plans.</li> </ul> <p>Flood Mitigation/ Utilities</p> <ul style="list-style-type: none"> <li>The need for a surface water management scheme is strongly supported. It is suggested that any development to the east of the town centre would increase this risk.</li> </ul>	<p>These issues will be taken into account in the IDP Review.</p> <p>A new Play Area at Cuckoo Hill has now been delivered.</p> <p>The CCG state that additional capacity will need to be provided to meet the needs from growth, but also that there are no firm plans to invest in a new surgery in the short term.</p> <p>The surface water management scheme is now programmed for 2018/19.</p>

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		<ul style="list-style-type: none"> <li>• The EA require further survey work in respect of potential flooding and will be preparing a surface water management scheme. Further flood protection works may be required, which should be identified in the IDP.</li> <li>• Further assessment of options in respect of foul/ water supply networks will also be necessary.</li> </ul> <p><u>General Comment</u></p> <ul style="list-style-type: none"> <li>• It is stated that the 2017 Town Plan sets out a number of desired infrastructure improvements including safe and easy walking routes to the town centre; further improvements to existing sports and leisure facilities at Jubilee Park; and a modern multi-use community centre. It is suggested that as the Town Plan has been endorsed by SSSC, these should be included in the Local Plan.</li> </ul>	Comments noted.
	Bruton General Comments	<ul style="list-style-type: none"> <li>• The photo on the front cover of the 'Bruton Handout' shows a pub that closed many years ago.</li> <li>• The reference to economic activities fails to represent the rapidly evolving Bruton economy which includes the opening of Hauser and Wirth and the cheese making by Wyke Farms Ltd. (This is also true of the Settlement Profile; and there is no mention of tourism).</li> <li>• Bruton has enjoyed success in recent years, has become a highly desirable housing location and has a vibrant economy. The local community, Town Council and developers have been proactive in working together to bring forward proposals which have significant levels of local support. Bruton serves as an example of why setting a specific housing target is a flawed approach.</li> <li>• The Frome-Yeovil road is actually the A359; not the A351</li> <li>• The normally resident population figure is an overestimate given the number of children in boarding school accommodation.</li> </ul>	These comments are noted and any errors corrected in future documents.

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		<ul style="list-style-type: none"> <li>• A 2016 TC survey found that only 37% of the economically active population were commuters; and the Town’s employment self-containment has increased considerably.</li> <li>• Emphasis needs to be placed on the potential offered by the attractiveness of the Abbey Park and its Scheduled Monuments. Bruton makes a considerable contribution to the national exchequer through its schools, tourism and the church.</li> </ul>	
8.4	<p>Which of the following options should be taken forward through the LPR? Options for growth at Ilchester include: <b>8.4(a)</b> ILCH 1: Costello Fields for mixed use development <b>8.4(b)</b> ILCH 2: Land North of Troubridge Park for mixed use development <b>8.4(c)</b> ILCH 2: Land North of</p>	<p>(a) <u>Costello Fields for mixed use</u></p> <p>Comments received in support:</p> <ul style="list-style-type: none"> <li>• This is one of SSDC Conservation Unit’s preferred landscape options.</li> <li>• Huntstowe Strategic Land intend to progress baseline studies to feed into a capacity/concept masterplan over the coming months. The site has moderate-high capacity to accommodate built form, but a more detailed assessment of constraints and potential layouts is required to understand the realistic capacity of the site. This will create a more sustainable community, with improved and much needed facilities, including balancing ponds for SUDs and bio-diversity enhancement; and screening from the A303 etc.</li> </ul> <p>Concerns expressed about the Option:</p> <ul style="list-style-type: none"> <li>• There are concerns about the northward extension towards the Lytes Cary Estate. if the site is taken forward, a more compact development that did not extend into the northern most part would be preferred – and it should include boundary vegetation and screening.</li> <li>• There is a potential Historic Environment impact, being adjacent to the Listed Buildings at the southern end of the site. Any building will need to be designed to respect the setting of the heritage assets.</li> </ul>	<p>(a) Given the proximity of Listed Buildings and the potential impact on their setting, this is not a Preferred Option. The Option ILCH2 is preferred to provide the necessary growth commensurate with Ilchester’s status as a Rural Centre.</p>

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	<p>Troubridge Park for housing  <b>8.4(d)</b> Another option (please specify)</p>	<ul style="list-style-type: none"> <li>Historic England consider that development of the site is likely to cause substantial harm to historic assets in their vicinity.</li> </ul> <p>(b) <u>Troubridge Park for mixed use</u></p> <p>Expressions of support:</p> <ul style="list-style-type: none"> <li>This is one of SSDC Conservation Unit's preferred landscape options.</li> <li>Huntstowe Strategic Land intend to progress baseline studies to feed into a capacity/concept masterplan over the coming months. The site has moderate-high capacity to accommodate built form, but a more detailed assessment of constraints and potential layouts is required to understand the realistic capacity of the site. This will create a more sustainable community, with improved and much needed facilities, including balancing ponds for SUDs and bio-diversity enhancement; and screening from the A303 etc.</li> <li>One suggestion is that the site could be used as a 'test' site for any future development along the A303 between Podimore and Sparkford roundabouts. It has access to Yeovilton where it has been stated that its underuse could be improved by making it open for industrial/commercial development. Additionally, there is good road access.</li> </ul> <p>Concerns expressed about the Option:</p> <ul style="list-style-type: none"> <li>There are concerns about the northward extension towards the Lytes Cary Estate; and ILCH2 would not be supported.</li> </ul> <p>(c) <u>Troubridge Park for housing</u></p> <p>Comments received in support:</p>	<p>(b) and (c) Land north of Troubridge Park is being taken forward as a Preferred Option for residential development. Ilchester GP practice has now merged with Somerton.</p>

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		<ul style="list-style-type: none"> <li>• This is one of SSDC Conservation Unit's preferred landscape options.</li> <li>• Huntstowe Strategic Land intend to progress baseline studies to feed into a capacity/concept masterplan over the coming months. The site has moderate-high capacity to accommodate built form, but a more detailed assessment of constraints and potential layouts is required to understand the realistic capacity of the site. This will create a more sustainable community, with improved and much needed facilities, including balancing ponds for SUDs and bio-diversity enhancement; and screening from the A303 etc.</li> </ul> <p>Concerns expressed about the Option:</p> <ul style="list-style-type: none"> <li>• There are concerns about the northward extension towards the Lytes Cary Estate. if the site is taken forward, a more compact development that did not extend into the northern most part would be preferred – and it should include boundary vegetation and screening.</li> <li>• There is a potential Historic Environment impact, being adjacent to the Listed Buildings at the southern end of the site. Any building will need to be designed to respect the setting of the heritage assets.</li> </ul> <p><u>(d)Another Option</u></p> <ul style="list-style-type: none"> <li>• Huntstowe Strategic Land consider the Review will need to identify additional land to that which is being considered for growth, as the housing need is larger than is currently being planned for. There is also 19.6ha of additional land adjoining ILCH1 and ILCH2. The total area of land available is 51.2ha excluding the site with outline permission.</li> <li>• The intention is to move forward with a reserved matters application for the permitted site and bring forward the remaining land for phased development which is now available for allocation through the Review process for housing and/or mixed use development.</li> </ul>	<p>(d)The development of the entirety of the two sites put forward would be out of scale with Ilchester's modest size and its status as a Rural Centre.</p>

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		<ul style="list-style-type: none"> <li>• Hunstowe Strategic Land and the landowners which to create a legacy development to strengthen and enhance the settlement.</li> <li>• The southern part of Ilchester is physically constrained and therefore growth is likely to be deliverable only to the north due to fewer constraints and a better landscape capacity to accommodate built form.</li> </ul>	
8.5	<p>Which of the following options should be taken forward through the LPR? Options for the siting of a new GP surgery include: <b>8.5(a)</b> ILCH 1: Costello Fields <b>8.5(b)</b> ILCH 2: Land North of Troubridge Park <b>8.5(c)</b> Another site in Ilchester</p>	<p>There does not appear to be any preference for either ILCH1 or ILCH2 and the same comments were received in relation to both. These are that:</p> <ul style="list-style-type: none"> <li>• They could be suitable locations for a new primary healthcare building. ILCH1 is better located for serving the existing population of the historic part of Ilchester, whilst ILCH2 is adjacent to the existing consented application for new growth at Ilchester.</li> <li>• Developing the primary healthcare facility within an area of new development will ensure that it is deliverable within the critical mass of population it will serve and ensure that the right land is available at the right time in a sustainable location.</li> <li>• To accommodate the appropriately sized building and the necessary external space for vehicle parking and landscaping, a site of at least one hectare in size is required and this should be level, easily accessible and a regular shape. Ideally, this should be located adjacent to an existing road and be part of the first phase of development to be delivered so that it came forward independent of housing.</li> <li>• The southern part of Ilchester is physically constrained and therefore growth is likely to be deliverable only to the north due to fewer constraints and a better landscape capacity to accommodate built form. ILCH1 and ILCH2 fall in this location and would be appropriate for phased, mixed-use development and required facilities including the required doctor's surgery</li> </ul>	Ilchester GP Practice has now merged with the one at Somerton..

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		<p>which could easily be located in the enlarged master-planned area which would further enhance the town's sustainability.</p> <p>No other suitable sites have been suggested.</p>	
8.6	In addition to the infrastructure described above, are there any other infrastructure requirements for Ilchester?	<p>Utilities</p> <ul style="list-style-type: none"> <li>• Further assessment of options in respect of foul/ water supply networks will be necessary.</li> </ul> <p>Transport and Access</p> <ul style="list-style-type: none"> <li>• Given Ilchester's proximity to the SRN, Highways England consider it likely that future growth here has the potential to impact on the operation of the SRN, specifically at the A37 junction. Whilst having not specific preference in relation to growth options at Ilchester, development could raise concerns in relation to the performance of the A303.</li> </ul> <p>Healthcare</p> <ul style="list-style-type: none"> <li>• The existing primary healthcare practice in Ilchester is operating at or in excess of operational capacity in accordance with national standards. A new site and building will be required. Planning obligations for primary healthcare should be sought for any future growth in Ilchester.</li> </ul>	<p>This will be identified in the Updated IDP and considered in relation to any planning application submitted.</p> <p>Highways issues will be considered in relation to any planning application submitted.</p> <p>The GP practice at Ilchester has now merged with the one at Somerton.</p>

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8.7	<p>Which of the following options should be taken forward through the LPR?</p> <p><b>8.7(a)</b> MART 1: Dimmocks Lane, Bower Hinton</p> <p><b>8.7(b)</b> MART 2: Land Rear of The Rose &amp; Crown</p> <p><b>8.7(c)</b> MART 3: Land South of East Street Drive</p> <p><b>8.7(d)</b> MART 4: Land Off Water Street</p> <p><b>8.7(e)</b> MART 5: Land to the rear of Lyndhurst Grove</p> <p><b>8.7(f)</b> MART 6: Land to the North of Coat Road</p>	<p>(a) <u>Dimmocks Lane</u></p> <p>Comments in support of the this Option state:</p> <ul style="list-style-type: none"> <li>• Respondents say they are working with local residents to make a pre-app submission in 2018 for developing bespoke self-build homes on part of this Option – 0.3ha of the 0.6ha site. The site has established hedgerows and adjoins the Conservation Area, but it has low flood risk, no ecological constraints or is BMV Land. The site has moderate to low capacity to accommodate built development and a low density development is being proposed. There is an aspiration to accommodate up to 12 dwellings on site, rather than the 20 approximated by the Council. The site abuts a built up area so it is reasonable to infer that necessary services such as mains water and foul drainage are reasonably available.</li> <li>• The access and highway may need an upgrade. The access to the B3165 cannot currently be achieved in accordance with the Highways Authority’s guidance but there is scope for improvement.</li> <li>• Dimmocks Lane is a restricted Byway serving at least three dwellings. It does not authorise use by members of the public with motor vehicles, except for private rights of way. This issue has not been further investigated.</li> </ul> <p>Concerns about the possible allocation are that:</p> <ul style="list-style-type: none"> <li>• The site is outside the guideline distance from village facilities.</li> <li>• SSDC Conservation Unit state that there are potential impacts regarding the setting of the conservation area.</li> <li>• Historic England consider that development of the following sites is likely to cause substantial harm to historic assets in their vicinity.</li> </ul> <p>(b) <u>Rear of Rose &amp; Crown</u></p>	<p>(a) The poor accessibility of the site and the likely harm to the conservation area agreed by SSDC Conservation officers; and relatively low capacity make the site unsuitable for allocation in the Local Plan. This would not prevent the submission of a planning application seeking to address these issues.</p> <p>(b) There are no constraints that would prevent development of the site for mixed use, but given</p>

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	<p><b>8.7(g)</b> Another option (please specify)</p>	<p>Expressions of support state:</p> <ul style="list-style-type: none"> <li>• This is one of SSDC Conservation Unit’s preferred landscape options.</li> </ul> <p>Concerns regarding the Option are that:</p> <ul style="list-style-type: none"> <li>• Historic England consider that development of the following sites is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• The site is outside the guideline distance from village facilities.</li> <li>• It is in an area of high archaeological potential which will result in delays to delivery.</li> <li>• It could prove difficult to access due to the Public RoW.</li> </ul> <p>(c) – <u>East Street Drove</u></p> <p>There does not to be any support for this Option.,</p> <p>Expressions of concern are that:</p> <ul style="list-style-type: none"> <li>• This Option is said to have met uniquely vigorous and universal resistance in the monthly community consultation. This is a very much valued stretch of countryside, much walked and with fine views of the village, Ham Hill, Ringwell and Hallett Hills, and Grade 2* listed Madey water mill and associated wildlife (otters and wolveroles).</li> <li>• Historic England consider that development of the following sites is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• The site is BMV agricultural land grade 3a.</li> </ul>	<p>the relatively low numbers of dwellings that could be expected to be provided, it is not necessary to allocate the site in the Local Plan. SSDC Conservation officers state that the close proximity of the conservation area will determine a sensitive solution, but as previously developed land, and in being discretely located, they do not consider development is precluded here.</p> <p>SCC state that the access is a public right of way which could prove difficult.</p> <p>(c) The site is relatively remote from the built form of the settlement with no highway access. Its development would also have a harmful impact on heritage assets agreed by SSDC Conservation officers and is not suitable.</p>

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		<ul style="list-style-type: none"> <li>• It is also in Flood Zone 2.</li> </ul> <p>(d) – <u>Water Street</u></p> <ul style="list-style-type: none"> <li>• A planning application has already been submitted for this site.</li> </ul> <p>Objections to the inclusion of the site state:</p> <ul style="list-style-type: none"> <li>• Development here has been dismissed at appeal.</li> <li>• Historic England consider that development of the following sites is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• The site is influenced by the Conservation Area and has a high archaeological potential.</li> </ul> <p>(e) – <u>Lyndhurst Grove</u></p> <p>Reaction to the possible inclusion is mixed. Comments in favour include:</p> <ul style="list-style-type: none"> <li>• It is suitable, available and viable; and could be developed on its own or in conjunction with MART6 or adjoining land.</li> <li>• It is one of SSDC Conservation Unit's preferred landscape options</li> <li>• The Landscape Study identified land to the east of Stapleton Close and Bracey Road as having capacity for built development.</li> </ul> <p>Meanwhile, objections are that:</p> <ul style="list-style-type: none"> <li>• It has poor road and junction access; there are issues with pedestrian links, poor width; and no edgings or footways.</li> <li>• The site is at appeal.</li> <li>• The site is BMV agricultural land grade 3a.</li> </ul>	<p>(d) Planning permission has now been granted for 10 bungalows on the site (17/03874/OUT) and there is no need to allocate the site in the Local Plan.</p> <p>(e) Outline planning permission has now been granted for 35 dwellings on the site (13/01500/OUT) and there is no need to allocate the site in the Local Plan.</p>

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		<p>(f) <u>North of Coat Road</u></p> <ul style="list-style-type: none"> <li>• A comment in favour of this allocation is that it is suitable, available and viable; it could be developed on its own or in conjunction with MART6 or adjoining land.</li> </ul> <p>Concerns about the site are stated to be:</p> <ul style="list-style-type: none"> <li>• It has poor road access; how would the junctions be accessed; issues with pedestrian links, poor width; no edgings or footways.</li> <li>• It extends the village to one field width from Coat – the reason why the Inspector dismissed an appeal on land between Martock and Stapleton. SSDC's Conservation Unit also say there are potential HE impacts with this site where development could erode the separation form Coat.</li> <li>• The site is BMV agricultural land grade 3a.</li> </ul> <p>(g) – <u>Another Option</u></p> <ul style="list-style-type: none"> <li>• Coat Road - DWH control land here. A previous approval has lapsed but it remains fully developable; it lapsed because of a legal issue with its acquisition which is now resolved. The site is in the anomalous position of being suitable and deliverable but no reference is made in the Plan nor shown in the IO consultation document. Several of the potential sites are poorly related to services and facilities when compared to Coat Road and are much smaller. The Coat Road site should therefore be allocated. The intervening land should be developed in conjunction with the land to the north as this provides a logical western extension to Martock and can provide an alternative/additional vehicular access to the school.</li> </ul>	<p>(f) SCC express concerns about road access, pedestrian links, road width and no edgings or footways. There is however direct access onto Coat Road and it is likely that this would need to be widened. There would be little visual harm in this respect. The separation to Coat would be retained with a substantial field and long gardens remaining undeveloped. There are few areas adjoining the settlement which are not BMV land - it is inevitable that some would be lost in the growth of Martock, but this need not be an overriding consideration.</p> <ul style="list-style-type: none"> <li>• Coat Road – this site was not included as an Option originally as the planning permission was still extant (15/01021/REM). One must assume that this would be renewed, but there would be no harm at present to include it as an allocation in the Local Plan.</li> </ul>

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		<ul style="list-style-type: none"> <li>• Land off Stapleton Road - Gladman is working with the landowners to promote their site for mixed-use development (A document “Vision for land at Stapleton Road, Martock” has been provided). It could commence within 5 years of allocation. There are no technical impediments or environmental constraints that would preclude the development; there is a willing landowner; and it has good access to the wider highway network and public transport, cycle and walking links.</li> <li>• Land at Ringwell Hill – A pre-app discussion has been held on the site identified. It could accommodate 25 dwellings. Part of the site is within the Development Area and utilises PDL. Was agreed that the principle of housing on the site is acceptable and further information would be provided on the layout. Anticipated that a planning application will be made early in 2018.</li> <li>• Land off Foldhill Lane – It is stated that this 8.4ha site is in a sustainable location for housing to meet the needs of Martock and the District as identified in the emerging Local Plan. It can deliver circa 200 dwellings of much needed market and affordable housing and aid Martock’s self-containment. Previous planning applications have been refused, but Issues surrounding landscape and topography can be overcome, as shown by the nursing home which breached the boundary of the railway line and has been sensitively designed to integrate with the gently undulating landscape setting; flooding is an issue that affects the Martock as a whole - the site can assist with this issue through the use of SUDs; and the site can contribute a significant amount of housing and, by doing so, the site is would contribute to the housing deficit.</li> </ul>	<ul style="list-style-type: none"> <li>• Stapleton Road – Planning permission has previously been refused and dismissed on appeal on the grounds of significant harm to the spatial strategy and to landscape character and appearance. Hence the site has been deemed unsuitable.</li> <li>• Ringwell Hill - A residential development for 49 dwellings has been dismissed (14/04723/FUL) as being in an unsustainable location.</li> <li>• Foldhill Lane – Planning permission has been granted for 24 dwellings on the western part of the site indicated. There is no need to allocate the site as there are other more sustainable locations in Martock that could be allocated. This would not prevent a planning application for its development being submitted.</li> <li>• Land south of Hills Lane - An additional site has been</li> </ul>

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			<p>submitted for a continuation of that south of Coat Road, where the planning permission has lapsed, referred to above. This would be adjacent to the primary school. This would be a logical extension of that which had received permission, although access would need to be from that development as Hills Lane would not be adequate. Improved links to the Primary School could potentially be achieved.</p>
8.8	Do you think that it is appropriate that the currently allocated site ME/MART/2 continues to be designated for employment use?	<ul style="list-style-type: none"> <li>• It is stated that the land is not suitable for this use; that conditions attached to a previous permission were very restrictive although supported by the parish Council ; and that other employment land at Martock is coming on stream.</li> <li>• SSDC's Conservation Unit support the deallocation as there is a strong HE case against the construction of employment building forms on the site, where site evaluation, slope and visibility all contribute to exacerbate an adverse landscape and visual impact; and impose upon the conservation area.</li> </ul>	<p>In the 14/04723/FUL appeal, the Inspector raised substantial concerns about the likelihood of development for employment use ever occurring given the length of time the site had been allocated. This is significant. The Local Plan Review will identify employment land allocations based upon the evidence set out in the Employment Land Review 2019 (ELR). The ELR will be complete and inform the LPR before consultation in June.</p> <p>The points listed opposite will be considered and a full response will be published alongside the ELR.</p>

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8.9	In addition to the infrastructure described above, are there any other infrastructure requirements for Martock & Bower Hinton?	<p>Healthcare</p> <ul style="list-style-type: none"> <li>It is said that the existing primary healthcare practices in Martock are operating at excess of operational capacity in accordance with national standards. An options appraisal for what type of healthcare development is required and could be delivered in Martock to accommodate the primary healthcare needs of the increasing population will be necessary.</li> </ul> <p>Utilities</p> <ul style="list-style-type: none"> <li>It is stated that further assessment of options in respect of foul/ water supply networks will be necessary.</li> </ul>	<p>Symphony Healthcare Services advise that primary healthcare practices are operating at or close to capacity; and an options appraisal to meet the needs of an increasing population will be necessary</p> <p>Improved changing facilities at the Recreation Ground are a SSDC Priority.</p> <p>The Foldhill Lane inlet works including culvert lining are now complete</p>
8.10	Which of the following options should be taken forward in the LPR? Options for housing growth at Milborne Port include: <b>8.10(a)</b> MIPO 1: Land at Wynbrook Farm	<p>(a) <u>Land at Wynbrook Farm</u></p> <p>There is disagreement about the appropriateness of this allocation. Those in favour state that:</p> <ul style="list-style-type: none"> <li>It is best and most sensible option as would be an appropriate number of dwellings and have reasonable access for cars.</li> <li>It is an infill to the village.</li> <li>It is well-located on an established road, serving existing residential areas.</li> <li>It is also stated that this site could be potentially suitable for mixed use of employment with residential.</li> </ul> <p>However, there are also strong reservations:</p> <ul style="list-style-type: none"> <li>SSDC's Conservation Unit state that there are potential HE impacts, where development impact would adversely affect the well-designed setting of Newtown conservation area.</li> </ul>	<p>(a) This site is not going to be taken forward because its development would have a harmful effect on the adjacent Newtown conservation area.</p>

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	<p><b>8.10(b)</b> MIPO 2: Land north of Manor Road</p> <p><b>8.10(c)</b> MIPO 3: South of Court Lane</p> <p><b>8.10(d)</b> MIPO 4: Land north of Wheathill Lane</p> <p><b>8.10(e)</b> Another option (please specify)</p>	<ul style="list-style-type: none"> <li>• Historic England also considers the site to be sensitive due to proximity to a number of heritage assets. As the sites may contribute to their significance, an appropriate heritage assessment would be required to determine the principle of development.</li> <li>• It is also stated that the site is located to the extreme north-eastern edge of the village and is some distance from the settlement's main services and facilities; and that it is not within 400m of a bus stop.</li> </ul> <p>(b) <u>Manor Road</u></p> <ul style="list-style-type: none"> <li>• This one of SSDC's Conservation Unit's preferred landscape options</li> <li>• However, it is also stated that a development here would encroach upon quiet roads and views to rural landscapes; it is farmland continually in use.</li> <li>• There are also a number of concerns regarding highways and access. There is no road access – only a Right of Way and track access; Manor Road has cars parked all the way down one side of the road and exit and entry at the top is dangerous due to vehicles parked near the junction; and it is not within 400m of a bus stop.</li> </ul> <p>(c) <u>Court Lane</u></p> <p>There is also considerable disagreement about whether this site should be allocated. Those in favour state the following reasons:</p> <ul style="list-style-type: none"> <li>• It is one of two options that would have the least impact in relation to the changing nature of the village boundaries.</li> <li>• It is one of SSDC's Conservation Unit's preferred landscape options.</li> </ul>	<p>(b) There is currently no access to this site and it will not be taken forward as a Preferred Option.</p> <p>(c) Access would be possible from Court Lane although adequate visibility at the western end with the junction to Wick Road would need to be ensured. The site is being taken forward as a Preferred Option.</p>

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		<ul style="list-style-type: none"> <li>• The site would provide space for approximately the correct number of homes.</li> </ul> <p>On the other hand, reasons for objecting to the site are that:</p> <ul style="list-style-type: none"> <li>• It would hugely affect the privacy of home owners along Wick Road.</li> <li>• It would spoil natural habitat.</li> <li>• There has been a huge increase in housing in the settlement, but many shops, garden centre and school have been lost.</li> <li>• Objections on highways and access grounds are that: <ul style="list-style-type: none"> <li>It is poorly located in terms of transport links.</li> <li>It is poorly served by narrow roads. Court Lane is currently used as narrow, rural, lane used as a 'rat run' and is not suitable to provide a sufficient access onto.</li> <li>There is no pedestrian access and existing residential properties at either end of Court Lane also restrict any potential for footpaths or road widenings etc.</li> <li>It does not offer very good access in and out of the village.</li> </ul> </li> </ul> <p>An outline application for 20 homes (14/01055/OUT) was refused in Sept 2014 for five reasons, including: "<i>insufficient evidence that the proposed development would not cause an adverse highways impact in respect of the ability of the local highway network to satisfactorily absorb the increased of traffic generated by the development</i>".</p> <p>(d) <u>Wheathill Lane</u></p> <p>Comments in favour of this site are that:</p> <ul style="list-style-type: none"> <li>• It is contained by current development. The western part could accommodate up to 40 dwellings that would round off this part of the edge of the settlement.</li> </ul>	<p>(d) This is being taken forward as a preferred Option. The junction with Station Road would require improvement and access to the eastern part should be vis the</p>

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		<ul style="list-style-type: none"> <li>• It offers best access in and out of the settlement. It has easy access to playing fields and the village hall which encourages engagement in sport.</li> <li>• It is close to the primary school</li> <li>• It is suitable, viable, available and achievable within 5 years.</li> <li>• It is less built up.</li> <li>• Largest site, so better option to deliver affordable housing.</li> <li>• There is an application pending which includes a convenience store which is much needed in the settlement and will provide local employment. It could also provide a number of small industrial units.</li> <li>• There is an opportunity for good quality development without detriment to the historic core.</li> <li>• The western half only is one of SSDC's Conservation Unit's preferred landscape options.</li> <li>• The site is in separate ownerships, so the Council should treat the land as two separate site allocations – since part would of itself be landlocked, its access would be questionable.</li> </ul> <p>Concerns about the potential allocation are that:</p> <ul style="list-style-type: none"> <li>• There is an issue with access at Wheat Hill Lane.</li> <li>• It is well located but unsuitable without significant improvements to the immediate roads, junctions and pavements as well as a range of other public benefits.</li> <li>• It is not believed that over 100 dwellings is appropriate in a village of this size.</li> </ul> <p>(e) <u>Another Option</u></p>	<p>land the subject of a current planning application.</p> <ul style="list-style-type: none"> <li>• The amount of development proposed is commensurate with Milborne Port's status as a Rural Centre and would not be out of scale with the settlement.</li> </ul>

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		<ul style="list-style-type: none"> <li>• Land at Station Road - part of MIPO4 and land at Wheathill Way should be taken forward. Given that the settlement's current targets have already been met, four possible further options seems to be very modest growth. To restrict development on well-connected sites in sustainable locations would have a negative impact on the provision of community facilities in this Rural Centre.</li> <li>• East Street/ London Rd for housing or potentially mixed use – Good road access; close to shops and central facilities; the site is capable of development without adverse impact on Milborne Port Conservation Area or historic park; it is developable, available, and deliverable in the short-term and there are no issues with the site and is of a suitable size to meet the housing need for Milborne Port.</li> <li>• South of Wheathill Lane - The site adjoins a recently completed site which shows it is suitable for development; it is within walking distance of the village's amenities; and it is developable, available, and can be delivered in the short-term.</li>   <li>• North of Wheathill Lane - Given the development of new houses adjacent, the location is considered suitable for development.</li>   <li>• Land at Goldings Lane - The site area is about 3.8ha. The appeal (APP/R3325/W/17/3167634) allowed 46 units off Gainsborough. That site is a short distance to the north on the opposite side of the A30. In that appeal, the Council stated no objection to the principle of extending Milborne Port beyond its current limits as it takes a permissive approach to residential</li> </ul>	<p>Station Road - This site is being taken forward as a preferred Option.</p> <p>East Street – this site is adjacent to historic parkland and its development would have an adverse impact on heritage assets</p> <p>South of Wheathill Lane - Site has road frontage and existing vehicular access. No pavement. Significant hedge along Wheathill Lane. Not considered capable of being accessed in an environmentally sensitive way. The southern part would adversely affect the setting of Venn House.</p> <p>North of Wheathill Lane – this site is not considered capable of being accessed in an environmentally sensitive way due to significant hedge along Wheathill Lane.</p> <p>Goldings Lane – the site is suitable, available and achievable, but is less well located in relation to the rest of</p>

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		<p>developments adjacent to the development areas of Rural Centres. The 2017 HELAA identifies the site (E/MIPO/0003) as having capacity for about 68 dwellings and concludes that it is suitable, available, and achievable. Given the Conservation Area on the eastern side, the site could accommodate circa 60-70 dwellings with a buffer and open space. Pedestrian linkages would be improved as part of the development. Heritage Assets need not be adversely affected.</p> <ul style="list-style-type: none"> <li>• Land to the left of Goathill Road (between Goathill Road and Goldings Lane) to be used for employment land.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• It is stated that a significant number of homes have been built with barely any investment in infrastructure. An examination of infrastructure implications and possible improvements that sites could bring is required.</li> <li>• One comment is that Milborne Port has all but achieved its Local Plan Target of 279 homes. It has absorbed four large developments since 2010 (Tannery, Wheathill Lane and Gainsborough) and has grown by over 21% since 2005.</li> </ul> <p>It is said that the rural setting of the settlement is being dismantled with its open aspect and views being lost.</p>	<p>the built up area of Milborne Port than other sites; and is not a Preferred Option. An appropriate scale of growth of the settlement can be achieved without it.</p> <p>Goathill Road - It is understood that the site may not be available for employment purposes.</p> <p>The amount of development proposed is commensurate with Milborne Port's status as a Rural Centre and would not be out of scale with the settlement. Additional land needs to be identified for the new Local Plan period to 2036.</p> <p>Limited infrastructure requirements have been identified in the Local Plan.</p>
8.11	In addition to the infrastructure described above, are there any other	<p>Highways and Access</p> <ul style="list-style-type: none"> <li>• Milborne port has a number of narrow streets and lanes without pavements – improvements are required to accommodate more houses.</li> </ul> <p>Community Facilities</p> <ul style="list-style-type: none"> <li>• There should be an examination of demands on school places.</li> </ul>	Highways issues will need to be considered in relation to any planning application.

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	infrastructure requirements for Milborne Port?	<p>Utilities/ Flooding</p> <ul style="list-style-type: none"> <li>• There should be an investigation into foul and surface water drainage capacity. Some assessments have been completed to test capacity within Wessex Water's networks for development. Minimal cumulative assessments to service proposals at Milborne Port have been undertaken and further assessment of options in respect of foul/ water supply networks will be necessary.</li> <li>• Areas of Milborne Port suffer sewer flooding from groundwater inundation during periods of prolonged wet weather. Wessex Water recommends considering development subject to a revised SFRA</li> </ul> <p>Other</p> <ul style="list-style-type: none"> <li>• Everything possible must be done to maintain existing retail and employment.</li> <li>• Additional affordable homes.</li> </ul>	<p>This is a matter for the County Council. Any shortfall will need to be identified in the Updated IDP.</p> <p>This has been acknowledged in the Local Plan.</p> <p>These comments are noted.</p>
8.12	<p>Which of the following options should be taken forward through the LPR? Options for housing growth at South Petherton include: <b>8.12(a)</b> SOPE 1: Land South</p>	<p>(a) <u>South of Hospital Lane</u></p> <p>Most comments received are in favour of this potential allocation. Specific points made are that:</p> <ul style="list-style-type: none"> <li>• Other Options would put pressure on West Street, already congested with parking.</li> <li>• The site has the advantage of being joined on three sides by existing homes and the hospital. The site would not impair views to the east. It has potential to provide a new footpath to the medical facilities. Additional public parking is something Persimmon would be prepared to explore. It is identified in the Aecom Appraisal as performing better than any of the other options. it is likely to contribute to a development of over 130 homes.</li> <li>• This is one SSDC's Conservation Unit's preferred landscape options.</li> <li>• There are, however, some concerns with access and RoW conflicts.</li> </ul>	<p>(a) Comments are noted. This is a Preferred Option to be taken forward. Access and Rights of Way issues can be considered in relation to a planning application.</p>

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	<p>of Hospital Lane  <b>8.12(b)</b> SOPE            2: Land Rear of Lampreys Lane  <b>8.12(c)</b> SOPE            3: Land Rear of Littlehays  <b>8.12(d)</b> SOPE            4: Land Rear of West Street, Partway Lane  <b>8.12(e)</b> SOPE            5: Land off Lampreys Lane/ Behind Moor Villas  <b>8.12(f)</b> Another option (please specify)</p>	<p>(b) <u>Lampreys Lane</u></p> <ul style="list-style-type: none"> <li>• Very few comments have been received expressing support for the inclusion of this site, although it is one SSDC's Conservation Unit's preferred landscape options.</li> </ul> <p>Concerns about the site are that:</p> <ul style="list-style-type: none"> <li>• The site lies on a flood plain. It is said that development of this field would leave a large part of South Petherton in serious danger of flooding. The field is regularly saturated with water. Hele Lane, The Sheep Wash, Burnworthy and St Thomas Mews, lower part of St James Street, Prigg Lane and part of Silver Street would be at risk of flooding.</li> <li>• There are concerns with access and RoW conflicts.</li> <li>• Development here would have a significant negative impact. Traffic movements from these sites would all feed into West Street then exit the village either by the narrow road leading to Lopen Head or St James Street.</li> <li>• development of this field would leave a large part of South Petherton in serious danger of flooding. The field is regularly saturated with water. Hele Lane, The Sheep Wash, Burnworthy and St Thomas Mews, lower part of St James Street, Prigg Lane and part of Silver Street would be at risk of flooding.</li> <li>• Historic England considers the site to be sensitive due to proximity to a number of heritage assets.</li> </ul> <p>(c) <u>Rear of Littlehays</u></p> <p>Most comments received are in favour of this potential allocation, with statements that:</p>	<p>(b) Comments are noted. This is not a Preferred Option.</p> <p>(c) Comments noted. This is a Preferred Option to be taken forwards. Access and Rights of</p>

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		<ul style="list-style-type: none"> <li>• Other Options would put pressure on West Street, already congested with parking.</li> <li>• It would have little impact on the village. It is surrounded by development on three sides, so is an infill site. It is visually self-contained, with minimal views from the public domain.</li> <li>• This is one SSSC's Conservation Unit's preferred landscape options.</li> <li>• The site has previously been assessed as suitable, deliverable and available housing land by the 2017 HELAA (N/SOPE/001/10) which identified a potential yield of 11 dwellings. It is viable and remains immediately available for development.</li> <li>• The site is directly adjacent to the development limits of South Petherton. It is within walking distance of all village amenities including retail, a post office, public house, infant and primary schools, a medical centre, hospital and recreational facilities.</li> <li>• A modest housing development delivered at an appropriate density and scale would not harm the settlement pattern or landscape character. And subject to appropriate design, it would not harm the setting of Hayes End Manor (Grade II* listed).</li> <li>• The site would comply with Policy NE2 of the emerging South Petherton Neighbourhood Plan.</li> <li>• There are, however, some concerns about access and RoW conflicts.</li> </ul> <p>(d) <u>Rear of West Street, Parkway Lane</u></p> <p>Comments in favour of this site include:</p> <ul style="list-style-type: none"> <li>• The site is supported; and it is considered that land to the south-west of Parkway Farm should also be included – previously assessed as suitable and deliverable in the 2017 HELAA (N/SOPE/0013).</li> </ul>	<p>Way issues can be considered in relation to a planning application.</p> <p>(d) The restrictive covenant on the eastern part of the site would mean that the remainder would appear relatively isolated and an intrusion into open countryside. It is not therefore a Preferred Option.</p>

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		<ul style="list-style-type: none"> <li>• It will already have a residential character. It occupies a highly sustainable location. It has been identified as having a moderate capacity and an appropriate low density would not harm the landscape character.</li> <li>• It is stated that the site performs well against Policy NE2 of the emerging Neighbourhood Plan.</li> <li>• SSDC's Conservation Unit state that the eastern part is a preferred option from a landscape perspective.</li> </ul> <p>Concerns about the site are stated to be:</p> <ul style="list-style-type: none"> <li>• The owner of Sheria has a covenant on the surrounding field which prevents building on that land. Several potential developers have been informed of this fact and owner has no intention of lifting it, therefore this area should not be identified for growth</li> <li>• There are concerns with access and RoW conflicts.</li> <li>• The site would have a significant negative impact. Traffic movements from these sites would all feed into West Street then exit the village either by the narrow road leading to Lopen Head or St James Street.</li> </ul> <p>(e) <u>Lampreys Lane, behind Moor Villas</u></p> <ul style="list-style-type: none"> <li>• This is one SSDC's Conservation Unit's preferred landscape options.</li> <li>• There have been positive discussions with Planners and a portion to the north-east is soon to receive a preferable recommendation for 15 dwellings. It is a highly sustainable location with good linkages to the town centre. There are no landscape or highway objections.</li> </ul> <p>However, concerns about the site relate to:</p> <ul style="list-style-type: none"> <li>• Access and RoW conflicts.</li> </ul>	<p>(e) Relatively restricted access and flood risk make the entirety of the site unsuitable for development. It is not a Preferred Option.</p>

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		<ul style="list-style-type: none"> <li>• The site lies on a flood plain.</li> <li>• It would have a significant negative impact. Traffic movements from these sites would all feed into West Street then exit the village either by the narrow road leading to Lopen Head or St James Street.</li> </ul> <p>(f) <u>Another Option</u></p> <ul style="list-style-type: none"> <li>• Land between Bridge Way and Lightgate Lane - is available; public consultation has been undertaken and a planning application is in preparation. There are no policies or constraints that would restrict its development.</li> <li>• Areas to the east of Hayes End would have less of an impact on the historic core of the village.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• A general concern that has been expressed is that any development should be limited to meet local need within the capabilities of existing infrastructure; there is a feeling that housing targets have already been exceeded and that only limited development should now be permitted. The bus service is also said to be extremely poor, with residents generally need to drive to Yeovil or Taunton for work.</li> <li>• On the other hand, it is stated that South Petherton is sustainable and whilst it has exceeded the current Local Plan's housing target, it can accommodate further growth given its location, function, and market attraction.</li> <li>• There are a number of Highways-related concerns, namely: <ul style="list-style-type: none"> <li>- The cumulative effect on the town and highways network due to narrow roads.</li> </ul> </li> </ul>	<p>(f) Bridge Way – this would represent an unnecessary incursion into open land and the would harm the setting of the existing recreational areas.</p> <p>Hayes End – no such land has come forward and opportunities would appear limited.</p> <p>The scale of growth planned for South Petherton is commensurate with its status as a Rural Centre and would be in scale with the settlement.</p> <p>Highways issues can be considered in relation to any planning application submitted.</p>

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		<ul style="list-style-type: none"> <li>- There are massive problems with parking – lack of spaces and crowded streets.</li> <li>- There should be no large housing development due to the extreme lack of parking; and roads are narrow. Parking can obstruct emergency vehicles and everything stops when refuse vehicles pass through.</li> <li>- St James Street is a through route for over half the vehicles in the town, yet it is only one carriageway wide. The situation is worsened by a large bend in the road.</li> <li>- The main road into the town – Hayes End – is often blocked with parked cars, especially outside the junior school, where cars can also prevent drivers from seeing children.</li> <li>- St James Street should be one-way only – up this road and down Silver Street. Then there would be no need for vehicles to reverse to allow vehicles to pass; and more parking spaces could be provided.</li> <li>- A proper pavement outside the Co-op is needed; also a pavement can be built next to Lockets up to the Post Office.</li> <li>- Very thorough and detailed car park surveys have also been provided.</li> </ul>	
8.13	Are there any sites in South Petherton that should be allocated for employment land?	<ul style="list-style-type: none"> <li>• It is stated that Lopen has already done its duty to help South Petherton with its employment land. This site is marginal on sustainability. However, another comment is that whilst, South Petherton has failed to deliver employment land, Lopen Head has been allocated in the Local Plan as it was as a sustainable location to meet the employment land need. It is said that there are constraints preventing sites from being brought forward, so given the inability to deliver in South Petherton and the District-wide need, the Lopen Business Park should be extended.</li> <li>• No other sites have been suggested.</li> </ul>	Sites for employment land in South Petherton are very limited and it is recognised that Lopen Head provides valuable opportunities for new jobs. Little harm would result from a slight increase in employment land here. The Local Plan Review will identify employment land allocations based upon the evidence set out in the Employment Land Review 2019 (ELR). The ELR will

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			be complete and inform the LPR before consultation in June.
8.14	In addition to the infrastructure described above, are there any other infrastructure requirements for South Petherton?	<p>Utilities</p> <ul style="list-style-type: none"> <li>An assessment has been completed to test capacity within our networks for development SOPE 1. It was indicated at the time that sufficient capacity existed to serve approximately 65 dwellings. Further assessment of options in respect of foul/ water supply networks will be necessary. Statement in 8.79 “there may be water treatment works necessary” is incorrect. Works may be required on water supply networks, not water treatment.</li> </ul>	This is acknowledged in the Preferred Options document.
8.15	Which of the following options should be taken forward through the LPR? Options for housing growth at Stoke Sub Hamdon include: <b>8.15(a)</b> STHA 1: Land at West Street	<p>(a) <u>West Street</u></p> <p>Comments in favour of this site include:</p> <ul style="list-style-type: none"> <li>This is one SSDC's Conservation Unit's preferred landscape options.</li> <li>Some other general support has been received.</li> </ul> <p>Concerns expressed include that:</p> <ul style="list-style-type: none"> <li>It is stated that this is one of the more intrusive options in the landscape - to develop the site would enlarge undesirable ribbon development outside the core of the village and undermine the rural nature of the village.</li> <li>Highways England are concerned about the impact on A303 and pedestrian links.</li> <li>The Parish Council would not consider favourably the westernmost most part N/STHA/0100 as this would increase the ribbon effect in an already</li> </ul>	The current Preferred Option is that Stoke sub Hamdon should have the status of a 'Village' and no specific allocations will be made.

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	<p><b>8.15(b)</b> STHA 2: Land west of Kings Road</p> <p><b>8.15(c)</b> STHA 3: Land east of North Street</p> <p><b>8.15(d)</b> Another option (please specify)</p>	<p>long village, and might well cause parking /obstruction problems in West Street which is narrow at that point.</p> <p>(b) <u>Kings Road</u></p> <p>Reaction to this Option is mixed. Comments in support of the potential allocation state that:</p> <ul style="list-style-type: none"> <li>• It is stated that this is the better option though the size of the site is questioned - if its capacity for dwellings is 155, it would over-deliver and should therefore be reduced in size. It would support the compact nature of the village and is near the A303 for most direct road access. North Street in Stoke is already hazardous and slow due to the narrow road and parked cars so easy access directly to/from the A303 is vital. It would be less intrusive in the landscape compared with other options.</li> <li>• This is one SSDC's Conservation Unit's preferred landscape options.</li> </ul> <p>Concerns about the Option include:</p> <ul style="list-style-type: none"> <li>• The development of the southern part may impact the setting of the grade I Listed Priory building.</li> <li>• Historic England considers that development of the site is likely to cause substantial harm to historic assets in their vicinity</li> <li>• The site is unsuitable due to archaeological interest and the loss of farming land.</li> </ul> <p>(c) <u>North Street</u></p> <ul style="list-style-type: none"> <li>• This is one SSDC's Conservation Unit's preferred landscape options. There is some other general support.</li> </ul> <p>Concerns about the site are stated as being:</p>	

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		<ul style="list-style-type: none"> <li>• Historic England consider that development of the following sites is likely to cause substantial harm to historic assets in their vicinity.</li> <li>• There is potentially a RoW conflict.</li> <li>• It is unsuitable due to archaeological interest and the loss of farming land.</li> </ul> <p>(d) <u>Another Option</u></p> <ul style="list-style-type: none"> <li>• It is said that any future development should be small and not restricted to one area. Stoke has already reached its minimum 5 year housing commitment and with what's already being built, the village is struggling with practical issues such as doctor shortages, leaking water pipes, major sewerage issues, limited and at risk bus services, parking, speeding through narrow roads and insufficient retail and restaurant outlets.</li> <li>• A further site is suggested, to the rear of the Arc Homes site which is currently being built out, and which was identified in the 2017 HELAA as N/STHA/0003 (40 houses). It would be an extension of the existing Arc Homes site.</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• Comments received include that any future development at Stoke should take into account the suitability of construction materials as 'red-brick' estate types would be unsympathetic to the hamstone village; housing being built is too large for local needs and too expensive for young people; and the Council should be encouraging developers to build dwellings to reflect actual local needs.</li> <li>• Another, however, states that the limitation of housing provision in Stoke sub Hamdon is of concern - As a Rural Centre it should contribute more than 55 homes.</li> </ul>	

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8.16	In addition to the infrastructure described above, are there any other infrastructure requirements for Stoke sub Hamdon?	<p>Utilities and Flooding</p> <ul style="list-style-type: none"> <li>• Sewerage – in West Street, where considerable water damage has occurred. The system is old and no longer fit for purpose and cannot support any more building; it must be remedied by Highways, developers and planners.</li> <li>• Water leaks – continual in High Street from the old lead pipes – the whole system needs replacing.</li> <li>• Flooding – ongoing in East Stoke opposite Lake Lane from blocked pipes and natural springs from the Hill.</li> <li>• Further assessment of options in respect of foul/ water supply networks will be necessary.</li> <li>• It should be noted that both Wessex Water and the LLFA are undertaking flooding appraisals within the Stoke Sub Hamdon catchment</li> </ul> <p>Healthcare</p> <ul style="list-style-type: none"> <li>• The existing primary healthcare practices in Stoke sub Hamdon are operating at excess of operational capacity in accordance with national standards. An options appraisal for what type of healthcare development is required and could be delivered in Stoke sub Hamdon to accommodate the primary healthcare needs. Obligations for primary healthcare should be sought for any future growth in Stoke sub Hamdon.</li> </ul> <p>Transport</p> <ul style="list-style-type: none"> <li>• It is stated that there are limited transport options – residents need to travel to Yeovil for day to day needs. The bus service is very limited and the cost prohibitive. The District should be encouraging the supermarkets to reinstate the free bus service.</li> </ul>	Comments are noted and will be taken into account in the IDP Update. Specific infrastructure requirements for Villages will not be included in the Local Plan.
9.1	Which of the following current	(a) <u>Crewkerne Key Site</u>	a) <u>Crewkerne Key Site</u> The remainder of the employment allocation relating to the Crewkerne

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	<p>allocations for employment development should be taken forward in the Local Plan Review?</p> <p><b>Option 9.1(a)</b> Crewkerne Key Site (CLR) (KS/CREW/1)</p> <p><b>Option 9.1(b)</b> Land West of Horlicks, Ilminster (ME/ILMI/3)</p> <p><b>Option 9.1(c)</b> Land off Station Road, Ilminster (ME/ILMI/4)</p> <p><b>Option 9.1(d)</b> Land adjacent to Powrmatic, Ilminster (ME/ILMI/5)</p> <p><b>Option 9.1(e)</b> Wincanton, New Barns Farm (KS/WINC/1)</p>	<ul style="list-style-type: none"> <li>• There is some support for this – it is said that it should be taken forward, albeit reduced to 3.74ha; and that any allocation should be based on up to date employment evidence.</li> <li>• As stated elsewhere in the Crewkerne Section, Taylor Wimpey have given a number of reasons why it should continue to be allocated.</li> <li>• There doesn't appear to be much feeling against taking it forwards.</li> </ul> <p>(b) <u>Land west of Horlicks, Ilminster</u></p> <ul style="list-style-type: none"> <li>• There is some support for continuing to allocate this site – it is stated that it is desirable to focus on the significant brownfield sites along the A303 corridor at Ilminster.</li> <li>• There don't appear to be any objections to the site being taken forwards.</li> </ul> <p>(c) <u>Station Road, Ilminster</u></p> <ul style="list-style-type: none"> <li>• As stated elsewhere in the Ilminster Section, the owners of the land are supportive of a mixed use development of the site.</li> <li>• It is stated that there are excellent links to the A30, A303 and A358; but that it would be worth reviewing whether the sites could be released with help from the public sector.</li> <li>• Many people think it is currently an eyesore and needs to be developed quickly.</li> <li>• There don't appear to be any objections to the site being taken forwards.</li> </ul> <p>(d) <u>Adjacent Powrmatic, Ilminster</u></p>	<p>Key Site is taken forward in the Local Plan review as part of Policy EP1.</p> <p><u>b) Land west of Horlicks, Ilminster</u> This site is not carried forward as a Strategic Employment Site as there is only 1 hectare remaining and can be comfortably dealt with through the Development Management process.</p> <p><u>c) Station Road, Ilminster</u> This site is taken forward as a Strategic Employment Site as part of Policy EP1.</p> <p><u>d) Adjacent to Powrmatic, Ilminster</u> This site is not carried forward as a Strategic Employment Site as it is land-locked and any expansion of Powrmatic can be comfortably dealt with through the Development Management process through other policies.</p> <p><u>(e) to (k)</u> The Local Plan Review will identify employment land allocations based upon the evidence set out in the Employment Land Review 2019</p>

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	<p><b>Option 9.1(f)</b> Wincanton, Land between Lawrence Hill and A303 (ME/WINC/3)</p> <p><b>Option 9.1(g)</b> Castle Cary, Torbay Road (ME/CACA/3(i) )</p> <p><b>Option 9.1(h)</b> Yeovil Lufton (KS/BRYM/1)</p> <p><b>Option 9.1(i)</b> Yeovil, South of Airfield (ME/YEOV/4)</p> <p><b>Option 9.1(j)</b> Yeovil, Bunford Lane (ME/WECO/1);</p> <p><b>Option 9.1(k)</b> Crewkerne, North of Fire Station at Blacknell Lane (ME/CREW/4)</p>	<ul style="list-style-type: none"> <li>• As stated elsewhere in the Ilminster Section, the owners wish to retain the land for their future use.</li> <li>• There is some other general support for continuing to allocate it. It is stated that there are excellent links to the A30, A303 and A358; but that it would be worth reviewing whether the sites could be released with help from the public sector.</li> <li>• There don't appear to be any objections to the site being taken forwards.</li> </ul> <p>(e) <u>New Barns Farm, Wincanton</u></p> <ul style="list-style-type: none"> <li>• Wincanton Town Council believes that land south of the A303 should be added to the allocations of employment land and that this site should be taken forward.</li> <li>• The developers of the site state that only 0.5ha of the New Barns Farm site remains and will be shortly the subject of a planning application.</li> <li>• It is stated that It is desirable to focus on the significant brownfield sites along the A303 corridor at Wincanton.</li> <li>• There is some other general support.</li> <li>• There doesn't appear to be much feeling against taking it forwards.</li> </ul> <p>(f) <u>Land between Lawrence Hill and A303, Wincanton</u></p> <ul style="list-style-type: none"> <li>• Reasons for continuing to allocate this land are said to be similar to the other employment allocation in Wincanton.</li> <li>• Again, there don't appear to be any objections to the site being taken forwards.</li> </ul>	<p>(ELR). The ELR will be complete and inform the LPR before consultation in June.</p> <p>Each site listed opposite will be considered and a full response will be published alongside the ELR.</p>

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		<p>(g) <u>Torbay Road, Castle Cary</u></p> <ul style="list-style-type: none"> <li>• It is stated that there is need to maintain the Castle Cary sites to give some diversity of economic opportunity; more employment and space for SMEs urgently needed in Castle Cary; and especially with so much new housing being developed.</li> <li>• There don't appear to be any objections to the site being taken forwards.</li> </ul> <p>(h) <u>Lufton, Yeovil</u></p> <ul style="list-style-type: none"> <li>• It is stated that the site is being actively promoted and applications are expected shortly at Lufton 2000.</li> <li>• There is some other general support, although it is stated that it is within the setting of the Montacute House historic landscape; and that should it proceed, it is asked it be a landscape-led scheme with low level buildings in muted colours.</li> <li>• There doesn't appear to be much feeling against taking it forwards.</li> </ul> <p>(i) <u>South of Airfield, Yeovil</u></p> <ul style="list-style-type: none"> <li>• It is said that the site is being actively promoted.</li> <li>• There is some other general support</li> <li>• There don't appear to be any objections to the site being taken forwards.</li> </ul> <p>(j) <u>Bunford Lane, Yeovil</u></p> <ul style="list-style-type: none"> <li>• It is stated that the site is being actively promoted</li> </ul>	

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		<ul style="list-style-type: none"> <li>• It is also stated that the majority of the site has long been identified as a suitable site for employment development. Most of the site has planning permission for employment uses through the extant outline planning permission (07/05341/OUT) for the development of the land for Class B1 use, which included an element of retail floorspace, and the currently undetermined reserved matters application (16/01185/REM). The site is currently subject to a hybrid application for a proposed mixed use development (17/02805/HYBRID). (Detail of the application given.) Therefore, the current allocation for employment development at Bunford land (option j) should be taken forward and extended to reflect the current application for mixed use development site application area. The Peripheral Landscape Studies show it to have moderate-high capacity to accommodate built form. This post-dates the Local Plan Inspector's findings in 2006 where this land was unsuccessfully promoted for employment purposes as part of a larger allocation</li> <li>• It is said that a breadth of economic development uses should be allowed on such sites to enable a viable scheme to come forward to contribute towards the provision of new jobs and meeting the employment land targets in South Somerset, and specifically Yeovil; and that economic development uses could include not only those uses with the B Use Classes, but also public and community uses and main town centre uses (which included retail development, leisure, entertainment facilities, the more intensive sport and recreation uses, office, and arts, culture and tourism development.</li> <li>• There is some feeling that the Bunford Lane employment land should be a Park and Ride and/or residential use; or that it could be significantly reduced.</li> </ul> <p>(k) <u>Blacknell Lane, Crewkerne</u></p>	

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		<ul style="list-style-type: none"> <li>• There is some other general support to continue with is allocation and no objections to it. .</li> </ul> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• Highways England considers that any change in employment land allocations should carefully consider the impacts of this in terms of shifting commuting patterns and the potential effects on the surrounding road network including the SRN.</li> <li>• It is stated that it is important that PDL is utilised. The focus for employment development should be on the large brownfield sites.</li> <li>• There is though a belief that there should be a reduction in the overall amount of land for employment; and that due to lower economic growth it is clear that land allocations should be reduced.</li> </ul>	
9.2	Are there any sites that are not currently identified in the HELAA or as Options elsewhere in this document, that would be suitable to allocate for employment development; and if so how	<p>Expressions of support for additional sites are as follows:</p> <p><u>Lopen Business Parks</u></p> <ul style="list-style-type: none"> <li>• Figure 5.5 confirms that whilst the Local Plan sought to deliver employment land in the main settlements, it has not happened there but within the ‘Rest of District’. SSDC should take note of this and dilute the large allocations of employment land that are difficult to bring forward, and instead seek to deliver more employment land in rural areas, for example at Lopen.</li> <li>• Lopen has been home to many businesses, operating from two of its business parks. Lopen Head Nursery has been extended recently and has reached its capacity but Lopen Business Parks has considerable opportunity to extend and is an ideal candidate to contribute towards the lacking delivery of employment.</li> </ul> <p><u>Huish Episcopi</u></p>	<p>The Local Plan Review will identify employment land allocations based upon the evidence set out in the Employment Land Review 2019 (ELR). The ELR will be complete and inform the LPR before consultation in June.</p> <p>Each site listed opposite will be considered and a full response will be published alongside the ELR.</p>

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	much and where?	<ul style="list-style-type: none"> <li>• Huish Episcopi PC supports the further development of Westover Trading Estate.</li> </ul> <p><u>Yeovil</u></p> <ul style="list-style-type: none"> <li>• Exploit opportunities at the cattle market, bus depot and SEB depot for housing and/or employment.</li> </ul> <p><u>Somerton</u></p> <ul style="list-style-type: none"> <li>• There is about one hectare of undeveloped land next to the Edgar Hall, not identified in the Review.</li> <li>• If more employment land is required for Somerton, it should be located at the Badgers Cross and wireless station sites due to its access to the road network (i.e. A303 and M5).</li> </ul> <p><u>Yeovilton</u></p> <ul style="list-style-type: none"> <li>• It is considered that land north of Yeovilton should be put forward as an option for development as a Garden settlement. The Garden settlement should be aspirational in terms of promoting economic growth and prosperity, increased numbers of jobs, diversifying the employment sectors and providing significant infrastructure in terms of health, education and sustainable transport.</li> </ul> <p><u>Curry Rivel</u></p> <ul style="list-style-type: none"> <li>• West of Curry Rivel would appear to be an area that could be scoped for employment development. Easy access to Taunton and the M5 from here would be an advantage. Small Start-up units, perhaps on the scale of Bowdens Business Centre, would be advantageous as well as being sympathetic to the surrounding landscape. Additionally, there would be minimal impact to village residents as the development would be on the outskirts of Curry Rivel.</li> </ul>	

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		<p><u>Castle Cary</u></p> <ul style="list-style-type: none"> <li>• Opportunities in the Flax Mill area, Castle Cary.</li> </ul> <p><u>Cartgate</u></p> <ul style="list-style-type: none"> <li>• A new mixed use development at Cartgate should be included to maximise accessibility to the wider transport network, attracting employers and capture tourist spend through the creation of a gateway to the south-west.</li> </ul> <p><u>Wincanton</u></p> <ul style="list-style-type: none"> <li>• Wincanton Town Council believes there should be a strategic employment allocation at Wincanton.</li> <li>• An allocation of land in Wincanton should be added to the list of Strategic Employment sites in paragraph 9.5. Land south of the A303 should be added to the allocations of employment land.</li> </ul> <p><u>East Street/ London Rd, Milborne Port</u></p> <ul style="list-style-type: none"> <li>• Potentially East Street/ London Rd, Milborne Port.</li> </ul> <p><u>Rural Settlements</u></p> <ul style="list-style-type: none"> <li>• Reallocation of current employment land to rural settlements would assist in providing suitable and local employment for their residents.</li> </ul> <p><u>Dimmer</u></p> <ul style="list-style-type: none"> <li>• Land at Dimmer should expressly be <u>excluded</u> as an employment area due to traffic impact on B3153 and those living in Clanville and for sustainability reasons.</li> </ul> <p><u>Castle Cary</u></p> <ul style="list-style-type: none"> <li>• Foxes Run should <u>not</u> be included.</li> </ul>	

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9.3	Do you agree that Policy EP2, which replicates the requirements of Policy EP11, which applies to all town centre uses, should be deleted?	<ul style="list-style-type: none"> <li>• There is general agreement with the deletion of policy EP2, although it is also suggested that EP2 and EP11 are subtly different; EP2 primarily deals with office space and EP11 primarily with retail. One policy would be acceptable if it can express both elements clearly and unambiguously.</li> </ul>	Policy EP2 of the adopted Local Plan has not been taken forward in the Local Plan Review. Office development is a main town centre use and is subject to the sequential test in Policy TC5 (Location of Main Town Centres Uses (the Sequential Approach), Policy EP2 is not necessary.
9.4	Do you think the Local Plan should include a policy that refers to new-build commercial developments and changes of use of existing premises in rural areas outside of the Main Settlement Boundaries?	<p>There is general support for this. It is stated, for example, that:</p> <ul style="list-style-type: none"> <li>• Properly planned and managed commercial development should be supported; many large employers are outside built up areas and have evolved as farms have diversified. There is also a need to make farm diversifications easier as this usually allows them to continue.</li> <li>• The Council needs to encourage sustainable rural employment opportunities.</li> <li>• The existing approach of building on strategic sites is not having the uptake envisaged.</li> <li>• It is also stated that the council needs to adopt a policy that considers the impact on proposals for new employment activities in rural areas. It should also include a statement to clarify that the visual impact and green considerations should be taken in to account at the design and planning stage; and that good design in keeping with the local feel is essential. Also to adequately consider service arrangements.</li> <li>• Policy may need to highlight the conflict that might arise if farm diversification allows development the use of which is subsequently changed through PD without appropriate design.</li> </ul>	A new Policy (EP4: Delivering Employment Land in Villages, Rural Settlements and Countryside) which addresses new build commercial developments and changes of use of existing premises in rural areas is introduced in the Local Plan Review Preferred Option consultation document.

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9.5	Do you agree that no changes be made to Policies EP6, EP7 and EP8?	<p><u>EP6</u></p> <ul style="list-style-type: none"> <li>• NDDC supports the retention of Policy EP6: Henstridge Airfield in its current form.</li> <li>• There is other general support.</li> </ul> <p><u>EP7</u></p> <ul style="list-style-type: none"> <li>• There is general agreement and it is stated that Policy EP7 needs to be a consideration.</li> </ul> <p><u>EP8</u></p> <ul style="list-style-type: none"> <li>• It is stated that the adopted Local Plan recognises the important contribution of the tourism industry to the local economy, but the consultation document does not set out whether these objectives are proposed to be retained. Policy EP8 is supported and therefore it is assumed that supporting paragraphs to the policy will be retained.</li> <li>• It is also stated that Policy EP8 is currently too restrictive as it does not support tourist facilities in countryside locations, which is justified in the NPPF and the more recent guidance in NPPG, which requires LPAs to “consider the specific needs of the tourist industry, including particular locational or operational requirements”. It is considered that Policy EP8 should be amended to support such developments where they are appropriately located and where it can be demonstrated that they would not adversely impact the character and appearance of the landscape. Such activities are important economically and can provide diversified streams of income for the agricultural industry. EP8 should also be amended to give specific support to proposals seeking to convert redundant rural buildings in the countryside to holiday accommodation. It should also refer to tourist accommodation. An alternative form of wording of the Policy has been suggested accordingly.</li> </ul>	<p><u>EP6</u></p> <p>Policy EP6 (now EP7) has been retained in the Local Plan Review.</p> <p><u>EP7</u></p> <p>Adopted Local Plan Policy EP7 (New Live/Work Units) has not been carried forward into the Local Plan Review as it is contrary to the NPPF which is supportive of flexible working practices and specifically mentions live/work units. This policy evolved at a time when residential development was being sought in locations in South Somerset where residential development would not normally be allowed, via live/work permissions and evidence was demonstrating that the majority of those approved were not including an employment element. It is felt that this policy is no longer required as there is sufficient guidance on new residential development in the Housing chapter of the Local Plan Review.</p> <p><u>EP8</u></p> <ul style="list-style-type: none"> <li>• The Local Plan Review retains the recognition of the importance</li> </ul>

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		<ul style="list-style-type: none"> <li>• Comments regarding the stated importance of Wincanton racecourse to the tourism economy are also referred to elsewhere in the Section relating to Wincanton.</li> <li>• There is other general support for the Policy.</li> </ul>	<p>of the tourism economy to South Somerset, through EP8 (Tourism).</p> <ul style="list-style-type: none"> <li>• The NPPF is supportive of all businesses in rural areas and the Local Plan Review recognises this in the revised EP policies.</li> </ul>
9.6	Do you agree that upper limits of retail development are not in the best interests of regenerating Yeovil and that Policy EP10 should be deleted?	<ul style="list-style-type: none"> <li>• There is general support for this. It is stated, for example, that there should be no upper limits to retail development in Yeovil; it is considered that this policy is not necessarily in the best interests of regenerating Yeovil; and that it could have a positive impact in deterring out of town developments.</li> </ul>	Policy EP10 has not been carried forward into the Local Plan Review.
9.7	Do you agree that the Council should delete the separate 'Primary Shopping Area' designations in settlements	<ul style="list-style-type: none"> <li>• There is general agreement with this. It is stated that duplication is unnecessary, but, for example that the plan should distinguish between primary shopping areas/town centres and primary shopping areas, as the latter is restrictive.</li> </ul>	<p>The NPPF no longer differentiates between Primary and Secondary Shopping Frontages.</p> <p>The NPPF is clear that the Local Planning Authority should define the extent of Town Centres and Primary Shopping Areas and make clear the range of uses permitted in such locations. Primary Shopping Areas</p>

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	other than Yeovil; and adopt these Town Centre Boundaries as the basis for applying the Sequential Test?		are important for the sequential test as they define what an edge-of-centre location is (Policy TC5). Primary Shopping Areas have therefore been retained in the Local Plan Review.
9.8	Do you agree that Policy EP13 should be amended to include a criteria which takes account of “the character and nature of the use proposed, including the level of pedestrian activity associated with it and its contribution to the vitality and viability of the centre”?	<ul style="list-style-type: none"> <li>There is also general support for this. It is stated that it makes sense to acknowledge the changed role of town centres and it should be recognised that non-A1 uses can contribute to the vitality and viability of town centres.</li> </ul>	Policy EP13 (now TC7) includes criteria ii. d. which addresses the character and nature of the proposed use, including the associated pedestrian activity.

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9.9	Given that communities can now seek protection of valued local services and facilities through measures provided by the Localism Act, is there still a need to continue to use Policy EP15 in the determination of planning applications?	<p>There is disagreement about this issue, but the majority of respondents think that the Policy should remain.</p> <ul style="list-style-type: none"> <li>• On the one hand, it is stated that, given that communities can now seek protection of valued local services and facilities through measures provided by the Localism Act, there is no longer a need for Policy EP15 for the determination of applications involving community services and facilities.</li> </ul> <p>However, on the other, it is stated for example;</p> <ul style="list-style-type: none"> <li>• The Register of Assets of Community Value gives limited protection and is no substitute for effective local planning policies which cover all community facilities.</li> <li>• A policy to protect community, cultural and local assets cannot be effectively replaced by the Localism Act provisions. Nor would that satisfy the NPPF.</li> <li>• Para 70 of the NPPF clearly states that local planning policies must safeguard community and cultural facilities to benefit the health and well-being of the local community. The Localism Act only provides a short window for groups to raise fund to purchase a property listed as a community asset, there is no requirement to sell the site for a reasonable price, and clearly does not safeguard these sites from development.</li> <li>• It is suggested that the policy explicitly includes protection of retail banking facilities. Consideration should be given as to what 'carrots and sticks' might be available to SSDC to ensure that everyone has and retains access. Maybe a 'last bank standing' policy. The same should be applied to Post Offices.</li> <li>• A very detailed representation has been received regarding the need to retain faith facilities and to promote and facilitate new ones. It is stated, for example, that local planning authorities need to develop a greater understanding of how faith groups use space which includes recognition of the differences between and within faith groups themselves. To facilitate this, specific guidance on how</li> </ul>	It is considered that there is a benefit in retaining Policy EP15 (now Policy TC9).

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		faith groups use space needs to be made available, for example, through supplementary planning documents that reflect the contemporary religious landscape. Generating such guidance may benefit from collaboration with the relevant professional bodies and faith groups. Local planning authorities should recognise the legitimacy of places of worship being included within section 106 agreements for new developments.	
9.10	Are there any issues that have been missed from Section 9: Economic Prosperity?	<p>Suggestions for what additional issues the Plan should cover include:</p> <ul style="list-style-type: none"> <li>• Local renewable energy infrastructure; protecting regenerative resources for economic prosperity; and sustainable and community transport.</li> <li>• Policy EP4 should be amended to seek explicit support for all employment generating uses and not just those in traditional B uses. This would be in keeping with para 28 of the NPPF which support the sustainable growth and expansion of all types of businesses and enterprise in the countryside.</li> <li>• Healthcare Services - Whilst not the main outcome of healthcare buildings, it is important to consider the economic connections of such facilities within settlements. There is a benefit to patients of such facilities being located within easy walking distance of residential area, or close to convenience facilities so that trips can be combined with other day-to-day needs. In order to meet the needs of patients with a single trip, it is often suitable for a retail pharmacy (use Class A1) to be located within the same development as the doctor's surgery.</li> </ul>	<p>Local Plan Review PolicyTA1 deals with low carbon travel and EQ1 climate change.</p> <p>Policy EP4 now refers <b>to</b> “new employment proposals” which is in the spirit of the NPPF.</p> <p>Noted.</p>
10.1	Which of the following options regarding	(a)	The NPPF, 2018 now expects planning obligations set out in Local Plans to be set having undertaken a plan wide-viability assessment only

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	<p>affordable housing should be taken forward in the LPR?</p> <p><b>10.1(a)</b> Policy HG3 Provision of Affordable Housing - retain the existing affordable housing target of 35% subject to viability.</p> <p><b>10.1(b)</b> Policy HG3 Provision of Affordable Housing - amend the affordable housing target to 34% subject to viability.</p> <p><b>10.1(c)</b> Policy HG3 Provision of Affordable Housing - another option.</p>	<ul style="list-style-type: none"> <li>• There is some support to keep the requirements as they are. It is stated that the current target of 35% should be retained as it is regularly negotiated down.</li> <li>• It is suggested that “subject to viability” should be taken out.</li> <li>• It is said that the inclusion of social-rented under the term ‘affordable housing’ makes it possible that none will be provided – it needs its own heading; and a frequent response is that a specific percentage should be identified for social rented too.</li> </ul> <p>(b)</p> <ul style="list-style-type: none"> <li>• There is some disagreement, but it is stated that if the SHMA indicated that the annual need is 33.9% then pedantically 34% must be appropriate; ultimately 1% is unlikely to make much difference.</li> </ul> <p>(c)</p> <p>Many comments made in relation to this issue have alternative suggestions. They largely range from approaches based on each individual case; a different percentage; or a focus on larger sites; to viability. They include the following:</p> <p><u>Each case on its own merits</u></p> <ul style="list-style-type: none"> <li>• The amount of affordable housing should be depend on the site of a development; public transport may not available frequently enough.</li> <li>• The developers should put forward the number of affordable houses that they can achieve within a particular development. This will allow the developer and the Council to come to a mutually acceptable conclusion.</li> <li>• There will be different market areas across the District, which could result in differential rates.</li> </ul> <p><u>Percentage</u></p>	<p>in exceptional circumstances will ‘open book’ viability assessment be undertaken.</p> <p>The SHMA identifies a net annual need for 206 affordable homes in South Somerset; this equates to 28% of the annual housing requirement of at least 726 dwellings per year.</p> <p>A viability assessment of the Local Plan will be undertaken prior to Submission to the Secretary of State. Viability assessment at the planning application stage should only be undertaken in exceptional circumstances.</p> <p>The proposed thresholds are compliant with the NPPF and the definition of major development. i.e. 10 dwellings or more or a site area of over 0.5 ha.</p>

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		<ul style="list-style-type: none"> <li>• It may be appropriate to base any requirement and align the policy on what is actually being delivered.</li> <li>• On the other hand, it is stated that a higher proportion of affordable housing should be key in all developments.</li> <li>• DCLG data suggests that since 2006, 2,320 (gross) affordable homes have been completed in South Somerset - about 210 homes per year. Comparing the 2009 SHMA (659 affordable homes per annum) and the 2016 SHMA (206 per annum) against delivery, there has been a shortfall of 3,570 affordable homes. Given this shortfall, the Council is encouraged to set ambitious but pragmatic targets.</li> </ul> <p><u>Larger Sites</u></p> <ul style="list-style-type: none"> <li>• As provision has only been around 20%, there needs to be a focus on identifying sites of sufficient size that would be capable of delivering meaningful levels.</li> <li>• Given the evidence in the Annual Monitoring Report 2017 there needs to be a focus on identifying and allocating sites of sufficient size which would then be capable of delivering meaningful quantities of affordable housing.</li> <li>• A Garden Settlement would provide considerable opportunity to deliver a range of affordable housing.</li> </ul> <p><u>Viability</u></p> <ul style="list-style-type: none"> <li>• The caveat that affordable housing will be subject to viability should be maintained when considering any revisions to Policy HG3.</li> <li>• Where sites are made unviable by the affordable housing requirements, the policy should have enough flexibility to allow the Council to reduce or remove the affordable housing requirements set out in policy.</li> <li>• The forthcoming guidance on the assessment of viability as part of “Right Homes in the Right Places” consultation will impact on this policy. The approach may have to change as the Plan progresses.</li> </ul>	

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		<p><u>Other Comments</u></p> <ul style="list-style-type: none"> <li>• There should be support for self-build for affordable homes.</li> <li>• SSDC should consider entering the social sector building programme and with HCA and grant funding making up the shortfall.</li> <li>• There should be encouragement to developers of larger developments to include continuing care communities.</li> <li>• Policy HG3 should be based upon the strongest evidence available to make it a robust policy to implement.</li> </ul>	
10.2	Do you agree that Policy HG4 should be deleted?	<ul style="list-style-type: none"> <li>• There seems to be a general consensus that, as the Policy is no longer compliant with the NPPG, it is redundant and should be deleted.</li> <li>• There is, however, some very limited support for retaining it.</li> </ul>	Policy HG4 has been deleted as SSDC does not have any settlements that are listed as Rural Settlements under S.157 of the Housing Act 1985 and the threshold of 10 dwellings a site area of over .5 of a hectare is therefore applied in the Local Plan Review – Policy HG2.
10.3	Do you consider that the Council should gather further evidence to support the introduction of the Nationally Described Space Standard?	<p>Opinion on this issue appears to be more or less evenly split.</p> <p>Of those who agree to such a standard comments include:</p> <ul style="list-style-type: none"> <li>• The UK has the smallest housing and rooms sizes in Western Europe in new build properties. This leads to problems relating to lack of storage space for things like pushchairs, space for family dining and entertaining – this has implications for public health, and bedrooms where there is only space for a single bed and no storage. Garages are often used as additional storage instead of for cars.</li> <li>• Average house size built by major developers in the south west in 2015 was 88.7sqm versus the minimum space standard of 93sqm (RIBA).</li> </ul>	<p>The SHMA provides the evidence that there is a case for adopting the national described space standard for affordable housing. Therefore a new policy (HG3) has been introduced requiring those space standards for affordable housing.</p> <p>It is noted that the Government has stated its intention to review the standards but at the current time those published in March 2015 with</p>

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		<ul style="list-style-type: none"> <li>• Developers should/must meet space standards for affordable /social housing.</li> <li>• Land prices drive developers to maximum densities and reduced public/private green space. These standards should ultimately be reflected in residual land values so the landowner bears the cost rather than the developer. If known at the outset space standards should not deter housing delivery.</li> </ul> <p>However, an equal number of people feel that, for example:</p> <ul style="list-style-type: none"> <li>• The latest SHMA did not find any strong evidence for SSDC to adopt the Nationally Described Space Standards. In the absence of evidence there is no need to adopt these standards at this time, particularly if it is not an issue within the District.</li> <li>• There is little evidence it has been effective elsewhere anyway. If the standard is used, it will require more land to achieve the same level of housing, it will reduce innovation, reduce densities, and adversely affects viability by increasing build costs; it may compromise the deliverability of infrastructure.</li> <li>• The standard was only recently introduced and the Government has already set out in the White Paper their intention to review it. This only offers uncertainty.</li> </ul>	<p>the addition on notes in May 2016 still apply.</p> <p>Currently the Council does not have the evidence to apply the standards to market housing.</p>
10.4	Do you consider that the current approach of using the SHMA to inform the mix of market and affordable	<p>Again, there is no clear consensus on this issue.</p> <ul style="list-style-type: none"> <li>• Some people think that the conclusions of the SHMA are well researched and adequate.</li> <li>• Alternative suggestions include the following:  Size</li> </ul>	<p>The NPPF, 2018 requires planning policy to set out the requirements for house sizes and types. The evidence in the SHMA has been used to inform the relevant policies in the Local Plan Review.</p>

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	housing is still appropriate?	<ul style="list-style-type: none"> <li>- House size, rather than number of bedrooms, should be the basis of the adopted mix.</li> </ul> <p>Bedrooms</p> <ul style="list-style-type: none"> <li>- Given the ageing population, the Council should consider more one and two bedroom dwellings; this may result in freeing up larger homes for families</li> </ul> <p>Type</p> <ul style="list-style-type: none"> <li>- Bungalows should be included – they are not only about older people downsizing but about them living in a home that enables them to retain their independence long. They are also suitable for disabled people.</li> <li>- There should be fewer ‘Executive’ homes.</li> </ul> <p>Starter Homes</p> <ul style="list-style-type: none"> <li>- The percentages of intermediate/ starter homes (one and two bed homes) should be higher.</li> <li>- Two-bed houses are desperately needed for young people and those wishing to down-size. 2-beds should be 40-45%; 3-beds 30-35%.</li> </ul> <p>Affordability</p> <ul style="list-style-type: none"> <li>- Some feel that there is a greater need for intermediate products – should be 50/50.</li> <li>- A model to assess the need for affordable rent to buy housing should be adopted. This addresses the primary barrier to home ownership – namely the lack of a mortgage deposit. ‘Rentplus’ is fully funded by institutional investors and provides homes in conjunction with RPs who manage them until they are purchased. Families are able to save for their deposit for longer whilst paying an affordable rent. We recommend to the Council that it awaits the new definition of</li> </ul>	

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		<p>affordable housing in the revised NPPF, as indicated in the Housing White Paper, which is likely to include reference to rent to buy.</p> <ul style="list-style-type: none"> <li>- It is important the Council takes account of the contents of the 2017 Housing White Paper and the Governments commitments to diversify the types of affordable housing available and accelerating its delivery when considering affordable housing obligations.</li> </ul> <p>Building to Local Needs</p> <ul style="list-style-type: none"> <li>- Some examples are given where developers have not provided locally desired smaller and more affordable homes for younger people and for older ones wishing to down-size, particularly in rural areas.</li> <li>- Every place is different and a flexible approach is needed.</li> </ul> <ul style="list-style-type: none"> <li>• On the other hand, some respondents think that it is for the housing market to determine. Housebuilders will provide what the market wants and are aware of current and future trends. The SHMA is based on sites designed a number of years in the past, which may have been subject to different constraints.</li> <li>• It is stated that the issue with using the SHMA to inform housing mix is that these types of documents quickly become out of date. Once out of date, if the SHMA-prescribed mix becomes out of kilter with actual need.</li> </ul>	
10.5	How do you think South Somerset District Council should address the	<p>(a)</p> <ul style="list-style-type: none"> <li>• There is some support for this. It is stated that National Planning Policy Guidance, updated in July 2017, states that relevant authorities should consider how they can best support self-build and custom housebuilding, including developing policies in their Local plan for such housing and engaging with landowners who own sites that are suitable.</li> </ul>	The SHMA <sup>1</sup> indicates that demand for self and custom build in South Somerset is highest in the Market Towns and surrounding villages and this reflects the entries and the register. The evidence shows that

<sup>1</sup> Mendip, Sedgemoor, South Somerset and Taunton Deane Strategic Housing Market Assessment, JG Consulting, October 2016 (SHMA)

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	<p>need for self-build and custom housebuilding? <b>10.5(a)</b> Allocate sites for self-build and custom housebuilding. <b>10.5(b)</b> Introduce a policy requiring developments above a certain threshold to achieve a specific percentage of self-build and custom housebuilding plots. <b>10.5(c)</b> Give general support for self-build and custom housebuilding as part of the</p>	<ul style="list-style-type: none"> <li>• However, another comment, for example, is that it would inflate the value of the land concerned which would be to the detriment of the underlying objective. Therefore it is preferable for self-builders to find their own sites. Many self/custom builders are looking for single plots, so this would probably not achieve its aim. SSDC’s monitoring evidence suggests that it is more than meeting the need for custom and self-build housing within the District, so there appears to be no need to formalise any requirements through policy.</li> </ul> <p>(b)</p> <ul style="list-style-type: none"> <li>• There appears to be very little support for this. It is stated, for example, that those wishing to build their own homes would not necessarily choose to do so on larger sites; and for the developer, it can bring issues in terms of compliance with required procedures and site management.</li> <li>• It is also said it would increase the uncertainty that this element of housing supply is deliverable and could impact on five-year supply. A prescriptive approach tends not to work, as witnessed at Teignbridge. Self and custom builders prefer single detached plots. There are only 50 people on South Somerset’s self-build register who are seeking serviced plots of land. As the I&amp;O document highlights, at 31 March 2017 there were over 1,150 completed or committed dwellings on single plot sites. South Somerset is therefore more than meeting its need.</li> </ul> <p>(c)</p> <ul style="list-style-type: none"> <li>• There are more people in favour of this Option. It is said that the Local Plan should give general support for self and custom building as part of the overall housing mix without being prescriptive where it should be located. Given the quantity is difficult to predict. It is probably inappropriate to rely on such housing as a conventional source of housebuilding and only general</li> </ul>	<p>the house building industry has reservations about incorporating self and custom build into projects. They are concerned that the self-builder may not complete the project in a timely manner exposing their conventional purchasers to prolonged building site conditions. They expressed no interest in constructing a custom design.</p> <p>The Preferred Options offer general support for self and custom house building within the mix where they accord with the other policies in the plan. The Council is fulfilling its legal obligation with regards to self and</p>

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	overall housing mix. <b>10.5(d)</b> Another option (please specify).	<p>support should be introduced to the Plan, supplemented perhaps, by an exceptions policy.</p> <p>(d)</p> <ul style="list-style-type: none"> <li>• One suggestion is that SSDC not apply a sustainability test to people on the Register and older people and this is supported by the Housing White Paper para A133, para 4.44 – supporting custom build for older people. The Government is intent on diversifying the housing market and specifically want to encourage custom build for the elderly.</li> <li>• Another is that there should be an emphasis on smaller housing on larger plots, allowing the possibility to extend them as families grow.</li> <li>• One respondent also suggests more emphasis be placed on zero carbon/ neutral developments – and that well thought-out eco-builds, especially self-builds that include car-sharing and off-grid set-ups, contribute to reducing the demand on mains services and serve as examples of how to provide housing for people who may otherwise struggle.</li> <li>• It is also suggested that thought should also be given to rental properties as people may not be able to afford to buy.</li> </ul>	custom build homes. obligations for self and custom build homes.
10.6	Is the current approach to the provision of sites for Gypsy, Travellers or Travelling Showpeople use acceptable?	<ul style="list-style-type: none"> <li>• There seems to be general agreement that the current approach is acceptable; that, for example, the allocation of plots as part of larger allocations should be avoided as this has been counter-productive elsewhere; and that allocation of sites may require CPO if no sites come forward and there is no publically owned land available.</li> <li>• There is however, some thought that it is not if it's not meeting the full need for site provision.</li> </ul>	In accordance with Planning Policy for Traveller sites, DCLG, August 2015 the Council is required to have a supply of Gypsy, Traveller and Travelling showpeople sites to meet its identified need. Whilst residential pitches are being provided, there is a continued need going forward and the Council needs to maintain a proactive stance. There continues to be an outstanding need for transit

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			<p>pitches and Travelling Showpeople plots.</p> <p>The Gypsy and Travellers Needs Assessment (GTAA) update, 2013 identifies need up until 2032. The Somerset Councils have agreed to jointly commission an updated GTAA which will inform the Local Plan Review going forward. For the time being LPR Policy HG6 reflects the 2013 update and the requirement to 2032.</p>
10.7	Are you aware of any suitable and available sites with the potential for use as a Gypsy, Traveller or Travelling Showpeople people site, transit or permanent?	<ul style="list-style-type: none"> <li>No particular suggestions have been received, although SCC state that it is willing to work in partnership with SSDC to explore suitable sites/ pitches which are in public ownership.</li> </ul>	SSDC will continue to explore opportunities to identify and bring forward sites to provide housing for the travelling communities.
10.8	Are there any issues that have been	<u>Specialist Accommodation, Care Homes and Care Communities</u>	

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	missed from Section 10: Housing?	<ul style="list-style-type: none"> <li>• It is stated that SSDC has omitted to consult on care homes and specialist accommodation; they are important and topical. It is anticipated that during the plan period there will be an increasing pressure for the provision of an appropriate number of housing-with-care homes. Such provision will be fundamental to a sound Local Plan. Other than the proposed retention of Policy HG6 no provision has been made or policy support provided for appropriate market housing for the elderly. It is stated that the current market for housing and the business model for general housing providers is alien to that to deliver housing-with-care; and that this will not be achieved without permissive polices or specific allocations.</li> </ul> <p><u>Replacement Dwellings in the Countryside and Housing for Agricultural and Related Workers</u></p> <ul style="list-style-type: none"> <li>• A revision of Policy HG9 is proposed for temporary on-site accommodation, particularly where valuable livestock are reared on small farms in circumstances where a functional need for a dwelling may be capable of demonstration by way of a sound business plan by a robust appraisal at the outset which may not equate to full-time labour. It is stated that a good balance was struck in the 1991-2011 Local Plan, in Policy HG15, which recognised a worker who might be '<i>primarily employed in agriculture</i>' rather than full-time.</li> <li>• There is support for Policy HG8 as it is important that small dwellings in the countryside are retained. It is said that the loss of smaller and less expensive dwellings is an issue and can, individually and accumulatively, change the character of the countryside. The AONB Team has seen many of these proposals in recent months and supports the retention of Policy HG8.</li> </ul>	<p>The SHMA identifies a particular requirement for two and three bedroom market properties. Policy HG5 (previously HG6) seeks to provide a mix of market housing to meet the needs of the District. The delivery of more two and three bedroom properties will provide the opportunity of older people to downsize into smaller homes within the market.</p> <p>Policy HG8 (previously HG9) has been amended to include the text "...or one primarily employed (not part time)..." as this is considered to be consistent with paragraph 79 of the NPPF.</p> <p>Noted.</p>

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		<p><u>Other Comments received</u></p> <ul style="list-style-type: none"> <li>• The adopted AONB Management Plan identifies affordable housing as being a need in and around the AONB.</li> <li>• A statement or guidance relating to the provision of bungalows or other single storey development for older residents may be helpful as a number of successful schemes of this type have come forward in recent years.</li> <li>• No mention is made of empty housing. The Council should adopt a more proactive approach.</li> <li>• Building to Lifetime Homes Standard. A policy for energy efficient and home energy generation. Environmental standards. Transport – carpool schemes, electric transport; cycle infrastructure.</li> <li>• The Forestry Commission would support the retention of tied housing (Policy HG9) since affordable housing is a barrier to forestry workers; this provides employment opportunities in rural areas.</li> </ul>	<p>Noted.</p> <p>A paragraph about bungalows and empty homes is included in the Housing section of the Local Plan Review.</p> <p>A reference to Building for Life 12 has been include in the Local Plan Review.</p> <p>Noted.</p>
11.1	Do you agree with the proposed amendments to simplify, restructure and remodel policies TA1, TA3, and TA4 around the new development thresholds?	<ul style="list-style-type: none"> <li>• There seems to be general support for the proposed amendments. However, SCC does not agree with the changes referred to in para 11.6(ii); the Somerset Parking Strategy should be the point of reference – this states that “in all non-residential developments where 50 or more car parking spaces are to be provided, 16-amp electric charging points will be required in 2% of spaces.”</li> <li>• Others also think there should be more emphasis on electric vehicles – and that there needs to be more electric transport infrastructure and correctly allocated - rapid charging facilities should be at transient locations eg service stations for shorter stay parking to not black access to facilities. Fast</li> </ul>	<p>The Government’s new ‘Road to Zero’ Strategy urges charge points to be provided for all newly built homes and the continuation of this requirement would therefore be line with national policy. Reference should also be made to the SCC Parking Strategy.</p> <p>It is proposed that rapid charging points are also be required at all non-residential developments with 50 spaces or more.</p>

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		<p>charge is suitable for shopping and public car parking where long stay is more likely.</p> <ul style="list-style-type: none"> <li>• It is stated that in just 23 years' time the Government is proposing to abolish the sale of vehicles with internal combustion engines.</li> <li>• SCC also does not agree with the amendment to reduce the period of use of green travel vouchers to 6 months.</li> </ul>	<p>A period of six months should be an adequate period within which a resident can decide what to redeem a travel voucher for.</p>
11.2	<p>Do you agree with the proposed amendments to Policy TA5 (Transport Impacts of Development) ?</p>	<ul style="list-style-type: none"> <li>• Highways England state that it is not entirely clear what is meant by paragraph 11.15, and what the implications for the Policy would be. Whilst it is sensible that the level of access should be commensurate with the type/scale of development, provision of convenient access by means other than private vehicles is a fundamental aspect of encouraging use of sustainable travel modes, and in general, developments should provide cycle and pedestrian access regardless of size and type unless a particular exception can be justified.</li> </ul> <p>Other points raised include the following:</p> <ul style="list-style-type: none"> <li>• (ii) and (vi) are OK. The requirements of the transport authority need to be reasonable and justified – thresholds should be set from the outset rather than being determined subjectively at some point in time.</li> <li>• Traffic impact should not conflict with the objectives and actions within any relevant Noise Action Plans.</li> <li>• Those who live in rural areas will continue to need to travel by car for a variety of reasons. Socio economic behaviour means more travel by car.</li> <li>• Public transport cannot respond to ever changing work patterns.</li> </ul>	<p>The comments from Highways England are noted, but it would be reasonable to consider pedestrian and cycle access to be provided as commensurate with even minor development.</p> <p>All other comments noted</p>
11.3	<p>Are there any issues that have been missed from Section 11:</p>	<p><u>Walking and Cycling</u></p> <ul style="list-style-type: none"> <li>• It is said that the Consultation makes no reference to walking and cycling.</li> </ul> <p><u>Private Cars</u></p>	<p>All development should be accessible by foot and cycle – See Policy TA4. Noted</p>

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	Transport and Accessibility?	<ul style="list-style-type: none"> <li>• It is stated that the council needs to be realistic about rural settlements and the use of the motor car in the absence of adequate public transport and local employment opportunities.</li> </ul> <p><u>Parking</u></p> <ul style="list-style-type: none"> <li>• It is claimed that Policy TA6 does not operate as it is described in the text - when parking has been proposed in excess of the optimal standard, justification has been sought, contrary to the Ministerial Statement.</li> <li>• It is suggested that if parking is free at both ends of a journey, then people will choose to drive. The cost of parking should therefore be made explicit where possible. There need to be alternative choices in place before homes are occupied. On developments purchasers should have a choice around whether they have a garage and on and off parking space - explicitly priced as options well as options such as additional living or storage space instead of parking.</li> <li>• It is also suggested that non-residential establishments should price parking to encourage staff and visitors to use other modes of transport.</li> </ul> <p><u>Electric Vehicles</u></p> <ul style="list-style-type: none"> <li>• It is suggested that it is not necessary or desirable to take local measures to force people to move away from internal combustion -powered cars. Electric cars will very rapidly dominate the market when they have a reliable range. Over the Plan period, there will be an increased take up of electric vehicles – both public and private.</li> <li>• It is asked whether 16A charging points will be enough.</li> <li>• It is suggested that lack of supply capacity will cause an issue with policy TA1.</li> </ul> <p><u>A303</u></p>	<p>Noted, but the Policy accords with the SCC Parking Strategy.</p> <p>There are matters for the developer rather than the District Council, which has no influence on the pricing of new homes.</p> <p>These are not matters of planning and land-use.</p> <p>The requirement for charging points will be included in the preferred Options document.</p> <p>The Plan will continue to make reference to the strategic value of the A303; and to the proposed enhancements consulted upon by Highways England.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<ul style="list-style-type: none"> <li>• EDDC are keen to stress the importance and relevance of the A303 in a wider south west context and specifically as a major strategic highway running through both South Somerset and East Devon. Devon County Council are also promoting improvements which would tie in with wider improvements along various lengths of the road and the importance of these should be highlighted</li> </ul> <p><u>Rail</u></p> <ul style="list-style-type: none"> <li>• It is stated that a few of the peripheral settlements in the District could be well linked to the railway network – increased access to stations would reduce congestion.</li> <li>• The Exeter–Waterloo railway line forms a key rail link that runs through East Devon and future improvements to rail services are considered to be of great importance.</li> </ul> <p><u>Site Allocations</u></p> <ul style="list-style-type: none"> <li>• It is said that school and college-related traffic contributes a substantial proportion of peak congestion and that this should be addressed in policies relating to children's travel to and from school and location of new schools. Those living in Keyford and Yeovil 6 and 7 will have to cross town to one of the 3 existing secondary schools.</li> <li>• SCC state that the options for growth have not given enough consideration to highways and transport issues and that detailed traffic modelling should be carried out..</li> </ul> <ul style="list-style-type: none"> <li>• It is suggested that focusing more housing on Yeovil would raise the town's self-containment, meaning that more people who work in Yeovil also live in</li> </ul>	<p>No new railway stations are proposed by Network Rail at the present time.</p> <p>Improvements to existing rail services will continue to be encouraged within the Local Plan, but these are essentially the responsibility of the train operators.</p> <p>New schools will usually require Travel Plans to be prepared before opening.</p> <p>Highways considerations will be taken into account in the next stage of Preferred Options. Detailed traffic modelling is not appropriate at this stage and may be required if and when planning applications are submitted.</p> <p>Yeovil is proposed to continue to be the focus for new housing.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<p>Yeovil. This would limit otherwise increased in-commuting on all the heavily used roads leading into Yeovil, which would otherwise increase as a result of further housing in market towns. It would also help to create a critical mass around the town, allowing bus services to operate regularly and viably.</p>	
12.1	<p>Are there any issues that have been missed from Section 12: Health and Wellbeing?</p>	<p><u>Wincanton Sports Ground</u></p> <ul style="list-style-type: none"> <li>It is stated that reference should be made to the Wincanton sports ground and the need for further support, possibly via the CIL or by the District Council itself. If this fails, appropriate health and wellbeing outcomes would not be provided and policies would fail to deliver protection.</li> </ul> <p><u>Sport and Playing Pitches</u></p> <ul style="list-style-type: none"> <li>It is said that there is no Artificial Grass Pitch in Area East, meaning no provision for some 4,000 state school children or local clubs.</li> <li>It is stated that a desperate lack of sporting facilities in Chard, with a population of 13,000 needs to be addressed, including floodlights, clubhouse, changing rooms, parking etc. by locating two new full size grass playing pitches acceptable to step 5 standard, providing a home for CTFC teams. This would enable the Club to become eligible again for participation in the FA Cup, raising the profile of Chard. The Plan is silent on the fundamental issue of the relocation of the Chard Football Club.</li> <li>It is requested that consideration of any sport facility should include noise impact.</li> <li>Sport England state that the importance of sport should be recognised as a key component of development plans and not considered in isolation. In South Somerset, the total economic value of sport is £38.1m, with the wider economic value to health calculated as £59.2m. It is concerned that SSDC do not have a robust and up to date evidence base for sport and recreation, which can help in securing S106/ CIL contributions for new and enhanced places for sport. It says that it would be useful to cross reference to the Sport England/ Public Health England Guidance 'Active Design', which has</li> </ul>	<p><u>Wincanton Sports Ground</u></p> <p>If the Wincanton sports ground is a corporate priority identified through the Playing Pitches Strategy, then it will be funded through contributions.</p> <p><u>Sport and Playing Pitches</u></p> <p>If an Artificial Grass Pitch in Area East is identified as a need in the Playing Pitches Strategy, then funding can be sought through contributions for its delivery.</p> <p>There is no need for a specific policy pertaining to the football club and any aspirations for its relocation. Should an application for the club be submitted, it will be considered on its merits. A football club is not a key service. The Playing Pitches Strategy will identify any sporting facilities needs which may then be funded through developer contributions.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<p>considerable synergy with the Plan. Sport England promotes the wider use of existing and new sports facilities, such as at schools, to serve more than one group of users – opportunities for joint provision and dual use should be considered.</p> <ul style="list-style-type: none"> <li>It is suggested that the Westlands Sports Complex should be considered as the designated Sports Zone for Yeovil. Further expansion of the sport and recreation facilities within the current site would provide inclusive and participative opportunities</li> </ul> <p><u>Healthcare</u></p> <ul style="list-style-type: none"> <li>There is a suggestion that a shortage of GP services, particularly in Yeovil, needs to be addressed.</li> <li>Symphony Healthcare Services says it will work with SSDC to confirm where new facilities are required to ensure the Local Plan and new developments reflect the need to deliver these services to support the expanding population. It says that, to respond to the timescale necessary to deliver healthcare services at the right time in the right place for the benefit of the whole community, it may be appropriate to seek a land contribution or financial contributions, on an application-by-application basis.</li> </ul> <p><u>Dwelling Design</u></p>	<p>Noise pollution of sports facilities will be considered, as it is presently, in line with policy on amenity and pollution. Such policy need not be tied to a sports policy.</p> <p>Sport England’s concerns that SSDC do not have a robust and up to date evidence base for sport and recreation is noted. The Playing Pitches Strategy will form part of the Council’s evidence base for sport and recreation need and provide a strategy for delivery.</p> <p>Whether the Sports Zone remains an aspiration and whether it should be at the Westlands Sports Complex is a matter for the Playing Pitches Strategy to consider.</p> <p><u>Healthcare</u></p> <p>Contributions for new medical infrastructure could be sought in respect of planning applications where appropriate. New medical facilities required will be addressed in the Infrastructure Delivery Plan.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<ul style="list-style-type: none"> <li>• There is support for solid load-bearing walls, rails, wet rooms rather than bathrooms, wide doorways and beams that can take hoists in new dwellings so that residents can remain in place if their needs change. There is also support for suitable insulation and ventilation and having appropriate space and number of rooms to meet household needs</li> <li>• It is stated that it is important to have suitable insulation and ventilation and having appropriate space and number of rooms to meet household needs.</li> </ul> <p><u>Open Spaces and Footpaths</u></p> <ul style="list-style-type: none"> <li>• It is suggested that Policy HW1 should also include protection of existing open spaces.</li> <li>• It is stated that public footpaths should also be maintained and walking our countryside footpaths encouraged in order to promote health and wellbeing.</li> <li>• It is also suggested that safe footpaths within towns, linking the centres, schools, and sports facilities with new development; this would encourage walking and cycling for all ages; and that these projects should be allowed funding from Section 106 Agreements and CIL.</li> <li>• It is requested that the Council designate Local Green Spaces as defined in the NPPF.</li> </ul> <p><u>Biodiversity</u></p> <ul style="list-style-type: none"> <li>• It is suggested that then Plan should refer to the benefits of biodiversity to health and wellbeing; and seek to protect/retain/ enhance trees/hedges for improved air quality, noise reduction, summer shade, flood mitigation and access to nature.</li> </ul>	<p><u>Dwelling Design</u> The internal design and construction details are not actually matters for planning or the Local Plan.</p> <p><u>Open Spaces and Footpaths</u> Designated Public Open Space could be protected in the Local Plan in line with the NPPF. 'Local Green Space' could also be designated in the Local Plan and Neighbourhood Plans.</p> <p>Provision of public rights of way could be included in a Local Plan policy.</p> <p>Open Space would be identified in the Council's emerging Open Space Strategy.</p> <p><u>Biodiversity</u> These benefits could potentially be referred to in the Local Plan.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<ul style="list-style-type: none"> <li>Attention is drawn to the recent evidence review by Public Health England. Includes the role to trees and green infrastructure for both mental health benefits and impact on climate change mitigation and air quality.</li> </ul>	
13.1	Do you agree that a specific landscape policy should be re-introduced?	<ul style="list-style-type: none"> <li>There seems to be a significant level of support for a specific landscape policy being re-introduced in order to protect landscape character. It is stated, for example, that NPPG states that one of the core principles in the NPPF is that planning recognises the intrinsic character and beauty of the countryside. The guidance emphasises the importance of the landscape in plan-making and decision-taking. In 2006, the UK Government signed the European Landscape Convention - the first international convention to focus specifically on landscape. It is dedicated exclusively to promoting the protection, management and planning of all landscapes in Europe, and became binding in this country in March 2007. The ELC also encourages the protection of the valued features of the landscape – not just those in nationally protected areas – including through the planning system.</li> <li>The Natural England ‘<i>Guidelines for Implementing the European Landscape Convention Part 2: Integrating the Intent of the ELC into Plans, Policies and Strategies</i>’, suggest that a compliant form of wording of such a Policy should state “<i>The scale and nature of the proposed development and the resulting volume and type of traffic associated with it should not have a significant harmful impact on the character, appearance, and peace and tranquillity, of the local landscape.</i>” The old Local Plan policy E3 (landscape) should be re-introduced but with this additional requirement.</li> <li>There is also agreement with a policy specifically with a view to preserving the Hamstone village environments and the green and agricultural land.</li> <li>It is asked that there should be some protection afforded to dark skies.</li> <li>SSDC’s Conservation Unit state that the lack of such a policy has been highlighted by appellants during a number of appeals and public inquires leaving SSDC in a vulnerable position during cross examination. Experience</li> </ul>	<p>It is agreed that a landscape policy should be included in the Local Plan Review.</p> <p>AONBs are referred to in the landscape policy.</p> <p>Other comments are noted.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<p>has shown that Inspectors seem to put more weight on a specific policy than the material considerations in the NPPF. A landscape policy would provide a useful 'hook' for other landscape studies and supplementary guidance such as the peripheral landscape studies. SSDC seems to be the only LPA without a landscape policy in its Local Plan</p> <ul style="list-style-type: none"> <li>• It is suggested that such a policy should cover how to deal with special issues of how the AONB should be handled. The lack of a policy specifically for AONBs is considered a significant omission.</li> <li>• It is also suggested that if a landscape policy is reintroduced, so should a policy protecting BMV agricultural land (akin to the old EC1). The NPPF and explain that LPAs need to take agricultural land quality into account. Full account should be taken of the complete range environmental issues.</li> <li>• It is stated that any such policy should ensure that suitable and sustainable development proposals would not be prevented from coming forward where they include appropriate and achievable mitigation measures.</li> <li>• Those not supporting a landscape policy state, for example, that ambitions for growth are going to be difficult to achieve whilst accommodating national and regional landscape designations and will become more difficult.; and that a restrictive policy tends to restrict investment and such a policy is likely to have a negative impact. There is no requirement for a specific landscape policy because there is no evidence to show that Policy EQ2 is preventing the Council on safeguarding the landscape character of the District.</li> </ul>	
13.2	Is this approach to addressing climate change in South	<ul style="list-style-type: none"> <li>• There is some general feeling that the current approach is correct, albeit with some reservations about a dispersed development approach being likely to run contrary to the aims set out because of increased commuting from work and services. It is also thought that some elements of EQ1 could be deleted as climate change criteria is dealt with through Building Regulations.</li> </ul>	These comments are noted.

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
	Somerset correct?	<p>Those who feel that a change in strategy is needed make, for example, the following comments:</p> <ul style="list-style-type: none"> <li>• Energy efficiency, renewable energy and low carbon building materials and technologies should be included. As a rural district, there are many opportunities to fit PV panels to south-facing barns, rather than losing farming land for solar farms. Land needs to be safeguarded for food growing.</li> <li>• There could be a far stronger requirement for all new builds and developments to be as carbon neutral as possible, and more incentives for grey water and other systems that are environmentally friendly.</li> <li>• The stance on wind turbines should be reviewed.</li> <li>• There should be more housing in South Somerset like the One Planet system in Wales which supports a low carbon (or carbon neutral) lifestyle.</li> <li>• Policy EQ1 should be amended so that consideration is given to the impact of proposals for renewable and low carbon energy generation development on the setting of heritage assets.</li> <li>• Holiday accommodation should be recognised as being particularly sensitive to the impacts of renewable energy, as there is a risk that tourists may be deterred by the impacts.</li> </ul>	<p>The detailed specification of construction materials is not something that can be dealt with in the Local Plan Review.</p> <p>Policy EQ1 already encourages low carbon development.</p> <p>No locations for wind turbines will be suggested in the Local Plan Review.</p> <p>Policy EQ1 already refers to the potential impact on designated heritage assets.</p> <p>Comments are noted but there is no need to include a policy to this effect.</p>
13.3	Do you agree with the suggested approach for	<p>The changes to the Policy seem to have general support, although the following additional changes are suggested.</p> <p><u>Air Quality</u></p>	<p>Note - Policy EQ7 is now Policy EQ8 in the Local Plan Review.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
	pollution control and the revision of Policy EQ7?	<ul style="list-style-type: none"> <li>The AQMA is reviewed annually; it is important that the impact of any development in the AQMA is assessed – the overall objective to improve air quality would then be supported. Traffic emissions are the main contributor to air quality issues.</li> </ul> <p><u>Noise</u></p> <ul style="list-style-type: none"> <li>Noise from aircraft movements arising from airfields has the potential to have an impact on amenity and an assessment on any development nearby is required – impacts over time may vary. Noise contours are a guide to where new development is likely to be adversely affected by aircraft noise and where it may be unsuitable or require more robust noise insulation. It would be useful to have these contours as part of EQ7.</li> </ul> <p><u>Contaminated Land</u></p> <ul style="list-style-type: none"> <li>Assessment of potentially contaminated land should form part of the policy.</li> </ul> <p><u>Introduction of Sensitive Receptors</u></p> <ul style="list-style-type: none"> <li>It is important to assess the environmental impact of bringing new development to sites where there could be a conflict with existing receptors. This should be covered by the Policy. There is a need to safeguard employment land expected to be used by noisy activities, particularly if noise is not present at the time residential development is encroaching. These must align with EP3 but may need further support from EQ2.</li> <li>Wessex Water supports the re-wording of Policy EQ7 to control proposed development in already “polluted” areas “(such as new homes next to a noisy or smelly site)”. Wording is suggested to ensure development is not located in close proximity to sewage treatment works. Development must not impact on Wessex Water’s statutory duties under the Water Industry Act</li> </ul>	<p>Policy EQ8 refers to the impact on the AQMA.</p> <p>Policy EQ8 refers to the Airfield Noise Contour Maps.</p> <p>Policy EQ8 refers to Contaminated Land.</p> <p>Policy EQ8 refers to sensitive land uses.</p> <p>Comments are noted but there is no need to include a policy to this effect.</p>

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		<p>1991. The access requirements for operational vehicles should be considered with any relevant maintenance activities.</p> <p><u>General Comment</u></p> <ul style="list-style-type: none"> <li>The policy should only be included where impacts and monitoring of development are clear and easily identified. As such, reference to amenity should be avoided, whereas air quality, noise and contamination can all be measured and compared.</li> </ul>	<p>It is considered that Policy EQ8 is sufficiently specific.</p>
13.4	<p>Are there any issues that have been missed from Section 13: Environmental Quality?</p>	<p>The following additional suggestions are made:</p> <p><u>Historic Environment</u></p> <ul style="list-style-type: none"> <li>Amend Policy EQ3 (Historic Environment) to ensure that applicants take a proportionate approach to assessing the significance of any heritage assets affected, taking account of their settings. In line with the NPPF and PPG. Suggests amending Policy EQ3 by adding following: <i>“Any assessment of impact on heritage assets and their settings should be proportionate to an asset’s importance and potential impact of the proposal on its significance”</i>.</li> </ul> <p><u>Policy EQ2/ Design</u></p> <ul style="list-style-type: none"> <li>Policy EQ2 might also include text that new housing should not conflict with Noise Action Planning objectives.</li> <li>The design of housing development in the district over the last 35 -40 years, has been of poor quality, design, materials, and workmanship, with few exceptions. Houses have been built down to a standard rather than up to a high standard.</li> </ul> <p><u>BMV</u></p>	<p>Policy EQ3 has been amended accordingly.</p> <p>Comments are noted but there is no need to include a policy to this effect.</p> <p>Comments noted. The NPPF has now put more focus on good design.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<ul style="list-style-type: none"> <li>• A BMV policy should have been an option. It does not matter if a BMV policy duplicates the NPPF – it is too important to be omitted and then overlooked. NPPF para 112 states that local authorities should seek to use areas of poor quality land in preference to that of a higher quality.</li> <li>• The MP for Yeovil, Marcus Fysh has made the following statement: “Grade 1 land is rare and should be protected, especially if it can be used near towns to make relatively affordable locally grown organic foods. It is much more usable than other grades during heavy rainfall, which is important if our weather keeps getting wetter. Because of the implications for national food security I would like it to be given the same planning protection as areas of Outstanding Natural Beauty.”</li> </ul> <p><u>Flooding</u></p> <ul style="list-style-type: none"> <li>• The Parrett catchment is a slow reacting catchment due to topography; water is present within the catchment for a considerable time before making its way to sea which is constrained by the tide. This is why control of the volume of flow in the catchment is a key issue for the catchment and the Drainage Board. This can be controlled by effective use of SUDs.</li> <li>• There is no mention of sustainable drainage throughout the document despite the NPPF specifically mentioning that priority should be given to SUDs and the <i>House of Commons: Written Statement (HCWS161)</i> explaining that “This statement should be taken into account in the preparation of local and neighbourhood plans, and may be a material consideration in planning decisions”. In collaboration with other authorities, Somerset County Council has also produced the West of England Sustainable Drainage Developer Guidance which should have been referenced throughout the Issues and Options document.</li> <li>• There is a need to also mention the need for further investigations of downstream conveyance routes, at the time when an application is made, to ensure that existing offsite problems will not be exacerbated by new</li> </ul>	<p>There is no need to replicate national policy. BMV agricultural land is covered in paragraph 170 of the NPPF, 2018.</p> <p>Comments noted.</p> <p>Policy EQ1 refers to sustainable drainage systems.</p> <p>Comments are noted but it is considered that Policy EQ1 is already sufficient.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<p>development and to ensure the new developments have an effective route to discharge surface water.</p> <p><u>Trees and Biodiversity</u></p> <ul style="list-style-type: none"> <li>• The planting of riparian and floodplain species in Somerset can reduce pollution, protect river morphology, moderate stream temperature and aid flood risk; as well as assisting biodiversity. Tree health issues such as Ash Dieback should be considered.</li> <li>• The framework referred to in the context of Policy EQ6 has not been used for a number of years at it may be more relevant to mention the UK Forestry Standard or the 25 Year Environment Plan.</li> <li>• The role of woodland in contributing to renewable and low carbon energy targets. Woodfuel and timber supplies continue to be important markets, whilst allowing woodland to be brought back into active management.</li> <li>• South Somerset has a comparatively low canopy cover and ambitious targets for woodland creation to address this are encouraged.</li> <li>• Ancient woodland has multiple values and explicit reference should be made to the need to protect it and ancient and veteran trees outside woods.</li> <li>• An ambitious approach to 'net gain' for biodiversity is required. This is supported by the NPPF, the England Biodiversity Strategy; and the woodland Access Standard. The use of the Woodland Trust guide to 'Residential Developments and Trees' is suggested. No person should be more than 500m from accessible woodland of no less than 2ha in size; and there should also be an area of no less than 20ha within 4km of people's homes.</li> <li>• The extensive links between woodland and health is now firmly embedded in national Government Policy for health, planning and forestry; and a recent report from Natural England highlights good practice in social prescribing for mental health, in particular, the role of nature-based interventions.</li> <li>• Trees and woodland can reduce flooding. Would recommend 'EA/ Forestry Commission publication 'Woodland for Water: Woodland measures for</li> </ul>	<p>Comments noted. Policy EQ7 recognises the importance of trees and forests.</p> <p>Policy amended accordingly.</p> <p>All other comments are noted.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
		<p>meeting Water Framework objectives'. Trees can also combat the effects of urban heat island and have a role in improving air quality.</p> <p><u>General Comments</u></p> <ul style="list-style-type: none"> <li>• Dorset County Council state that Environmental information should be obtained from it to assess the cumulative impact of development near the County Boundary.</li> <li>• Increase residents' participation/ awareness of food waste recycling in order to produce green electricity – (Anaerobic Digestion).</li> <li>• A significant factor detrimental to environmental quality is traffic speed and parking. Many historic lanes are narrow with the doors of houses opening directly onto them. Modern traffic speeds impact heavily on such communities. There needs to be a programme of highway improvements to reduce speeds.</li> </ul>	<p>Comment noted.</p> <p>Comment noted but there is no need to include a policy to this effect.</p> <p>The County Council is the highway authority and this is not a matter for the Local Plan Review.</p>
14.1	Are there any issues that have been missed from Section 14: Implementation and Monitoring?	<p>There has been only a limited response to this question, but the most relevant comments are the following:</p> <ul style="list-style-type: none"> <li>• The main issue that needs to be addressed is the failure to demonstrate a 5 year supply of deliverable housing land. The Council should identify a number of reserve sites which can come forward quickly as and when the need arises.</li> <li>• An indicator of environmental quality might be the number of properties identified as being located within 'important areas' by the noise maps associated with the Environment Noise Directive.</li> <li>• There is an issue of planning permissions having been granted but are not implemented other than in the technical sense to keep permissions alive. It would be beneficial if the Council could bring such land to the open market if the developers have no intention of develop them. Could consider CPO powers. Land subject to permissions could be kept in a Register, listed by parish.</li> </ul>	<p>The Council is working to increase the five-year housing land supply.</p> <p>Comment noted. It is recognised that indicators require further review.</p> <p>Comment noted.</p>

Question/ Option No	Question / Option / Section of the document	Summary of Main Points	Officer Response
Glossary		<ul style="list-style-type: none"> <li data-bbox="645 368 1592 434">• An Area of Outstanding Natural Beauty may be designated under the National Parks and Access to the Countryside Act 1949, not 1947.</li> </ul>	The Glossary has been amended accordingly.

## APPENDIX 2

This appendix includes a summary of the issues raised by Members during the workshops held on 20, 22 and 29 of November 2018 and an officer response.

### Members who attended:

Cllr Jason Baker	Cllr Stephen Page
Cllr Neil Bloomfield	Cllr Jo Roundell-Greene
Cllr Dave Bulmer	Cllr Dean Ruddle
Cllr Hayward Burt	Cllr Sylvia Seal
Cllr Nick Colbert	Cllr Gina Seaton
Cllr Nigel Gage	Cllr Peter Seib
Cllr Anna Groskop	Cllr Angie Singleton
Cllr Val Keitch	Cllr Alan Smith
Cllr Andy Kendall	Cllr Sue Steele
Cllr Mike Lewis	Cllr Rob Strickland
Cllr Sarah Lyndsey	Cllr Gerard Tucker
Cllr Paul Maxwell	Cllr Linda Vijeh
Cllr Graham Middleton	Cllr Colin Winder
Cllr Sue Osborne	Cllr Martin Wale
Cllr Sue Osborne	

Number	Issue Raised by Members	Response
1	Frustration at national policy position. Use of 2014 household projections rather than 2016 one which result in a lower housing figure - If we cannot achieve 726 dwellings per year now our Local Plan Review will go out if date very quickly. Could we have a lower housing figure? There is pressure on Members to approve planning applications to avoid going to appeal.	The new standard methodology has been set by the Government and all plan-making authorities have to use the same calculation to determine the minimum number of homes required over a ten year period. That figure for South Somerset is 726 new homes a year, this figure is the minimum number of homes to be delivered. The Government expects the 2014-based household projections to be used as the basis for this calculation as the 2016-based projections result in a lower housing requirements which would mean the objective of delivering 300,000 new homes a year would be less likely to be achieved.

		<p>The Council cannot control how quickly new homes are built all it can do is grant or refuse planning permission and ensure that there is an up to date Local Plan which sets out the strategy for the delivery of new growth. The NPPF expects Local Plan to be reviewed within five years of adoption.</p> <p>Whilst the Council does not have a five-year housing land supply the presumption in favour of sustainable development applies (paragraph 11 of the NPPF) and this has have an impact on how planning inspectors assess planning appeals.</p> <p>The level of buffer that has to be applied to the five-year housing land supply is set out in the NPPF (paragraph 73). Once the Local Plan review is adopted the backlog we currently have to take into account as part of the calculation (any under delivery since 2006) will be lost and we will only have to include any backlog from 2016 onwards, this will mean that there should be a greater possibility of maintaining a supply.</p> <p>All the housing figures for individual settlements take account of what has been completed, has planning permission or where planning applications are pending.</p>
2	Concern about the levels of development occurring in some settlements e.g. Milborne Port, Henstridge, Martock. Fear of over development.	The Preferred Options document sets out the proposed settlement hierarchy and distribution of growth. It is considered that the proposed distribution provides for a balanced approach to the delivery of new homes and employment across the District.
3	West Coker should be identified as a 'hub village' or Cluster.	West Coker is in close proximity to Yeovil with parts of parish extending to what is recognised as the urban edge of the Town. The main built settlement of West Coker is an acceptable location for growth under Local Plan Review Policy SS4 (SS2 in the adopted Local Plan). Hardington Mandeville qualifies for growth under policy SS4 as does Barwick and Stoford. Odcome and East Chinnock currently do not but are surrounded by settlements that do. See also response to Issue 8 below.
4	Support for Stoke sub Hamdon being designated a Village rather than a Rural Centre. Lack of shops.	Noted.

5	Need to ensure that it is the Settlement that is designated a Village and not the whole parish.	The Local Plan Review directs growth within or adjacent to the existing built settlements.
6	Queried whether Merriott should be identified as a village.	<p>In the evidence base document The Potential for Rural Settlements to be Designated 'Villages' Merriott does not perform as well as other places in terms of employment opportunities and bus services.</p> <p>There will still be the opportunity to have development in the future under Local Plan Review Policy SS4 (SS2 in the adopted Local Plan).</p> <p>A case can be made for the inclusion of Merriott as a Village during the consultation period.</p>
7	Noted that Broadway and Horton are not one settlement – see themselves as separate.	The evidence based document used to identify potential villages uses the defined Office of National Statistics (ONS) Built up Areas (BUAs) as the starting point for the assessment – Broadway and Horton are identified by ONS as a single BUA.
8	<p>Policy SS2: Some Members felt that public transport should be one of the criteria in order to qualify as a Rural Settlement. Have we thought about identifying hub villages (clusters)? Should places with a shop/post offices rank higher – scoring system. We should define what would be acceptable in terms of employment and community facilities under Policy SS2. Fabric and structure of our rural settlements being fundamentally changed through having to take housing. Do not want to “pickle in aspic”. Are clusters going to be considered? Bear in mind changes to ward boundaries.</p>	<p>Note - Policy SS2 is now Policy SS4 in the Local Plan Review Preferred Options Document. This is due to some restructuring of the document.</p> <p>Whilst the NPPF recognises that there may be occasions when nearby smaller settlements effectively provide and support local services for each other having looked at the geographical distribution of the settlements within South Somerset, their status in the settlement hierarchy and the services they provide there is little evidence to show that there is a functional relationship between the Rural Settlements that meet the criteria with in Policy SS2 and those that do not.</p>

9	Concern about the assimilation of the hamlets around the towns i.e. Yeovil (Lufton, Cokers, Montacute, Stoke) - where is the protection to keep the villages as villages. There used to be a policy for this in the old Local Plans.	There are various policy mechanisms within the Local Plan which prevent the assimilation of settlements, these include Development Areas, Yeovil Flight Safeguarding Zone (Policy YV9), and policies to protect the landscape and heritage assets. Specifically criteria ii. c. and d. within Policy EQ2 includes considering proposals against conserving and enhancing the landscape and character of the area and reinforcing local distinctiveness and respect for local context. Furthermore a specific landscape policy is now included (Policy EQ4).
10	Mass development is a problem for villages, but some support for infilling. <i>Old PPG/PPS wording PPG 7: Sensitive infilling of small gaps within small groups of houses or minor extensions to groups may also be acceptable though much would depend on the character of the surroundings and the number of such groups in the area.</i>	<p>Infilling is acceptable under Policy SS4 (previously SS2). If we were to allow infilling in places that do not meet the requirements of Policy SS4 it is considered that it could lead to a proliferation of dwellings in countryside locations.</p> <p>The NPPF allows for new dwellings in the countryside where it meets an essential need, where it would secure a viable use of a heritage asset, where it would re-use redundant or disused buildings where it would subdivide an existing dwelling and where the design is of exceptional quality (NPPF, Paragraph 79). There are also the ability to convert premises in B1 Use to residential development without the need for planning permission. Since July 2014 51 new homes have been allowed using the new permitted development right, 10 of these have been completed (as at 31<sup>st</sup> March 2018). The Local Plan Review does not seek to change this.</p>
11	Concern that there may be a deficit in facilities to support development as planning applications that have not been implemented are not taken into account.	<p>Legally planning obligations can only be sought from a planning applications where they are:</p> <ul style="list-style-type: none"> <li>a) Necessary to make the development acceptable in planning terms;</li> <li>b) Directly related to the development; and</li> <li>c) Fairly and reasonably related in scale and kind to the development</li> </ul> <p>The infrastructure providers who are consulted on planning applications are aware of this and can only ask for infrastructure related to the development itself.</p>
12	Concern about the impact of viability and a reduction in the number of affordable homes being delivered.	The NPPF requires that Local Plans undergo a whole plan viability assessment it is the intention that any obligation included in a Local is viable and therefore not negotiable, except in exceptional circumstances where the applicant can justify the need for a viability assessment.

13	Is a Garden Town or Village being proposed?	<p>Not at this time. But is it something the Council may wish to consider in the future – this would require a significant amount of work and resources and delivery would be dependent on securing funding from central Government.</p> <p>The identification of a Garden Town or Village would not mean that development elsewhere would stop as the requirement to deliver a specific number of homes per year remains as does the requirement to have a five-year supply of housing land. Typically such settlements take at least 10-15 years to begin delivery.</p>
	Some support for re-use of old buildings in the countryside for employment use – example of old glove factory outside of Bradford upon Avon.	The NPPF and Policies in the Local Plan Review support the re-use of buildings in the countryside for economic purposes.
14	Some concern about the loss of employment land.	<p>The South Somerset Economic Development Monitoring Report (April 2017) demonstrates that there is a significant supply of employment land in South Somerset, despite some losses to other uses. The Employment Land Review will update this position at a settlement by settlement basis and the strategy in the Local Plan Review will seek to ensure that there is sufficient employment land to meet the needs of the District going forward.</p> <p>Other policies in the Local Plan Review support the delivery of new employment land both urban and rural locations.</p>
15	Concern that all office space will be directed to Yeovil.	The evidence base work carried out by Stuart Hardisty Associates shows that there is an under representation of ‘office based activities’ in South Somerset and that the only noticeable “office market” is in Yeovil. Whilst it is important to encourage office based business to be located in Yeovil, particularly in the Town Centre the Local Plan Review does not preclude office based development in other locations across the District.
16	Improved rail facilities at Castle Cary may provide an opportunity for an employment allocation nearby.	The employment needs for Ansford and Castle Cary will be determined through the Employment Land Review. It is agreed that improved rail services could make it a more attractive location for employers.

17	Support for the Yeovil Refresh and the development of brownfield sites within the town and the rest of the District for residential.	Noted.
18	A Member suggested an employment allocation at Wincanton including the southern part of the Wincanton PO to the west extending along towards Hook Farm. Suggestion that there should be development south of the A303 at Wincanton for employment use.	The ELR will determine the amount of employment land required in Wincanton. This suggestion is noted and will be investigated further in due course.
19	Concern that homes and jobs will not be balanced. Queried why if jobs growth over the plan period is declining, housing is at the level it is.	As explained under Issue 1 the minimum housing requirement for the District is set by the new standard methodology. The requirement and justification for employment land in the future is explained in the Employment Land Review 2018. Factors such as the existing supply of employment land and floorspace and the make of the District's population are factors that have an influence on the economy of the District.
20	Concerned that there should be support for housing solutions for the ageing population particularly in town centres – care homes, extra care, retirement villages, bungalows.	The Local Plan Review is supportive of this.
21	Government announced in the budget that Local Authorities are allowed to borrow in future to build affordable homes – what opportunity is there for us to do this?	This is being investigated a part of the Council's commercial strategy and in relation to the Council Priority to accelerate the delivery of key housing sites and associated infrastructure.
22	How do we encourage national builders to complete schemes, particularly the Yeovil SUEs?	The Council can grant planning permission and support developers in any attempt to seek Government funding to deliver infrastructure or homes. Unless the District Council becomes a developer or development partner it cannot control when homes are built on the site once planning permission is given and implemented. The Yeovil SUE's do not yet have planning permission.

		Delivery of homes on site with planning permission is an issue the Government has been looking into and Sir Oliver Letwin has produced a report on the matter and this can be found online. Sir Oliver recommends a number of measures that could be taken to encourage the development industry to build more homes faster. It remains to be seen if the Government will implement any of the recommendations.
23	Concern that developers will ignore the viability evidence.	The viability evidence will be tested through the Local Plan Review Examination process and if the Local Plan review is found to be sound then it should be accepted except in exceptional circumstance as explain in the NPPF
24	Concern about further development at Ansford and Castle Cary and proposed Keyford Extension.	The Local Plan Review Preferred Options document does include some small scale allocation of growth at Ansford and Castle Cary, within the Direction of Growth and a modest extension to the Keyford SUE is proposed. If members agree that the current document can be consulted upon including these proposals then there will be an opportunity to respond during the consultation process.  This is not the Publication Plan and the Local Plan Review is still evolving.
25	A Member was interested to know how many new dwellings have been approved through the new permitted development rights.	The answer to this question is provided under the response to Issue 10 above.
26	Noted that some of the proposed allocations at settlements such as Crewkerne are in other Parishes and therefore when they are developed the parish share of CIL will go to that parish.	This is correct. Although parishes can decide to let the Council keep their proportion of CIL to put towards an item of infrastructure on the 123 list.
27	Member sought clarification on whether the figure for South Petherton includes Lopen Head or not.	The role of Lopen Head and employment land requirements for South Petherton will be considered as part of the Employment Land Review.
28	Will transport including rail be addressed in the Local Plan Review?	Yes, there is a transport section. Somerset County Council are the Highway Authority and are responsible for the roads across the County.

29	A Members sought clarification that the listed building and conservation areas will still be protected.	Yes, they continue to be protected by legislation and Local Plan Review policies.
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2019

South Somerset  
Local Plan  
Review 2016-  
2036 Preferred  
Options  
Consultation  
(Regulation 18)

South Somerset District Council

## Foreword

This Preferred Options consultation represents the second formal stage of consultation on the South Somerset Local Plan Review and follows the Issues and Options consultation which took place during late 2017 and early 2018. The document reflects the latest Government Guidance in the updated National Planning Policy Framework (NPPF) and the evidence base produced to support the Plan process. The Local Plan Review will provide us with a refreshed policy framework that will guide and shape development in the District up to 2036.

The District is facing a number of issues. The population is continuing to grow, with an increasing proportion of older residents. There is sustained pressure on the need to achieve the delivery of new housing of all types and tenures to meet current as well as emerging need. Alongside this, affordable housing for local people is a key concern. Maintaining access to services and rural connectivity are also important factors.

From an economic prospective, business growth has been stable with strong representation in the manufacturing sector and unemployment levels are low. However, the allocated strategic employment sites have not been developed and there is little appetite for office building. Although only a 10 year blip, the scale and duration of having the construction of Hinkley C, Europe's largest engineering project, in relatively close proximity to South Somerset, will inevitably distort the picture in the short to medium term.

The issues in preparing a new plan are wide ranging and will involve not just the Council itself, but also many other organisations and individuals. This Preferred Options consultation provides an opportunity to get involved and give your views and comments.

It is vital that as many individuals and businesses as possible respond to this consultation and your comments will be taken into account in evolving the next stage of the Local Plan Review. Whilst this document is based upon evidence, by testing that against local knowledge and "live" economic factors, I believe that the final version will be more robust and relevant.

*Insert Photo of Val*

Val Keitch

Leader of the Council

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# 1. Introduction

## Purpose of this document

- 1.1 The purpose of this document is to set out for consultation the Council's proposed strategy for delivering new homes and employment over the period 2016 to 2036, including site allocations and policies against which planning applications will be assessed.
- 1.2 During December 2017 and January 2018, South Somerset District Council (the Council) consulted on the Local Plan Review (LPR) Issues and Options document. The comments made at that stage have been summarised and used to inform this Preferred Options document.
- 1.3 In July 2018 Central Government published a revised National Planning Policy Framework (NPPF) and some accompanying Planning Practice Guidance (PPG) and these have been taken into account in the drafting of this document.
- 1.4 It is important that there is early and meaningful engagement in the LPR process. In accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, this consultation document has been prepared to support engagement with the general public, statutory consultees, local communities, businesses, voluntary groups, other public organisations, landowners and other bodies that the Council has a 'duty to cooperate' with (see p.14 – Duty to Cooperate).
- 1.5 We are seeking your views on the preferred approach / options for addressing spatial planning issues in the District.
- 1.6 Representations made at this stage will help to refine the Submission version of the Local Plan Review, that stage will include a further round of public consultation.

## What is the Local Plan and why are we reviewing it?

- 1.7 A Local Plan sets out the strategy and policies to support the Council's long-term vision as well as the strategic context for managing and accommodating residential and economic growth across South Somerset. This is in the context of national policy as well as other strategies and plans at District, County and sub-regional level.
- 1.8 The current adopted Local Plan covers the period 2006-2028<sup>1</sup>. In his report to the Council, the independent Inspector who carried out the Examination into the Local Plan made it clear that an early review of part of the Plan should be

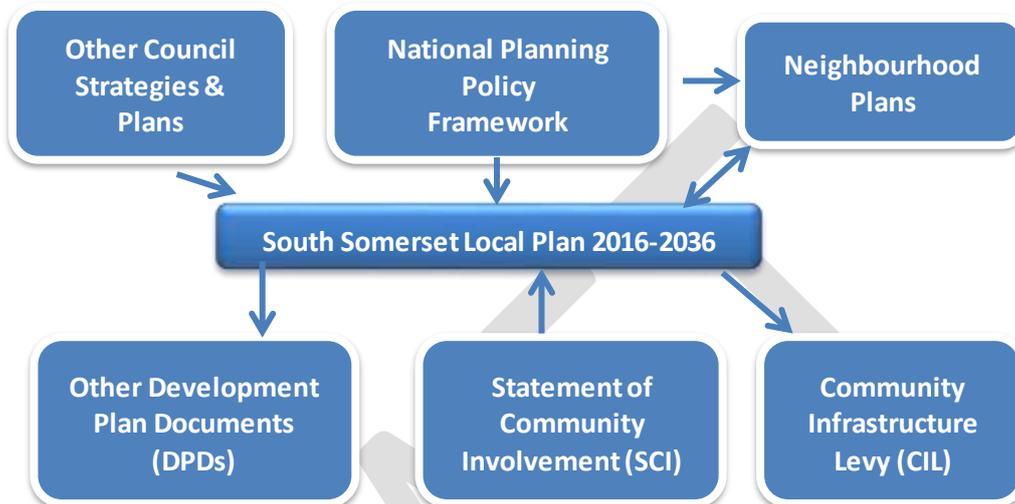
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<sup>1</sup> <https://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/south-somerset-local-plan-2006-2028/adopted-south-somerset-local-plan/>

undertaken and the decision was subsequently made to review the whole Local Plan. The LPR rolls the plan period forward covering the timeframe 2016-2036.

- 1.9 Figure 1.1 shows the relationship between the South Somerset Local Plan and other policy documents.

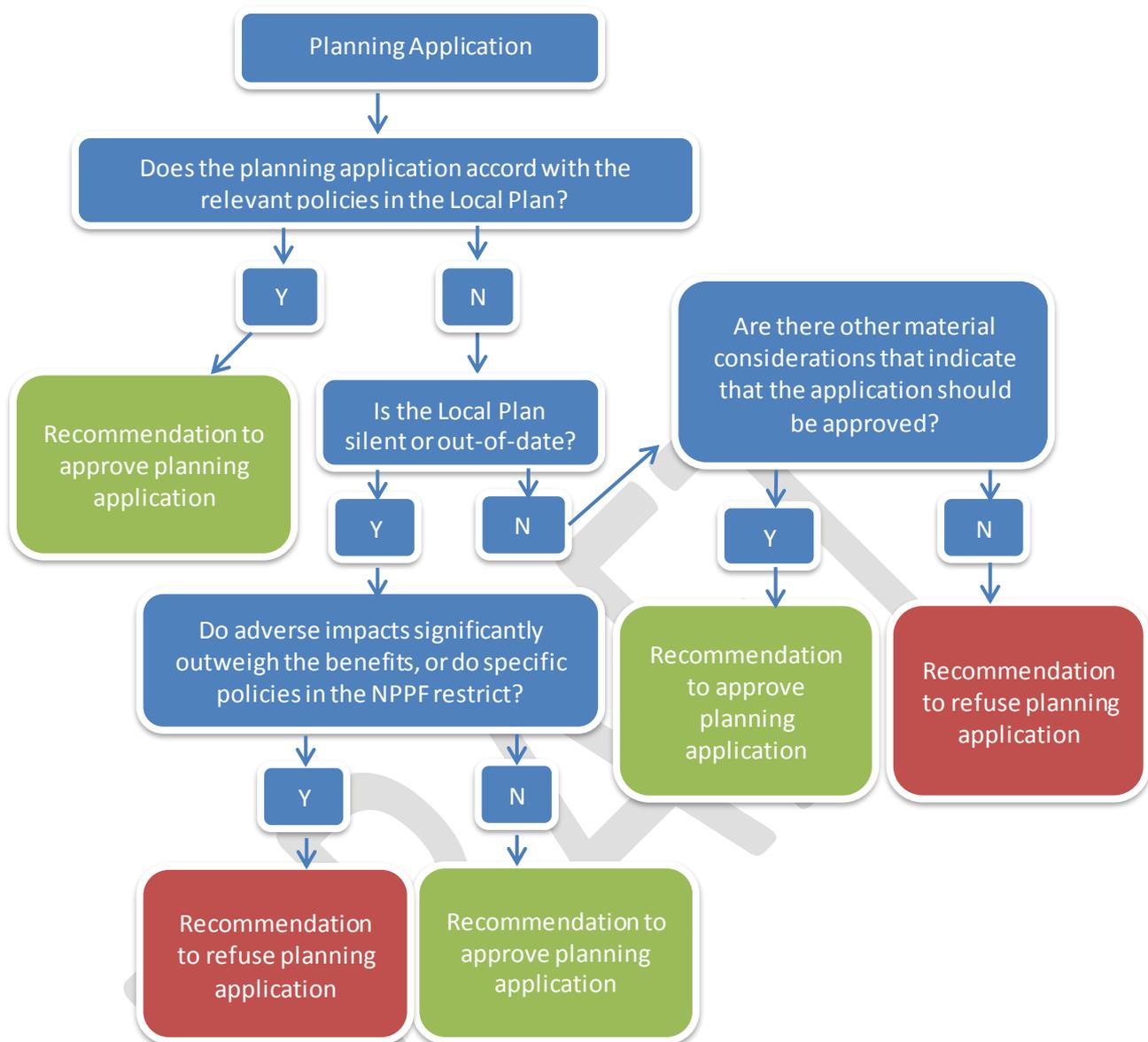
**Figure 1.1: Relationship between Local Plan and other policy documents**



- 1.10 The National Planning Policy Framework (NPPF) highlights that Local Plans are key to delivering sustainable development. Planning decisions must be made in accordance with the Development Plan<sup>2</sup> unless material considerations indicate otherwise.<sup>3</sup> Figure 1.2 shows in simple terms how the decision-making process for planning applications interacts with the Local Plan.

<sup>2</sup> The Development Plan consists of the adopted Local Plan and any 'made' neighbourhood plan.

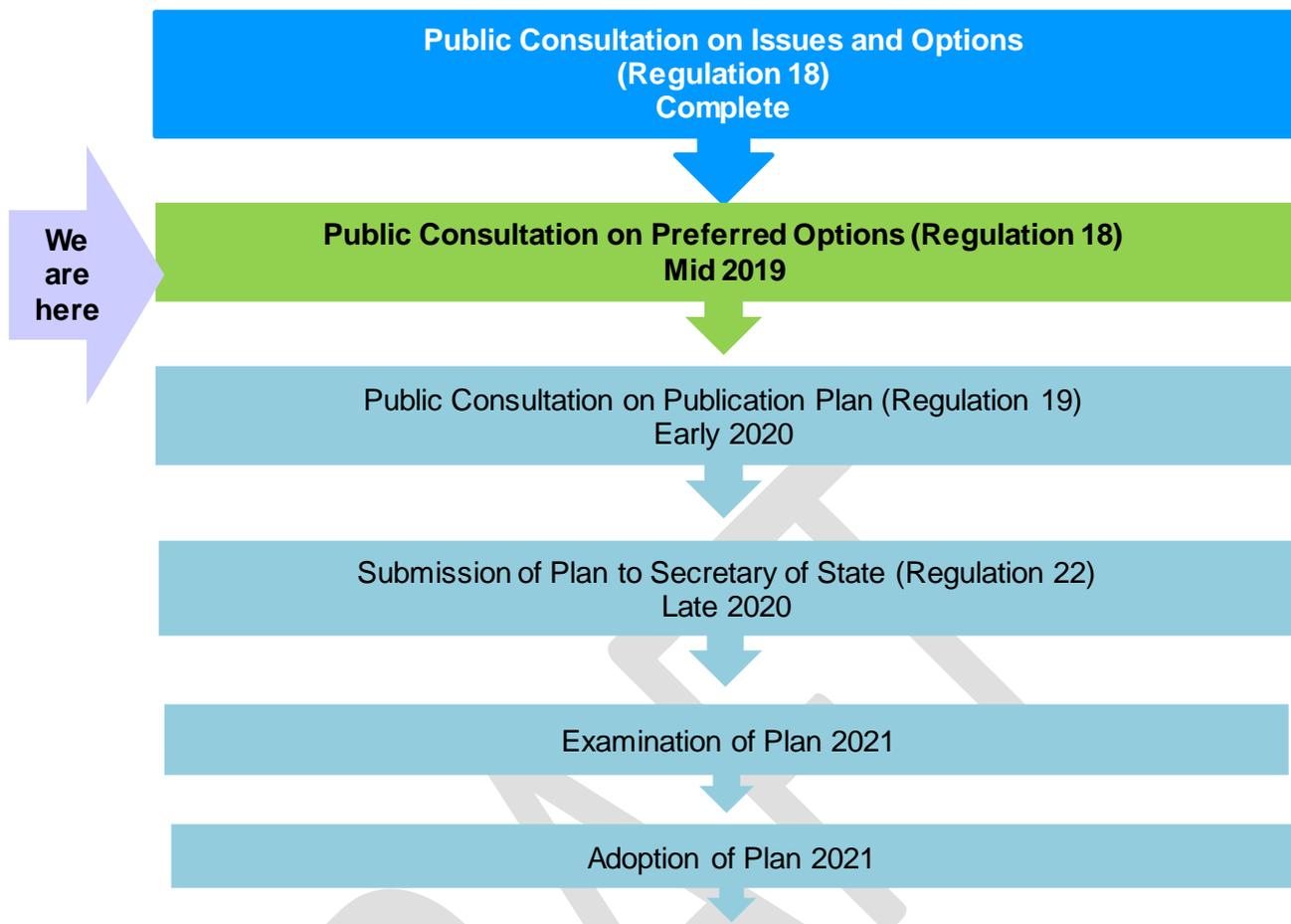
<sup>3</sup> Section 38(6) of the Planning and Compulsory Purchase Act 2004.



**Figure 1.2: How planning applications will be considered against the Local Plan**

- 1.11 It is important to have an up to date local plan to ensure that it is effective. Reviews should be completed within five years of the date of adoption to ensure that policies remain relevant and effectively address the needs of the South Somerset community<sup>4</sup>.
- 1.12 The timeline for the Local Plan Review is set out in Figure 1.3 below.

<sup>4</sup> Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and NPPF, 2018. Paragraph 33



**Figure 1.3 Local Plan Review Timeline**

### **Evidence Base**

- 1.13 The evidence base as well as the NPPF and accompanying guidance underpin the draft policies set out in this document.
- 1.14 Links or references to relevant evidence base documents are provided throughout this document.
- 1.15 In line with the approach set out in the NPPF, the Council will be commissioning a viability assessment of the Local Plan's policies. This assessment will be undertaken prior to the Local Plan being submitted to the Secretary of State.

### **What this document covers**

- 1.16 The document is set out in sections which broadly reflect those in the current Local Plan. It has been written as a complete Draft Local Plan Review and as such includes a number of the policies in the existing adopted Local Plan, some remain unchanged and others have been modified or removed. It should be noted that due to the deletion of some policies, the addition of others and some re-structuring of the document to make it clearer and easier to use some policy names and reference numbers have changed.

- 1.17 Strategic policies are identified by being in a green box and non-strategic policies are identified by being in a blue box and are listed in Appendix One.
- 1.18 Maps showing the proposed site allocations can be found in the Appendix Two and a Glossary can be found in Appendix Three.

### Why should I get involved?

- 1.19 It is important that you make your views known and take this opportunity to contribute to the LPR. Consultation is being undertaken in accordance with the Council's Statement of Community Involvement (SCI)<sup>5</sup>. The main issues raised at this stage will help to inform the preparation of the Local Plan Review going forward.

### How to comment

- 1.20 You can make comment in a number of ways:



**Online via the website**

[www.southsomerset.gov.uk/\\*\\*\\*\\*\\*](http://www.southsomerset.gov.uk/*****)



**Email**

[planningpolicy@southsomerset.gov.uk](mailto:planningpolicy@southsomerset.gov.uk)



**In writing to**

Strategy and Commissioning  
Council Offices  
Brympton Way  
Yeovil  
BA20 2HT

- 1.21 Hard Copies of the document are available to view during normal opening hours at the following District Council offices and in libraries across the District:

- Brympton Way, Yeovil
- Petters House, Yeovil
- Churchfields, Wincanton
- Holyrood Lace Mill, Chard
- Library opening times can be found here:  
<http://www.somerset.gov.uk/libraries-and-heritage/using-the-library/find-your-library/>

### Strategic Environmental Appraisal / Sustainability Appraisal

- 1.22 The first stage in the production of a Local Plan is the preparation of a Sustainability Appraisal (SA) Scoping Report. This document identifies the key environmental, social and economic issues for the LPR and establishes SA objectives for testing the Local Plan proposals. SA incorporates the requirements of the SEA Directive<sup>6</sup> which

<sup>5</sup> South Somerset Statement of Community Involvement, December 2015  
[https://www.southsomerset.gov.uk/media/806406/statement\\_of\\_community\\_involvement\\_final\\_adopted\\_dec\\_2015\\_.pdf](https://www.southsomerset.gov.uk/media/806406/statement_of_community_involvement_final_adopted_dec_2015_.pdf)

<sup>6</sup> Directive 2001/42/EC

seeks to establish whether a programme or plan is to have widely significant environmental effects. The aim is to ensure that these policies contribute towards achieving sustainable development. A Sustainability Appraisal of this document has been prepared and is available on the Council's website.

### **Duty to Co-operate and Statements of Common Ground**

- 1.23 There is an ongoing legal requirement for the Council to co-operate with statutory and non-statutory partners. In order to demonstrate on-going joint working the Council will prepare and maintain one or more statements of common ground, these will be produced using the approach set out in the planning guidance<sup>7</sup>.
- 1.24 This work ensures that strategically significant issues that have potential cross boundary impacts are discussed. The Council is mindful of its direct relationships with local authorities, as well as its functional relationships with a range of authorities. South Somerset adjoins West Dorset District Council, North Dorset District Council, Wiltshire Council, Mendip District Council, Sedgemoor District Council, Taunton Deane Borough Council and East Devon Council. The Council has been and will continue to engage with these adjoining councils and the other specified bodies.

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<sup>7</sup> NPPF, 2018. Paragraphs 24 to 27.

## 2. Spatial Portrait of South Somerset

### Overview

- 2.1 The spatial portrait section aims to set out what South Somerset is like today. The following sections provide a snapshot of the key strategic and geographic issues affecting the demographic, economic, social and environmental structure of South Somerset.

### Location and Strategic Context

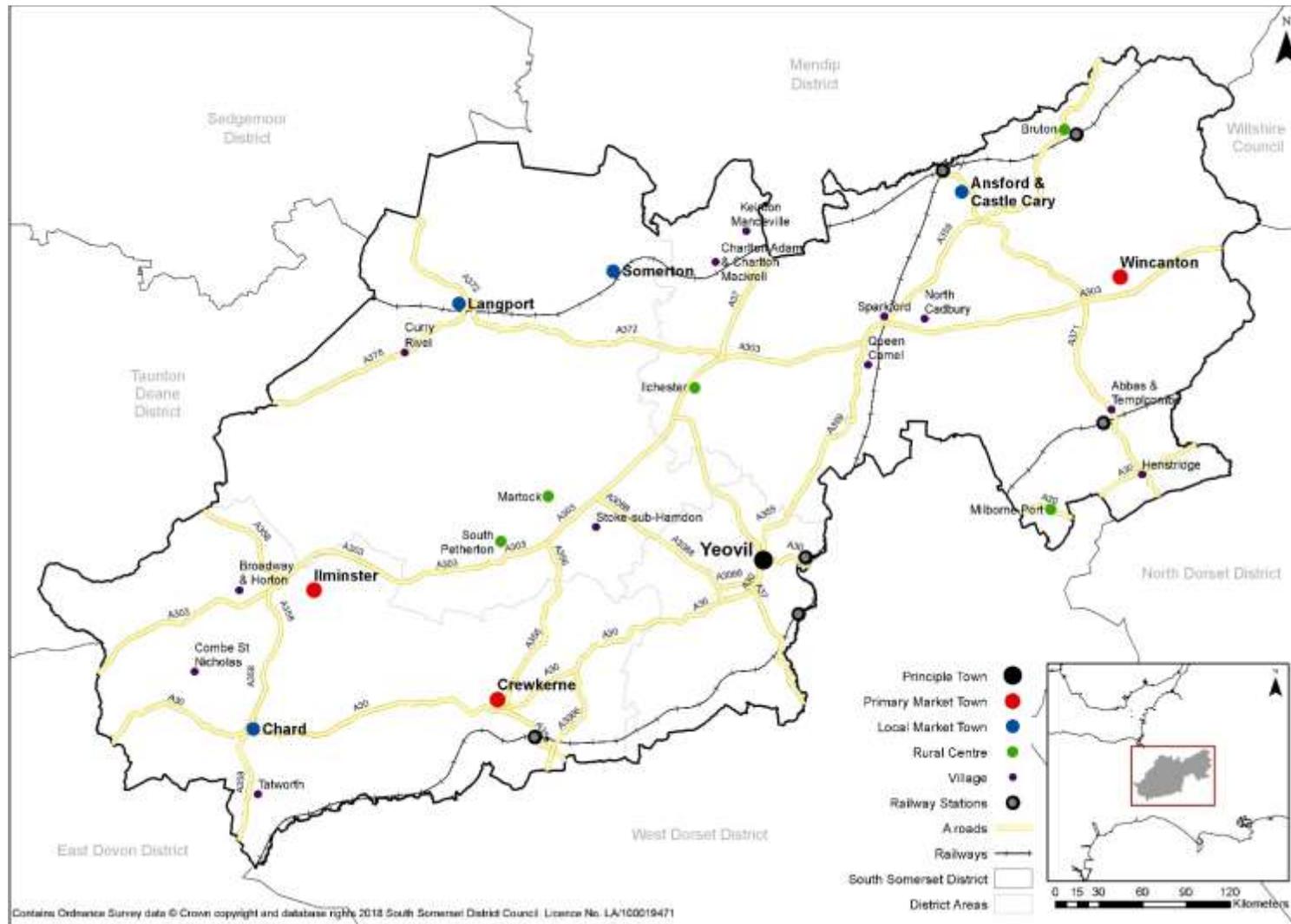
- 2.2 South Somerset is located within the south-west of England. It is the largest district in Somerset and covers an area of 958 square kilometres (370 square miles).<sup>8</sup>
- 2.3 It is a largely rural district which encompasses a number of towns, villages and hamlets. The rural nature of the area is emphasised by the low population density of 1.7 persons per hectare, less than half the national average.<sup>9</sup>
- 2.4 South Somerset has a number of settlements of similar size, this is reflective of their historic market town status and the geographical extent of the District.

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<sup>8</sup> 236,989 acres; 95,906 hectares

<sup>9</sup> South Somerset Authority Monitoring Report, October 2018

Figure 2.1: Map of South Somerset



Contains Ordnance Survey data © Crown copyright and database right 2013 South Somerset District Council. Licence No. LA/100219471

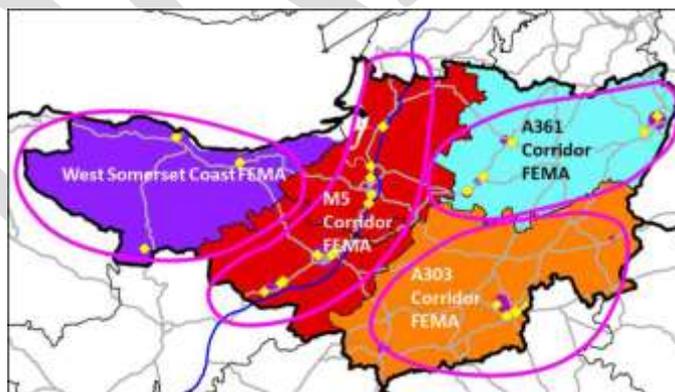
## Demography & Population

- 2.5 South Somerset has a population of 164,982 people<sup>10</sup>; since 2001 it has grown at a relatively consistent rate of around one thousand people per year. Yeovil is the largest town in the District, with a population in 2016 of 47,780<sup>11</sup>.
- 2.6 The main cause of population growth in South Somerset is internal migration from within the UK<sup>12</sup>, mostly in the 65-69 age group, highlighting the attractiveness of the District to retirees.
- 2.7 South Somerset's population is ageing, with a sharp growth in those aged over 60. Recent data shows significant losses in those aged 30 to 44<sup>13</sup>. It is likely that this trend will continue over the long term, therefore the District may face challenges in providing a sufficiently large and competitive labour force in the future.

## Economy

- 2.8 The functioning of the South Somerset economy is affected by influences at the national, regional and local levels. A Functional Economic Market Area (FEMA) captures the way in which the economy and commercial markets operate in a given location. Local authorities are required to plan to meet the land and floorspace needs of businesses within the FEMA that is relevant to them. For planning purposes, South Somerset District broadly comprises a FEMA. The FEMA extends along the A303 corridor which is a strategic transport route that connects Somerset with the wider South West. The FEMA is shown in Figure 2.2 below.

**Figure 2.2: Functional Economic Market Areas in Somerset**



Source: Housing Market Areas and Functional Economic Market Areas in Somerset, ORS, 2015

<sup>10</sup> ONS Mid -year Population estimate 2015

<sup>11</sup> Office for National Statistics: 2016 Mid-Year LSOA Estimates

<sup>12</sup> South Somerset Authority Monitoring Report, September 2016

<sup>13</sup> South Somerset Authority Monitoring Report, October 2018

- 2.9 The A303 corridor provides a strong ‘east-west’ axis through the District, facilitating business connectivity as well as easy access to markets, labour, goods and materials.
- 2.10 Overall, there is a high degree of self-containment; 80% of people living in South Somerset also work in the District, and 81% of all jobs in the District are filled by residents<sup>14</sup>.
- 2.11 Whilst the population of South Somerset has been growing, the traditional working age population (those aged 16-64) has been falling since 2008. The economic activity rate and employment rate are both higher in South Somerset than the national average and unemployment is lower than the regional and national benchmarks, both of which suggests a high number of people of working age are working<sup>15</sup>.
- 2.12 South Somerset has a lower proportion of its working age population qualified to the highest level (NVQ Level 4 and above) than national and regional benchmarks. This is reflected in the occupational profile, with fewer residents employed in professional occupations or as senior managers. Earnings are lower in South Somerset than the South West and national average<sup>16</sup>.
- 2.13 The structure of the South Somerset economy has traditionally been dominated by agriculture, manufacturing and advanced engineering. There is a strong over representation of people working in the manufacturing sector, particularly aerospace manufacturing, reflecting the long history of rotorcraft manufacturing and its associated supply chains in the District. There is also a concentration of food manufacturing. The predominance of manufacturing exists alongside an under-representation of what might be termed “office based” activities such as financial, professional, and business services.
- 2.14 Tourism makes a significant contribution to the South Somerset economy and the planned improvement to the A303 and A358 should provide an opportunity to increase that expenditure.
- 2.15 South Somerset has experienced a much slower growth in its business base than comparator areas, although the survival rates of businesses which do form are good. Micro businesses (0-9 employees) are very important to the local economy; 89.7% of all enterprises are classed as micro-businesses<sup>17</sup>.
- 2.16 ONS Jobs Density is the most complete measure of all jobs in an area. This records 82,000 jobs in South Somerset in 2015, equivalent to 0.86 jobs per working age person, which is in line with national and regional averages<sup>18</sup>.

<sup>14</sup> South Somerset Employment Land Evidence: review of FEMAs and Understanding Market Trends, HJA, 2017

<sup>15</sup> South Somerset Employment Land Evidence: review of FEMAs and Understanding Market Trends, HJA, 2017

<sup>16</sup> South Somerset Employment Land Evidence: review of FEMAs and Understanding Market Trends, HJA, 2017

<sup>17</sup> South Somerset Employment Land Evidence: review of FEMAs and Understanding Market Trends, HJA, 2017

<sup>18</sup> South Somerset Employment Land Evidence: review of FEMAs and Understanding Market Trends, HJA, 2017

- 2.17 Whilst current participation in the labour market is high, the economy has not seen any real growth in jobs in recent years. This, in addition to the reliance on the manufacturing sector, which is forecast to decline, and lower educational attainment and skills levels, is of concern. The micro businesses are incredibly important to the area.
- 2.18 Yeovil town centre is the largest in South Somerset in terms of physical size and trading ability. Yeovil is supported by a number of small market towns, district and local centres that serve a more local catchment area, according to size. Whilst Yeovil remains the most important centre within the District, the town centre has suffered mixed fortunes over recent years. It faces competition from out-of-town retail parks including the Peel Centre in West Dorset. In addition, since 2006, the recessionary impacts have been felt in the town centre, with an increase in vacancy rates; they currently stand at 16.9% which is higher than the national average 11.2%<sup>19</sup>.
- 2.19 Future plans for the regeneration of Yeovil, Chard and Wincanton Town Centres are integral to the Council's "investing in infrastructure" programme.

## Housing

- 2.20 The housing market in which South Somerset operates and for which the LPR must plan to meet housing need is known as the Housing Market Area (HMA). The HMA for South Somerset has been confirmed as being the District boundary<sup>20</sup>.
- 2.21 Affordability remains an issue across the District, with an average home in South Somerset costing around 7.5 times the average income.<sup>21</sup> This makes it difficult for those people who are not yet on the housing market to buy a home. Prices in South Somerset are on a par with the County as a whole; albeit in some cases a little lower than in Taunton Deane. Prices are higher than in Sedgemoor, except for flats. Prices in Mendip are consistently higher than across the rest of the County, probably due to the proximity of many of its settlements to Bath and Bristol where the economies are especially strong.
- 2.22 Average house prices in the District (December 2017) range from £131,722 for a flat to £373,803 for a detached property<sup>22</sup>.

<sup>19</sup> South Somerset Retail and Main Town Centre Uses Study, 2017

<sup>20</sup> Housing Market Areas and Functional Economic Market Areas in Somerset, ORS, 2015

[https://www.southsomerset.gov.uk/media/797657/2015\\_09\\_29\\_somerset\\_hma\\_and\\_fema\\_final\\_report.pdf](https://www.southsomerset.gov.uk/media/797657/2015_09_29_somerset_hma_and_fema_final_report.pdf)

<sup>21</sup> South Somerset Authority Monitoring Report, October 2018

<sup>22</sup> South Somerset Authority Monitoring Report, October 2018

- 2.23 In terms of housing need, given the population aged 65+ in South Somerset is set to increase by 57.5% between 2014 and 2039<sup>23</sup> – there will be a need to consider housing options to meet the needs of older people.
- 2.24 There is a continuing need to find accommodation for Gypsies, Travellers and Travelling Showpeople, both for transit and for permanent residence<sup>24</sup>.
- 2.25 Housing delivery in the ‘Market Towns’ and ‘Rural Settlements’ in South Somerset remains strong, it is ahead of target and is greater than envisaged at this point in time in the South Somerset Local Plan (2006 – 2028).<sup>25</sup>

### Transport and Accessibility

- 2.26 South Somerset is linked to other areas by three major railway lines with regular daily services to London, Exeter, Bristol and Weymouth. The A303 Trunk Road and the A30 run east to west through the District and link it with London and the South West peninsula.
- 2.27 Highways England has recently submitted the Development Consent Order for proposals to upgrade the A303 between Sparkford and Ilchester to dual the carriageway (2018) and also plan improvements to the A358 Taunton to Southfields (Ilminster).
- 2.28 Bus service coverage is poor, reflecting the rural nature of the District, and services are infrequent except in the largest settlements. However, there are three Community Transport Schemes in South Somerset providing essential journeys for those who do not have access to a car or public transport and meet certain eligibility criteria. Typical journeys include medical appointments, Day Care Centre visits and shopping.
- 2.29 South Somerset Community Transport operates a fleet of wheelchair accessible minibuses in the Yeovil, Chard, Ilminster, Somerton and Langport areas. The scheme also operates South Somerset Community Cars offering bespoke journeys and the pre-bookable Chard & Ilminster Slinky bus.
- 2.30 South Somerset Community & Accessible Transport (SSCAT) similarly provides accessible transport to the communities of Wincanton, Bruton, Castle Cary and the surrounding villages including the ring & ride ‘CAT’ bus and a community car scheme.
- 2.31 Crewkerne Voluntary Transport, which is run entirely by volunteers, offers group transport for residents of Crewkerne, Merriott, Hinton and surrounding areas. However, this scheme does not offer hospital or medical transport.

<sup>23</sup> Mendip, Sedgemoor, South Somerset and Taunton Deane Strategic Housing Market Assessment, October 2016, Figure 11.2, page 216 [https://www.southsomerset.gov.uk/media/862544/somerset\\_final\\_shma\\_oct2016\\_revised.pdf](https://www.southsomerset.gov.uk/media/862544/somerset_final_shma_oct2016_revised.pdf)

<sup>24</sup> Gypsy and Traveller Needs Assessment Update, September 2013  
[https://www.southsomerset.gov.uk/media/856723/final\\_copy\\_12\\_september\\_2013.pdf](https://www.southsomerset.gov.uk/media/856723/final_copy_12_september_2013.pdf)

<sup>25</sup> South Somerset Authority Monitoring Report, October 2018

- 2.32 Congestion is an issue of concern in Yeovil, Crewkerne and Chard. There is a heavy reliance on the car for journeys to work and services. This presents a challenge for the District to move to more carbon friendly modes of travel.

## Health and Wellbeing

- 2.33 The residents of South Somerset are generally in good health; in 2011 only 1% of people ranked themselves as having very bad health<sup>26</sup>. National health issues such as increasing levels of obesity, declining physical activity levels and an ageing population bring their challenges.
- 2.34 The life expectancy at time of birth for South Somerset residents in 2014 was 80.9 years for males and 84.40 years for females<sup>27</sup>; this compares well to the South West life expectancy of 80.2 years for males and 83.2 years for females. The national average is a life expectancy of 79.5 years for males and 83.2 for females<sup>28</sup>.
- 2.35 A number of Local Super Output areas in Yeovil and Chard are within the most deprived 20% in England; conversely both towns have areas within the least deprived 20% in England<sup>29</sup>. Those living in the most deprived areas are likely to suffer poorer health and need more support.
- 2.36 Some residents, particularly in rural areas, suffer inequalities. High house prices make it difficult to enter the housing market and have an impact on rent prices, thereby making it more costly to rent. Whilst very limited public transport can make access to employment and services such as health facilities, shops and schools difficult. These inequalities can be compounded by poor mobile and broadband services, making online alternatives for example, for healthcare, also inaccessible.

## Environmental Quality

- 2.37 South Somerset has a mainly undulating, agricultural landscape with some very fertile belts that have traditionally been farmed for top quality products such as apples and dairy produce. Much of the District is best and most versatile (BMV) agricultural land.<sup>30</sup> Topography and agricultural practices have helped secure special status for outstanding landscapes such as the Blackdown Hills Area of Outstanding Natural Beauty (AONB) to the south west, a small part of the Cranborne Chase and West Wilts AONB to the north east, and the Dorset AONB which runs along the southern boundary of the District. Management Plans are

<sup>26</sup> Census 2011: Key Figures for Health Care

<sup>27</sup> Somerset Intelligence Partnership: Index of Multiple Deprivation

<sup>28</sup> ONS Census 2011

<sup>29</sup> Super Output Areas are units of area used by the Office of National Statistics to gather and compare data.

<sup>30</sup> Best and most versatile (BMV) agricultural land is defined in the Annex 2 of the NPPF, 2018 as land in grades 1,2 and 3a of the Agricultural Land Classification.

produced by the AONB areas. The Dorset AONB Management Plan 2019-24 is currently in draft form.

- 2.38 The District is known for areas of high nature conservation value. The European designation of Special Protection Area and RAMSAR<sup>31</sup> site applies to parts of the Somerset Levels and Moors in the north of the District. There are two other National Nature Reserves at Hardington Moor and Barrington Hill, near Ilminster.

### Historic Environment

- 2.39 South Somerset has a rich and diverse historic environment. The villages and historic parts of the larger settlements are built with distinctive local stone such as Ham Stone and Blue Lias. The area has a high concentration of listed buildings and Conservation Areas as well as Listed Parks and Gardens and estates owned by the National Trust. There are 97 Grade I Listed buildings in South Somerset, and 89 Conservation Areas.
- 2.40 There is a strong link between the environmental quality and productivity of the area and the success of the local economy, through commerce, recreation, tourism and providing an environment where people want to live and work.

<sup>31</sup> Designated by the RAMSAR Convention (The Convention on Wetland of International Importance, especially as Waterfowl Habitat) as a term to identify wetland sites of international importance.

## 3. Strategic Objectives and Vision

### Current Approach

- 3.1 The current Council Plan 2016 - 2021<sup>32</sup> provides a clear focus for the Council and what it will deliver during a period of major change. The Council's Aims are to:
- Protect Core services to the public by reducing costs and seeking income generation.
  - Increase the focus on jobs and economic development.
  - Protect and enhance the quality of our environment.
  - Enable housing to meet all needs.
  - Improve health and reduce health inequalities.
- 3.2 That Council is now in the process of updating that Council Plan and has already identified the Priority Projects for the year 2019 to 2020.
- 3.3 The Council's Priority Projects for 2019 to 2020 are:
1. To complete and fully realise the benefits of Transformation and implement the Commercial Strategy.
  2. To finalise plans and progress implementation of the Chard regeneration project.
  3. To continue the refresh of Yeovil Town Centre.
  4. To implement the town centre action plan for Wincanton.
  5. To develop proposals to accelerate the delivery of key housing sites and associated infrastructure.
  6. To assess options for improving community transport links.

### The Vision for 2036

- 3.4 The Vision to 2036 provides a positive basis for the future building upon the Council Plan :

*South Somerset will be a thriving, attractive, healthy and socially inclusive place to live, work, study and visit. A place where businesses flourish and become more productive, communities are safe, vibrant and healthy, where residents enjoy good housing and cultural, leisure and sporting activities. It will have sustainable, low carbon towns with enhanced infrastructure of all types and improved public transport links. The District will have high quality distinctive, historic, urban and rural environments, with vital and vibrant town centres with regeneration plans in Yeovil, Chard and Wincanton successfully accomplished. It will have a prosperous and productive economy building on existing strengths and provide a choice of high quality housing options for all. Inequality between urban and rural areas will be reduced with improved digital accessibility. The role of South Somerset as a gateway to the South West will be enhanced.*

<sup>32</sup> [https://www.southsomerset.gov.uk/media/883940/council\\_plan.pdf](https://www.southsomerset.gov.uk/media/883940/council_plan.pdf)

## Strategic Objectives

3.5 The objectives of the Local Plan Review are derived from the Council Plan and the NPPF. The Strategic Objectives form the overall strategic approach by which the Vision for South Somerset will be achieved and are as follows:

- 1. Delivering a sufficient supply of homes:** Promote sufficient high quality housing in sustainable locations, of a size, density and tenure required to meet the needs of the residents of South Somerset, delivered through a sustainable settlement strategy and hierarchy.
- 2. Building a strong, competitive economy:** To establish an environment where there is sustainable economic growth in South Somerset, where all new and existing businesses both urban and rural can invest, where they are supported, can flourish, be competitive and become more productive.
- 3. Ensuring the vitality of town centres:** Support and sustain a hierarchy of vital and vibrant town centres across the District to be the focus for commercial, retail and leisure uses and to deliver planned regeneration proposals in Yeovil, Chard and Wincanton town centres.
- 4. Promoting healthy and safe communities:** Create a health enhancing, socially interactive, safe environment through the promotion of walking, cycling and non-car based transport and design. This will enable access to leisure opportunities, sports facilities, local shops, health care facilities, meeting places, open spaces, green infrastructure and other local services with a clear legible and integrated approach to locating housing, economic uses, services and facilities.
- 5. Promoting sustainable transport:** Working with partners to address the impact of development on transport networks and maximising the opportunities from existing or proposed transport infrastructure such as the planned improvements to the A303 Sparkford to Ilchester and the A358 Taunton to Southfields. Supporting the use of non-carbon fuel cars and commercial vehicles.
- 6. Supporting high quality communications:** In both rural and urban areas, to support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.
- 7. Making effective use of land:** Promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 8. Achieving well designed places:** Support the creation of high quality buildings and places responding to local distinctive character and setting through the arrangement of streets, spaces, building types and materials.
- 9. Meeting the challenge of climate change and flooding:** Promote the reuse of resources, the principles of sustainable construction and the use of new technologies to combat and adapt to climate change to minimise impact of all new development on

the environment. Help to achieve the national aim of reducing the carbon budget by 57% below 1990 levels by 2030<sup>33</sup>.

**10. Conserving and enhancing the natural environment:** Protection and enhancement of our distinctive natural environment, valued landscapes and biodiversity, retaining the distinctiveness of settlements and taking account of known environmental constraints, including flood risk, and noise and air pollution in distributing growth.

**11. Conserving and enhancing the historic environment:** To sustain and enhance the significance of the District's distinctive heritage assets, recognising the character they bring to places, and the wider social, cultural, environmental and economic benefits the conservation of the historic environment can bring.

## Strategic Polices

- 3.6 The strategic policies in this Local Plan Review deliver the strategic objectives set out above. Where policies allocate land for development most are identified as being strategic, including brownfield sites, sites that are expected to deliver about 100 homes in Yeovil and the Market Towns and about 50 homes in Rural Centres.
- 3.7 Neighbourhood Plans are expected to generally accord with the strategic policies of the Local Pan Review and are expected to meet the housing requirement identified.
- 3.9 As explained in the Introduction the strategic polices in this Local Plan Review are shown in a green box whereas non-strategic polices are in a blue box. Additionally, to make it clear Appendix One includes a list of all the policies within the Plan and shows whether they are considered to be strategic or not.

<sup>33</sup> Current Government Policy is to reduce the carbon budget to 57% below 1990 levels by 2030. This is based on update advice from the Climate Change Committee in June 2016.

## 4. Delivering Sustainable Development

### Overview

- 4.1 The achievement of sustainable development is at the heart of the NPPF, this is through both plan-making and decision-taking. Achieving sustainable development means the planning system has three interlinked objectives; an economic objective, a social objective and an environmental objective.
- 4.2 The presumption in favour of sustainable development has informed the policies and site allocations in this Plan. They combine to deliver a positive and flexible approach to meeting the housing and economic development needs of the District and to ensure that development proposals that are sustainable are approved without delay.
- 4.3 The NPPF<sup>34</sup> confirms that the development plan is the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan, including any neighbourhood plans that forms part of the development plan, permission should not normally be granted unless material considerations in a particular case mean the plan should not be followed.<sup>35</sup>

### Presumption in Favour of Sustainable Development

- 4.4 Policy SD1 reflects the presumption in favour of sustainable development set out in paragraph 11 of the NPPF. It provides the overarching framework to ensure a positive and flexible approach is taken to new development whilst protecting designated areas and heritage assets.<sup>36</sup>
- 4.5 Where there is a neighbourhood plan in place<sup>37</sup>, the policies considered most important to determining a planning application are **not** considered to be out of date if all of the following apply:
- a) The neighbourhood plan became part of the development plan two years or less before the date on which the decision (on the planning application) is made.
  - b) The neighbourhood plan contains policies and allocations to meet its identified housing requirement.
  - c) The Council has at least a three year supply of deliverable housing sites (against its five year housing supply requirement, including the appropriate buffer).
  - d) The Council's housing delivery was at least 45% of that required<sup>38</sup> during the previous three years.

<sup>34</sup> NPPF, 2018

<sup>35</sup> NPPF, 2018. Paragraph 12.

<sup>36</sup> NPPF, 2018. Paragraph 11 of the, footnote 6.

<sup>37</sup> Formally adopted or 'made' by the District Council

<sup>38</sup> Assessed against the Housing Delivery Test from November 2018 onwards.

- 4.6 In all other circumstances the Local Plan or neighbourhood plan policies which are the most important for determining the planning application are considered to be out of date if the Council cannot demonstrate a five-year housing land supply. This means that part iii) of Policy SD1 and paragraph 11d) of the NPPF applies.
- 4.7 The “policies in the Framework” referred to in part iii) 1 of Policy SD1 are those set out in footnote 6 of the NPPF and relate to those on habitats sites (listed in paragraph 176 of the NPPF) and /or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast, irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63 of the NPPF); and areas at risk of flooding or coastal change.

#### **POLICY SD1 – DELIVERING SUSTAINABLE DEVELOPMENT**

- i) When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- ii) Where planning applications accord with the policies in this Local Plan Review (and, where relevant, with policies in Neighbourhood Plans) the Council will grant permission without delay unless material considerations indicate otherwise.
- iii) Where there are no relevant policies, or the relevant policies which are most important for determining the application are out-of-date at the time of making the decision, then the council will grant permission unless material considerations indicate otherwise - taking into account whether:
  1. The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  2. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

## 5. Settlement Strategy

### Overview

- 5.1 The settlement strategy guides the overall delivery of housing and economic growth in South Somerset. This includes two key elements:
- A hierarchy of settlements identified on the basis of their current and potential role and function, with future growth concentrated in the larger more sustainable locations; and
  - An established scale of growth for housing and employment and associated land uses for the main settlements identified in the hierarchy.

### Settlement Hierarchy for South Somerset

- 5.2 The Local Plan identifies the quantity and location of new development over the Plan period to 2036. This includes allocations for both housing and employment growth.
- 5.3 This Plan is based upon a statistical analysis of the employment, housing, retail and community use provision within settlements. In conjunction, evidence of sustainable travel opportunities and the relationship between where people live and work (self-containment) is also taken into account. The South Somerset Role and Function Study<sup>39</sup> identified a hierarchy of 14 main settlements:

**Figure 5.1. Settlement Hierarchy in adopted Local Plan 2006-2028**

<b>Strategically Significant Town</b>
Yeovil
<b>Primary Market Towns</b>
Chard
Crewkerne
Ilminster
Wincanton
<b>Local Market Towns</b>
Ansford and Castle Cary
Langport and Huish Episcopi
Somerton
<b>Rural Centres</b>
Bruton
Ilchester
Martock and Bower Hinton
Milborne Port
South Petherton
Stoke sub Hamdon
<b>Rural Settlements</b>
Settlements that meet the criteria for Policy SS2

<sup>39</sup> Settlement Role and Function Study, Baker Associates (April 2009)

- 5.4 The Issues and Options consultation document identified that development in Rural Settlements has made a significant contribution to housing delivery in South Somerset and more homes have been delivered in these locations than the settlement strategy envisaged. Larger Rural Settlements appear to be the focus for most development but there are also significant commitments in other smaller locations.
- 5.5 Option 5.2(c) considered the introduction of a 'Villages' category of settlement where a specific level of growth could be focused on more sustainable settlements and reduce the pressure on the smaller settlements which meet the criteria for adopted Local Plan Policy SS2.
- 5.6 The Council has carried out an assessment of Rural Settlements in order to determine if any have the potential to be designated Villages and as such have an identified level of growth<sup>40</sup>. The assessment takes a staged approach which takes into account factors that are thought to contribute to the sustainability of settlement.

Stage One/ Level 1 Criteria:

- Size of existing population and number of dwellings.
- The level of existing community services.
- Whether opportunities for housing and employment growth have been identified.

Stage Two/ Level 2 Criteria:

- Existing employment levels.
- Accessibility by road, bus and rail.
- Apparent attractiveness to the housing and employment market
- Flood risk.
- The presence of Best and Most Versatile (BMV) agricultural land.
- Ecological designations.
- Conservation Areas.

- 5.7 Undertaking this assessment has provided the opportunity to reassess the status of Stoke sub Hamdon within the settlement hierarchy. Stoke sub Hamdon is the smallest of the Rural Centres; the settlement has very limited scope for growth due to landscape constraints including the presence of Ham Hill Country Park and the number of commercial outlets in the centre is relatively restricted. This means that it is more appropriately designated as a Village than a Rural Centre.
- 5.8 The assessment concludes that there are 12 settlements (including Stoke sub Hamdon) which emerge as the most sustainable locations for development due to their performance against the criteria set out above, these are:
1. Abbas and Templecombe
  2. Broadway and Horton

<sup>40</sup> The Potential of Rural Settlements to be Designated 'Villages', December 2018

3. Charlton Adam and Charlton Mackrell
4. Combe St Nicholas
5. Curry Rivel
6. Henstridge
7. Keinton Mandeville
8. North Cadbury
9. Queen Camel
10. Sparkford
11. Stoke sub Hamdon
12. Tatworth

- 5.9 The hierarchy set out in Policy SS1 forms the basis of the Local Plan Review. The majority of the growth outside Yeovil should be in the Market Towns and Rural Centres in order to utilize the available employment and service opportunities, minimize the infrastructure investment required across the District, and increase the level of self-containment.
- 5.10 A Sustainability Appraisal of alternative settlement strategy options has been undertaken to ensure that the strategy is appropriate in terms of environmental, economic and social implications.

**POLICY SS1 - SETTLEMENT STRATEGY**

- i. **Principal Town:** Yeovil is the main focus for development in South Somerset.
- ii. The following are Market Towns where provision will be made for housing, employment, shopping and other services. These measures will increase their self-containment and enhance their roles as service centres:

**Primary Market Towns:** Chard, Crewkerne, Ilminster and Wincanton.

**Local Market Towns:** Ansford and Castle Cary, Langport and Huish Episcopi and Somerton.

- iii. The following are Rural Centres which are settlements with a local service role, provision for development will be made that meets local housing need, extends local services and supports economic activity appropriate to the scale of the settlement:

**Rural Centres:** Bruton, Ilchester, Martock and Bower Hinton, Milborne Port and South Petherton.

- iv. The following are Villages where provision will be made for limited development to meet local need, support local services and economic activity appropriate to the scale of the settlement:

**Villages:** Abbas and Templecombe, Broadway and Horton, Charlton Adam and Charlton Mackrell, Combe St Nicholas, Curry Rivel, Henstridge, Keinton Mandeville, North Cadbury, Queen Camel, Sparkford, Stoke-sub-Hamdon and Tatworth.

- v. **Rural Settlements:** In Rural Settlements where Policy SS4 applies development will be restricted.
- vi. **Countryside:** Development within and outside of Rural Settlements where Policy SS4 does not apply will be limited to that for which a countryside location is essential or where it is in accordance with Policies EP4 and EP5.

**Yeovil**

- 5.11 The evidence base states that Yeovil remains the principal settlement within South Somerset. This is because of the size and scale of housing supply and economic activity, the extent of travel to work patterns and retail catchments and the extent of leisure, cultural, and transport services. Consequently, most new development is proposed at Yeovil.
- 5.12 Yeovil can deliver further development sustainably and promote a better balance between jobs and growth where people choose to live. A critical mass, economies of scale and better use of existing infrastructure can be secured

through Yeovil's continued designation as the primary focus for growth in this Local Plan Review.

- 5.13 Yeovil already acts as the focal point for economic activity in the District and has good manufacturing links with high tech industries and advanced engineering, building upon the strong links to the aeronautical industry. Growth in these sectors and in green technologies features prominently in the HOSW Local Economic Partnership's proposals for the town as defined in the Strategic Economic Plan and Growth Deal.

## Market Towns

- 5.14 Outside Yeovil, there is to be more limited growth in other larger settlements. These are identified as Market Towns and Rural Centres and act as focal points for their area.
- 5.15 Market Towns should provide locally significant development and meet the following criteria:
- Have an existing concentration of business and employment with potential for expansion.
  - Have shopping, cultural, faith, educational, health and public services.
  - Have sustainable transport potential.
- 5.16 Classifying a place as a 'Market Town' has been achieved through identifying the range of important roles a settlement fulfills in their local setting. Most notably, whether they provide jobs and services for their residents, and the residents of the surrounding areas and elsewhere<sup>41</sup>. These towns are the focal points for locally significant development including the bulk of the District's housing provision outside Yeovil. This growth aims to increase the self- containment of these settlements and enhance their service role, reflecting the aspirations of national policy in promoting stronger communities.
- 5.17 The types of Market Town do differ across the District, due to their current level of services, facilities and economic activity. Therefore, two tiers of market town have been identified: Primary Market Towns and Local Market Towns. The scale of future growth allocated to these two tiers is proportionate, with the larger Primary Market Towns planned to receive a higher level of growth, and the smaller Local Market Towns a lower level of growth. The specific amounts are set out in Policy SS2.

## Rural Centres

- 5.18 The Rural Centres act as focal points for the surrounding area for retail and community service provision and in some instances have an employment role. The strategy requires these places to accommodate some housing and

<sup>41</sup> Settlement Role and Function Study, Baker Associates (April 2009)

employment growth. Community facilities and services which meet the needs of the settlements and surrounding areas, are also encouraged.

## Villages

- 5.19 New housing has been delivered in the Rural Settlements far in excess of what the Local Plan anticipated. Similarly, new commercial buildings have predominantly been provided away from the established employment locations and sites that have been allocated for that purpose. Rather than continue with this somewhat arbitrary situation, the Local Plan Review offers the opportunity to review the various smaller settlements around the District and to ascertain which may offer the best and most sustainable locations for limited growth and designation as 'Villages'.
- 5.20 Villages are settlements which are considered to be sustainable locations for small scale growth. This verdict is a result of having undertaken an assessment of a number of larger Rural Settlements. The assessment has followed a methodology taking account of the level of community services, population mass, employment opportunities, level of accessibility and constraints that currently exist (as at October 2018)<sup>42</sup>.
- 5.21 The Villages do not have identified development areas but growth is expected to take place adjacent to the existing built settlement.

## Rural Settlements

- 5.22 The NPPF promotes sustainable development in rural areas, with housing and employment to be located where it enhances or maintains the vitality of rural communities.
- 5.23 Rural Settlements are considered as locations where there will be a presumption against development unless key sustainability criteria can be met. This is explained in Policy SS4. These settlements do not have identified development areas but are locations where some limited development could help to create more sustainable settlements which better cater for the needs of the existing and future residents.
- 5.24 Future delivery of housing and economic activity in rural locations needs to carefully balance the sustainment of communities against the protection and enhancement of the rural environment. The rural lifestyle provided by the many small villages and hamlets in South Somerset is one of the unique qualities of the District, and in turn, creates a range of challenges and opportunities that require delicate management.
- 5.25 Evidence indicates that rural areas experience higher property prices and have associated issues with housing affordability. These areas are usually populated by an increasingly aged population and can suffer from socio-economic disadvantages stemming from rural isolation, a low-wage economy and poor

<sup>42</sup> The Potential of Rural Settlements to be Designated 'Villages', December 2018

transport (especially public transport) links. At the same time, these areas provide attractive, tranquil environments prompting a higher quality of life, support diverse and innovative economic activity, and foster a strong sense of community.

- 5.26 The NPPF<sup>43</sup> expects planning policies for rural areas to be responsive to local circumstances and support housing developments that reflect local needs and should support opportunities to bring forward rural exception sites which will provide affordable housing to meet local needs.
- 5.27 Furthermore, it is important that planning does not pre-determine the future of rural communities by only assessing communities as they are now and not what they could be. In too many places this approach writes off rural communities in a 'sustainability trap' where development can only occur in places already considered to be in narrow terms 'sustainable'. The question that should be asked is: "*how will development add to or diminish the sustainability of this community?*". This requires a better balance of social, economic, and environmental factors to form a long term vision for all scales of communities.

## Countryside

- 5.28 Isolated new homes in the countryside will be resisted unless the special circumstances set out in the NPPF<sup>44</sup> and Policies HG7 and HG8 are met.
- 5.29 The NPPF supports the sustainable growth and expansion of existing business in rural areas, this includes through conversion of existing buildings or well-designed new ones; conversion and diversification of agricultural and other land-based rural businesses; sustainable rural tourism and leisure developments in keeping with the countryside; and the retention of accessible local services and facilities<sup>45</sup>. This is supported by Policies SS4, EP4 and EP5 in this Local Plan Review.
- 5.30 The NPPF recognises that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements and in locations that are not well served by public transport.<sup>46</sup>
- 5.31 When proposing a non-agriculture related greenfield development for business or community use in a countryside location, which is away from an existing settlement; applicants will be expected to justify why that location is essential. Applicants will also be expected have first explored opportunities of previously developed land or through the conversion of existing agricultural buildings elsewhere in the District.

<sup>43</sup> NPPF 2018, Paragraph 77.

<sup>44</sup> NPPF, 2018. Paragraph 79

<sup>45</sup> NPPF, July 2018. Paragraph 83

<sup>46</sup> NPPF, July 2018. Paragraph 84

## Scale of Growth – Housing

- 5.32 The standard methodology published alongside the revised NPPF<sup>47</sup> has been used to calculate the annual local housing need figure set out in this document. The starting point for the calculations are the national household growth projections for South Somerset and an affordability ratio is then applied to determine the annual number of homes needed.
- 5.33 The Government's Technical Consultation on Changes to Planning Policy Guidance published in October 2018 confirms that for the time being the 2014-based household projections should be used as the baseline for determining local housing need. In the longer term, central government intends to review the formula with a view to providing greater stability and certainty for Councils and communities. This future improved formula should also ensure that the methodology responds to household projections and price signals as well as ensuring that planning policy supports a housing market that works for everyone<sup>48</sup>.
- 5.34 Figure 5.2 sets out the component parts of the calculation of the local housing need figure for South Somerset using the standard method and using the 2014-based household projections as the starting point.

**Figure 5.2: Calculation of Minimum Annual Housing Need for South Somerset (2014-based household projections)**

	Annual Households (2018-2028)	Affordability Ratio 2017	Adjustment Factor	Plus 1	Annual average housing growth	Minimum Annual Local Housing Need	Overall Minimum Local Housing Need for 10 year period	Overall Minimum Local Housing Need for 20 year period
<b>Components of the calculation</b>	5,758	8.16	0.26	1.26	575.8	<b>725.508</b>	7255.08	<b>14510.16</b>
<b>Notes</b>	Difference = 5,758 (79,711 - 73,953)	Table 5C (2017 affordability ratio)	$(8.16 - 4)/4 \times 0.25$	$0.26 + 1$	$5,758/10$	$1.26 \times 575.8$	$725.08 \times 10$	$7255.08 \times 2$

- 5.35 The 2014-based calculation results in an overall housing requirement of at least 14,510 dwellings over a 20 year plan period and a minimum annual local housing need figure of 726 (rounded) dwellings.

<sup>47</sup> How is the minimum annual housing need figure calculated, July 2018  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/728247/How\\_is\\_a\\_minimum\\_annual\\_local\\_housing\\_need\\_figure\\_calculated\\_using\\_the\\_standard\\_method.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728247/How_is_a_minimum_annual_local_housing_need_figure_calculated_using_the_standard_method.pdf)

<sup>48</sup> Technical Consultations on Changes to Planning Policy and Guidance, October 2018

- 5.36 Once adopted, the annual local housing need figure will be the target against which the Council will be judged for the purposes of the Housing Delivery Test (HDT)<sup>49</sup>. The Council will be expected to maintain a five-year supply of housing land in accordance with the NPPF.<sup>50</sup>
- 5.37 Policy SS2 identifies levels of growth which provides for housing in excess of the minimum local housing need target of 14,510 new homes. This is in order to allow for a level of flexibility as the Local Plan Review progresses and to avoid having to carry out additional consultation if levels of growth need to be adjusted or through the consultation process it becomes clear that a site/sites is no longer deemed to be deliverable. Subsequently, the Council may wish to consider identifying some of the sites as 'reserve sites' where development would be directed first, should it be in the position where it is unable to identify a five-year supply of housing land. At this point in time it is not proposed that the final Local Plan Review will have a housing requirement in excess of the 14,510 minimum local housing need figure.

### Distribution of Housing Growth

- 5.38 The distribution of housing will be in accordance with Policy SS1. This results in the majority of housing being directed towards Yeovil as the Principal Town in the District, followed by a smaller amount in each of the Market Towns, and then a lesser allocation for each of the Rural Centres. An overall housing target is identified for the Villages and Rural Settlements. Decisions on how much, and where development will take place in a Rural Settlement should be determined in conjunction with the aims of Policy SS4.
- 5.39 The rate of delivery of new homes in Yeovil has been identified as an issue in terms of maintaining a constant supply of new homes. This is largely due to the fact that large urban extensions take longer to masterplan and advance through the planning application process resulting in delays in delivery. As a way of addressing this, the Local Plan Review sees a lower proportion of the overall growth being directed towards Yeovil than in the adopted Local Plan, reducing the proportion from 47% to 33%.
- 5.40 The focus nationally on the delivery of new homes and the introduction of the new Housing Delivery Test means that the Local Plan Review needs to focus on a wider choice of development sites in terms of location and size in order to help improve the prospect of maintaining a five-year housing land supply. This is reflected in the levels of growth apportioned to the different settlement categories.
- 5.41 The evidence used to inform the apportionment of housing growth for each of the settlements includes but is not limited to: The Strategic Housing Market Assessment, the Strategic Housing Land Availability Assessment, economic growth projections, the Infrastructure Delivery Plan, the Authority Monitoring

<sup>49</sup> Housing Delivery Test Rule Book, July 2018.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/728523/HDT\\_Measurement\\_Rule\\_Book.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728523/HDT_Measurement_Rule_Book.pdf)

<sup>50</sup> NPPF, 2018. Paragraph 73.

Report, existing housing commitments, and settlement-specific documents such as the Chard Regeneration Framework as well as on-going regeneration plans for Chard and Wincanton and relevant Neighborhood Plans. In simple terms the overall strategy distributes housing growth for South Somerset between 2016 and 2036, as set out below:

**Figure 5.3: Distribution of housing growth by settlement category as compared to the adopted Local Plan**

Settlement Type	Number of Settlements of that Type	Overall Percentage of Growth in adopted Local Plan (%)	Overall Percentage of Growth in Local Plan Review Preferred Options (%)	Percentage of growth per settlement in Local Plan Review Preferred Options (%)
Principal Town	1	47%	33%	33.00%
Primary Market Towns	4	25%	30%	7.50%
Local Market Towns	3	7%	11%	3.67%
Rural Centres	5	7%	8%	1.60%
Villages	12	N/A	8%	0.67%
Rural Settlements (that qualify as at October 2018)	23	14%	11%	0.48%

5.42 The overall scale of growth and the wider policy framework requires an emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements.

### Housing Allocations

5.43 Allocations for housing development have been made in Yeovil, the Market Towns and in Rural Centres and are shown in each of the relevant settlement sections of this document.

5.44 These allocations will make a significant contribution towards delivering the overall requirement for new homes in the most sustainable locations in accordance with the strategic approach set out in this Local Plan Review.

### Housing Requirements for Neighbourhood Plans

5.45 There are seven designated neighborhood areas within South Somerset. At the time of writing, three Neighborhood Plans have been 'made'<sup>51</sup> and others are at

<sup>51</sup> This is the term used when a neighbourhood Plan has been through the whole process including a referendum and the Council has made the decision that it is part of the development plan.

various stages of development. Figure 5.4 shows where each Neighborhood Plan is in process of being created.

**Figure 5.4 Progress of Neighbourhood Plans in South Somerset**

Neighbourhood Plan	Progress
Wincanton	Made
South Petherton	Made
East Coker	Made
Castle Cary and Ansford	Submitted for Examination
Queen Camel	In progress
Martock and Bower Hinton	In progress
Ilminster	In progress

- 5.46 The NPPF says that local plans should set a housing requirement for designated neighborhood areas. Because of their status in the settlement hierarchy most of the designated neighborhood areas are given a specific housing requirement in Policy SS2.
- 5.47 Queen Camel is identified as a Village in the settlement hierarchy and as such its housing requirement falls within the Village's overall target. The emerging neighbourhood plan is seeking to deliver around 2 to 2.5 homes per year, a total of 35-40 dwellings in the period 2018 to 2034. The Local Plan Review is proposing 1,314 new homes in Villages once the number of completions (as at 31<sup>st</sup> March 2018) and commitments (as at 31<sup>st</sup> March 2018) are taken away from that total. There remains 722 homes to be delivered. There are twelve Villages in total and when divided equally this equates to 60 dwellings per Village over the Local Plan Review Period of 2016-2036. Therefore on this basis there is a housing requirement of 60 dwellings for Queen Camel over the twenty year period, this would equate to 3 new homes a year.
- 5.48 Given the parishes relationship with the built-up area of Yeovil, the East Coker Neighbourhood Area is more complicated. Policy ECH1 of the East Coker Neighbourhood Plan identifies a housing requirement of 54 new dwellings over the period April 2011 to March 2028, this target excludes the Yeovil South Sustainable Urban Extension (SUE) at Keyford, Policy YV2. The Local Plan Review includes a proposed allocation to extend the Keyford SUE to the south to accommodate an additional 200 dwellings. It is proposed that this too should be excluded from the neighbourhood area target.
- 5.49 As East Coker, combined with North Coker, meets the criteria to qualify as a Rural Settlement under Local Plan Review Policy SS4 it is proposed that the housing requirement for the East Coker neighbourhood area is 38 dwellings.
- 5.50 The justification for this is that the proposed overall target for Rural Settlements is 1,686 dwellings once completions (as at 31 March 2018) and commitments (as at 31<sup>st</sup> March 2018) are taken away from that total, 876 dwellings remain to be delivered. As at October 2018, twenty-three Rural Settlements have the four facilities which qualify them for growth under Local Plan Review Policy SS4.

When divided equally this equates to 38 dwellings per settlement over the period 2016-2036.

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**POLICY SS2 - DELIVERING NEW HOUSING GROWTH**

- i. The housing requirement for South Somerset is at least 14,510 dwellings in the plan period 2016 to 2036.
- ii. This provision will include: Housing development and redevelopment within development areas, allocations identified within this Local Plan Review, conversions of existing buildings, residential mobile homes, housing approved in accordance with Policy SS4 Development in Rural Settlements and new housing allowed through Permitted Development Rights.
- iii. The distribution of development across the settlement hierarchy will be in line with the numbers set out below:

<b>Settlement</b>	<b>Local Plan Review 2016-2036 Number of new homes required (net)</b>
<b>Principal Town</b>	
Yeovil	5,091
<b>Primary Market Towns</b>	
Chard	1,995
Crewkerne	1,194
Ilminster	839
Wincanton	613
<b>Local Market Towns</b>	
Castle Cary and Ansford	727
Langport and Huish Episcopi	351
Somerton	574
<b>Rural Centres</b>	
Bruton	152
Ilchester	361
Martock and Bower Hinton	330
Milborne Port	245
South Petherton	116
<b>Villages</b>	
Queen Camel Neighbourhood Area	60 (of the 1,314)
<b>Rural Settlements</b>	
East Coker East Coker Neighbourhood Area (excluding the Yeovil South Sustainable Urban Extension – Policy YV1 and Policy YV3)	38 (of the 1,686)
<b>Total</b>	<b>*15,588</b>

\*This figures exceeds the 14,510 South Somerset housing requirement at this stage in the process for the reasons set out in paragraph 5.37 of this document.

- 5.51 Figure 5.5 provides more detail on the component parts of the individual housing requirements set out in Policy SS2. It will be updated at the next stage of the Local Plan Review process to take account of planning approvals since 31 March 2018 and any other amendments.

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Figure 5.5 Detail of Housing Requirements

Local Plan Review	Completions 2016-2018 as at 31 <sup>st</sup> March 2018	Commitments - net commitments as at 31 <sup>st</sup> March 2018	Completions 2016-2018 as at 31 <sup>st</sup> March 2018 plus net commitments as at 31 <sup>st</sup> March 2018	LPR Housing requirement 2016-2036	Residual Requirement (any pending planning applications, planning permissions granted after 31 <sup>st</sup> March 2018 and new LPR allocations are included within this number)
Yeovil	564	1640	2204	5091	2887
Chard	31	474	505	1995	1490
Crewkerne	9	705	714	1194	480
Ilminster	14	105	119	839	720
Wincanton	62	281	343	613	270
Ansford/ Castle Cary	7	559	566	727	161
Langport/ Huish Episcopi	25	146	171	351	180
Somerton	80	354	434	574	140
Bruton	11	76	87	152	65
Ilchester	4	157	161	361	200
Martock/ Bower Hinton	45	75	120	330	210
Milborne Port	29	76	105	245	140
South Petherton	20	41	61	116	55
Villages	121	471	592	1314	722
Rural Settlements	157	653	810	1686	876
<b>Total</b>	<b>1179</b>	<b>5813</b>	<b>6992</b>	<b>15588</b>	<b>8596</b>

Source: South Somerset District Council Housing Monitoring Database

## Scale of Growth for the District and the Main Settlements

### Employment

- 5.52 The Local Plan seeks to support the development of a strong, high performing, resilient and adaptable economic by creating a planning framework within which all businesses can invest, adapt and expand in South Somerset. In recognition of the rural nature of the District and to ensure a sustainable approach to growth, an alignment between housing growth and jobs is made at a District-wide level.
- 5.53 To deliver these objectives it is important that the Local Plan sets out a clear vision and strategy that encourages sustainable economic growth, having regard to the draft South Somerset Economic Development Strategy and regeneration proposals for Yeovil, Chard and Wincanton.
- 5.54 Currently South Somerset's economy is robust with high economic activity and employment rates. Whilst there has not been substantial growth in new jobs in recent years, with low unemployment and a declining working age population, this has not yet been of concern.
- 5.55 The evidence base used to inform the plan<sup>52</sup> has assessed a range of data and developed economic scenarios reflecting upon previous rates of growth, current challenges, and future opportunities. Two sets of economic forecasts, coupled with local intelligence were used as the basis for identifying a jobs growth target, and subsequent employment land requirement for this Local Plan. Whilst the forecasts revealed differences in outlook in terms of growth because of the different assumptions they made in their models, both forecasters were in agreement that the level of employment growth over the Local Plan Review period would be lower than the figure identified in the adopted Local Plan. The evidence identifies that South Somerset should see a minimum of 9,360 new jobs delivered between 2016 and 2036<sup>53</sup>. The Local Plan will support this jobs growth through site allocations and criteria based policies.
- 5.56 The lack of job growth is largely explained by the sectoral make-up of the local economy, with an over-representation in sectors such as manufacturing and its associated supply chain, that have experienced employment decline in recent years. Micro-businesses also dominate and the growth in these businesses, like in jobs, has been slower in recent times than in other areas. The high representation in

<sup>52</sup> South Somerset Employment Land Evidence: Long Term Economic Forecasting and Implications for Employment Sites and Premises (July 2017) [https://www.southsomerset.gov.uk/media/890009/long\\_term\\_-\\_final\\_report\\_v2.0.pdf](https://www.southsomerset.gov.uk/media/890009/long_term_-_final_report_v2.0.pdf), Addendum to South Somerset Employment Land Evidence: Long Term Economic Forecasting and Implications for Employment Sites and Premises (November 2018) [https://www.southsomerset.gov.uk/media/930363/long\\_term\\_-\\_final\\_report\\_addendum\\_1\\_v4.0.pdf](https://www.southsomerset.gov.uk/media/930363/long_term_-_final_report_addendum_1_v4.0.pdf)

<sup>53</sup> Housing Requirement for South Somerset and Yeovil (January 2011) & Examination Core Document 167: Employment Policy SS3: Proposed Main Modifications Background and Further Evidence Base (November 2013)

manufacturing is countered by an under-representation in “office-based” activities, such as financial, professional and business services. That said, the South Somerset Economic Development Strategy notes that key growth sectors, including aerospace, advanced engineering and manufacturing, healthcare, tourism and food and drink offer opportunities for growth and diversification and a high proportion of small businesses and entrepreneurs provide further opportunities for growth and innovation.

- 5.57 A lower job creation target, coupled with a national drive to improve the productivity of existing businesses and a reliance on contracting sectors such as manufacturing has implications for the District’s future land and floorspace requirements. For planning purposes it is important to note that whilst the evidence shows that the additional jobs will be spread across a wide range of sectors and require land to be identified where possible to support that growth, a substantial number of jobs will be created in town centres, health, education and leisure activities (not traditional B Use Class activities) and nearly a third of new jobs will not require any land as they will be homeworkers or people who require no fixed place of employment, such as construction workers.
- 5.58 That said, in these uncertain economic and political times, the key will be flexibility and the criteria based policies in this Local Plan Review (see Economic Prosperity, Chapter 10) are flexible enough to accommodate needs not yet anticipated such as additional jobs that may arise from for example the food and drink industry, a key growth sector recognised in the Council’s Economic Development Strategy, which links to agriculture and may experience growth as a result of Brexit.
- 5.59 South Somerset is an agricultural District and supporting agri-businesses a range of rural diversification projects will be important to realise the Council’s economic ambitions. Policies EP4 (Delivering Employment Land), EP5 (Expansion of Existing Businesses in the Countryside) and EP6 (Farm Diversification) are relevant for such development.
- 5.60 The tourism sector in South Somerset is also long established and supporting further growth and value in this sector of the economy will be supported through Local Plan Policy EP8 (Tourism).
- 5.61 The Local Plan’s approach supporting economic growth and delivering employment land seeks to focus growth in the main settlements to ensure more sustainable and self-contained communities that are better placed to offer a range of opportunities to all of their residents. This approach will support the retention of strong, vibrant and healthy communities. In addition to this focused approach, in recognition of the rural nature of the District, growth will be supported along the main transport corridors, maximising the potential of the A303 to the economy.
- 5.62 Past economic success has been used to inform the distribution of these jobs across the District. The presumption is that the focus for economic growth will be Yeovil, followed by the Market Towns and Rural Centres. Additional employment land required to support the jobs likely to come forward in the Villages and Rural

Settlements will be small-scale and will be expected to accord with Local Plan Policies SS4, EP4 and EP5.

- 5.63 The Local Plan Review removes the jobs target by settlement that appeared in the adopted Local Plan because of the difficulties in monitoring annual jobs growth at a settlement level.
- 5.64 The Employment Land Review is the evidence based document that identifies and justifies the amount of employment land required by settlement. This section of the Local Plan Review will be informed by that document once it is completed.
- 5.65 The allocation and distribution of employment land across the District will be set out in Figure 5.6 below. This will be supported by a combination of quantitative and qualitative need justifications for each settlement.
- 5.66 The Local Plan Review carries forward a number of employment land sites from the adopted Local Plan. These sites continue to form part of the strategy set out in Policy SS3 and Policy EP1 for employment land delivery through to 2036. They are:
- 5.67 The jobs figure cited in Policy SS3 is expressed as a minimum and the Council will monitor performance against this district-wide target. The implications in terms of the balance of the economy, the number of jobs created and the land requirements for these sectors of the economy will require careful monitoring so as to be flexible and responsive to business needs, whilst also achieving sustainable patterns of development

**Figure 5.6: Employment Land Justifications**

Settlement	Employment land required to support B Use jobs growth	Existing employment land commitments	Qualitative and quantitative justification for employment land	Local Plan new employment land requirement
Yeovil				
Chard				
Crewkerne				
Ilminster				
Wincanton				
Castle Cary and Ansford				
Langport and Huish Episcopi				
Somerton				
Bruton				
Ilchester				
Martock and Bower Hinton				
Milborne Port				
South Petherton				



Villages				
Rural Settlements				
Total				

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**POLICY SS3 - DELIVERING NEW EMPLOYMENT LAND**

- i. The local plan will assist the delivery of 9,360 jobs by identifying 91 hectares of land for the development of employment uses (Use Classes B1, B2 and B8) between April 2016 and March 2036 and supporting other forms of economic development through the criteria based policies in this plan (ref policies here).
- ii. The distribution of development across the settlement hierarchy will be in line with the numbers below:

Settlement	Local Plan Review 2016-2036 Amount of Employment Land required (net)
Yeovil	X
Chard	X
Crewkerne	X
Ilminster	X
Wincanton	X
Castle Cary and Ansford	X
Langport and Huish Episcopi	X
Somerton	X
Bruton	X
Ilchester	X
Martock and Bower Hinton	X
Milborne Port	X
South Petherton	X
Villages	X
Rural Settlements	X
Total	91 hectares

## Villages

- 5.68 The introduction of a Villages category of settlement seeks to direct growth away from the smaller Rural Settlements. This approach seeks to reduce the demand for growth in less sustainable places and encourages growth where there is a greater concentration of services and facilities. It is thought that this approach is results in a more balanced settlement hierarchy.
- 5.69 The Local Plan Review does not allocate sites for development in Villages nor does it define Development Areas in these locations. However, Policies SS2 attributes an overall scale of growth to Villages, derived from a consideration of the size and function.
- 5.70 New development at Villages will be expected to adjoin the existing main built settlement and respect the character and setting of the settlement in accordance with the other policies in this Local Plan Review.

## Development in Rural Settlements

- 5.71 Policy SS4 seeks to ensure the development needs of Rural Settlements can be met, whilst restricting the scale of such growth. This policy is consistent with the spatial strategy of focusing development at Yeovil, the Market Towns, and the Rural Centres.
- 5.72 The Rural Settlements tier of the settlement hierarchy covers a range of settlements that vary in size, role, function, local priorities, and constraints. Therefore, the interpretation of Policy SS4 will depend on applying these factors in considering proposals at each individual settlement. Development should meet the needs of the settlement itself.
- 5.73 As Policy SS4 is starting from the premise of no development unless certain conditions are met, the evidence provided in support of applications is critical. Applications for new development in Rural Settlements will need to include necessary supporting evidence to justify that the criteria of Policy SS4 have been met. Such proposals should be based upon meeting the needs of the Rural Settlement in question, and developers are encouraged to carry out meaningful and robust engagement with the local communities at an early stage. This would include the town or parish council and other local stakeholders. Clearly the more types of development a proposal contains, the more broad based a case can be made for sustainable development. Opportunities for infill and use of previously developed land should be considered as well as development on greenfield sites.
- 5.74 Policy SS4 can be used as a starting point for rural communities who wish to identify land for development in Neighbourhood Plans. Community-led plans such as Parish Plans and Village Design Statements, which have been endorsed by the Council, are not development plan documents like adopted local plans and

'made' Neighbourhood Plans<sup>54</sup>. However they can be used as evidence to inform the design and layout of planning applications for development in Rural Settlements.

- 5.75 Whilst the NPPF recognises that there may be occasions when nearby smaller settlements effectively provide and support local services for each other<sup>55</sup>, having looked at the geographical distribution of the settlements within South Somerset, their status in the settlement hierarchy and the services they provide there is little evidence to show that there is a functional relationship between the Rural Settlements that meet the criteria with in Policy SS2 and those that do not.
- 5.76 It is important to ensure that the occupiers of new homes in Rural Settlements are able to live as sustainably as possible by having easy access to essential facilities that provide for their day to day needs. Therefore, development through Policy SS4 should only be located in those Rural Settlements that have at least four out of the six services listed below, if they do then for the purposes of Policy SS4 they will be regarded as a qualifying Rural Settlements.
1. Local convenience store / post office
  2. Primary School
  3. Health Centre
  4. Pub
  5. Village hall, community centre or faith facility with community meeting space
  6. Children's play area
- 5.77 In simple terms it is not realistic to expect a small hamlet with few services to be made a more sustainable location through new development.
- 5.78 The following sub-headings provide further explanation on meeting the types of development that will be appropriate in Rural Settlements i.e. employment, local services and housing.

### Employment Opportunities

- 5.79 The NPPF<sup>56</sup> states that policies should support sustainable growth and expansion of all types of business in rural areas. Economic growth in rural areas has many beneficial economic impacts. It will help overcome the unfulfilled economic potential in rural communities, tackle an over-reliance on traditional low paid employment as well as under-employment, and help limit skilled workers having to move elsewhere for work. The Heart of the South West Local Enterprise Partnership has identified rural enterprise as a key workstream and are working to take forward the recommendations in the South West Rural Productivity Commission Report<sup>57</sup>.

<sup>54</sup> In South Somerset the adopted Local Plan, post referendum and 'Made' Neighbourhood Plans are development plan documents.

<sup>55</sup> NPPF, July 2018. Paragraph 78.

<sup>56</sup> NPPF, July 2018. Paragraphs 83 and 84.

<sup>57</sup> South West rural Productivity Commission Report, October 2017.

- 5.80 Some examples of employment opportunities that are likely to be acceptable in Rural Settlements include starter units to support individuals or small companies, workshops, and businesses that require a rural location e.g. farm diversification and tourism.
- 5.81 The scale of employment development that is acceptable in Rural Settlements will vary depending on the size and nature of each settlement. Policies EP4 and EP5 provide further detail on how applications for economic development in the countryside will be assessed.

### Local Services and Facilities

- 5.82 Accessible local services that meet community needs and support well-being are vital to creating strong, vibrant and healthy communities.
- 5.83 Policy SS4 therefore generally supports proposals to create or enhance community facilities and services in Rural Settlements – this could include local shops; community halls; pubs; health and social care facilities; cultural, sports, recreation, faith and education facilities. It should be noted that there is a clear link between the provision of housing and employment and securing current and future facilities and services. The inter-relationship should be clearly explained in any application for development in Rural Settlements.
- 5.84 Evidence must be provided to demonstrate that this service/facility is required, that it would be viable in the longer term and that there is a suitable mechanism to deliver the facility or service.

### Housing

- 5.85 The NPPF states that policies should take into account the need to provide housing in rural areas. Although the focus should be on existing towns and identified service centres, some new housing should be provided to meet identified local need in other rural areas<sup>58</sup>, in order to enhance or maintain their sustainability.
- 5.86 Housing proposals should, where possible, demonstrate how they would support existing facilities. The NPPF states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.
- 5.87 The NPPF gives flexibility for local councils to set their own approach to delivering housing in rural areas. This includes considering whether allowing some market housing would enable the provision of significant additional affordable housing to meet local needs<sup>59</sup>. Policy SS4 allows for both affordable and market housing.

<sup>58</sup> NPPF, July 2018. Paragraphs 77 and 78.

<sup>59</sup> NPPF, July 2018. Paragraph 77.

- 5.88 Housing proposals in Rural Settlements will need to fully explain how they contribute towards meeting local need within the settlement itself. This could be through delivering affordable housing or a different form or type of market housing which is in limited supply for locals, for example small bungalows for elderly local households to move to and remain in the village, or two bedroom accommodation for young households.
- 5.89 Evidence must be provided which demonstrates how the local need is being met, for example through a Neighbourhood Plan, a Local Housing Needs Survey no more than two years old, or other recent survey.
- 5.90 It will be expected that affordable housing is included as part of housing schemes proposed at Rural Settlements where the threshold in Policy HG2 is triggered. Where the threshold for the provision of affordable housing has not been triggered applicants should give careful consideration to the mix of housing proposed. The aim will be to achieve a better overall variety of housing in the settlement and result in a more balanced community with better prospects for local people being able to obtain affordable housing and/or access a wider range of market housing and have regard to Policies HG3 and HG4.
- 5.91 Policy SS4 does not preclude proposals for rural exception schemes which provide 100% affordable housing. In fact these will be supported and particularly encouraged in Rural Settlements.
- 5.92 In settlements that do not meet the criteria set out in part i. of Policy SS4, proposals for 100% affordable housing will be supported where there is an identified local need demonstrated through a Local Housing Needs Survey. The Council can provide support to those parishes wishing to carry out or commission such an assessment.
- 5.93 Policy SS2 sets out the scale of housing development that could be delivered in the Rural Settlements tier of the settlement hierarchy. The measures set out in Policy SS4 are designed to maintain the balance of that hierarchy and are in recognition of how development in Rural Settlements should be strictly controlled. In Rural Settlements that have four out of the six facilities listed in paragraph i.a. (qualifying Rural Settlements) development should not take place on sites over one hectare in size.<sup>60</sup>

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<sup>60</sup> This aligns with paragraph 68 a) of the NPPF, July 2018

**POLICY SS4: DEVELOPMENT IN RURAL SETTLEMENTS**

- i. Development in Rural Settlements will be supported where all the following criteria are met:
- a. The Rural Settlement must contain at least four of the following six types of service:
    - Local convenience store / post office;
    - primary school;
    - health centre;
    - pub;
    - Village hall and/or community centre or faith facility with a community meeting space;
    - children's play area;
  - b. Development must be located within or adjacent to the existing built settlement, be commensurate with the scale and character of the settlement, and provide for two or more of the types of development listed below:
    1. Affordable housing to meet an identified local need in that settlement.
    2. Market housing to meet an identified local need in that settlement.
    3. Employment opportunities appropriate to the scale of the settlement.
    4. Enhanced or new community facilities and services of an appropriate scale to serve the settlement, where a local need has been identified.
  - c. Housing development in Rural Settlements should be accommodated on sites no larger than one hectare in size. In addition, the cumulative impact of development in any one Rural Settlement should not result in development of an overall scale that is inconsistent with the settlement strategy set out in Policy SS1.
  - d. Proposals should be consistent with relevant Neighbourhood Plans, have regard to relevant community-led plans and should generally follow robust community engagement and consultation.
- ii. In settlements (not small groups of dwellings in the countryside) that do not meet the criteria a) to d), proposals for 100% affordable housing will be supported where there is an identified local need demonstrated through a Local Housing Needs Survey.

## Infrastructure Delivery

- 5.94 The growth planned in the Local Plan Review needs to be supported by infrastructure, community facilities, and services to ensure the development of sustainable places. If the infrastructure required to meet the needs of the community is not provided alongside growth, there will be unacceptable impacts on local areas as well as residents and the quality of the environment will be adversely affected. The local authority is committed to ensuring that this does not happen and has successfully sought and used planning obligations to obtain the necessary resources to assist in the delivery of this vital infrastructure.
- 5.95 Planning Obligations in South Somerset are currently delivered through Section 106 Agreements and a Community Infrastructure Levy (CIL) which was introduced in April 2017<sup>61</sup>.
- 5.96 Section 106 Agreements are legally binding agreements between local authorities and applicants/landowners which can form part of planning applications. Through these agreements, proper provision can be made to ensure that new development meets, or contributes to meeting, the necessary infrastructure for the development to go ahead.
- 5.97 In order to be requested as part of a planning application the requirements of a planning obligation must meet the following tests:
- Be necessary to make the development acceptable in planning terms.
  - Be directly related to the development.
  - Be fairly and reasonably related in scale and kind to the development.<sup>62</sup>
- 5.98 The Council will use its Infrastructure Delivery Plan (IDP) and regular monitoring of infrastructure capacity to understand the required infrastructure to ensure sustainable development. The report assesses the existing status of infrastructure in individual settlements. This assessment includes the settlement's capacity for growth, the nature of additional infrastructure found to be necessary to accommodate additional growth proposed, the likely costs of providing such infrastructure and any funding sources where known.
- 5.99 The Council is committed to working with other infrastructure providers to ensure timely delivery of services and to ensure that the IDP is kept up to date. It is a living document, and as changes to infrastructure requirements and funding arises, the Council will work with the relevant stakeholders to regularly review requirements.
- 5.100 The IDP has informed and will continue to inform any revisions of the Councils list of strategic infrastructure, (as currently identified by the Council under Regulation

<sup>61</sup> CIL Information and Forms can be found on the Council web site: [https://www.southsomerset.gov.uk/planning-and-building-control/planning-permission/community-infrastructure-levy-\(cil\)/](https://www.southsomerset.gov.uk/planning-and-building-control/planning-permission/community-infrastructure-levy-(cil)/)

<sup>62</sup> Set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 and listed in paragraph 56 of the NPPF, 2018.

123<sup>63</sup>). The Council is only able to spend the money collected through CIL on the items listed on the “123 list”.

- 5.101 Town and parish council's receive a proportion of the CIL collected in relation to qualifying development that has taken place in their parish. That proportion is 15%, limited to £100 per existing Council Tax dwelling per year. However, where there is a neighbourhood plan in place which has been successful at referendum and 'made' by the Council, the proportion rises to 25% and there is no annual limit. Town and parish councils are able to spend this money on local priorities.
- 5.102 For infrastructure projects which are not to be funded through CIL and which are required as part of a planning application to mitigate site specific issues, planning obligations under Section 106 will continue to be required.
- 5.103 In exceptional circumstances where the viability of a proposal is in question an 'open book' approach to viability will be undertaken and planning obligations will be reviewed in line with adopted Council procedure.<sup>64</sup>
- 5.104 Affordable housing is not a type of infrastructure and is not part of CIL and will be negotiated as part of a Section 106 agreement. Policy HG2 sets out the threshold and target for the provision of affordable housing.
- 5.105 Where a site forms part of a wider development proposal on which planning obligations will be sought, the Council will seek to apportion the necessary planning obligations to ensure that the cumulative impact of such proposals are properly mitigated and to avoid piecemeal development.
- 5.106 Currently the CIL regulations<sup>65</sup> prevent Councils from pooling together more than five S.106 planning contributions to fund a single item of infrastructure. However, following a consultation on supporting housing delivery through developer contributions<sup>66</sup> the Government has stated its intention to lift the pooling restriction. Further legislation is required to make this change and the Government has consulted on revised regulations.<sup>67</sup>

<sup>63</sup> S.I. 2010/948 Community Infrastructure Levy Regulations, Regulation 123 requires the Council to publish a list of those types or individual infrastructure projects that will be funded or part funded by through CIL

<sup>64</sup> The current Council procedure is set out in the 'Development Control Protocol for identifying and prioritising planning Contributions, adopted 15 June 2006.

<sup>65</sup> Regulation 123

<sup>66</sup> This took place between March and May 2018.

<sup>67</sup> <https://www.gov.uk/government/consultations/developer-contributions-reform-technical-consultation>

**POLICY SS5 - INFRASTRUCTURE DELIVERY**

- i. The Council will secure the provision of (or financial contributions towards) social, physical and environmental infrastructure and community benefits which the council considers necessary to enable the development to proceed. Proposals that form part of potentially wider sites will be assessed in terms of the capacity of the site as a whole and such requirements sought on a pro-rata basis.
- ii. Planning Obligations (through Section 106 legal agreements) will be used to cover those matters which would otherwise result in planning permission being refused for an individual development and may be negotiated on a site by site basis.
- iii. The Council, in line with current practice within this and other Councils, will obtain payment from developers for legal and monitoring fees in association with Section 106 Agreements.
- iv. Infrastructure required as a result of a site specific planning obligation will normally be expected to be provided for onsite where appropriate and delivered in a timely manner. This will be undertaken alongside growth but may exceptionally, be provided nearby or through financial contribution.
- v. The types of infrastructure required will be considered on a site by site basis and may include the following, where appropriate and not otherwise funded in full or part through CIL (not exhaustive):
  - a. Renewable and low carbon energy.
  - b. Provision and enhancement of open space, sports facilities and play areas.
  - c. Providing for and improving accessibility by a variety of modes of sustainable transport.
  - d. Improvements to biodiversity assets and green infrastructure.
  - e. Road and highway improvement.
  - f. Community facilities, including Early Years, Primary, and Secondary educational provision.
- vi. The level of developer contribution will be proportionate to the nature, scale and viability of the project having regard to the:
  - a. Scale and form of development.
  - b. Capacity of existing infrastructure.
  - c. Potential impact of the development upon the surrounding area and its facilities.
- vii. In exceptional circumstances, where the viability of a scheme is contested the Council will adopt an 'open book' approach to negotiations in line with adopted Council procedures.
- viii. A Community Infrastructure Levy will be charged throughout the District in accordance with the adopted Charging Schedule for the provision of infrastructure in the area.
- ix. The Council will work in partnership with other authorities and infrastructure providers to ensure coordination of infrastructure delivery to support growth.

## 6. Yeovil

### Spatial Portrait



- 6.1 Yeovil is by far the largest settlement in South Somerset and is the focus for employment, retail, services and housing in the District. It is located on the south eastern boundary of Somerset, adjacent to the Dorset border and is surrounded by a rural area of smaller market towns and villages.
- 6.2 Yeovil is closely linked to the A303 trunk road which runs east-west through the District. The A30 and A37 run through the town. There are two mainline railway stations, Yeovil Pen Mill on the Weymouth-Bristol line and Yeovil Junction on the Exeter-London Waterloo line. Neither station is ideally located, Pen Mill is on the eastern edge of the settlement and Yeovil Junction is located two miles to the south. However, there is a regular bus service from the stations to the town centre and Pen Mill has good pedestrian and cycle links to the town centre via an off road path.
- 6.3 Rapid housing development over the last 50 years has now taken Yeovil's population to around 47,780 people<sup>68</sup>. This residential growth has primarily spread north and west of the town centre, absorbing the small hamlets of Preston Plucknett and Alvington, and now extending to the edge of Lufton hamlet to the west and Brimsmore to the north. Development to the southeast has been limited due to a combination of the River Yeo's flood plain, steep hills, and historic homes and estates.

<sup>68</sup> Office for National Statistics: 2016 Mid-Year LSOA Estimates

- 6.4 Yeovil plays a significant economic role in the County and is the prime economic driver for South Somerset. The town is the heart of aerospace research, design and manufacture in Somerset, with a long history of aircraft manufacture dating back over 100 years. For context, it has 21 times the concentration of employment in aerospace than the national average and consequently there are a high proportion of manufacturing jobs in the town. There are also many jobs in health and social work and retail in the town but the town is under-represented in private sector services such as banking and finance. The town has high levels of self-containment and also high levels of in-commuting.
- 6.5 Yeovil has a range of food and non-food shops, with numerous national multiple operators. Some of the key services and cultural activities in the town include Yeovil District Hospital, Yeovil College, the Octagon Theatre, Yeovil Town Football Club, and the refurbished Westland Leisure Complex.
- 6.6 Some of the core town centre functions of Yeovil are currently located elsewhere in the town. For example many offices including the Yeovil Innovation Centre and South Somerset District Council's main office are now located outside of the town centre.
- 6.7 The car currently dominates travel with over 40%<sup>69</sup> of people travelling to work by car or van. So whilst lots of people who live in Yeovil also work in Yeovil, they do not walk, cycle, or use public transport to commute. Although there are some dedicated cycle routes around parts of Yeovil, much of this network is discontinuous meaning that it is difficult to cycle to key destinations across the town, particularly from northern parts of Yeovil. Therefore, key traffic routes across the town suffer from congestion at peak times. Road traffic is the prime cause of poor air quality in parts of Yeovil, which has led to the whole town being designated as an Air Quality Management Area.
- 6.8 Yeovil is located in an attractive rural setting, within a sensitive landscape defined by escarpments to both the north and south. There is a rich historic environment in close proximity to the town, including registered Historic Parks and Gardens, village Conservation Areas and Scheduled Ancient Monuments. Much of the town is surrounded by best and most versatile (BMV) agricultural land. There are several local wildlife sites and European protected species. The River Yeo flood plain runs along the eastern edge of the town. The Nine Springs Country Park just to the south of the town centre is a key asset and like much of the historic and natural environment provides tourism opportunities.

### **Local Aspirations - the 'Yeovil Town Centre Refresh'**

- 6.9 The Town Centre Development Strategy for Yeovil has been undertaken by consultants on behalf of South Somerset District Council and the refresh of Yeovil Town Centre is one of the Council's Priority Projects for 2019 to 2020. More detail on this can be found in Section 11 – Town Centre Regeneration and Retail.

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<sup>69</sup> Census, 2011

## What Will The Local Plan Deliver?

### Housing

- 6.10 The spatial strategy proposes about 5,091 new homes at Yeovil. This level of housing provision helps to maintain a balance with the town's potential job growth and will serve to maintain Yeovil as the focus for growth in the South Somerset economy. Additional housing will also help to support a vibrant retail, leisure and service base for the town and wider area.
- 6.11 The development capacity in Yeovil within the Local Plan Review period as at 31st March 2018 has been identified as:
- Completions: 564 dwellings
  - Commitments: 1640 dwellings
  - Yeovil Sustainable Urban Extensions (SUEs): 1565 dwellings
  - Yeovil Town Centre: 500 dwellings
  - Other allocations: 822 dwellings

### Yeovil Sustainable Urban Extensions

- 6.12 Sustainable Urban Extensions (SUEs) at Yeovil including 1,565 dwellings and 5 ha of employment land are still required to deliver the proposed level of growth for the town. This would equate to around 3,400 people living in the urban extensions when completed. The scale of growth being proposed is similar at each SUE, with approximately 800 dwellings in the south area and 765 dwellings in the north east. Sufficient land for economic development is provided to allow for one job per household, and a range of community facilities are included to ensure a mix of uses and more sustainable communities. These capacity issues will be resolved in due course, with contributions being sought through Section 106 obligations and possibly CIL<sup>70</sup>.
- 6.13 At the time of writing, planning applications for each of the SUEs remain to be determined<sup>71</sup>. In order for the outline applications and any subsequent reserved matters applications to be approved, they will need to have complied with the highest sustainability objectives and 'Garden City' design principles as previously established by Policy YV2 of the 2006-2028 Local Plan; and as set out in Policy YV1 of this Local Plan Review<sup>72</sup>.
- 6.14 In particular the following standards are to be pursued for these strategic locations for Yeovil:
- 40% greenspace – an aspiration in keeping with the Yeovil Vision and the high quality urban edge landscape of Yeovil;

<sup>70</sup> The current CIL Regulation 123 List, 2016 does not include education provision and this is currently addressed through S.106 obligations.

<sup>71</sup> Primrose Lane, Upper Mudford – 14/02554/OUT; and Keyford – 15/01000/OUT

<sup>72</sup> [https://www.southsomerset.gov.uk/media/707200/south\\_somerset\\_local\\_plan\\_2006-2028\\_adoption\\_version\\_march\\_2015.pdf](https://www.southsomerset.gov.uk/media/707200/south_somerset_local_plan_2006-2028_adoption_version_march_2015.pdf)

- A minimum of 30% affordable housing to achieve the garden town aspirations of the Council for the Urban Extensions – the Council's target is 35%;
- More options for non-car travel (30% of trips should be non-car) – the high usage levels of traffic on Yeovil's roads throughout the network point to retention of this standard to enable maximum development and development benefits at minimum adverse traffic impact;
- 1 job per household provided on site – this enables a new sustainable community less controlled by the need to use the car;
- Homes accessible to public transport – the need to promote viable public transport in Yeovil is clear.

- 6.15 The Masterplanning of the planning application proposals has included the involvement and scrutiny of the local Parish Councils and communities.
- 6.16 The East Coker Neighbourhood Plan has now been made, having been agreed by an independent Examiner and the subject of a favourable referendum<sup>73</sup>. The neighbourhood area includes the whole of the parish of East Coker which extends into the southern edge of Yeovil, where the Yeovil South Area SUE is located.
- 6.17 The Neighbourhood Plan provides for at least 54 additional dwellings within the Parish over the period 2011-2028 this figure excludes to Yeovil South Area SUE. Policy SS2 of this Local Plan Review sets a requirement for 38 new dwellings in the Neighbourhood Area excluding the South Area Sustainable Urban Extension and the site allocated under Policy YV3 of the Local Plan Review.

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<sup>73</sup> The Neighbourhood Planning (General) Regulations 2012 as amended. [South Somerset District Council - East Coker Parish Neighbourhood Area Designation](#)

## POLICY YV1 – YEOVIL SUSTAINABLE URBAN EXTENSIONS

- i. The Yeovil Sustainable Urban Extensions are located in two areas to the south and north-east of the town and should provide the following:
  - a) The south area:
    - Approximately 2.58 hectares of land for economic development;
    - Approximately 800 dwellings; including 28% affordable housing
    - One Primary school;
    - A health centre; and
    - A neighbourhood centre.
  - b) The north east area:
    - Approximately 2.58 hectares of land for economic development;
    - Approximately 765 dwellings; including 28% affordable housing
    - One Primary school;
    - A health centre;
    - A neighbourhood centre; and
    - Landscape mitigation to address:
      - Potential massing effects across the site's northward face; and
      - Potential visual dominance at the site's edge and skyline.
- ii. The Yeovil Sustainable Urban Extensions will be developed to the highest sustainability objectives and Garden City principles.
- iii. Development within the Yeovil Sustainable Urban Extensions will be permitted where features supporting bat movement are not severed and that access between feeding areas and roosts is maintained unless it can be proven that there would be no significant effect by the proposal on such features.

### Yeovil Summerhouse Village

- 6.18 Current Local Plan Policy YV3 identifies land in the Yeovil town centre for a mixed use scheme including housing, employment, retail and leisure uses. This proposal has now been superseded by the Yeovil Refresh proposals which are discussed in Section 11 of this Local Plan Review and consequently Policy YV3 has been deleted.

### North West of Brimsmore key Site

- 6.19 The site is adjacent to Brimsmore Key Site, to the north west of the main built-up area of the town. Whilst the settlement of Thorne Coffin lies to the east the scheme would sit in a natural low lying valley between two ridgelines. Significant landscaping would be required on the western and northern edges of the site. To the east the scheme would link with the existing Brimsmore Key Site development.

## **POLICY YV2 – YEOVIL HOUSING GROWTH NORTH WEST OF BRIMSMORE KEY SITE**

The site north-west of Brismore Key Site is allocated for residential development, to provide the following:

- About 200 dwellings, including 28% affordable housing;
- Children’s formal and informal play space
- Public open space
- Significant landscaping buffer on the western and northern edges

### **South of Keyford**

- 6.20 This site will form a southern extension to the south Sustainable Urban Extension. Listed buildings at Key Farm are located to the south east of the site. The site of a Roman Villa – a Scheduled Ancient Monument – is also located nearby to the north-west corner. There are Rights of Way across the site which will need to be retained or re-routed following a successful application for a Diversion Order. In order to protect the setting of the site of the Roman Villa to the east; and to provide the opportunity to enhance biodiversity and provide additional public amenity land, the field to the west of Pavyotts Lane should remain undeveloped and planted with strong landscaping.

## **Policy YV3 – Yeovil Housing Growth south of Keyford**

The site south of Keyford) is allocated for residential development, to provide the following: About 265 dwellings, including 28% affordable housing;

- Children’s formal and informal play space
- Public open space
- Retention of existing Rights of Way
- A landscaping buffer in the western part of the site (west of Pavyotts Lane).

## Land at Brimsmore Gardens

- 6.21 This site on the northern edge of Yeovil, adjacent to Brimsmore Gardens, extends to nearly 11ha. The topography in the NE corner slopes more steeply down to ponds and wooded area, so this part of the site should be provided as public open space, an area of biodiversity and sustainable drainage. Access should be off Tintinhull Road and not via the A37.

### **POLICY YV4 – YEOVIL HOUSING GROWTH AT BRIMSMORE GARDENS**

The site at Brimsmore is allocated for residential development, to provide the following:

- About 200 dwellings, including 28% affordable housing;
- Children’s formal and informal play space
- Public open space
- Retention of existing Rights of Way

## Mudford Road

- 6.22 This site is on the north eastern side of Yeovil and proposes frontage development extending from the existing residential properties on the north side of Mudford Road extending around to the small group of houses on the A359 as you leave Yeovil in the direction of Mudford.
- 6.23 Frontage development only is proposed to reflect the character of the existing properties along Mudford Road.

### **POLICY YV5 – YEOVIL HOUSING GROWTH AT MUDFORD ROAD**

The site at Mudford is allocated for residential development, to provide the following:

- About 25 dwellings, including 28% affordable housing;
- Children’s formal and informal play space
- Public open space

## Yeovil Former Bus Depot, Reckleford

- 6.24 This is a brownfield site just to the north of the designated Yeovil Town Centre. It is capable of accommodating a high density residential scheme in a highly sustainable location.

### **POLICY YV6 – YEOVIL HOUSING GROWTH AT THE FORMER BUS DEPOT, RECKLEFORD**

The former Bus Depot is allocated for residential development, to provide the following:

- About 100 dwellings, including 28% affordable housing;
- Public open space

### **Junction of St Michaels Road and Victoria Road**

- 6.25 This brownfield site is located in a predominantly residential area and its residential re-use should provide for reduced noise, hours of operation, traffic load and disruption. The site has the potential to link directly with adjacent play area.

### **POLICY YV7 – YEOVIL HOUSING GROWTH NORTH OF JUNCTION OF ST MICHAELS ROAD AND VICTORIA ROAD**

The site north of the Road junction of St Michael's Road and Victoria Road is allocated for residential development, to provide the following:

- About 20 dwellings, including 28% affordable housing;
- Public open space

### **Eastville Road**

- 6.26 This is another brownfield site in a predominantly residential part of the built-up area of Yeovil; and a relatively high density scheme may be acceptable, subject to the impact on adjoining properties.

### **POLICY YV8– YEOVIL HOUSING GROWTH AT EASTVILLE ROAD**

The site at Eastfield Road is allocated for residential development, to provide the following:

- About 12 dwellings, including 28% affordable housing;
- Public open space

## Employment



- 6.27 The Local Plan supports Yeovil's role as the prime economic driver in South Somerset as well as parts of surrounding districts. Policy SS3 (Delivering New Employment Growth) sets a target of \*\* ha of employment land, plus a further 5.16 ha in the Sustainable Urban Extensions.
- 6.28 Yeovil has delivered the most employment land in gross terms (11.84 hectares) of all the settlements in the District but once losses have been taken into account (8.86 hectares) this figure falls to just under 3 hectares (2.98ha)<sup>74</sup>. Policy SS3 of the Local Plan is focused on net, new employment land delivery, and so the 2.98 hectares is somewhat off the target for Yeovil. However, the gross land delivery figure should be borne in mind when reflecting on what is happening in the settlement, and it demonstrates that the town is clearly capable of realising a reasonable level of new employment land. But, what the data is also showing is that other changes are occurring in the town, with high levels of existing employment land being lost to other uses, and changes of use generating net additional floorspace but without necessarily requiring new land.
- 6.29 Given that Yeovil is the largest urban area in the District, it is expected that there will be a degree of replacement, churn and loss as older buildings and premises become obsolete and new land/buildings are developed. To some extent, this represents the natural cycle of stock upgrades and replacement seen within all urban areas. The majority of losses have been to residential use.
- 6.30 Three employment allocations were carried forward from the old Local Plan (1991-2006) into the adopted Plan. These are ME/YEOV/4 Land south of Yeovil Airfield, ME/WECO/1 Land off Bunford Lane and the employment element of the

<sup>74</sup> SSDC Employment Monitoring Data – B1, B2 and B8 uses 1<sup>st</sup> April 2006 to 31<sup>st</sup> March 2018

Lufton Key Site, KS/BRYM/1, known as Lufton 2000. They all have planning permissions in place for employment development.

- 6.31 Figure 6.1 summarises the delivery of land for economic development in Yeovil as at 31 March 2018. This is all land for economic development, as opposed to just B Uses.

**Figure 6.1: Yeovil Economic Development as at 31 March 2018**

Status	Land (Hectares) (Net)	Floorspace (m <sup>2</sup> ) (Net)
<b>Complete</b>	3.98	25,579
<b>Under Construction</b>	5.62	-745
<b>Not Yet Started</b>	24.76	65,159
<b>Total</b>	<b>34.36</b>	<b>89,993</b>

Source: SSDC Authority Monitoring Report 2018

- 6.32 There does not appear to be any particular appetite for large scale office-building in Yeovil, although the Motivo Building appears successful and the Yeovil Innovation Centre has also recently been extended. Planning permission has also been granted for the iAero specialist aerospace serviced accommodation on Bunford Lane, adjacent to the airfield, with construction expected to start soon at the time of writing.

## Retail

- 6.33 Yeovil is the largest town centre in South Somerset. Food shopping (known as convenience goods) is spread throughout the town both within what is known as the defined Town Centre (identified in the Local Plan Proposals Map) and outside, in other parts of the town. A total of £174.63 million in convenience goods expenditure was attracted to Yeovil in 2017, 48% of the total convenience goods spending attracted to the District. Of this spending, 31% was in the Town Centre and 69% in the rest of Yeovil<sup>75</sup>. This isn't surprising as the majority of supermarkets are located outside of the Town Centre and there continues to be pressure for this as the development industry believes there are no suitable, available and viable town centre sites to accommodate further growth in food shopping.
- 
- 6.34 Comparison goods refer to durable goods such as clothing or footwear, in other words, non-food. The comparison goods expenditure attracted to Yeovil in 2017 totalled £392.35m, equivalent to 86% of the total comparison goods spending in

<sup>75</sup> Retail and Main Town Centre Uses Study; Lichfields, 2017

the District as a whole. Food and beverage expenditure attracted to Yeovil is £90.86 million; 57% of the total attracted to the District<sup>76</sup>.

- 6.35 By way of comparison with other town and city centres, Yeovil is ranked 160th by Venuescore (2016)<sup>77</sup>, Taunton 90th, Bristol 13th, Bath 19th, and Exeter 22nd.
- 6.36 The household shopper survey carried out as part of the Retail and Main Town Centre Uses Study indicates that Yeovil is the main destination for 35% of South Somerset shoppers for food shopping and 77% for non-food. When asked what would make respondents shop in Yeovil more often 51.5% stated 'nothing'. A better choice of shops in general is the improvement most would like to see. The following summarises the suggested improvements:

**Figure 6.2: What would make you shop more in Yeovil?**



Source: NEMS Market Research

- 6.37 Looking to the future, the retail floorspace capacity at Yeovil is as follows:

**Figure 6.3: Projected Retail Floorspace Capacity in Yeovil (sq. m gross)**

Type	By 2024	By 2029	By 2034
Convenience	14	555	1,078
Comparison	5,755	13,561	21,508
Food and Beverage	502	1,489	2,452

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

<sup>76</sup> South Somerset Retail and Main Town Centre Uses Study, Lichfields 2017 (Appendix 5)

<sup>77</sup> VENUESCORE™ is an annual survey compiled by Javelin Group, which ranks the UK's top 3,500+ retail venues (including town centres, stand-alone malls, retail warehouse parks and factory outlet centres).

- 6.38 The vacant units in Yeovil town centre could accommodate some of this growth depending on the size and nature of available units and market demand.
- 6.39 The Retail and Main Town Centre Uses Study does not recommend any change to the existing retail hierarchy. Yeovil is seen as having the best prospects for attracting investment from developers and multiple operators and should be the location for large-scale development serving a wider area. Infrastructure
- 6.40 The Infrastructure Delivery Plan (IDP) Update 2015/16<sup>78</sup> identifies a number of infrastructure requirements for Yeovil, these are summarised below. This document also analyses issues which have emerged through a consultation with infrastructure providers, since the update was published.

**Figure 6.4: Infrastructure Requirements for Yeovil**

Infrastructure Type	Project
Yeovil Refresh	<p>As part of the Yeovil Refresh initiative, there is a requirement for an overarching access strategy to provide the basis for transport in Infrastructure investments.</p> <p>A Local Walking and Cycling Infrastructure Plan is to be produced to provide the basis for future investment in cycling and walking infrastructure.</p> <p>A car parking action plan is to be produced and improved fixed plate directional signage is to be installed.</p> <p>Improved lighting is to be installed in West Hendford car park and a Public Realm Design Guide is to be produced.</p>
Highways	<p>The Yeovil Eastern Corridor project<sup>79</sup> proposed several improvements through the town centre and eastwards, and a significant amount of the work has now been completed using funding from developers and public finance (<i>Priority 1</i>).</p> <p>The Yeovil Western Corridor aims to increase the capacity of key junctions to the west of the town, as well as enhancing walking and cycling links (<i>Priority 1</i>). This is an £11 million scheme, fully funded through contributions from local development and the Heart of the South West Local Transport Board. At the time of writing, it is expected to be complete in the Spring of 2019.</p> <p>A number of other highway improvement works are planned as part of the delivery of the Key Sites and the two SUEs. Under the terms of the Section 106 Agreement signed for the Lyde Road Key Site, the following highway works are proposed and will be funded by developers:</p>

<sup>78</sup> South Somerset Infrastructure Delivery Plan Update 2015/16, Part One – Spatial Summary, January 2016: [https://www.southsomerset.gov.uk/media/814403/idp\\_2015\\_16\\_part\\_1\\_issue.pdf](https://www.southsomerset.gov.uk/media/814403/idp_2015_16_part_1_issue.pdf)

<sup>79</sup> Somerset County Council project for road improvements

	<ul style="list-style-type: none"> <li>• Lyde Road / Sherborne Road – conversion of existing junction to a traffic light signal controlled junction (<i>Priority 1 - completed</i>);</li> <li>• Upgrade existing Lyde Road / Mudford Road junction to a traffic light signal controlled junction (<i>Priority 1</i>); and</li> <li>• Creation of a roundabout at the Combe Street Lane / Mudford Road junction (<i>Priority 1</i>).</li> </ul> <p>Significant road improvement schemes will be required in order to provide adequate access for the two SUEs. For the North-East SUE, a new roundabout is needed on Primrose Lane to allow access in to the west of the site (<i>Priority 1</i>). For the Southern SUE, a new fifth arm for the Keyford roundabout is required, and improvements to Little Tarratt Lane / A37 junction are also required (<i>Priority 1</i>).</p> <p>There remain concerns over specific congestion hot-spots and poor traffic-flow along key routes (<i>Priority 1</i>), these include:</p> <ul style="list-style-type: none"> <li>• A30 (Reckleford) and its relationship with access roads into and out of the town centre, such as Wyndham Street and Market Street; and</li> <li>• Access to key regeneration sites in the town centre, such as: the Cattle Market, Stars Lane/Box Factory, Glovers Walk, and the Quedam Extension.</li> </ul>
Rail	<p>There is currently no southern rail link between Yeovil Junction and the southbound line (i.e. the so-called 'south chord' towards Dorchester). This limits both the potential to enhance services, and network resilience to extreme weather events. Options are being considered to address these issues, although some, such as more regular train frequencies on the Heart of Wessex line and a 'south chord', are not being considered until the long term.</p> <p>Yeovil Junction and Yeovil Pen Mill stations require modest infrastructure enhancements to enable a better service to cater for growing communities.</p>
Bus	<p>The network suffers from a lack of connectivity in places. Sustainable travel schemes are being considered in order to promote connectivity with the SUEs. Improvements are also planned as part of the Yeovil Refresh.</p>
Flood Risk and Drainage	<p>The majority of flood risk and drainage problems relate to surface water and sewer flooding, with around 1,100 residential properties at risk of surface water flooding in the town. There are no Environment Agency (EA) maintained raised defences in Yeovil itself, but EA defences are in place nearby upstream at Barwick and Stoford. A Surface Water Management Plan for Yeovil to inform future development and drainage works is programmed to be prepared in 2019-20.</p>
Utilities	<p>In the short term, the Brimsmore key site needs to upgrade existing sewers, provide a new off-site mains sewer, and new booster station. Lufton key site needs to provide a new off-site sewer.</p>

	<p>The development of Bunford Park will provide an upgrade to the electricity grid and improvements to the strategic water main network. The north SUE will provide off-site foul sewerage enhancements, water supply and electricity grid improvements.</p> <p>In the medium term, the South Yeovil SUE should provide a new off-site sewer and new off-site mains (<i>Priority 1</i>). In addition, Pen Mill Sewage Treatment Works requires a detailed Strategic Enhancement Plan in order to inform future investment needs, with a treatment works scheme required in 2020-25 subject to growth and water quality objectives.</p> <p>The upgrading of the water supply grid will ensure sufficient capacity in Yeovil (<i>Priority 1</i>). This will be funded directly by Wessex Water and delivered in the short term (2018 – 2020).</p> <p>Off-site electrical and gas reinforcement works will be required for the South SUE, and these have been factored in by the developer in their planning application (<i>Priority 1</i>).</p> <p>New off-site sewers will also be required for the South SUE.</p> <p>It is understood from Wessex Water that developments by it in Yeovil are part of a wider initiative to rationalise the number of facilities. SCC are currently seeking clarification on which Sewerage Treatment Works will continue to operate.</p>
Education	<p>In order to accommodate Local Plan growth, two new primary schools are required in the short term: one associated with the Lufton Key Site, and another associated with the North East SUE / Wyndham Park site (<i>Priority 1</i>). Two further new primary schools are required in the medium term: one at Brimsmore Key Site (<i>Priority 1</i>), and one associated with the South SUE (<i>Priority 2</i>).</p>
Health Care	<p>The Local Plan creates the opportunity for a new health centre in each of the two SUEs, estimated to be delivered in the medium to long term (<i>Priority 2</i>), reflected in the outline planning applications for the SUEs.</p> <p>Opportunities to provide integrated health care are being considered including Yeovil District Hospital's 'Symphony' project.</p> <p>NHS England and Somerset CCG are producing a high level Local Estates Strategy. This will fully assess existing health care capacity across South Somerset and will be used to inform any future needs. Initial indications suggest that provision in Yeovil will be highlighted as a priority.</p> <p>It is understood that the current Yeovil Health Centre has outgrown the space available. Symphony Healthcare Services (SHS) will seek a suitable area of land to be allocation for healthcare purposes. The</p>

	<p>site should be suitably located and sized to accommodate a primary healthcare building with the required external space for landscaping, vehicle parking etc.</p> <p>There are six general practice surgeries in Yeovil, dispersed across the town. Within the sustainable urban extensions at Brimsmore and Wyndham Park, provision has been made for the inclusion of medical services to meet the needs of the residents within each SUE. However, there are a number of factors that would affect the delivery of the new primary healthcare facilities:</p> <ul style="list-style-type: none"> <li>• Financial pressures</li> <li>• Changes to the NHS model of care</li> <li>• Somerset CCG STP</li> <li>• Shortage of suitable General Practitioners</li> </ul> <p>However, none of the allocations have a critical mass large enough to support a primary care centre, so financial contributions or CIL should therefore be sought.</p> <p>It is understood that planned works at Yeovil District Hospital include ward refurbishment, a New Ambulatory Breast Care Unit, Daycase Unit, Emergency department expansion and a Primary Care Development.</p>
Other infrastructure	<p>New housing generates a need for additional open space and outdoor play space, sports, community and cultural facilities; although the timing of this has not been identified as fundamental to the delivery of planned development (<i>Priority 2 and Priority 3</i>).</p> <p>Some infrastructure has been identified as part of the overall 'offer' within strategic development sites, for example, a new community hall at Wyndham Park, a bike park at Birchfield Park (<i>both Priority 2</i>) and one new sports ground in the town (<i>Priority 3</i>).</p> <p>In addition, there is an aspiration for 40% green space at the SUEs in order to create a high quality urban edge landscape. A specialist strategic sports and recreation facility (Sports Zone) is sought in Yeovil to meet the needs of the whole District, as set out in Local Plan Policy HW2 (<i>Priority 3</i>).</p> <p>A variety of town centre public realm enhancements (identified in the Yeovil Urban Development Framework) are desirable (<i>Priority 3</i>). These are now part of the Yeovil refresh town centre regeneration proposals (see Section 11).</p> <p>The future of Yeovil police station remains uncertain.</p> <p>The long-term future of the Yeovil fire station at Reckleford is subject to discussion given financial pressures experienced by the organisation (<i>Priority 3</i>).</p> <p>The South Western Ambulance Service NHS Foundation Trust has identified that a new ambulance station is required to replace the current one, although this has seen significant delays from the original target completion date of 2012 (<i>Priority 3</i>).</p>

	<p>There is a project to increase and build a new 160 seater chapel at Yeovil Crematorium, to be operational by Sept 2019 along with other improvements at the facility. In conjunction with this, a new car park at the site for a further 60 no. spaces has now been completed.</p>
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### Yeovil Airfield Flight Safety Zone

- 6.41 The aerospace company Leonardo is one of the main employers in Yeovil and is of key strategic importance to the economy of the town. In order to protect it from causing disturbance to sensitive uses such as new residential properties, a Flight Safety Zone (see Appendix Two) will be enforced and Noise Contours (see Appendix Four) used to guide sensitive new development away from the areas where such nuisance could potentially occur.

#### **POLICY YV9 - YEOVIL FLIGHT SAFETY ZONE AND NOISE CONTOURS**

Development in the Yeovil Airfield Flight Safety Zone will be strictly controlled and limited to that which can be justified as causing no hazard to the operational needs of Leonardo's Aerodrome.

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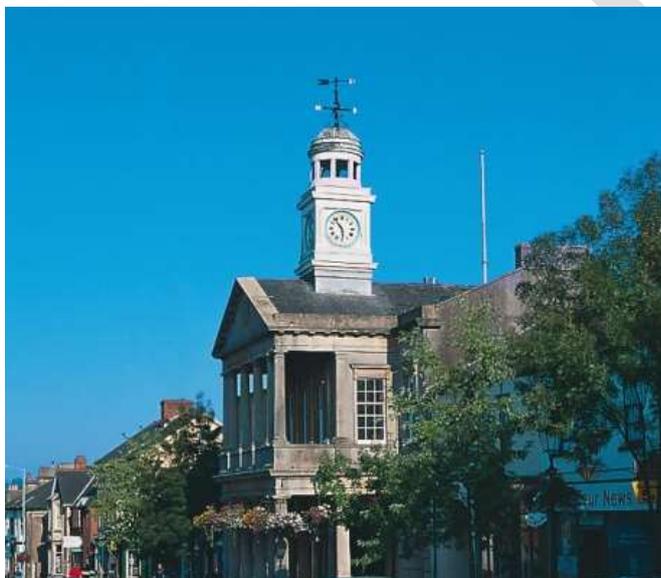
## 7. Market Towns

### Overview

- 7.1 There are seven Market Towns in South Somerset; they are identified in current Local Plan Review Policy SS1. The Market Towns accommodate the bulk of the planned growth outside of Yeovil.
- 7.2 The seven settlements identified as Market Towns are Ansford and Castle Cary, Chard, Crewkerne, Ilminster, Langport and Huish Episcopi, Somerton, and Wincanton. Chard, Crewkerne, Ilminster, and Wincanton are identified as Primary Market Towns; the remaining three are Local Market Towns in recognition of their smaller role and function.

### Primary Market Towns – Chard

#### Spatial Portrait



7.3 Chard is located in the west of South Somerset, close to the Devon and Dorset borders and only 12 miles from the English Channel. The town is surrounded by attractive countryside and in particular the Blackdown Hills AONB to the west and north which sets an important backdrop to the town. It is South Somerset's second largest town with a population of 13,684<sup>80</sup>. The town is closely linked to the regional trunk road network; the A303, and the A30 and A358.

- 7.4 Chard has a long history of innovation and manufacturing; particularly engineering. Significantly, over 43% of jobs in the town are within this sector (District average of 20%)<sup>81</sup>. Employers include Brecknell Willis (rail transport systems), CME Ltd (manufacturing equipment) and Oscar Mayer (food). The proportion of people living and working in the town is high (64% compared with a District average of 43%), demonstrating a high level of self-containment<sup>82</sup>.
- 7.5 However, the office market is weak, primarily supplying small office suites of converted accommodation occupied by local firms<sup>83</sup>. The proportion of people with

<sup>80</sup> ONS Mid-Year estimates 2016

<sup>81</sup> Business Register and Employment Survey NOMIS 2015

<sup>82</sup> ONS MSOA Level Travel to Place of Work Data

<sup>83</sup> Chard Regeneration Plan (2009)

the highest qualification levels are also significantly lower than across the County as a whole<sup>84</sup>.

- 7.6 Traffic issues have been a long-standing concern, with certain elements of the town's highway network at or near capacity, particularly the Convent traffic signals and Church Street. In order to accommodate further growth the creation of an alternative route between the A358 Furnham Road and the A358 Tatworth Road is required<sup>85</sup>.
- 7.7 The town has a good range of visitor attractions in the surrounding area including, but not limited to, Cricket St Thomas Hotel, Ferne Animal Sanctuary, Forde Abbey and Chard Reservoir Nature Reserve.
- 7.8 Chard Junction railway station no longer operates but main line train connections are available at nearby Axminster and Crewkerne.
- 7.9 Some of the key environmental issues at Chard include areas of high flood risk to the north east (around Chard Reservoir) and to the south east with delineated groundwater protection zones to the south. There is a high quality historic environment within the Conservation Area and European Protected Species are present.<sup>86</sup>

### Local Aspirations

- 7.10 The strategic approach to development in Chard is underpinned by the Chard Framework, including the Chard Regeneration Plan (2010); which includes regeneration of brownfield town centre sites and this is referred to in more detail in Section 11 – 'Town Centre Regeneration and Retail.

### What Will The Local Plan Deliver?

#### Settlement Status

- 7.11 Chard has an employment function, an identified retail and community role for the town and surrounding area and has self-containment and sustainable travel opportunities. Chard is designated a Primary Market Town in this Local Plan Review and such designation will enable the settlement to grow and continue to expand its identified role.
- 7.12 Attention is drawn to the different scale of growth proposed for Chard, compared with the other Primary Market Towns, which is justified due to its size, economic self-containment and the work undertaken by LDA Consultants for the District Council in establishing the Regeneration Framework for the town.

<sup>84</sup> ONS Census statistics 2011

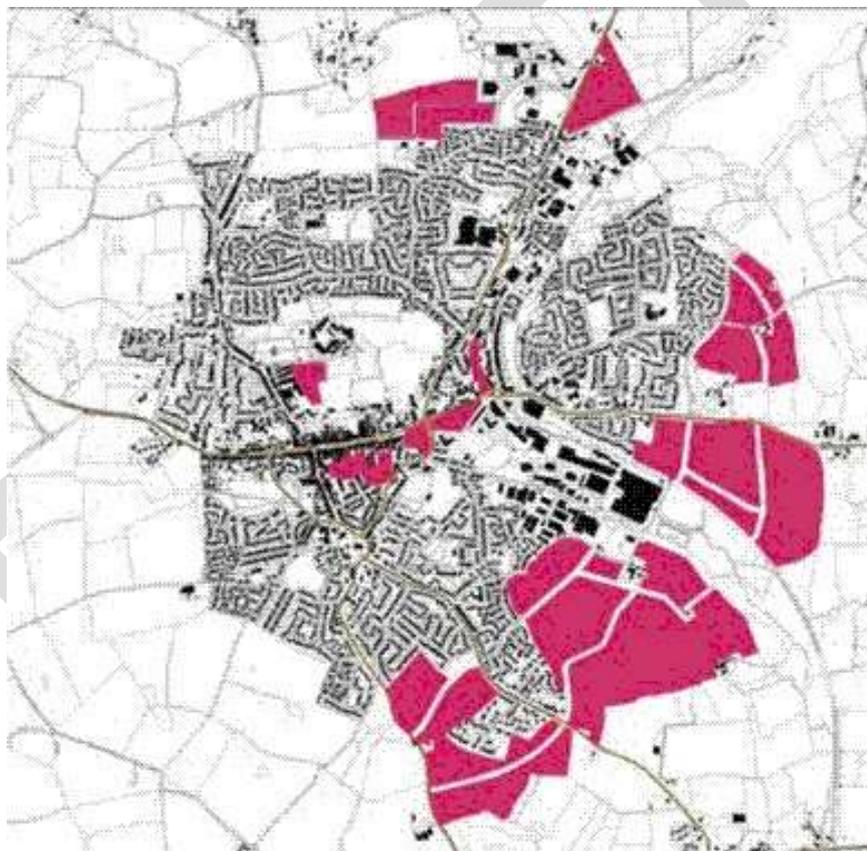
<sup>85</sup> Chard Regeneration Plan (2009)

<sup>86</sup> The Distribution of European Protected Species in South Somerset, Guidance for Spatial Planning, November 2009

## Chard Eastern Development Area

- 7.13 The Chard Regeneration Plan<sup>87</sup> presented four options for the future growth of Chard. Option 3 was chosen as the most appropriate location for the strategic growth. This option presents the benefits of large scale growth, associated community and highway infrastructure and regeneration without the emerging dis-benefits of undue traffic congestion and pollution. The strategic growth area provides a scale of growth that will enable Chard to achieve and maximise its need for employment, housing, retail and associated amenities as well as improved highway infrastructure. The Chard Eastern Development Area (CEDA), including town centre regeneration sites is shown in Figure 7.1 below.

**Figure 7.1: Chard Eastern Development Area**



- 7.14 In summary the growth proposals include:

- A total of about 1342 dwellings, including 28% affordable housing;
- 13 hectares of employment land;
- 1 new primary schools (within and beyond the plan period);
- Neighbourhood centres

<sup>87</sup> Chard Regeneration Plan, October 2009, LDA Design

- Highway infrastructure and improvements; and
- Sports and open space provision.

7.15 The growth will also deliver:

- An improved range and quality of housing in the town centre including affordable housing;
- Improved permeability and connectivity of movements within the town centre;
- More employment opportunities resulting in additional land and jobs;
- Improved leisure provision with new open spaces and facilities ; including the re-location of Chard Town Football Club;
- Improved legibility and public transport provision including walking and cycling infrastructure;
- New education facilities; and
- A significant increase in the critical mass of the town to attract some larger employers and retailers.

7.16 The European Protected Species Assessment (2009) assessed the development options around Chard for any likely impact on species protected by European law. It identifies the presence of dormice and potential significant impacts on the local bat population in some areas of land identified as part of the strategic growth area. This will need to be taken into account and mitigation measures put in place, compensatory off site habitat creation may be required.

#### **POLICY CH1 – CHARD EASTERN DEVELOPMENT AREA**

- i. Land at Chard is allocated for strategic growth to provide the following during the period 2016 to 2036:
  - About 1,342 dwellings, including 28% affordable housing;
  - Approximately 13 hectares of employment land;
  - One new primary school;
  - Two neighbourhood centres (Millfields and Holbear);
  - Highway infrastructure and improvements; and
  - Sports and open space provision.
- ii. In order to ensure the timely delivery of the necessary infrastructure to support the growth, phasing sequences should be justified and it should be demonstrated that the proposal will not compromise the delivery of the total growth.

## Delivery of the Chard Eastern Development Area

- 7.17 The Chard Regeneration Framework<sup>88</sup> sets out a phased approach for growth. It presents logical stages at which development in the town can conclude or simply pause if necessary before further growth or regeneration takes place<sup>89</sup>. Unlocking the growth and regeneration opportunities highlighted in the report is complex and requires a phased approach to ensure viability and deliverability. In order to ensure timely delivery of infrastructure it is important that any deviation from the phasing sequence set out in the Chard Implementation Plan, 2010 is justified and it is demonstrated that the proposal will not compromise the delivery of the total growth.
- 7.18 The key driver of the phasing sequence is the need to incrementally increase the capacity of the highways infrastructure to accommodate the traffic flows as the town grows. Initial improvements to the Convent Link traffic lights have taken place and this is expected to create some additional capacity for strategic growth. This should be followed by a phased delivery of a continuous route to the east of the town from the A358 Furnham Road to the A358 Tatworth Road and connections into adjacent urban areas in order to achieve the capacity to allow Chard to grow. To achieve the strategic growth, four more steps are required to complete the necessary highway infrastructure:
- A new link from the A30 near Oaklands House to the end of Millfield Avenue a new route to/from the town centre from the east which also delivers access to the growth area. (Millfield Link road).
  - A connection south from Millfield Road to Forton Road, allowing for greater permeability and linkage between the growth area and the town centre.
  - Linkage north from the A30 using Oaklands Avenue but also involving the creation of a new/upgraded route around the north east of the town as far as the A358 Furnham Road.
  - Completion of the link south between Forton Road and the A358 Tatworth Road to provide a continuous linkage around the eastern edge of the town.
- 7.19 The Millfield Link road between the A30 and the Millfield Industrial Estate should come forward in the early phases of development as it will help create capacity for initial growth. The Millfield Link provides access to Chard for people entering the town from the east and if implemented together with other highway improvements creates the capacity for additional homes, employment growth and retail development.
- 7.20 The Council is committed to the delivery of the Chard Eastern Development Area as exemplified by the inclusion of key road infrastructure in the Community Infrastructure Levy (CIL) Regulation 123 list. It is exploring options to enable the delivery of the allocation, and this may include the use of Compulsory Purchase powers.

<sup>88</sup> Chard Regeneration Framework, Implementation Plan, October 2010

<sup>89</sup> Detailed phasing is set out in the Chard Regeneration Framework, Implementation Plan, October 2010

## Other Housing Growth in Chard

7.21 Monitoring shows that, so far, delivery of new housing in Chard has been below the annualised housing target. Planning permission has been granted or planning applications are pending for a number of proposals within the CEDA, but none have yet commenced. Figure 7.2 summarises those planning applications. Under the circumstances and in order to ensure a continuing supply of new housing in the short term in Chard, two further sites are allocated which could deliver about 150 dwellings.

**Figure 7.2: Planning Applications within CEDA (As at September 2018)**

Application Reference	Site	Proposal	Status
16/02874/FUL	Land adjoining Holbear, Forton Road, Chard	323 dwellings and associated employment, community, and leisure uses, and accompanying infrastructure	Application pending
15/04772/OUT	Land Between Forton and Tatworth Road	200 dwellings and associated employment, community, and leisure uses, and accompanying infrastructure	Approved
15/02165/REM	Land off Oaklands Avenue, Chard	78 dwellings and associated access and highway infrastructure	Approved
<b>Total</b>	<b>593 dwellings</b>		

## Land east of Crimchard

7.22 This site includes the land that was the subject of planning application 13/01535/OUT: Land east of Crimchard. The proposal was for up to 110 dwellings. The application was refused and went to appeal; however the Inspector did not accept the argument that the proposal would preclude further development of Chard by utilising existing infrastructure (traffic). Access should be from Crimchard.

## POLICY CH2 - HOUSING GROWTH AT LAND EAST OF CRIMCHARD

The site east of Crimchard is allocated for residential development, to provide the following:

- About 110 dwellings, including 28% affordable housing;
- Children's formal and informal play space
- Public open space

### Land west of Crimchard

- 7.23 This site is on the immediate western edge of Chard. Access is possible from Park Crescent, but this is a very narrow lane with no footways and widening would be necessary and any ownership issues clarified.

## POLICY CH3 - HOUSING GROWTH AT LAND WEST OF CRIMCHARD

The site east of Crimchard is allocated for residential development, to provide the following:

- About 38 dwellings, including 28% affordable housing;
- Public open space

### Employment

- 7.24 Chard is the second largest settlement in the District. It has a substantial strategic employment land allocation and through the Chard Regeneration Framework is expected to deliver more jobs than in the past.
- 7.25 Over the plan period it is proposed to deliver 13 additional hectares of employment land within the CEDA.

### Retail

- 7.26 The Retail and Main Town Centres Uses Study<sup>90</sup> identifies Chard as the second largest retail centre in the District. It has a good range of comparison and convenience shops anchored by Sainsbury's and Co-op. It has a higher than average proportion of shops and town centre services but a relatively poor food and drink offer. Tesco, the main food store, is located in an edge-of-centre location; and at the time of writing, a new Lidl store has been granted planning permission on an out-of-centre site and is being built.

<sup>90</sup> South Somerset Retail and Main Town Centre Uses Study; Lichfields 2017

- 7.27 Whilst Chard retains a high proportion of convenience goods expenditure, the expenditure on comparison goods is much less, with shoppers often preferring to go to Taunton.

**Figure 7.3: Projected Retail Floorspace Capacity in Chard (m<sup>2</sup> gross)**

Type	By 2024	By 2029	By 2034
Convenience	152	319	478
Comparison	264	616	974
Food and Beverage	70	197	320

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

- 7.28 Vacant units within Chard Town Centre might accommodate some of the growth depending on the size and nature of the demand compared to the existing offer. The Retail and Main Town Centre Uses Study identifies three opportunity sites within or on the edge of Chard Town Centre which may satisfy capacity:
- East Street
  - Land between A358 and Silver Street
  - Boden Mill and surrounding area
- 7.29 The Chard Town Centre Regeneration project is dealing as a first priority with the Boden Mill site and will include a community hub, new leisure centre and public open space. See Section 11 for more detail.

## Infrastructure

- 7.30 The 'Millfield Link' forms part of the CEDA proposal and is identified as being key to solving the capacity issues at the Convent Link. This alternative 'orbital' road route running north to south between the A358 north, A30 and A358 south (through CEDA) is to be delivered in phases over the short, medium and long term, alongside new development. It is identified in the IDP as being Priority 1 and 2. The Council's commitment to its delivery is demonstrated by its inclusion in the Community Infrastructure Levy (CIL) Regulation 123 list<sup>91</sup>.
- 7.31 The potential to re-open Chard Junction station has been considered in the past, but currently remains a financially unviable option to consider. Any reopening would need to be justified by robust evidence, including a business case.
- 7.32 Although a dedicated town ('bespoke') bus service within Chard is unlikely to be commercially viable, there is the potential to increase the frequency of services to neighbouring towns and improving bus access within Chard by appropriate routing.
- 7.33 Greater permeability for cyclists travelling within and across the town is advocated. The proposal is to link to longer distance routes such as National Cycle Route 33 and the Stop Line Way. Sustrans have proposed to extend the

<sup>91</sup> [https://www.southsomerset.gov.uk/planning-and-building-control/planning-permission/community-infrastructure-levy-\(cil\)/](https://www.southsomerset.gov.uk/planning-and-building-control/planning-permission/community-infrastructure-levy-(cil)/)

traffic free section of the Stop Line Way from Chard to Tatworth in the medium term, initially following the old railway line (*Priority 2*). However, at present, there is a lack of identified or secured funding for this scheme.

- 7.34 Policy CH1 makes provision for a new primary school within the Plan period. Although SCC do not currently have plans for a new primary school the implications of any additional housing growth on school capacity and education infrastructure will be monitored and managed to ensure arrangements are in place to meet demand and that additional growth does not create capacity issues.
- 7.35 In terms of water supply and waste water, Wessex Water is upgrading the Chard Spine Main (*Priority 1*) and off-site sewers (*Priority 2*). Wessex Water has also indicated a treatment works scheme may be required in the medium term, subject to growth and water quality objectives (*Priority 2*). A surface water feasibility study for the town is also currently programmed by SCC for 2019/20. Improvements to water mains and off-site sewers to serve allocated sites may need to be provided within agreed timescales.
- 7.36 New housing generates a need for additional open space and outdoor play space, sports, community and cultural facilities; although the achievement of these infrastructure items is not fundamental to delivering planned development (*Priority 2 and Priority 3*). Specific priorities that have been identified through the Chard Regeneration Scheme / Chard Eastern Development Area for two new sports grounds and changing facilities (catering to the football and rugby clubs), youth facilities and equipped play areas (*Priority 2*).
- 7.37 Existing capacity in GP surgeries would need to be increased to meet the population increase.
- 7.38 Based upon current available information, development proposed at Chard in the Local Plan Review is unlikely to result in abnormal or fundamental infrastructure constraints relating to flood risk and drainage, telecommunications, waste and recycling, or emergency services.
- 7.39 Overall, the delivery of these infrastructure items will be dependent on securing contributions from development (where viable), along with obtaining other funding streams.



- 7.40 A long standing issue at Chard has been to find a new location for Chard Town Football Club and this is recognised in the Chard Regeneration Plan.

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## Primary Market Towns - Crewkerne

### Spatial Portrait

- 7.41 Today Crewkerne is the third largest settlement in South Somerset, with a population of 7,964 people<sup>92</sup>. It is located in the south west of the District, close to the County boundary with Dorset, 9 miles south west of Yeovil and 7 miles east of Chard. The town acts as a strong functional and service centre for the surrounding area, providing some 3000 jobs<sup>93</sup>, predominantly in manufacturing; including in the high-end technical sector. In retail terms, the centre is vibrant with fewer vacant shops than nationally and includes a variety of national retailers. There are a variety of community services and facilities, including for example a library, doctor's surgery, banks, a range of education facilities and a hospital. The main employment area is the Blacknell Industrial Estate which is east of the town centre, concentrated to the north side of the A356 road to Dorchester.
- 7.42 In addition to a regular bus services, residents in Crewkerne have access to rail services. The railway station, located in the parish of Misterton, 1.8km (just over a mile) from Crewkerne town centre is served by South West Trains on the main south western railway line, and trains operate regularly to Yeovil, London and Exeter, although parking is currently limited. A national cycle route passes through the town. The level of self-containment is satisfactory compared to the District as a whole with 41% of local residents working locally (District average 43%)<sup>94</sup>.
- 7.43 Key environmental issues include Crewkerne's attractive historic environment; the majority of the town centre is covered by Conservation Area status, and includes over 140 listed buildings, yet there is often heavy traffic including HGVs passing through on the A30 and A356. It has a rich natural environment and numerous designated wildlife sites in close proximity to the centre, including Bincombe Hill Local Nature Reserve, on the northern outskirts of the town; and the Millwater Site of Special Scientific Interest by Westover Lane; there are also protected species in the town. There are delineated groundwater source protection zones in Crewkerne and a potential flood risk from the River Parrett and its tributaries, particularly in the Goulds Brook vicinity. Large areas of Best and Most Versatile agricultural land surround the town.

### Local Aspirations

- 7.44 The Community Plan for Crewkerne and District (2006), produced by the community partnership 'A Better Crewkerne and District' (ABCD), recognised the economic benefits of developing the saved Local Plan Key Site (known locally as the CLR site). The Plan also highlighted that the movement of traffic through Crewkerne is of major concern to the community, and the ABCD group was working in partnership with Somerset County Council to implement traffic management proposals. The ABCD Group remain very active and are continually

<sup>92</sup> ONS Mid-Year estimates 2016

<sup>93</sup> BRES Employment Data 2016

<sup>94</sup> ONS MSA Level Travel to Place of Work Data

working to aid the regeneration and sustainability of the town as a whole. Other community aspirations included a greater range of shops, increased parking and the enhancement of the town centre, which would also improve the visitor experience.

## What Will The Local Plan Deliver?

### Settlement Status

- 7.45 As set out in Policy SS1, Crewkerne is classified as a Primary Market Town due to its strong employment, retail and community role<sup>95</sup>.

### Housing

- 7.46 It is important to sustain and enhance Crewkerne's role as a Primary Market Town, with a level of development that is commensurate with the size, character, environmental constraints and accessibility of the town. The Local Plan Review will therefore support the development of about 1,194 dwellings over the Plan period, up to 2036. Of these 1,194 dwellings, 705 are already committed<sup>96</sup>, including those planning permissions that are part of the saved Local Plan allocation on what is known as the CLR Site and which have received planning permission following completion of a Section 106 agreement.
- 7.47 The Inspector's report on the current Local Plan 2006-2028 states that the completion of a Section 106 agreement for the CLR site indicated a commitment to moving the development forward and he was satisfied at that time that the Strategic Site policy KS/CREW/1 was sound. Nevertheless, he stated that monitoring of the situation would be required to ensure that should progress not occur as anticipated, other measures would be considered. The outline planning permission for 525 dwellings expires in February 2023. Outline planning permission has also been granted for 110 dwellings and a 60-bed care home, at the same time reducing the amount of employment land to be provided. Reserved matters approval has been granted for 203 dwellings in the northern part of the site. However the Key Site development has not yet commenced and concerns remain about its viability due to infrastructure costs, particularly those associated with the link road which forms part of the allocation. There are several other sites that can deliver additional dwellings within the lifetime of the new Plan. These sites are set out below

<sup>95</sup> South Somerset Settlement Role and Function Study, 2009

<sup>96</sup> Council's annual housing monitoring data, as at March 2018

### Land east of Lang Road

- 7.48 The topography of the site in parts and potential impacts on ecology may limit the amount of housing that could be built. Traffic modelling will be required, including the impact on Junctions on Cathole Bridge Road.

#### **POLICY CR1 - HOUSING GROWTH EAST OF LANG ROAD**

The site east of Lang Road is allocated for residential development, providing for the following:

- About 100 dwellings, including 28% affordable housing;
- Access from the north of the site
- Children's formal and informal play space
- Public open space

### Land rear of Penlain

- 7.49 Although something of a 'green lung' for the town, it is in a very sustainable location close to the town centre. Access issues from the north will need to be resolved as it would not be appropriate to use the access to the south through the trading estate for a residential development.

#### **POLICY CR2 - HOUSING GROWTH AT LAND REAR OF PENLAIN**

The site rear of Penlain is allocated for residential development, providing for the following:

- About 100 dwellings, including 28% affordable housing;
- Access from the north of the site
- Children's formal and informal play space
- Public open space

### Land west of Station Road

- 7.50 A public right of way crosses the site which may need re-routing. The site is in close proximity to the railway station and it could also possibly provide the opportunity to provide more parking at the station. Land immediately to the west could only provide open space only for the development as housing here would not be suitable given its location at the top of an adjacent steep slope. Access to the housing should be from the A356 at the northern end, with any access for the station car parking nearer to the railway station itself. There will be the need to

provide buffers to the railway line to the south and designated Wildlife Site to the west.

### **POLICY CR3 - HOUSING GROWTH AT LAND WEST OF A356 (STATION ROAD)**

The site west of Station Road is allocated for residential development, to provide the following:

- About 270 dwellings; including 28% affordable housing;
- Protection or re-routing of existing footpaths and provision of new local bus services/footpaths/cycle paths to link the new development to the existing town;
- A car park serving Crewkerne railway station
- Children's formal and informal play space
- Public open space
- Extensive buffer planting to the south and west of the site

### **Land east of Charlton Close**

- 7.51 This is adjacent to a Conservation Area and Local Wildlife Site. It is also an archaeological site and adjacent to the curtilage of a listed building. Therefore the design and layout of any scheme will be of particular importance. A pedestrian access should be provided to the existing footpath which runs alongside the eastern edge of the site.

### **POLICY CR4 - HOUSING GROWTH AT LAND EAST OF CHARLTON CLOSE**

The site east of Charlton Close is allocated for residential development, providing for the following:

- About 10 dwellings; including 28% affordable housing
- A pedestrian link to the existing public footpath to the east

### **Employment**

- 7.52 Crewkerne has a broad employment base for a Market Town of its size. There is a strong retail centre which plays host to various business services and an established industrial estate with a number of advanced engineering firms based there. This wider employment 'offer' underpins a more varied local socio-economic demographic. Despite good rail links with Waterloo and Exeter, vehicular congestion in the town is an issue that a new link road to be provided by the development of the CLR site is designed to address. .

- 7.53 The employment element of the CLR site will deliver a sufficient supply of land (3.74ha) in Crewkerne. This is to cater for the identified employment land need, this should not prevent further land coming forward, especially in the short-term if the market requires and this can be delivered through the Development Management process.

## Retailing

- 7.54 As set out in Policy TC4, Crewkerne is a Market Town in retail terms and the focus for any new retail development should be in the defined Town Centre. The mix of Class A Uses is broadly similar to the UK average, but with a proportion of Class A2 services almost double the UK average; and less than half of the average proportion of vacant units. The amount of traffic moving through the centre detracts from the shopping environment. The following table sets out following future capacity to 2034.<sup>97</sup>

**Figure 7.4: Projected Retail Floorspace Capacity in Crewkerne (m<sup>2</sup>. gross)**

Type	By 2024	By 2029	By 2034
Convenience	504	584	661
Comparison	94	223	354
Food and Beverage	15	44	73

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

- 7.55 Crewkerne has a large vacant unit following the closure in early 2017 of the Budgens store (about 1,400m<sup>2</sup> gross). However, planning permission has recently been granted for an alternative use specialising in cosmetics.
- 7.56 Given the very limited projected growth in floorspace in the centre, projected demand in Crewkerne could be met by small in-fill developments and shop extensions, including the use of upper floors.
- 7.57 Although there is a lower than average provision of higher order comparison units, national retailers and food and drink uses, and a relatively high number of charity shops, the centre appears to be performing relatively well. The low vacancy rate suggests reasonable demand for units.
- 7.58 There is however additional capacity to accommodate a net increase in comparison goods retail floorspace beyond existing provisions and commitments, as there has been a loss of such uses from town centre over the past few years. Given the loss of comparison uses, there is a qualitative deficiency in current provision, which produces capacity for 120m<sup>2</sup> net (or £0.5m retail expenditure) of additional comparison goods floorspace by 2017, rising to about 570m<sup>2</sup> net (or £2.7m retail expenditure) by 2028. The retail study also notes that consideration should also be given to the attractiveness of the existing units and whether they

<sup>97</sup> South Somerset Retail and Main Town Centre Uses Study; Lichfields 2017

are the correct format for retailer requirements. Any additional provision can come forward under the Development Management process.

## Infrastructure

- 7.59 The Infrastructure Delivery Plan (IDP) does not indicate the need for any 'critical' infrastructure<sup>98</sup> requirements to be provided in Crewkerne as a result of the proposed new development, because it is anticipated that the developer will deliver a new primary school, a link road between the A356 (Station Road) and the A30 (Yeovil Road), a link road between Blacknell Lane and the new A356/A30 link road and a dormouse bridge, through the CLR Section 106 Agreement. The IDP identifies a number of 'necessary' infrastructure<sup>99</sup> requirements, which generally relate to open space and sports facilities.
- 7.60 The EA advise that the re-direction of part of the Viney Brook should be undertaken.
- 7.61 A waste water treatment works scheme is currently programmed for Crewkerne 2021-2025.
- 7.62 Symphony Healthcare Services advise that primary healthcare practices are operating at or close to capacity; and an options appraisal to meet the needs of an increasing population will be necessary.
- 7.63 SCC advise that there is not sufficient childcare capacity in Crewkerne to accommodate growth. To improve the infrastructure, the options would be to expand existing provisions, recruit more childminders in Crewkerne to provide new places, or to build a new 30 place provision. This would be required as families will occupy the completed housing developments and require this utility.

## Primary Market Towns – Ilminster

### Spatial Portrait

- 7.64 Ilminster is situated in the west of the District and benefits from its strategic location where the A303 meets the A358. Taunton is 12 miles north-west and Yeovil, 15 miles east. It is the fifth largest settlement in South Somerset with a population of 6,219 people<sup>100</sup>. This population has grown considerably in recent years, the amount of people living in the town has increased by almost 40% since 2001.

<sup>98</sup> Critical infrastructure is defined as infrastructure that is critically needed to be able to deliver the proposed development. Without the infrastructure the development cannot go ahead.

<sup>99</sup> Necessary infrastructure is defined as infrastructure that is necessary to be able to deliver the proposed development, it does not prevent development coming forward.

<sup>100</sup> ONS Mid Year estimates 2016

- 7.65 Highways England plans to dual the link between the M5 at Taunton and the A303/A358 to the Southfields roundabout at Ilminster. This will significantly enhance road connectivity to the motorway network for Ilminster and is likely to bring about opportunities for growth.
- 7.66 The town is primarily a linear settlement along the through route running east to west (Station Road to Bay Hill). The core of the town is concentrated upon the Market Place and church, which lie between the Shudrick stream and lower slopes of Beacon Hill.

- 7.67 A large employment area exists to the west of the town, and due to its proximity to the A303/A358, additional employment growth has been proposed here in the South Somerset Local Plan since 1991, because of its strategic importance and potential to generate jobs.



- 7.68 The town acts as a strong functional and service centre for the surrounding area, providing some 2,250<sup>101</sup> jobs, including in the technical engineering and manufacturing sector. In retail terms, the centre is healthy and includes a range of national retailers, including a large supermarket, but also a number of independent shops and restaurants. There are a range of community services and facilities, including a library, banks and primary education (a first and middle school).
- 7.69 The immediate landscape setting of the town is defined by three hills, Beacon Hill to the north, and Herne Hill to the southwest and Pretwood Hill to the southeast. These hills broadly contain the spread of the town and its immediate rural edge. To the west, the setting is less defined, with the town extending toward the open land of the River Isle valley, and an edge that is reinforced by the A303 corridor.

<sup>101</sup> BRES Employment Data 2016

- 7.70 There is a regular, albeit limited bus service in Ilminster to Taunton, Yeovil, Chard and Crewkerne. The South Somerset Cycle Route passes through the town. The level of self-containment is satisfactory, with 40% of residents working locally<sup>102</sup> (District average 43%). In order to help retain and build upon this self-containment it will be important that additional housing growth is balanced with employment growth.
- 7.71 Like other settlements in South Somerset, a key environmental issue is the value of Ilminster's historic environment - the historic layout and rich building styles, which are prominent in the town centre, and dominated by the Minster and its tower, form part of the Conservation Area designated in 1973.
- 7.72 Flooding is also an issue for the town. It is constrained by Flood Zone 3 along the length of the River Isle and to the north and south of the A303.

### Neighbourhood Plan

- 7.73 The entire Parish area of Ilminster has been designated as a Neighbourhood Area for the purposes of the preparation of the Ilminster Neighbourhood Plan. Work is on-going and some local consultation has been carried out but at the time of writing, it is too early to identify any particular emerging issues.

### What Will The Local Plan Deliver?

#### Settlement Status

- 7.74 As set out in Policy SS1, Ilminster is classified as a Primary Market Town due to its strong employment, retail and community role<sup>103</sup>.

#### Housing

- 7.75 It is important to sustain and enhance Ilminster's role as a Primary Market Town, with a level of development that is appropriate to the size, character, environmental constraints and accessibility of the town. The Local Plan will therefore support the development of around 839 dwellings over the plan period, up to 2036. This would include the 400 dwellings which are the subject of a pending outline planning on land south west of Canal Way within the Local Plan Direction of Growth and which this Local Plan Review allocates as Policy IM1.
- 7.76 Somerset County Council have identified that a new seven classroom primary school required as part of this proposal, therefore Policy IM1 includes the requirement to provide a new primary school.

<sup>102</sup> ONS MSOA Level Travel to Place of Work Data

<sup>103</sup> South Somerset Settlement Role and Function Study, 2009

## Land south west of Canal Way

### **POLICY IM1 - HOUSING GROWTH SOUTH WEST OF CANAL WAY**

The site south west of Canal Way is allocated for residential development, to provide the following:

- About 400 dwellings; including 28% affordable housing
- A new primary school
- Children's formal and informal play space
- Public open space

7.77 There are two other sites that can deliver additional dwellings within the lifetime of the new Plan. These sites are set out below.

## Land east of Shudrick Lane

7.78 This site, with a total site area of 14ha, adjoins the town centre to the west and the Ilminster Conservation Area, with a number of listed buildings, to the north. There is a permissive footpath along the Shudrick Stream, which runs westwards through the site. The land rises to the south towards the Pretwood Hill ridgeline. Access from Townsend would be acceptable.

7.79 It is recognised that this site was the subject of close scrutiny at the previous Local Plan Examination and a subsequent planning application (14/02474/OUT) was dismissed at appeal. However, the Local Plan Review provides the opportunity to reconsider the allocation.

7.80 The Ilminster Peripheral Landscape Assessment is still relevant and identifies the relatively level land mostly to the north of the Shudrick Stream as having moderate to high landscape capacity for development. The site is in a sustainable location adjacent to the town centre and in particular a supermarket.

7.81 A sensitively designed scheme could potentially address the issues previously raised.

### **POLICY IM2 - HOUSING GROWTH AT SHUDRICK LANE**

The site at Shudrick Lane (as defined on the Policies Map) is allocated for residential development, to provide the following:

- About 220 dwellings; including 28% affordable housing;
- Children's formal and informal play space
- Public open space

## Land at Station Road

- 7.82 This site lies within Flood Zone 3 and extensive flood risk mitigation works will be necessary. Most of the surrounding land is to remain allocated for economic development, but in order to facilitate the viable delivery of this, it is accepted that some 'enabling' residential development is also probably necessary, as part of a comprehensive mixed use development. The land to the north of Station Road provides better protection from flood risk. The housing should not be occupied until such time as the infrastructure for the employment development has been provided, in order to provide some assurance that this will be provided.

### **POLICY IM3 - HOUSING GROWTH AT STATION ROAD**

The site at Station Road is allocated for residential development, to provide the following:

- About 100 dwellings, including 28% affordable housing;
- Children's formal and informal play space
- Public open space
- Flood risk mitigation works

## Employment

- 7.83 Ilminster displays a strong employment role relative to other settlements, it is host to small cluster of high-tech businesses and key employers include Powrmatic, Daido and the Dillington Estate.
- 7.84 Ilminster's strong locational advantage, being adjacent to A303 and in close proximity to the M5, should support the delivery new economic development in the town, and a challenge will be to increase the number of micro-businesses and adding to the town's existing employment base will be key.
- 7.85 Ilminster has delivered a strong amount of floorspace compared to the other South Somerset Market towns. This can in part be attributed to the development of some key infrastructure, a supermarket at Shudrick Lane and a new medical centre at Canal Way. The majority of land and floorspace delivered is still in traditional employment uses ('B' uses for planning purposes) and reflecting the manufacturing history of Ilminster.
- 7.86 Employment sites at Station Road close to the Southfields Roundabout have been carried forward from previous Local Plans because of their location on the A303/A358 junction, with good links to the M5, is considered a strong locational advantage which could secure major investment into the District particularly once the A303 and A358 have been upgraded by Highways England.

7.87 Development has occurred on the land west of Horlicks and now only one hectare of the original three remains available. The Highways Agency operates a maintenance depot from here and a motorhome storage and hire business was set up in 2015. It is likely that the remaining hectare will come forward over time.



- 7.88 Significant works are required to achieve highways access to the sites here and developer contributions are required for flood remediation by the Environment Agency and to upgrade the Southfields roundabout from Highways England. The site cannot be developed without this infrastructure. As Policy IM3 states, however, if part of the land were developed for residential purposes, this could assist with the site's viability.
- 7.89 In order to ensure the viable delivery of any commercial development on Station Road (Policy IM4), the infrastructure associated with this element of a comprehensive development, such as roads and flood mitigation works, must be provided prior to the occupation of any of the dwellings on the site.
- 7.90 The employment land identified for the Strategic Employment Sites will deliver a sufficient supply of land in Ilminster to cater for the identified employment land need. However, this should not prevent further land coming forward, especially in the short term if the market requires and this can be delivered through the Development Management process.

#### **POLICY IM4 – EMPLOYMENT DEVELOPMENT AT STATION ROAD, ILMINSTER**

Land north and south of Station Road, Ilminster is allocated for xxha of employment land, and to provide the following:

- Flood risk mitigation works

## Retail

- 7.91 As set out in Policy TC4, Ilminster is a Market Town in retail terms and the focus for any new retail development should be in the defined Town Centre.
- 7.92 Ilminster town centre performs a local retail and service role. It is a healthy town centre with vacancy rates significantly below the national average (2.9% compared to 11.2%) and a high level of independent shops<sup>104</sup>. The popular Feast vegetarian restaurant has however vacated the town centre to move to Rose Mills, close to the A303. The Tesco Superstore which was built in 2007 has a short pedestrian link to the town centre.
- 7.93 The South Somerset Retail and Main Town Centres Uses Study identifies the following future capacity for retail floorspace.

**Figure 7.5: Projected Retail Floorspace Capacity in Ilminster (m<sup>2</sup> gross)**

Type	By 2024	By 2029	By 2034
Convenience	-	-	-
Comparison	112	265	421
Food and Beverage	20	61	101

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

- 7.94 The limited projected growth in town centre floorspace could be met by small in-fill developments, shop extensions, including the use of upper floors, and retail opportunities identified in the Study: the former Gooch and Housego building and the Swan Precinct.
- 7.95 There is however additional capacity to accommodate a net increase in comparison goods retail floorspace above existing and committed retail provision. There is capacity for approximately 982m<sup>2</sup> (£4.8m expenditure capacity) net of additional comparison goods floorspace by 2028, which should assist in the retention of shopping trips from the local population and benefit the health of the town centre. Any additional provision can come forward through the Development Management process.

## Infrastructure

- 7.96 The Infrastructure Plan does not indicate the need for any 'critical' infrastructure<sup>105</sup> requirements to be provided in Ilminster as a result of the proposed new development. It does however identify a number of 'necessary' infrastructure<sup>106</sup> requirements, which generally relate to open space and leisure facilities.

<sup>104</sup> South Somerset Retail and Main Town Centre Uses Study; Lichfieds 2017

<sup>105</sup> See Glossary

<sup>106</sup> See Glossary

- 7.97 There has been an identified need for a new replacement first school for Iminster associated with the overall scale of growth identified for the town to which it is appropriate for further growth to contribute.
- 7.98 Symphony Healthcare Services also advise that primary healthcare practices are operating at or close to capacity; and an options appraisal to meet the needs of an increasing population will be necessary.
- 7.99 The Iminster Feasibility Study regarding run-off at Long Close and Heron Way is programmed for 2019/20. The EA advise that the Hort Bridge Flood Alleviation scheme is programmed up to 2024/25. A surface water feasibility study for the town is currently programmed for 2018/19.
- 7.100 A waste water treatment works scheme is currently programmed by Wessex Water for Iminster 2020-2025.

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## Primary Market Towns – Wincanton



### Spatial Portrait

- 7.101 Wincanton is situated in the east of the District towards the north of the Blackmore Vale overlooking the Cale valley.
- 7.102 The A303 trunk road now defines the south edge of Wincanton and gives the town good road links to London and the south west of England. Nearby towns include Bruton, Castle Cary, Gillingham and Milborne Port within 10 miles, and Yeovil and Sherborne about 15 miles away. Wincanton's population of 5,941<sup>107</sup> makes it the fourth largest settlement in the District in terms of population. An area around the town centre and extending to the north is designated as a Conservation Area. Residential growth has taken place to the east of the town centre and on the Key Site at New Barns Farm to the south west. The main employment areas of the town are located to the south and south west of the town.
- 7.103 Wincanton is located within a rural setting and alongside nearby Castle Cary and Gillingham in North Dorset District and is important in serving the needs of residents in the rural east of South Somerset. In terms of retail, Wincanton has a range of independent stores as well as a couple of national retailers in the town centre and a couple of out-of-centre supermarkets to the south west. Other key

<sup>107</sup> ONS Mid Year estimates 2016

services to be found in the town include a doctor's surgery, a hospital, a leisure centre, a library, banks and primary and secondary schools.

- 7.104 Wincanton has historic connections with logistics and distribution, with over 12% of local jobs in this sector (District average 3%)<sup>108</sup>; and it continues to feature large elements of the dairy industry and food production. Wincanton PLC was established in the town and is now the largest British logistics firm. The town enjoys some particular tourism assets with its famous racecourse and association with Terry Pratchett's 'Discworld' novels. Growth in lifestyle business has occurred in the last decade, associated with proximity to the south east and good connectivity. Wincanton Racecourse plays a role in the local economy by bringing people to the town.
- 7.105 Public transport to the larger settlements of Yeovil, Taunton and Gillingham is relatively good with a regular bus service, although links to other parts of the District are less good. Self-containment is reasonably high with nearly 60% of the population living and working in the town<sup>109</sup>.
- 7.106 Some of the key environmental issues at Wincanton include areas of high flood risk to the south and to the north east, a high quality historic environment within the Conservation Area and the presence of European Protected Species<sup>110</sup>.
- 7.107 A Regeneration Action Plan for Wincanton is a key priority for the District Council and this is referred to in more detail in Section 11 – Town Centre Regeneration and Retail.

### The Wincanton Neighbourhood Plan

- 7.108 The Wincanton neighbourhood area was designated 2014. Since then, the Neighbourhood Plan has been the subject of independent examination and a referendum. More than 50% of those who voted in the Referendum said 'Yes', and the Neighbourhood Plan is now 'made'.
- 7.109 The main objectives within the Neighbourhood Plan are the following:
- Identifying the most sustainable locations for development
  - Housing suitable for Wincanton's population
  - New employment space near the A303
  - Make the town centre more attractive to users
  - Protect open spaces & improve walking & cycling routes

<sup>108</sup> Business Register and Employment Survey NOMIS 2016

<sup>109</sup> ONS MSOA Level Travel to Place of Work Data 2016

<sup>110</sup> The Distribution of European Protected Species in South Somerset, Guidance for Spatial Planning, November 2009

## What Will The Local Plan Deliver?

### Settlement Status

- 7.110 As set out in Policy SS1, Wincanton is classified as a Primary Market Town due to its strong employment, retail and community role.

### Housing

- 7.111 It is important to sustain and enhance Wincanton's role as a Market Town in the rural east of the District, with a level of development that is relative to the size, accessibility, character and environmental constraints of the town. It is recommended that about 613 dwellings are built in the town over the Local Plan period. Of these, 62 have already been completed and 281 are committed, leaving a residual requirement of about 150. Two sites are allocated to accommodate these; land to the west of Wincanton Business Park and New Barns Farm; and at the Tythings.

### Land west of Wincanton Business Park and New Barns Farm

- 7.112 The higher ground to the west of New Barns Farm (the northern part) is identified as being in a visually sensitive area in the Neighbourhood Plan, where development would be visually prominent in the skyline. However, an area of 2.15ha is suitable for housing and could accommodate about 220 dwellings. Access should be via an additional arm off the Morrisions roundabout; and a secondary access provided via the New Barns estate. Access off Lawrence Hill may also be possible.

#### **POLICY WN1 - HOUSING GROWTH WEST OF WINCANTON BUSINESS PARK AND NEW BARNS FARM**

The site west of Wincanton Business Park and New Barns Farm is allocated for residential development, to provide the following:

- About 220 dwellings, including 28% affordable housing;
- Children's formal and informal play space
- Public open space

### The Tythings

- 7.113 This is a brownfield site in existing commercial use, within the main urban area and there is therefore potential for a high-density scheme. There is some potential for adverse impact on the listed building on the eastern boundary; and

any development would have to take place within the context of a Conservation Assessment.

### **POLICY WN2 - HOUSING GROWTH AT THE TYTHINGS**

The site at the Tythings is allocated for residential development, to provide the following:

- About 50 dwellings, including 28% affordable housing;
- Public open space

### **Employment**

7.114 The A303 is a key route to the economic hubs of London and the south east, whereas other parts of the county rely more on the M5 and routes to the Midlands and the North. The existing main employment areas in Wincanton are located at:

- Wincanton Business Park;
- Bennetts Field Trading Estate; and
- The Tythings.

7.115 The proposed dualling of the entire A303 route will further improve Wincanton's connectivity 'offer' to potential inward investors. As well as bringing forward employment land, required to keep self-containment levels high. The type of employment usage also needs to be considered carefully, for example logistics which could be attracted to the location, could bring a sparser number of jobs to the available land supply. A key location for further employment land may be west of Wincanton Business Park, where land could be allocated. The Employment Land Review will conclude the evidence to support any allocation.

### **Land west of Wincanton Business Park**

7.116 An area of land to the west of Wincanton Business Park may be suitable for employment development, with access from a new spur on the Lawrence Hill roundabout.

### **POLICY WN3 – EMPLOYMENT DEVELOPMENT WEST OF WINCANTON BUSINESS PARK**

Land west of Wincanton Business Park is allocated for \*\*\* ha of employment land.

## Retail

- 7.117 The Retail and Main Town Centres Uses Study<sup>111</sup> highlights that Wincanton town centre has a limited local catchment area. The main food shopping provision is the out-of-centre Morrisons and Lidl. Whilst there is a range of comparison (non-food) retailers in the Town Centre there is only one national multiple retailer – Boots. The library is located in the Town Centre and there are a variety of service uses including bank, hairdressers, estate agents and restaurants. The Wincanton Health Centre with associated pharmacy moved onto the New Barns Farm development in 2012. The householder shopper survey showed that most respondents do their non-food shopping in Yeovil or Taunton.
- 7.118 The Town Centre is well served by public car parks at Carrington Way, Memorial Hall and Churchfields.
- 7.119 As at April 2018, the town centre had a vacancy rates of about 13%<sup>112</sup>, higher than the national average of 11.2%, which indicates a lack of balance between supply and demand for premises. Developments outside the town centre cumulatively are reducing footfall and the vacancy rate is potentially a reflection of this.
- 7.120 The quantitative assessment of potential capacity for retail floorspace suggests the following for Wincanton:

**Figure 7.6: Projected Retail Floorspace Capacity in Wincanton (m<sup>2</sup> gross)**

Type	By 2024	By 2029	By 2034
Convenience	1,740	1,884	2,022
Comparison	129	304	481
Food and Beverage	76	224	367

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

- 7.121 The re-occupation of vacant units could accommodate some of the growth. Improvements to public realm and the pedestrian environment may increase visitors to the area which in turn may reduce vacancy rates. The remaining projected capacity for food shopping will need to be met through the development of further sites. There is a relatively high projected convenience goods floorspace within Wincanton with a capacity to deliver a small supermarket within Wincanton Town.

<sup>111</sup> South Somerset Retail and Main Town Centre Uses Study, Lichfields, 2017

<sup>112</sup> SSDC Monitoring Database

7.122 The Retail and Main Town Centres Uses Study suggests a number of opportunities for town centre development. The overall development potential of each site has been assessed in the study and is considered to be as follows:

- Travis Perkins Site – reasonable
- Land Between Church Street and Car Park - reasonable
- Memorial Hall Car Park - poor
- Carrington Way Car Park – poor due to loss of car parking
- Vedler’s Hey – poor for town centre uses
- Memorial Hall Car Park – poor
- The Tythings – poor

7.123 The Travis Perkins site is considered to have “Reasonable” potential for mixed use development with small/medium scale retail at ground floor level with residential or small office space above. The ‘Land between Church Street and car park’ also has “reasonable” potential for development of a small scale retail unit fronting on High Street and Carrington Way. However the availability of the Travis Perkins site is unclear as it is in active use; it is not well related to the Town Centre boundary and would add to further out of centre development, which would potential erode the town centre further. The Land between Church Street and car park is in existing use including the library. This site combined with the vacant shop units could accommodate most of the floorspace projection up until 2029.

## Infrastructure

7.124 The Infrastructure Plan<sup>113</sup> (IDP) identifies several items of infrastructure that are considered 'necessary' to provide at Wincanton. These include education, recreation and open space facilities. The previously identified need for additional Primary education space has now been resolved.

7.125 Whilst there are some local concerns regarding the provision of healthcare NHS England and the CCG consider Wincanton to be well served with regards to surgery space.

7.126 There are some flooding issues relating to the River Cale so Sustainable Urban Drainage (SUDS) will be required for development in order that the situation is not made worse.

7.127 There are constraints in the existing potable supply and waste water networks to serve development sites. Further engagement is required with Wessex Water to consider the extent of improvements required.

<sup>113</sup> Infrastructure Plan 2015/2016

## Local Market Towns – Ansford and Castle Cary

### Spatial Portrait

7.128 The combined settlements of Ansford and Castle Cary lie on the southern edge of the Somerset Levels beside the River Cary. It is an attractive market town with four Conservation Areas and many listed buildings. It has a vibrant and attractive town centre with a number of independent retailers and eateries which serve a wider rural hinterland.



7.129 The combined settlements have a population of 3,332<sup>114</sup>. The relatively isolated nature of the town and its largely rural hinterland means that it serves a more strategic service role than one may expect for its size.

7.130 The town's working age population of just over half is a lower proportion than the average across the County<sup>115</sup>. The town's major employers are based on the Torbay Road Industrial estate and include Centaur Services, Royal Canin and Snell 2000 Ltd. Of those people in work, nearly 66% leave the area for employment<sup>116</sup> - more than the average across the District. The largest sector in the town is manufacturing, with 22% of all jobs<sup>117</sup>. There are local concerns about high amounts of HGV traffic in the area. The Cary Moor Environmental Centre and Recycling depot are about 2.0km to the south west at Dimmer.

7.131 Part of the reason a high proportion of people out-commute may be the proximity of rail services. To the north of the town Ansford and Castle Cary has access to its railway station located on the West of England and Heart of Wessex lines. The station parking is currently restricted; and the first service to Bristol isn't until 10.32am, although GWR have now acquired land adjacent to the station to provide additional parking, which may offer the opportunity to extend train services.

<sup>114</sup> ONS Mid 2016 estimate

<sup>115</sup> ONS 2011 Census

<sup>116</sup> ONS MSOA Level Travel to Place of Work Data

<sup>117</sup> Business Register and Employment Survey NOMIS 2015

7.132 The town supports a full range of services including a secondary school, doctor's surgery, pharmacy, dentist, library, convenience store, post office and public houses, although the last remaining bank closed in October 2017. The town centre provides quality shopping with many niche and independent traders and a range of supplementary services. It is accessible by bus and has parking provision but there is congestion at peak times on Fore Street. The choice of convenience shopping is limited. The town centre has liable to flooding, but the main areas of Flood Zone are to the north of the railway line. The town centre has an historic character and much of it is designated a Conservation Area.

### Neighbourhood Plan

7.133 The Castle Cary and Ansford Neighbourhood Plan Area was designated in June 2015; and the Plan was the subject of Pre-Submission consultation (Regulation 14) in March/April 2018; and Submitted (Regulation 15) in December 2018. The aims of the Plan are the following:

- To ensure that all new development respects the special character of the market town of Castle Cary and the parish of Ansford, in particular that new housing developments are of good quality, are energy efficient and have as low an environmental impact as possible.
- To support the level of new dwellings required by the South Somerset Local Plan, giving priority to the re-development or re-use of brownfield sites within the existing urban area and to affordable and social housing to meet local needs, with a mix of shared ownership/tenancy types.
- To broaden the employment base of the town by supporting an environment in which enterprise can flourish, attracting new employers and creating new jobs for local people of all ages.
- To ensure that the growing community is supported by the necessary infrastructure, with new housing provision, employment growth and provision of roads and additional community facilities progressing in an integrated manner.
- To support increased tourism to the town and the wider area by preserving and promoting the area's heritage and retaining its special character.
- To support, encourage and promote a range of shops and businesses in the town centre, protect the market, and maintain the free parking and public toilets.
- To promote and support safe travel for all, by better management of traffic movements into and through the town centre; seeking improvements to public transport, cycle paths, footpaths and rights of way, parking provision; and improving links to town centre shops, schools and the railway station.
- To foster and promote opportunities for education, training, sporting activities, cultural stimulation and fun – for people of all ages.

- To maintain and enhance the urban green spaces and the natural environment within the countryside surrounding both parishes, for the enjoyment of all.

## What Will The Local Plan Deliver?

### Settlement Status

- 7.134 As set out in Policy SS1 Ansford and Castle Cary is classified as a 'Market Town' due to the settlement having a strong employment, retail and community role<sup>118</sup>. Given its relatively smaller scale and nature compared to some of the larger Market Towns, Ansford and Castle Cary is identified as a Local Market Town (alongside Somerton and Langport and Huish Episcopi) with a reduced scale of growth to match.

### Housing

- 7.135 A total of 559 new dwellings on several different sites in Ansford and Castle Cary currently have planning permission but have not been commenced<sup>119</sup>. There is also a pending planning application for 81 new dwellings at the BMI site<sup>120</sup>. However, since 2016, there have been only seven new dwellings completed in the settlement. Sites with planning permission within the Local Plan Direction for Growth are shown for information on the map in Appendix Two of this document.
- 7.136 Given the absence of building work in the settlement and the lack of any guarantees that all the homes granted permission will be constructed, it is considered important to maintain an adequate supply of developable sites and for this purpose, two allocations are provided for, which could deliver about 80 additional dwellings. Both are within the designated 'Direction of Growth' in the Local Plan. This level of provision will support the town centre business role and help support community facilities such as the local secondary school and health centre.

### Land north west of Ansford

- 7.137 This would provide a natural extension to existing permissions to the north and south and could deliver about 60 dwellings. However, the site is land locked so access will have to be achieved via the developments to the south or north.

<sup>118</sup> South Somerset Settlement Role and Function study, 2009

<sup>119</sup> As at 31<sup>st</sup> March 2018

<sup>120</sup> Ref 18/01602/FUL

**POLICY AC1 - HOUSING GROWTH NORTH WEST OF ANSFORD**

The site north-west of Ansford is allocated for residential development, to provide the following:

- About 60 dwellings, including 28% affordable housing;
- Children's informal play space
- Public open space

**Land east of Station Road**

- 7.138 This site is of smaller scale and would contribute to a mix of site sizes. It could accommodate about 20 dwellings. It would be preferable if the site could be accessed from the approved development at Well Farm rather than from Station Road.

**POLICY AC2 - HOUSING GROWTH EAST OF STATION ROAD, CASTLE CARY**

The site east of Station Road is allocated for residential development, to provide the following:

- About 20 dwellings, including 28% affordable housing;

**Employment**

- 7.139 Ansford and Castle Cary has delivered the highest amount of land and second highest amount of floorspace in net terms of all the settlements in the District since 2006. Some key developments in Ansford and Castle Cary have been on the Torbay Road Industrial Estate and include the completion of the Royal Canin pet food factory, the erection of a large workshop and an extension to Centaur Services. A further 2ha of employment land at Torbay Road has planning permission<sup>121</sup>.

**Retail**

- 7.140 The settlement of Ansford and Castle Cary is identified as a District Centre in this Local Plan. The Retail and Main Town Centres Uses Study<sup>122</sup> identifies that it has a below national average vacancy rate (10.1% compared to 11.2% in 2017). The town centre is located within one of the Conservation Areas and this means the public realm is of a high quality.

<sup>121</sup> Ref 15/02347/OUT

<sup>122</sup> South Somerset Retail and Main Town Centre Uses Study, Lichfields, 2017

7.141 The streets are narrow and there is only limited on street parking but free car parking is available at Millbrook Gardens (85 spaces) and Catherine's Close (36 spaces).

7.142 There is no large supermarket serving the town, with many small scale independent suppliers, although there is a Co-op convenience store located within the town centre. The local community are keen to retain the convenience offer in the town centre location.

7.143 The capacity for the expansion of the retail offer in Ansford and Castle Cary is modest (somewhere between a large convenience store and small supermarket) and would be expected to be focused upon the Town Centre.

7.144 The quantitative assessment of potential capacity for retail floorspace suggests the following for Ansford and Castle Cary:



**Figure 7.7: Retail Floorspace Capacity in Ansford and Castle Cary 2017-2034 (m<sup>2</sup> gross)**

Type	By 2024	By 2029	By 2034
Convenience	712	737	761
Comparison	97	228	361
Food and Beverage	25	74	122

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

7.145 The town centre is considered vulnerable to potential out of centre retail development by virtue of the fact that it does not possess a supermarket or large convenience store and contains many small size outlets. For this reason it is considered appropriate to have a local retail impact threshold of 250m<sup>2</sup> above which any retail proposal would be required to provide an impact assessment.

## Infrastructure

7.146 The Infrastructure Delivery Plan (IDP) shows that the development proposed for Ansford and Castle Cary in the Local Plan is unlikely to result in abnormal or fundamental infrastructure constraints relating to flood risk and drainage, utilities, telecommunications, waste and recycling, and emergency services.

- 7.147 Wessex Water advise that a waste water treatment works scheme should be programmed for 2021-2025.
- 7.148 With regards to health, the Millbrook Practice has experienced a significant increase in patient numbers since 2014, giving a higher than usual patient to GP ratio. Some funding has been secured to improve overall space standards.
- 7.149 A new MUGA is required for Ansford and Castle Cary (*Priority 2*).
- 7.150 Ansford and Castle Cary has one primary school and one secondary school, albeit with no sixth form provision. There is capacity within Castle Cary Primary School to meet the initial demand from development, but a site for a new expanded school has been identified as part of planning application 15/02347/OUT to meet demand in the longer term and Policy AC3 safeguards this from alternative use.

#### **POLICY AC3 – EDUCATION DEVELOPMENT AT TORBAY ROAD, CASTLE CARY**

Land of about 2ha in area north of Torbay Road is safeguarded for a new primary school.

- 7.151 As stated earlier, additional parking is required at Castle Cary railway station. This would provide capacity that could lead to additional services being run, thereby reducing the reliance on private vehicles. Furthermore, programmed from May 2019, a higher frequency service of new trains is likely to exacerbate existing congestion of spaces.

#### **POLICY AC4 – CAR PARKING AT THE RAILWAY STATION, ANSFORD**

Land of about 0.7ha in area at Castle Cary railway station is safeguarded for additional car parking with at least 200 spaces.

### **Flood Risk**

- 7.152 The South Somerset Strategic Flood Risk Assessment identifies the town centre as a location liable to flood due to surface water run-off from nearby hills. Planning applications will be expected to avoid contributing to the existing flooding issue by including adequate drainage measures and Sustainable Urban Drainage Systems (SUDS). The Environment Agency has noted that there are delineated groundwater source protection zones in the vicinity of Ansford and Castle Cary. This is not considered an issue by virtue of the distance between

the strategic direction for growth and the delineated groundwater source protection zones.

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## Local Market Towns – Langport and Huish Episcopi

### Spatial Portrait

7.153 Langport and Huish Episcopi is a small town in the north of the District, located on the banks of the River Parrett by the meeting of major roads that link the town with Taunton, Bridgwater and the A303.



7.154 The settlement has a population of 3,055 people<sup>123</sup> today, but with fewer people of a working age than the average across Somerset. The main employment area is to the west of the town at Westover Trading Estate. A large part of the town, including the whole town centre is designated as a Conservation Area.

7.155 Langport and Huish Episcopi is located within a sensitive and rural landscape, largely defined by its proximity to the Somerset Levels and Moors; and it has a prominent tourism role. However, much of the town is surrounded by areas of high flood risk due to its

proximity to the River Parrett and its flood plain, much of which forms the Somerset Levels and Moors. The Somerset Levels and Moors are highly valued both in terms of wildlife, with parts being internationally recognised for its wildlife presence as a Special Protection Area (SPA) and Ramsar, and cultural and recreation opportunities. Tourism is important for the town with many small businesses being linked to providing facilities and attractions for visitors attracted by the opportunities to walk, cycle and ride horses in the Somerset Levels and Moors and particularly along the Parrett trail.<sup>124</sup>

7.156 As the wider area around the town is relatively sparsely populated, Langport and Huish Episcopi functions as an important settlement that serves the surrounding rural area. Some of the key services and community facilities include primary and secondary schools, sports hall, supermarket and library, although the town no longer has a bank. Langport and Huish Episcopi has a small town centre that provides a range of service goods to cater for the day-to-day needs of the residents; convenience retailing in the town is dominated by a

<sup>123</sup> ONS mid 2016 population estimate

<sup>124</sup> Langport 2020

single supermarket, whilst the comparison sector is mainly limited to independent and specialist stores.<sup>125</sup> There is a regular bus service to Yeovil and Taunton, and a national cycle route passes through the town.

## What Will The Local Plan Deliver?

### Settlement Status

7.157 As set out in Policy SS1, Langport and Huish Episcopi is classified as a 'Market Town' due to the settlement having a strong employment, retail and community role<sup>126</sup>. Given its relatively smaller scale and nature compared to some of the larger Market Towns, Langport and Huish Episcopi is identified as a Local Market Town (alongside Somerton and Ansford and Castle Cary) with a reduced scale of growth to match.

### Housing

7.158 In order to sustain and enhance Langport and Huish Episcopi's role as a Market Town, with a level of development that is relative to the size, accessibility, character and environmental characteristics of the town, about 351 dwellings should be built in the town in the Local Plan Review period. 146 are committed and 25 completed.<sup>127</sup> As such, further provision should be made for around 180 dwellings at the town. As the HELAA demonstrates, there are sites available within the existing urban area in Langport and Huish Episcopi.<sup>128</sup>

7.159 There are two sites that can deliver additional dwellings within the lifetime of the new Plan. These sites are set out below.

### The Trial Ground

7.160 There has been a previous outline approval for a development of up to 80 dwellings here. There must be a wide screen landscape buffer to the north of the site to protect the setting of the listed Old Kelways building beyond. An existing public Right of Way will need to be re-routed and a Diversion Order sought.

<sup>125</sup> South Somerset Retail Capacity Study update, 2010

<sup>126</sup> South Somerset Settlement Role and Function study, 2009

<sup>127</sup> As at 31<sup>st</sup> March 2018

<sup>128</sup> Strategic Housing and Employment Land Availability Assessment, 2018

### **POLICY LH1 - HOUSING GROWTH AT LAND BETWEEN SOMERTON ROAD AND FIELD ROAD (THE TRIAL GROUND)**

The land between Somerton Road and Field is allocated for residential development, to provide the following:

- About 80 dwellings, including 28% affordable housing;
- Children's informal play space
- Public open space
- A significant landscape buffer in the northern part of the site

#### **Land between Somerton Road and Wearne Lane**

- 7.161 In order to protect the setting of Wearne to the north, there will need to be a substantial buffer of screen planting on the northern part of the site

### **POLICY LH2 - HOUSING GROWTH AT LAND BETWEEN SOMERTON ROAD AND WEARNE LANE**

The land between Somerton Road and Wearne Lane is allocated for residential development, to provide the following:

- About 100 dwellings, including 28% affordable housing;
- Children's formal and informal play space
- A significant landscape buffer in the northern part of the site

#### **Employment**

- 7.162 As set out in Policy **SS3, \*\*\*ha** of employment land should be delivered in Langport and Huish Episcopi over the Local Plan period. Over 60% of residents travel elsewhere to work, with many travelling to Yeovil and Somerton<sup>129</sup>.
- 7.163 The delivery of employment floorspace has been fairly consistent in the town since 2006. Much of the development has been to change the uses of land; therefore, new net floorspace has been quite modest. Most of the new additional floorspace in the town has been delivered through the Great Bow Yard offices, community space and a café development, and additional classrooms at Huish Academy. Due to Langport's role as a tourist destination, most of the employment growth has been in the service and leisure sector<sup>130</sup>

#### **Retail**

<sup>129</sup> ONS MSOA Level Travel to Place of Work Data

<sup>130</sup> SSDC Monitoring database

- 7.164 The Retail and Main Town Centres Uses Study<sup>131</sup> highlights the link between town centre businesses and the settlement's role as a tourist destination.
- 7.165 The historic town centre has narrow highways, significantly limiting on-street parking. There are however four well-located car parks and a regular bus service to serve town centre visitors.
- 7.166 The town centre vacancy rate is 3.9%, significantly below the national average of 11.2%. Its good range of comparison units and low vacancy rate therefore suggest that the town centre is healthy.
- 7.167 The Study's projected retail floorspace capacity for Langport and Huish Episcopi is shown in Figure 7.8.

**Figure 7.8: Projected Retail Floorspace Capacity in Langport and Huish Episcopi (m<sup>2</sup> gross)**

Type	By 2024	By 2029	By 2034
Convenience	778	827	874
Comparison	25	60	95
Food and Beverage	16	47	77

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

- 7.168 This suggests a modest amount of growth in the 'comparison' and 'food and beverage' sectors and a reasonable capacity for additional facilities. In accordance with the Study, it is not considered necessary to allocate any sites to meet the projected capacity.
- 7.169 The ability for new retail development to be delivered in Langport and Huish Episcopi will be limited by its size, natural catchment area, and level of



commercial market interest. There is no significant need for new convenience retailing given the existing large supermarket; and the natural catchment and expenditure capacity of the town will limit the potential for large scale additional convenience goods provision; such proposals would also cause concerns over the impact on existing retail provision in the town. Therefore, for both convenience and comparison retailing, a general strategic approach is

<sup>131</sup>South Somerset Retail and Main Town Centres Uses Study; Lichfields 2017

recommended for Langport and Huish Episcopi that acknowledges the need to retain shopping trips within the town and supports proposals that increase this retention Policy TC6 states that a retail impact assessment will be required for retail proposals above 250 m<sup>2</sup> in Langport and Huish Episcopi, which is considered appropriate for the scale and character of the town.

## Infrastructure

- 7.170 The Infrastructure Delivery Plan identifies several infrastructure issues that are considered 'necessary' to support development at Langport and Huish Episcopi, which generally relate to open space and sports facilities. One of the specific infrastructure requirements are improvements to the community hall.
- 7.171 Planning permission has been granted on the Westover Trading Estate for a scheme which includes raising parts of the estate road by up to 0.8m. Additional flood risk infrastructure is required to better manage flood risk. The Environment Agency has already considered an embankment scheme which may provide a comprehensive solution for the future. Wessex Water has completed a capacity scheme at Langport Sewage Treatment Works, but further work may be required.

## Local Market Towns – Somerton

### Spatial Portrait



7.172 Somerton has a population of 3,693 people.<sup>132</sup> It is a relatively compact, set above the Cary Valley with the core of the town concentrated upon the market place and church. The town centre and an area to the east of the town is designated as a Conservation Area. Recent residential growth has spread to the west of the town centre, and the main employment area is the Bancombe Road Trading Estate to the north west of the town.

- 7.173 Somerton is located in a rural setting and is important in serving the needs of residents in the rural north of South Somerset. In terms of retail, Somerton has a reasonably healthy, well-kept and attractive town centre with a range of independent stores including a small supermarket and specialist food stores that meet the day to day needs of local residents. Some of the other key services in Somerton are a library, doctor's surgery, banks, and a primary schools.
- 7.174 The proportion of economically inactive people in the town is higher than average in Somerset, but unemployment levels are very low.<sup>133</sup> The largest proportion of jobs are in manufacturing, but this lower than average in the District.
- 7.175 Public transport to the larger settlements of Yeovil, Taunton and Street is relatively good with a regular bus service, although links to other parts of the District are poor. A national cycle route passes through the town. However, based upon 2018 Census data, it would indicate that self-containment is relatively low with over 60% of Somerton residents travelling to work elsewhere<sup>134</sup>.
- 7.176 Some of the key environmental issues at Somerton include areas of high flood risk to the north, east and south of the town; a high quality historic environment; and the presence of protected species near the town, including Bats, Large Blue butterflies, dormice and Bewick Swans.

#### Local Aspirations

- 7.177 A draft Community Plan was prepared in March 2018. An emerging theme is a local desire to reduce density of future developments; ensuring that green spaces

<sup>132</sup> ONS mid 2016 population estimates

<sup>133</sup> ONS 2011 Census

<sup>134</sup> ONS MSOA Level Travel to Place of Work Data

are included and maintained; ensuring that landscaping within new developments enhances the environment and encouraging wildlife and preserves green spaces where possible.

- 7.178 There is also a local aspiration for a new combined school on a single site and SCC have acquired land for this purpose on land north of the Bancombe Road Trading Estate.

## What Will The Local Plan Deliver?

### Settlement Status

- 7.179 As set out in Policy SS1, Somerton is classified as a 'Market Town' due to the settlement having a strong employment, retail and community role.<sup>135</sup> Given its relatively smaller scale and nature compared to some of the larger Market Towns, Somerton is identified as a Local Market Town.

### Housing

- 7.180 It is important to sustain and enhance Somerton's role as a Market Town in the rural north of the District, with a level of development that is relative to the size, accessibility, character and environmental constraints of the town. Therefore, at least around 660 dwellings should be built in the town over the Local Plan Review period. 354 dwellings have already been committed, with 80 completions in the first years of the Local Plan period. Based upon the commitments there is a residual housing requirement of about 230 dwellings.
- 7.181 There is one site that can deliver additional dwellings within the lifetime of the new Plan.

### Land west of St Cleer's Orchard

- 7.182 A right of way runs through the site, and the railway line runs along its southern boundary. The amenity impacts of the railway line need to be considered and a substantial planted buffer provided. Access to the site should be via a widened Ricksey Lane.

#### **POLICY SM1 – HOUSING PROVISION ON LAND WEST OF ST CLEER'S ORCHARD**

Land to the west of Cleers Orchard is allocated for residential development, providing for the following:

- Up to 140 dwellings, including 28% affordable housing;
- Children's formal and informal play space
- Public open space

<sup>135</sup> South Somerset Settlement Role and Function study, 2009

## Employment

- 7.183 The main employment area in Somerton is the Bancombe Road trading estate. A total of \*\* ha of employment land should be delivered in Somerton over the Local Plan period. There is potential to increase the Bancombe Road trading estate beyond the 3.0ha that has been granted outline planning permission and the 0.4ha that is the subject of a further outline application. This will be considered and recommended through the Employment Land Review.

### POLICY SM2 – EMPLOYMENT GROWTH AT BANCOMBE ROAD

Land at Bancombe Road is allocated for economic development, providing for the \* ha of employment land.

## Retail

- 7.184 The Retail and Main Town Centre Uses Study<sup>136</sup> identifies that Somerton has a high vacancy rate. The settlement is fairly self-contained and the results of the household survey indicate that it retains 75% of convenience shopping and 60% of comparison shopping.
- 7.185 The Study highlights that the town centre is a high quality public realm with an expenditure surplus that could support future provision improvements, which should be met primarily through the reoccupation of vacant units.

**Figure 7.9: Projected Retail Floorspace Capacity in Somerton (m<sup>2</sup> gross)**

Type	By 2024	By 2029	By 2034
Convenience	278	305	331
Comparison	62	146	232
Food and Beverage	45	136	225

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

- 7.186 The town centre has a good balance of shops, including a small supermarket, and is therefore considered vulnerable to potential out of centre retail development. It is considered appropriate to require a local retail impact assessment for retail proposals greater than a threshold of 250m<sup>2</sup> for Somerton given the scale and nature of the town (Policy TC6).

## Infrastructure

- 7.187 The Infrastructure Delivery Plan identifies several infrastructure issues that are considered 'necessary' to provide as a result of new development at Somerton, which generally relate to open space and sports facilities.

<sup>136</sup> South Somerset Retail and Main Town Centres Uses Study

- 7.188 As previously stated, there is a local aspiration to combine the existing two primary school settings onto a single new site. Such a site has been purchased by Somerset County Council, the access to which will need to be via the development site to the north of Bancombe Road, which is located immediately to the south across Bradley Hill Lane. This lane would not be suitable for access to a school.
- 7.189 Capacity appraisals have been completed for existing planning permission north of Cleer's Orchard site<sup>137</sup> which indicate improvements are required to the downstream sewer network. Further assessment of options in respect of foul/ water supply networks will be necessary.

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<sup>137</sup> Ref 13/03272/OUT

## 8. Rural Centres

### Overview

- 8.1 The Spatial Strategy identifies five Rural Centres based on the findings of the South Somerset Settlement Role and Function Study and other evidence. These are the settlements that act as focal points for the surrounding area for retail and community service provision, and in some cases have an employment role. To promote greater self-containment and stronger local communities, the strategy requires these places to accommodate some housing and employment growth. Community facilities and services, which better meet the needs of the settlement and its surrounding area, will be encouraged.
- 8.2 The five identified Rural Centres are: Bruton, Ilchester, Martock and Bower Hinton, Milborne Port and South Petherton. The key issues, challenges and indication of what the Local Plan Review will deliver for each settlement are covered below.

### Bruton

#### Spatial Portrait

- 8.3 Bruton is situated in the east of the District, in the Brue Valley a few miles north of the A303, about 4 miles from Castle Cary and 7 miles from Shepton Mallet. The A359 Frome to Yeovil road passes through the settlement.
- 8.4 Today Bruton is one of the larger settlements in the District with a population of 3,045 residents<sup>138</sup>. The topography and hence settlement has been heavily influenced by the River Brue. The majority of the settlement is built on the higher ground on the north side of the river and in recent years residential development has occurred to the north east of the town.
- 8.5 Nearly 45% of the settlement's economically active residents do not travel out of the area to work making the level of self-containment a little higher than across the District (District Average; 43%)<sup>139</sup>. The major employment sector is education, with four schools in the settlement (and nearly all of local jobs are in this sector). There is also the Wyke



<sup>138</sup> ONS Mid Year estimates 2016

<sup>139</sup> ONS MSOA Level Travel to Place of Work Data

Farms Cheese business, the Hauser and Wirth gallery and the popular 'At The Chapel' restaurant. The challenge for Bruton is resisting any further loss of employment land and providing a range of opportunities to both live and work locally. In retail terms, whilst there is no large supermarket, there are a number of independent shops providing a range of convenience goods. There are a variety of community services including a doctor's surgery, library, and post office.

- 8.6 In addition to a regular bus service, residents in Bruton have access to rail services. The railway station, which is located on Station Road, is on the Heart of Wessex Line running from Bristol to Weymouth. A national cycle route runs through the settlement.
- 8.7 One of the key environmental issues in Bruton is the risk of flooding along the course of the River Brue and its tributary Combe Brook. As a result of a severe flood in 1982 a retention dam was built about one and half miles east of the town, the dam acts as a flow regulator to control the total amount of water in the river at Church Bridge without any human intervention.

### Local Aspirations

- 8.8 A Town Plan Resident Survey was undertaken by the Town Council in the Autumn of 2016, and a Town Plan was published in 2017, which District Council Members have since endorsed. The Town Plan states that any major residential development should be on sites that the community supports; and that the historic centre of the town and green spaces should be protected.

### What Will The Local Plan Deliver?

#### Settlement Status

- 8.9 As set out in Policy SS1, Bruton is classified as a Rural Centre due to its retail, community service and to a lesser extent employment role. Identification of Bruton as a Rural Centre will enable the settlement to grow and expand its identified role by allowing for additional growth to encourage greater self-containment and broaden the employment base.

#### Housing

- 8.10 It is important to sustain and enhance Bruton's role as a Rural Centre, with a level of development that is commensurate with the size, accessibility, character and environmental constraints of the town. The Local Plan Review will therefore support the development of about 152 dwellings over the Plan period, up to 2036. 76 dwellings are already committed (of which 11 are already completed). Two preferred sites to emerge from the resident survey were at Brewham Road and a small site at Frome Road.

#### Brewham Road

- 8.11 This site is at the eastern edge of the settlement. Although it would be possible to provide an access on to Brewham Road, it would be preferable to use existing

access points within the residential development to the west to avoid loss of a mature hedge.

### **POLICY BT1 – HOUSING PROVISION AT BREWHAM ROAD**

Land to the north of Brewham Road is allocated for residential development, providing for the following:

- About 60 dwellings, including 28% affordable housing;
- Children’s informal play space
- Public open space
- Access from the area around Brew Avenue to the west

### **Land west of Frome Road**

- 8.12 Located to the north east of the town centre, the number of dwellings that could be provided here is limited by steep gradients across the site. For this reason only a small frontage development is allocated.

### **POLICY BT2 – HOUSING PROVISION AT FROME ROAD**

Land to the north west of Frome Road is allocated for residential development, providing for about 5 dwellings.

### **Employment**

- 8.13 Bruton is very much a local centre with a high dependence on its strong, prestigious educational establishments. The supply of employment land is modest and in keeping with the settlement’s scale and function.
- 8.14 As set out in Policy SS3, a minimum of \*\* hectares of employment land will be supported up to 2036, which will assist new jobs growth and improve levels of self-containment within the settlement.

### **Retail**

- 8.15 As set out in Policy TC4, Bruton is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. The Retail and Main Town Centre Uses Study 2017 states that the centre has a good range of comparison units, slightly above the national average. The comparison offer is made up of independent and specialist stores, no national multiples. In terms of convenience units, there is a Spar Shop (34m<sup>2</sup> net) and a Premier (102m<sup>2</sup> net), supplemented by an organic food shop and a wine shop. The provision of service uses in the centre is below the national average, and includes a number of hairdressers, an estate agent and a post office. There are a number of

restaurants and public houses, and one takeaway. The vacancy rate at 12.1% is slightly above the national average of 11.2%.

- 8.16 Proposals for retail development in excess of 250m<sup>2</sup> will be required to undertake a Retail Impact Assessment (Policy TC6).

## Infrastructure

- 8.17 The Infrastructure Plan does not indicate the need for any 'critical' infrastructure<sup>140</sup> requirements to be provided in Bruton as a result of the proposed new development. It does however identify a number of 'necessary' infrastructure<sup>141</sup> requirements, which generally relate to open space and sports facilities. There are also capacity issues in medical facilities around Bruton and it is a priority area to review but, at the time of writing, it is understood that no solution has yet been identified. The risk of flooding locally means that the Environment Agency will be preparing a surface water management scheme. Flood defences at Bruton may need to be raised in the future to provide an increased standard of protection, funded through development.

## Ilchester

### Spatial Portrait

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<sup>140</sup> See Glossary

<sup>141</sup> See Glossary



8.18 Ilchester is situated five miles north of Yeovil, on the eastern fringe of the Somerset Levels and Moors, concentrated at the point at which the River Yeo crosses the Fosse Way. It has a historic legacy and has many Scheduled Ancient Monuments, archaeological sites, and historic buildings that are present in the settlement, and which include the 13th Century St Mary Major and the Church of St Andrews, both Grade II\* Listed buildings. There is also a Conservation Area

8.19 In 1940 the Royal Naval Air Station was commissioned at Yeovilton, and since then it has grown to become one of the busiest military airfields in the UK, with helicopters operating out of the Station. Ilchester, being in close proximity to RNAS Yeovilton has accommodated development over

recent years to provide housing for many service personnel and their families stationed at the air base.

- 8.20 As a result of its natural and historic constraints, the settlement is formed around two distinct points of growth. At the southern end the main commercial area is formed around the historic core and, to the north, Northover is a recent growth area. Both are linked by linear development along the Fosse Way. The Historic Core is virtually completely surrounded by land within Flood Zone 3, the functional floodplain of the River Yeo, with certain parts of the built up area itself, including the linear development along Fosse Way also being within Flood Zone 3. The northern growth area has developed over the past 50 years or so, on gently rising ground, is not subject to flooding or known archaeological constraints. This area includes the infant and junior schools (split site), a factory, a shop and residential development, including housing for service personnel and their families stationed at nearby RNAS Yeovilton.



8.21 Today Ilchester has a population of 1,246 people<sup>142</sup> however the presence of RNAS Yeovilton, which has over 4,000 personnel on the base swells this number considerably. Given the presence of RNAS Yeovilton, Ilchester is a strong location for employment. As a result

of the number of personnel living in Ilchester, the level of self-containment is good with approximately 56% of people living and working in the same area<sup>143</sup>.

- 8.22 The settlement also provides a retail and community service role - there are a few convenience stores, a post office, infant and junior schools and a doctor's surgery which has recently merged with the one at Somerton. There are regular bus services to Yeovil, Taunton and Street.
- 8.23 Key environmental issues affecting potential new development as described above include flooding and the presence of archaeological remains. Much of the southern half of the town is an Area of High Archaeological Potential and noise constraints from the airbase.

## What Will The Local Plan Deliver?

### Settlement Status

- 8.24 As set out in Policy SS1, whilst Ilchester has a strong employment role due to its proximity to RNAS Yeovilton, it is classified as a Rural Centre.

### Housing

- 8.25 It is important to sustain and enhance Ilchester's role as a Rural Centre, with a level of development that is commensurate with the size, accessibility, character and environmental constraints of the town. The local plan will therefore support the development of about 361 dwellings over the Plan period, up to 2036.
- 8.26 Bureau Veritas were commissioned by South Somerset District Council in 2010 to prepare noise contours to represent current typical aircraft activity at RNAS Yeovilton<sup>144</sup>. Noise contours have been identified (see Appendix Four) and these will be a material consideration used to guide planning decisions (see Policy EQ8 - Pollution Control). These contours were reviewed a number of years ago and

<sup>142</sup> ONS Mid Year estimates 2016

<sup>143</sup> ONS MSOA Level Travel to Place of Work Data

<sup>144</sup> Aircraft Noise Contours for RNAS Yeovilton, SSDC and Bureau Veritas (July 2010)

the District Council's Environmental Protection Unit is satisfied that they remain unchanged. The contours seek to minimise the adverse impact of noise, without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business.

- 8.27 The MOD can give no guarantee as to the type, number and frequency of aircraft movements now or in the future, and therefore this will be subject to an ongoing review through the Council's monitoring processes. It is imperative that any further dwellings, be constructed to the highest levels of noise protection so as not to constrain the bases' future operational flexibility and provide an appropriate living environment for new residents.

### Land north of Troubridge Park

- 8.28 This site to the north of the settlement would be suitable for about 200 new dwellings. Access will need to be off B3151.

#### **POLICY IL1 – HOUSING PROVISION NORTH OF TROUBRIDGE PARK**

Land north of Troubridge Park is allocated for residential development, providing for the following:

- About 200 dwellings, including 28% affordable housing;
- Children's formal and informal play space
- Public open space
- Access via the B3151

### Employment

- 8.29 Proximity to the A303 and good connections to the South and North, means that Ilchester will always enjoy the advantages brought by good road communications. There is likely to be a small local demand for employment sites, this should be supported to increase Ilchester's level of self-containment and offer an alternative to Yeovil.
- 8.30 As set out in Policy SS3, a minimum of \*\*\* hectares of employment land will be supported up to 2036. The Employment Land Review will consider sites put forward through the Issues and Option consultation and conclude on their inclusion or not in the Local Plan review.

### Retail

- 8.31 There are only a small number of commercial units within the defined Ilchester town centre. This comprises a former post office, hairdresser, restaurant, two public houses and a Chinese takeaway. There is no convenience or comparison shops in the centre although the Texaco Garage does incorporate an important ancillary retail use (Central Off License) and there is a convenience store to the north located on Taranto Hill. The nearest large-scale supermarkets are located in Yeovil.

- 8.32 As set out in Policy TC4, Ilchester is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. Proposals for retail development in excess of 250m<sup>2</sup> will be required to undertake a Retail Impact Assessment (Policy TC6).

### Infrastructure

- 8.33 Fluvial flooding from the River Yeo is a key risk at Ilchester, with surface water flooding also being an issue at Ilchester Meads. There has been flooding on the highway on the A37 and nearby on the A303. Flood risk infrastructure includes embankments and raised channel banks on the River Yeo and flood walls. The embankment that runs alongside the River Yeo may need to be increased in height to help protect the settlement in the future.
- 8.34 New housing will generate a need for additional open space and outdoor play space, sports, community and cultural facilities; although the timing of this is not fundamental to delivering development. Equipped play areas have also been identified a particular priority.
- 8.35 The issue relating to GP capacity has now been resolved by combining with the Somerton practice.

### Martock and Bower Hinton

#### Spatial Portrait



8.36 Martock is a small attractive town in central South Somerset, on the southern edge of the Somerset Levels and Moors and just off the busy A303. Mill Brook and Hurst Brook flow between Martock and Bower Hinton to the south, before joining the River Parrett to the west. The town is surrounded by gradual undulating hills that are regarded as having high landscape value. It is well connected to Yeovil, which is situated seven miles to the southeast.

- 8.37 Martock and Bower Hinton have a joint Conservation Area incorporating various listed buildings along the main road between the two settlements. Listed buildings are concentrated at the historic centres of Martock, Hurst and Bower Hinton. Areas of flood risk run through the centre from east to west between Martock and Bower Hinton. The land either side of the streams has been identified as part of the functional flood plain.

- 8.38 The population of Martock parish is 4188<sup>145</sup>. The town has a good variety of services, however self-containment is an issue. The travel to work data shows that about 80% of the population out commute with many going to Yeovil, but also the Ilchester area<sup>146</sup>. The town is home to many small businesses that are clustered principally at Martock Industrial Park and the out of town Parrett Works. Redevelopment of sites, such as Paulls Court, has resulted in a loss of employment land. Providing more employment opportunities in Martock/Bower Hinton could potentially reduce the currently high level of out commuting.

## Neighbourhood Plan

- 8.39 The Parish of Martock was designated a Neighbourhood Area for the purposes of a Neighbourhood Plan in April 2016 and a Resident Survey was completed in 2017. The importance of health facilities and shops seems to be greater priorities for the local community than, for example, play areas and sports facilities. Many people are unhappy with traffic and parking in the area, with congestion in North Street being frequently mentioned, HGVs in the centre and vehicle speeds.

## What Will The Local Plan Deliver?

### Settlement Status

- 8.40 Martock/Bower Hinton as a Rural Centre and this will enable the settlement to grow and expand its identified role, by allowing for additional employment growth, the provision of additional retail premises and modest housing growth all of which will encourage greater self-containment.

### Housing

- 8.41 To enable the settlement to grow and continue to expand its identified role about 330 dwellings are proposed over the Local Plan Review period. 75 are already committed (of which 45 are already completed)<sup>147</sup>, leaving a residual requirement for 210 new dwellings.
- 8.42 The western edge of Martock seems to be the most sustainable and unconstrained location for growth, although a degree of separation to Coat further to the west again should be retained. Several sites are available where planning permission has not already been granted.
- 8.43 There are three sites that can deliver additional dwellings within the lifetime of the new Plan. They could probably jointly deliver around 210 dwellings. These sites are set out below.

### Land to the north of Coat Road

<sup>145</sup> 2016 ONS Mid Year Estimate

<sup>146</sup> ONS MSOA Level Travel to Place of Work Data

<sup>147</sup> As at 31<sup>st</sup> March 2018

- 8.44 There is direct access onto Coat Road but it has no edgings or footways and it is likely that this would need to be widened. There would be little visual harm in this respect. Appropriate highways works would therefore be necessary for the development to proceed. The separation to Coat would be retained with a substantial field and long gardens remaining undeveloped.

#### **POLICY MB1 – HOUSING PROVISION NORTH OF COAT ROAD**

Land north of Coat Road is allocated for residential development, providing for the following:

- About 55 dwellings, including 28% affordable housing;
- Children’s formal and informal play space
- Public open space

#### **Land to the south of Coat Road**

- 8.45 Planning permission has previously been granted for the development of the site, but this lapsed in May 2018. It is understood that the site is still available and deliverable.

#### **POLICY MB2 – HOUSING PROVISION SOUTH OF COAT ROAD**

Land south of Coat Road is allocated for residential development, providing for the following:

- About 95 dwellings, including 28% affordable housing;
- Children’s formal and informal play space
- Public open space

#### **Land south of Hills Lane**

- 8.46 This site, suitable for about 60 dwellings is also on the western edge of the settlement. Access could only be via the Coat Road immediately to the north. Opportunities should be taken to enhance the accessibility by pedestrians to the primary school adjoining to the south.

**POLICY MB3 – HOUSING PROVISION SOUTH OF HILLS LANE**

Land south of Hills Lane is allocated for residential development, providing for the following:

- About 60 dwellings, including 28% affordable housing;
- Children's informal play space
- Public open space

**Employment**

- 8.47 There has been no net increase of employment land in the town since 2006/07 and a net reduction of floorspace. There are expected to be further net losses through unimplemented planning permissions<sup>148</sup>. Additional employment and retail opportunities should be exploited to strengthen the service function of the settlement, and additional employment land is required to be developed to 2036 in order to broaden the range of opportunities and to provide greater self-containment.

**Retail**

- 8.48 As set out in Policy TC4, Martock and Bower Hinton is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. There are a very limited range of comparison units and their proportion of the town centre is about half of the UK average. There is, however, a relatively good convenience offer, with two small supermarkets, a newsagent and a bakery. There is a single vacancy<sup>149</sup>. Figure 8.1 sets out the future retail requirements for Martock and Bower Hinton.

**Figure 8.1 Future retail requirements in Martock to 2034 (m<sup>2</sup> gross)**

Type	By 2024	By 2029	By 2034
Convenience	262	278	294
Comparison	63	150	238
Food and Beverage	11	33	54

Source: South Somerset Retail and Main Town Centre Uses Study, 2017

- 8.49 Proposals for retail development in excess of 250m<sup>2</sup> will be required to undertake a Retail Impact Assessment (Policy TC6).

<sup>148</sup> SSDC Monitoring Database

<sup>149</sup> South Somerset Retail and Main Town Centre Uses Study; Lichfields July 2017

## Infrastructure

- 8.50 There are flooding issues in Martock, where the River Parrett travels through the settlement. There are localised problems, exacerbated by small culverted watercourses which are prone to blockage or are undersized. The culverted watercourses that run through the settlement are described by Somerset County Council as being at capacity. There have been property flooding incidents at Foldhill Lane and Long Load Road, and flooding on the highway at various locations but particularly at Stoke Road. The flood alleviation scheme at Martock includes a 300m flood embankment, throttle structures, widened channel, and walls. If development is proposed on the eastern edge of Martock then existing culverts should be upgraded, funded through developer contributions. Flood defences may need to be raised in the future, depending on the location and floor levels of future development. A minor scheme to improve the inlet to the Foldhill Lane culvert has been carried out by SCC.
- 8.51 The Infrastructure Delivery Plan identified the requirement for a fluvial flood risk defences and also a community hall, new open space, sports facilities, play area and expansion of youth facilities for the settlement. An equipped play area at Martock is a particular priority. Delivery of this infrastructure will also be dependent on securing contributions from development (where viable), along with obtaining other funding streams.
- 8.52 Symphony Healthcare Services advise that the existing primary healthcare practices in Martock are operating in excess of operational capacity in accordance with national standards. An options appraisal for what type of healthcare development is required and could be delivered in Martock to accommodate the primary healthcare needs of the increasing population will be necessary.

## Milborne Port

### Spatial Portrait

- 8.53 Milborne Port is located in the south-east of the District near the Dorset border and the edge of the Blackmore Vale. The River Gascoigne flows south through the village, and the A30 runs west to east through the centre, providing a direct road connection to the larger towns of Sherborne 3 miles away and Yeovil (8 miles), both to the west. There is access to railway stations at Yeovil and Sherborne.



8.54 Milborne Port is noted for its 'New Town' Conservation Area in the west of the village with a second Conservation Area encompassing the village centre. Much of the countryside surrounding the village is Best and Most Versatile agricultural land, also considered to be of high landscape value, including a Historic Garden at Ven House (itself a Grade 1 listed building) to the south east. Areas of flood risk run through the centre from the north to the south and there are also groundwater protection zones in the vicinity of Milborne Port.

- 8.55 The population is 2,954<sup>150</sup>. Self-containment is an issue; a lack of jobs in Milborne Port has resulted in high levels (71%) of out commuting. More employment opportunities in the settlement could potentially reduce this level of out-commuting.

### Local Aspirations

- 8.56 The Milborne Port Community Plan<sup>151</sup> was produced in 2010 and is now the subject of a review. A public 'planning for real' exercise has been undertaken; a residents' survey carried out and a housing needs assessment is also underway; but it is probably too early at the time of writing to identify any particular emerging themes.

### What Will The Local Plan Deliver?

#### Settlement Status

- 8.57 Milborne Port is defined as a Rural Centre and this will enable the settlement to grow and expand its identified role by allowing for additional employment growth. The provision of additional retail premises and modest housing growth all of which will encourage greater self-containment.

#### Housing

- 8.58 In Milborne Port about 245 dwellings are identified over the Local Plan Review period. 76 dwellings are already committed (with a further 29 dwellings already completed)<sup>152</sup>, leaving a further 140 new dwellings, which could be accommodated on the two sites identified below.

<sup>150</sup> ONS 2016 Mid Year estimates

<sup>151</sup> Endorsed by South Somerset District Council, August 2010

<sup>152</sup> AS at 31<sup>st</sup> March 2018

## Land to the north of Wheathill Lane

- 8.59 A planning application is pending at the time of writing for 65 dwellings on land to the west of the site<sup>153</sup>. The allocation would be suitable for a further 45, making a total of 110. Access should be via the site to the west the subject of the planning application. There is limited visibility at the junction of Wheathill Lane with Station Road and it will be necessary to form a new junction here. This will be subject to the acceptability of removing trees which are the subject of a Tree Preservation Order along the northern edge of Wheathill Lane.

### **POLICY MP1 – HOUSING PROVISION NORTH OF WHEATHILL LANE**

Land north of Wheathill Lane is allocated for residential development, providing for the following:

- About 110 dwellings, including 28% affordable housing;
- Children’s formal and informal play space
- Public open space
- Improved junction arrangement for Wheathill Lane with Station Road

## Land south of Court Lane

- 8.60 This site could accommodate about 30 dwellings. Access should be from the north off of Court lane. Adequate visibility at the junction with Wick Road would need to be demonstrated.

### **POLICY MP2 – HOUSING PROVISION SOUTH OF COURT LANE**

Land south of Court Lane is allocated for residential development, providing for the following:

- About 30 dwellings, including 28% affordable housing;
- Children’s formal and informal play space
- Public open space

## Employment

- 8.61 Additional employment and retail opportunities should be exploited to strengthen the service function of the settlement and additional employment land is required to be developed to 2036 in order to broaden the range of opportunities and to provide greater self-containment. Much employment land has been lost in the recent past with the changes of use to residential of the Tannery Site, Clark

<sup>153</sup> Ref 17/03985/OUT

House and Wheathill Nurseries. There is also virtually no existing supply of employment land in Milborne Port.

## Retail

- 8.62 Milborne Port is a designated Local Centre in the retail hierarchy (Policy TC4) it has a small but vital number of commercial units as well as a library. At the time of writing there is one vacant unit which is the Queens Head Public House. The town centre lacks a bank and convenience store, although there is a Co-op store located at Coldharbour, north of the centre.
- 8.63 Milborne Port's town centre is very small, with just six commercial units interspersed with domestic properties and the library. The buildings in the town centre are largely traditional in appearance with a number listed. The town centre is located within one of the settlement's two Conservation Areas.
- 8.64 There is a small car park in the centre providing 10 spaces. The main A30 runs through the centre, this makes it difficult for pedestrians.
- 8.65 Proposals for retail development in excess of 250m<sup>2</sup> will be required to undertake a Retail Impact Assessment (Policy TC6).

## Infrastructure

- 8.66 The infrastructure Delivery Plan does not indicate the need for any 'critical' infrastructure<sup>154</sup> requirements to be provided in Milborne Port as a result of the proposed new development. It does however identify a number of 'necessary' infrastructure<sup>155</sup> requirements, which generally relate to open space and sport facilities.
- 8.67 Wessex Water have advised that there may be limited sewerage capacity in the area and further assessment work will be required if new development is to take place. Areas of Milborne Port suffer sewer flooding from groundwater inundation during periods of prolonged wet weather. Wessex Water also recommends considering development subject to a revised SFRA.

## South Petherton

### Spatial Portrait

- 8.68 South Petherton is a large attractive hamstone village in central South Somerset. It lies immediately to the north of the busy A303 road corridor amongst the shallow folds of low limestone hills, some 7 miles west of Yeovil. The settlement is surrounded by gradual undulating hills that are regarded as having high landscape value, especially to the west, north and east; and the settlement is surrounded by BMV agricultural land. A small stream flows north through the centre of South Petherton before it feeds into the wider River Parrett further along

<sup>154</sup> See Glossary

<sup>155</sup> See Glossary



its course. The land either side of the stream has been identified as part of the functional flood plain.

8.69 There are a large number of listed buildings concentrated in the historic core and are incorporated within the Conservation Area.

8.70 The population of the settlement is 3,616<sup>156</sup> with a higher than average percentage of people over 65 years (28%). The village has a variety of services, however self-containment is an issue. Only just over half of the population is of working age<sup>157</sup>, but of those who do work, the travel to work data shows that over 80% out commute to a variety of other locations<sup>158</sup>.

## Neighbourhood Plan

8.71 The South Petherton Neighbourhood Area designation was approved by the District Council in April 2015. Since then, the Neighbourhood Plan for the area was prepared. The Plan was then the subject of independent examination and following a referendum where the vote was in favour the Neighbourhood Plan went on to be 'made' in September 2018.

8.72 The Neighbourhood Plan has the following aims:

- Protect and enhance our countryside and natural environment
- Focus future development on small, incremental expansion of the village
- Control future development
- Retain the distinctive character of the village
- Set appropriate design and space standards for new development
- Establish a more accessible (pedestrian-and cyclist friendly) environment
- Ensure new housing meets local needs and increases choice
- Strengthen retail/commercial function of village centre
- Support the growth of local business / enterprise
- Reduce substantially the impact of the motor vehicle
- Improve parking provision
- Provide for a wide range of community facilities and services and improve leisure and recreation opportunities
- Increase sport and recreation facilities and opportunities at the Recreation Ground.

<sup>156</sup> 2016 ONS Mid Year Estimates

<sup>157</sup> ONS 2011 Census data

<sup>158</sup> ONS MSOA Level Travel to Place of Work Data

## What Will The Local Plan Deliver?

### Settlement Status

- 8.73 South Petherton is defined as a Rural Centre. This will enable the settlement to grow and expand its identified role by allowing for additional employment growth, the provision of additional retail premises and modest housing growth, all of which will encourage greater self-containment.

### Housing

- 8.74 To enable the settlement to grow and continue to expand its identified role about 116 dwellings are proposed over the Local Plan Review period. 41 dwellings are already committed (of which 20 dwellings are already completed)<sup>159</sup>, leaving a residual requirement for about 55 new dwellings.
- 8.75 There are two suitable parcels of land that are allocated for development in South Petherton. One is to the south of the hospital site and the other is at the rear of Littlehays.

### Land south of Hospital Lane

- 8.76 This site at the eastern end of the settlement is suitable for about 45 dwellings. However, Hospital Lane is narrow with no footways so access should be provided from St Michael's Gardens and/or Lime Kiln Avenue. There is an opportunity to include an increased amount of parking for the Hospital – a local aspiration. Public Rights of Way run along the south eastern edge of the site and across it and these will need to be retained, albeit possibly re-routed following the approval of a Diversion Order.

#### **POLICY SP1 – HOUSING PROVISION SOUTH OF HOSPITAL LANE**

Land south of Hospital Lane is allocated for residential development, providing for the following:

- About 45 dwellings, including 28% affordable housing;
- Children's informal play space
- Public open space

### Land rear of Littlehays

- 8.77 This site on the eastern edge of the settlement is suitable for about 10 dwellings. There are Grade II\* listed buildings to the south, the setting of which would need to be protected.

<sup>159</sup> As at 31<sup>st</sup> March 2018

**POLICY SP2 – HOUSING PROVISION AT REAR OF LITTLEHAYS**

Land at the rear of Littlehays is allocated for residential development, providing for about 10 dwellings; including 28% affordable housing

**Employment**

- 8.78 Additional employment and retail opportunities should be exploited to strengthen the service function of the settlement and additional employment land is required to be developed to 2036 in order to broaden the range of opportunities and to provide greater self-containment.
- 8.79 In previous local plans, efforts were made to find a site to potentially meet the needs of local employment users in this part of the district. No acceptable alternatives at that time were found to the Lopen Head Nursery site (1.8 hectares). As such, historically it has been considered as part of the employment provision for South Petherton and other settlements.
- 8.80 A total additional employment provision for South Petherton of \*\* ha is required to deliver jobs growth in South Petherton.

**Retail**

- 8.81 As set out in Policy TC4, South Petherton is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre.
- 8.82 The centre has a higher than average provision of comparison units, when compared with the national average. Notwithstanding this, the range is limited and includes a number of charity shops, electrical and hardware shops. In terms of convenience offer, there are a number of butchers, delicatessens and a Co-op. The provision of service uses is below the national average and includes hairdressers, estate agents, a post office and a bank. In terms of food and drink uses, there is a café, a restaurant, a public house and a takeaway<sup>160</sup>.
- 8.83 The centre is within a Conservation Area, comprising a number of high quality, attractive historic buildings and public realm. The commercial units are historic and in the most part have traditional shopfronts. The vacancy rate is very low, suggesting that the centre is healthy.



- 8.84 The Retail and Main Town Centre Uses Study does not see the need for any retail site allocations or changes in retail policy for the settlement.

<sup>160</sup> Retail and Main Town Centre Uses Study; Lichfields 2017

- 8.85 Proposals for retail development in excess of 250m<sup>2</sup> will be required to undertake a Retail Impact Assessment (Policy TC6).

### Infrastructure

- 8.86 The Infrastructure Delivery Plan indicates that new housing will generate a need for additional open space and outdoor play space, sports, community and cultural facilities; although the timing of this is not fundamental to delivering development.
- 8.87 Improvements to Blake Hall are identified as a priority. There is also localised flooding, exacerbated by small, culverted, watercourses that are often undersized and prone to blockage. There is an EA maintained raised embankment and culvert downstream of Hele Lane ford. Flood defences may need to be raised in the future to provide an increased standard of protection for the settlement.
- 8.88 Short term issues associated with a lack of electricity capacity have been identified and there may be water treatment works necessary. Both matters are resolvable with local enhancements, paid for by developers.
- 8.89 Wessex Water advise that an assessment has been completed to test capacity within their networks for development of the site to the south of Hospital Lane and that It indicated at the time that sufficient capacity existed to serve approximately 65 dwellings.

## 9. Housing

### Overview

- 9.1 One of the government's main objectives is to significantly boost the supply of homes across the country. The overall number of homes to be provided in South Somerset over the Plan period is addressed in section 5 of this document. This section of the Local Plan Review discusses existing large scale strategic housing sites and sets out the policies for the size, type and tenure of housing needed for different groups in the community; including the provision of affordable housing.
- 9.2 The NPPF expects policies to identify the type, size and tenure of market and affordable housing needed within the District in order to ensure that the needs of the different groups within the community can be met. This includes but is not limited to; families with children, older people, people with disabilities, service families, travellers, those who wish to rent their homes and people who wish to commission or build their own homes<sup>161</sup>.
- 9.3 Key evidence for the policies and approach to housing in this section of the Local Plan Review comes from the Strategic Housing Market Assessment (SHMA)<sup>162</sup>. Updated versions of the document will be used to inform the application of core policies over the Plan period. The SHMA provides guidance on:
- The likely overall proportions of households requiring market and affordable housing;
  - The likely profile of household types requiring market housing and;
  - The size, type and tenure of affordable housing required.

### Carried Forward Strategic Housing Sites

- 9.4 There are a number of strategic housing sites identified in the current Local Plan and these are discussed below.

### Yeovil – North of Thorne Lane (Brimsmore)

- 9.5 The Brimsmore site benefits from outline planning permission granted in August 2007. Various reserved matters approvals have been granted subsequently and 842 dwellings remain to be completed<sup>163</sup>. Development of this site will provide additional housing, recreation and community facilities within the north of Yeovil with a new link road provided from Western Avenue to Brimsmore. A new 'village' centre will provide community facilities for daily needs and provide access to a new primary school. The existing bus service in Larkhill Road can be extended to serve the site.

<sup>161</sup> NPPF, July 2018. Paragraph 61.

<sup>162</sup> Mendip, Sedgemoor, South Somerset and Taunton Deane Strategic Housing Market Assessment, October 2016 (SHMA)

<sup>163</sup> As at March 2018.

## Yeovil – Lufton

- 9.6 The site lies close to existing employment opportunities on the west of Yeovil and also to the Bunford and Lufton strategic employment sites. A local centre will provide for residents' daily needs. Kingfisher Primary School opened in September 2018. The site is anticipated to be completed around 2023 and will have delivered 700 dwellings.

## Yeovil – Lyde Road

- 9.7 The Lyde Road site was one of the strategic Key Sites in the adopted Local Plan<sup>164</sup> and housing on this site is still under construction and around 100 dwellings remain to be completed<sup>165</sup>. Work is anticipated to be finished in 2019. The scheme provides an extension to the existing country park along the flood plain, and remains important for delivering a mixture of housing types and tenure in Yeovil.

## Crewkerne

- 9.8 Development of Crewkerne Key Site (Saved local plan Allocation KS/CREW/1) is part of the comprehensive regeneration of the town and the site will provide a wide package of land uses. This site has convenient links to town centre and will provide a link between the A30 (Yeovil Road) and A356 (Station Road). This site is also saved as a strategic employment site.
- 9.9 There is an outline planning permission for 525 dwellings on the northern part of site which expires in February 2023, with reserved matters approval for 203. Additionally there is outline approval for 110 homes and a 60 bed care home to the south which reduces the amount of employment land to be developed. So far work has not commenced. This is discussed further in the Crewkerne section of this Local Plan Review.

### **POLICY HG1: STRATEGIC HOUSING SITE**

The following housing allocation is strategically significant and will be safeguarded as a residential Key Site:

- CLR Site, Crewkerne (saved allocation: KS/CREW/1).

## Previously Developed Land

<sup>164</sup> South Somerset Local Plan, 1991 – 2011

<sup>165</sup> As at 31<sup>st</sup> March 2018.

- 9.10 Previously developed land (PDL), often referred to as “brownfield land”, is the land that is or was occupied by a permanent structure and is defined in the NPPF.<sup>166</sup>
- 9.11 The NPPF expects planning policies to give substantial weight to the value of using brownfield land within settlements for homes and other identified needs<sup>167</sup>. The Town and Country Planning (Brownfield Land Register) Regulations 2017 require local authorities to prepare and maintain registers of brownfield land that is suitable for residential development. Registers are set out in two parts and sites entered on Part 2 of the register are granted permission in principle<sup>168</sup>.
- 9.12 The Council’s brownfield register can be seen on the web site:  
[www.southsomerset.gov.uk](http://www.southsomerset.gov.uk)
- 9.13 The introduction of Brownfield Registers and the new permission in principle negate the requirement to set a local target for the development of previously developed land; but opportunities to bring vacant sites back into use, particularly for housing within existing settlements should be supported and encouraged. Especially in Yeovil, Chard and Wincanton where Town Centre regeneration is a priority. See section 11.
- 9.14 The Council will consider a range of incentives or interventions that could help to ensure that previously developed land is re-used, including addressing obstacles to the development of vacant and derelict sites and buildings and encouraging innovative housing schemes that make effective use of public sector previously-developed land.

### Affordable Housing

- 9.15 The definition of affordable housing can be found in the NPPF<sup>169</sup>. The definition includes affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership including; shared ownership, relevant equity loans, low cost homes for sale at a price equivalent to at least 20% below market value and rent to buy.
- 9.16 The Mendip, Sedgemoor, South Somerset and Taunton Deane Strategic Housing Market Assessment, October 2016 (SHMA) provides key evidence for developing the approach to affordable housing policy in the Local Plan Review. The SHMA estimates that there is a net annual affordable housing need in South Somerset of 206 homes and particularly for 1 and 2 bedroom properties.

<sup>166</sup> See Glossary for full definition

<sup>167</sup> NPPF, 2018. Paragraph 118

<sup>168</sup> Town and Country Planning (Permission in Principle) Order 2017

<sup>169</sup> NPPF July 2018, Annex 2: Glossary

- 9.17 Meeting the housing needs of the district is a key priority for the District. The Council's Rural Housing Plan, 2018 includes an action plan to support the delivery of affordable housing in rural areas.

### Affordable Housing Policy Target

- 9.18 The estimated need for 206 affordable homes each year equates to 28% of the overall annual housing target of at least 726 dwellings each year<sup>170</sup>.
- 9.19 Whilst this target is lower than the 35% in the current Local Plan, the current Local Plan target is subject to viability and more often than not the affordable housing contribution within developments is reduced following an 'open book' viability testing process.
- 9.20 Monitoring shows that in 2017/18 affordable housing equated to only 14% of all new dwellings across the District<sup>171</sup>. Moving forward, in accordance with national guidance<sup>172</sup> once adopted, the Local Plan Review target would be expected to be met on major developments. Viability assessments would only be expected to be carried out in exceptional circumstances where the applicant is able to justify the need for one at the planning application stage. The 28% target will be tested as part of the Plan-wide Viability Assessment which will be undertaken prior to the Local Plan Review being submitted.
- 9.21 The SHMA shows that wherever possible 80% of affordable housing should be provided as affordable housing for rent (Social Rent or Affordable Rent), normally this is through a Registered Provider (RP) unless it is included as part of a Build to Rent scheme where the landlord need not be an RP.
- 9.22 The remaining 20% should be other forms of affordable housing such as starter homes – these still have to be defined by secondary legislation; discounted market sales housing or other routes to affordable home ownership. This is in line with national policy which requires at least 10% of all new homes on major sites to be affordable home ownership products. Exemptions to the 10% requirement include where the site or proposed development provides solely Build to Rent homes; provides specialist accommodation for a group of people with specific needs (such as purpose built accommodation for the elderly or students); is a self or custom build.; or is exclusively for affordable housing, an entry-level exception site or a rural exception site.<sup>173</sup>
- 9.23 The involvement of the community and private sectors in providing rented, shared ownership or alternative schemes running along those more traditionally built by RPs are welcomed. They will of course need to comply with the same terms and conditions of management, maintenance and Scheme Development Standards

<sup>170</sup> Strategic Housing Market Assessment, 2016

<sup>171</sup> Authority Monitoring Report, October 2018. Paragraph 19.5

<sup>172</sup> NPPF, July 2018. Paragraph 57

<sup>173</sup> NPPF, 2018. Paragraph 64. Exemptions to the 10% requirement include where the site or proposed development

(SDS) as those set out for affordable rented units by the Homes England or any successor organisation.

### Affordable Housing Thresholds

- 9.24 In order to maximise the delivery of affordable housing the threshold should be set as low as possible so that as many sites as possible contribute towards the delivery of affordable housing, where it is viable to do so.
- 9.25 The NPPF<sup>174</sup> states that the provision of affordable housing should not be sought for development that is not major development for housing i.e. where the proposal is for 10 or more homes or has a site area of 0.5 hectares or more<sup>175</sup>. There is an exception in designated rural areas where a lower threshold may be sought. However, South Somerset has no 'rural areas' defined under section 157 (1) of the Housing Act 1985 therefore this provision does not apply.

### Mix of Affordable Housing

- 9.26 Analysis in the SHMA considered, starter homes, affordable rent and social rent. Whilst this does not cover every tenure of affordable housing it provides a sufficient basis for determining the size and mix required.
- 9.27 The SHMA analysis did determine that it would be the case that the income required to buy a starter home is likely to be similar to the income needed for other forms of discounted ownership.
- 9.28 Whilst the definition of affordable housing in the NPPF has been updated since the SHMA was published, it is considered that the evidence is still applicable as the suggested mix and analysis of affordable housing has been split between Social/Affordable Rent and other affordable housing products which fall under the previous definition of intermediate affordable housing.
- 9.29 Figure 9.1 identifies the suggested mix of size and tenure of affordable housing across South Somerset.

**Figure 9.1: Mix of affordable housing – size and tenure**

Tenure and percentage	1-bed	2-bed	3-bed	4+ bed
<b>Social/Affordable Rented – 80%</b>	35-40%	35-40%	20%	5%
<b>Starter homes, discounted market sales and other routes to affordable home ownership – 20%</b>	15-20%	50-55%	25-30%	0-5%

Source: SHMA, 2016

<sup>174</sup> NPPF, 2018. Paragraph 63.

<sup>175</sup> Defined in the NPPF, 2018. Annex 2: Glossary.

- 9.30 It is accepted that where there is evidence of a particular local need; for example though a Local Housing Needs Survey or the Housing Register, this can be a consideration in determining the size and mix of affordable homes to be delivered as part of a proposal.

#### **POLICY HG2: PROVISION OF AFFORDABLE HOUSING**

- i. The Council will seek affordable housing provision on major sites (those providing 10 or more dwellings or having a site area of 0.5 hectares or more). Such developments should contribute 28% of the total number of dwellings to the provision of affordable housing.
- ii. Within any affordable housing provision 80% should be Social Rent or Affordable Rent and 20% should be starter homes, discounted market sales and other routes to affordable home ownership. The affordable housing should be delivered in the following sizes and tenures unless evidence in a Local Housing Needs Assessment, on the Housing Register or other evidence based report shows that an alternative mix is justified. At least 10% of the overall number of units to be provided should be affordable home ownership products\*.

<b>Tenure</b>	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>4+ bed</b>
<b>Social / Affordable Rented – 80%</b>	35-40%	35-40%	20%	5%
<b>Affordable home ownership products: starter homes, discounted market sales and other routes to affordable home ownership – 20%</b>	15-20%	50-55%	25-30%	0-5%

- iii. All affordable housing contributions shall enable the provision of the number of affordable units without the need for public subsidy.
- iv. Affordable housing will be provided on the application site except where there are good planning grounds that indicate that the provision of affordable housing would not be appropriate on that site. It is preferable in such circumstances that a financial or other contribution should be made towards the provision of affordable housing on another site in the settlement or nearby settlement.

\*Except where the site or proposed development provides solely Build to Rent homes; specialist accommodation for a group of people with specific needs (such as purpose built accommodation for the elderly or students); is a self or custom build or is exclusively for affordable housing, an entry-level exception site or a rural exception site.

## Delivery of affordable housing

- 9.31 Affordable housing will be delivered within the framework of this Local Plan Review and the Council's Housing Strategy. Developers and RPs will be expected to deliver the affordable housing requirements through the planning process, with the Council securing appropriate affordable housing through legal agreements.
- 9.32 The type and tenure of affordable housing should accord with Policy HG2 and can be informed by Local Housing Needs Assessments, up to date information from the housing register and taking into account local imbalances. The number of units to be provided should be delivered at nil public subsidy as there is no guarantee that any form of public funding will be available for development projects. Developers and landowners should therefore, in the first instance, calculate the cost of contributions to affordable housing on the basis that public subsidy will not be available<sup>176</sup>.
- 9.33 If the exceptional circumstances arise where an applicant has justified the need to undertake a viability assessment factors such as local need, market and site conditions, and site-specific development costs will be taken into account and an 'open-book' approach will be taken to negotiation.
- 9.34 In the exceptional cases where 'open book' valuations do point to a reduced affordable housing provision on site publicly funded options may be used if available and if considered appropriate to restore affordable housing provision on site towards target levels (i.e. 28% of the total number of dwellings).
- 9.35 Government guidance<sup>177</sup> recognises that when seeking affordable housing contributions the provision should be made on the application site. This is in order to ensure that developments provide a reasonable mix and balance of housing types and sizes. However, there may be particular circumstances where the Council and developer agree and where it has been adequately justified, that a commutation scheme may be acceptable, either by way of off-site provision or a financial contribution in lieu of on-site provision (this should be broadly of an equivalent value). Off-site provision should be made in accordance with the settlement strategy set out in this document and arrangements must be made to secure the transfer of the site to a RP or other affordable housing provider at a value that ensures the delivery of affordable housing.

## Nationally Described Space Standards

- 9.36 Councils have the option of setting additional technical requirements exceeding the minimum standards required by Building Regulations in respect to an optional nationally described space standard<sup>178</sup>. They are expected to gather evidence to

<sup>176</sup> The SHLVA assumes nil public subsidy

<sup>177</sup> NPPF, July 2018. Paragraph 62

<sup>178</sup> DCLG, 2015:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/524531/160519\\_Nationally\\_Described\\_Space\\_Standard\\_Final\\_Web\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard_Final_Web_version.pdf)

determine whether there is a need for additional standards in their area, and justify setting appropriate policies in their Local Plans.

- 9.37 The SHMA concluded that there was a case for adopting the standards for affordable housing, but for the market sector there was not a strong case for doing so. This was due to the way households occupy homes, for example using a small third bedroom as an office. The SHMA also points out that there is a lack of transparency in some developer sales literature regarding whether bedrooms are designed for one or two-person occupancy.
- 9.38 Based upon the evidence currently available in the SHMA the nationally described space standards will be applied to affordable housing. The Council may carry out further research to establish if the application of the space standard to market housing can be justified.

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**POLICY HG3 - AFFORDABLE HOUSING - INTERNAL SPACE STANDARDS**

Newly constructed, change of use or proposals to subdivide existing affordable housing will meet or exceed the following minimum gross internal floor areas and storage requirements:

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings (m <sup>2</sup> )	2 storey dwellings (m <sup>2</sup> )	3 storey dwellings (m <sup>2</sup> )	Built in storage (m <sup>2</sup> )
1b	1p	39 (37)*	-	-	1.0
	2p	50	58	-	1.5
2b	3p	61	70	-	2.0
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

**Notes**

1. Built in storage areas are included within the overall gross internal areas (GIAs) and include an allowance of 0.5m<sup>2</sup> for fixed services or equipment such as hot water cylinder, boiler or heat exchanger.
2. GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.
3. Where a 1b 1p has a shower room instead of a bathroom, the floor area may be reduced from 39m<sup>2</sup> to 37m<sup>2</sup> as shown bracketed.
4. Furnished layouts are not required to demonstrate compliance.

**Market Housing****Achieving Mix of Market Housing**

- 9.39 As well as making provision for affordable housing it is also important that the right mix of market housing is provided based on current and future demographic trends, the needs of the market and the differing groups within the community.

The NPPF promotes a mix of sizes, types and tenure to meet current and future demographic and market trends and the needs of different people.<sup>179</sup>

- 9.40 The SHMA identifies that it is expected that the focus of new market housing provision in South Somerset will be on two and three-bed properties. Continued demand for family housing can be expected from newly forming households. There may also be some demand for this size of property from older households downsizing and looking to release equity in existing homes, but still retain flexibility for friends and family to come and stay.
- 9.41 Figure 9.2 identifies the targets for size of market housing in South Somerset. Some targets are presented as a range.<sup>180</sup>

**Figure 9.2: Targets for Market Housing in South Somerset**

Bedrooms	Target
1	5-10%
2	35%
3	45%
4+	10-15%

Source: SHMA, 2016

- 9.42 These targets will be used as monitoring tools to ensure that future delivery is not unbalanced when compared with the likely requirements as driven by demographic change in the area.
- 9.43 The over-arching principle of creating sustainable, inclusive and mixed communities will particularly be applied when negotiating housing mix on major applications (10 or more homes or a site area of 0.5<sup>181</sup>ha or more). The SHMA or successor documents will be used to inform the mix of housing to be provided as well as more local information relevant to any specific development proposals.
- 9.44 It should be noted that the planning system cannot control who occupies market housing but it can influence the size and number of bedrooms and provide for a sustainable and mixed form of development.

## Bungalows

- 9.45 Where developments including bungalows are found, it is clear that these are very popular, particularly with older people downsizing. It should be acknowledged that providing significant numbers of bungalows has cost implications for the developer given the typical plot size compared to floorspace. However, providing an element of bungalows should be given strong consideration on appropriate sites, allowing older households to downsize, therefore freeing up family accommodation for younger households.

<sup>179</sup> NPPF, 2018.

<sup>180</sup> Strategic Housing Market Assessment, Figure 8

<sup>181</sup> NPPF, 2018. Annex 2: Glossary

- 9.46 Stakeholder engagement with local agents carried out during the production of the SHMA identified a particular shortage of bungalows in Yeovil and Castle Cary.
- 9.47 Bungalows should be considered not only as part of a mix of market housing but also affordable housing.

### Self-Build and Custom Housing Building

- 9.48 In accordance with the Self-build and Custom Housebuilding Act 2015, South Somerset District Council keeps a register of interested parties seeking to acquire land to build a home. The register includes entries from individuals, or an association of individuals.
- 9.49 As at December 2018 there were 102 entries on the South Somerset register requiring a total of 107 serviced plots.
- 9.50 The legislation requires councils to give permission to enough serviced plots of land to meet the demand in their area. The level of demand is established by the number of entries added to the register during a base period the first of which begins on the day the register is established and ends on 30 October 2016. Each subsequent base period runs from 31<sup>st</sup> October until 30 October each year. At the end of each base period the Council has three years in which to give permission an equivalent number of plots of land which are suitable for self-build and custom housebuilding, as there are entries for that base period<sup>182</sup>.
- 9.51 The serviced plots delivered do not have to be linked to those on the register and therefore any single dwelling plot completed counts towards meeting the demand for self and custom build homes.
- 9.52 Monitoring shows that so far SSDC is delivering enough single plots in each base period to meet the demand on the register and is therefore fulfilling its legal obligation.
- 9.53 The SHMA<sup>183</sup> indicates that demand for self and custom build in South Somerset is highest in the Market Towns and surrounding villages and this reflects the entries and the register. The evidence shows that the house building industry has reservations about incorporating self and custom build into projects. They are concerned that the self-builder may not complete the project in a timely manner exposing their conventional purchasers to prolonged building site conditions. They expressed no interest in constructing a custom design.
- 9.54 The Council is meeting its obligations regarding self-build and custom housebuilding, and is generally supportive of proposals including or exclusively

<sup>182</sup> PPG. Paragraph:023 Reference ID: 57-023-201760728

<sup>183</sup> Mendip, Sedgemoor, South Somerset and Taunton Deane Strategic Housing Market Assessment, JG Consulting, October 2016 (SHMA)

for self and custom build homes where they accord with the other policies in this Local Plan Review.

#### **POLICY HG4 - ACHIEVING A MIX OF MARKET HOUSING**

- i. A range of market housing types and sizes should be provided across the district on major development sites that can reasonably meet the market housing needs of the residents of South Somerset. The mix should contribute to the provision of sustainable and balanced communities and should be in general accordance with the following targets:

<b>Number of Bedrooms</b>	<b>Target</b>
1	5-10%
2	35%
3	45%
4+	10-15%

- ii. On small sites (not major development), housing types and sizes should be provided that, taken in the context of existing surrounding dwellings and evidence, contribute to the provision of sustainable, balanced communities.

#### **Care Homes and Specialist Accommodation**

- 9.55 Planning for the future housing needs of older people so that they are able to live safely, independently and comfortably in their homes for as long as possible, or move to more suitable specialist accommodation if they so wish is becoming increasingly important.
- 9.56 The population of older people in South Somerset is growing. The number of households aged over 65 is projected to increase from 37% of the total number in mid-2016 to 48% in mid-2041<sup>184</sup>. This increase is in line with the projected growth across Somerset.
- 9.57 The SHMA<sup>185</sup> shows that by 2039 it is estimated that there will be a very significant increase in the number of people with mobility problems and dementia<sup>186</sup>. There are 13,717 households with support needs<sup>187</sup> in South Somerset, 6,697 are older person only households, some 48.8% of all support needs households. In order to help address this need, specialist housing options

<sup>184</sup> 2016-based household projections. Table 414

<sup>185</sup> Taunton and South Somerset Housing Market Areas Strategic Housing Market Assessments Report 2: Analysis of household survey data for South Somerset District Council Final Report February 2009. Older people are defined in the document as persons of pensionable age (60 and over for females and 65 and over for males)

<sup>186</sup> SHMA, 2016. Figure 11.3

<sup>187</sup> Support needs categories are frail elderly, medical condition, physical disability, learning difficulty, mental health problem, severe sensory disability and other.

will be required, this could include care homes, Extra Care housing<sup>188</sup> and Continuing Care Retirement Communities<sup>189</sup>. Opportunities to adapt the existing housing stock should be maximised.

- 9.58 Other housing models such as intergenerational housing where young people and older people live together are being trialed in other parts of Europe. The Council will be supportive of these new models in locations which accord with the settlement strategy and other policies in this Local Plan Review.
- 9.59 The market will provide a mix of house types and sizes with the majority of need in South Somerset being for two and three bedroom properties. Homes of this size provide the opportunity for older people to downsize from four bedroom plus properties should they wish to do so. This could then result in larger homes becoming available for growing families.
- 9.60 Housing options that cater for older people will be particularly encouraged in town centre locations and as part of regeneration proposals in Yeovil, Chard and Wincanton. If people are living in the town centres they will have the opportunity to access more services and can contribute to more vibrant and vital town centres.
- 9.61 Design tools such as Building for Life 12 can be used to ensure that homes can meet the needs of occupiers at whatever stage they may be during their life<sup>190</sup>.

#### **POLICY HG5 - CARE HOMES AND SPECIALIST ACCOMMODATION**

- i. Proposals for care homes or similar specialist accommodation that meets an identified local need will be supported where it is consistent with the Settlement Strategy. In exceptional circumstances, where development is proposed in a countryside location, the Council will require clear justification for its location. This will take into account the nature of specialist care required and demonstration that alternative sites are unsuitable and/or unavailable and the economic benefit of the proposal to the locality.
- ii. Where the District Council seek to negotiate affordable housing in respect of development that already meets a specified housing need, such as sheltered housing or Care Homes, the Council will take into account that such sites may be inappropriate for a mix of affordable housing and general market housing or that such sites have met, by their nature, affordable housing requirements.

<sup>188</sup> See Glossary for definition

<sup>189</sup> See Glossary for definition

<sup>190</sup> [https://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%202012\\_0.pdf](https://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%202012_0.pdf)

## Delivery

- 9.62 Care homes and other specialist accommodation that meets an identified local need will be delivered through the Development Management process and will be particularly encouraged in town centres. Where such a development is proposed in a countryside location, applicants will be expected to provide justification for that location in accordance with the Policy HG5.

## Park Homes

- 9.63 Park Homes provide housing for around 450 households in South Somerset<sup>191</sup>. Mainly the residents that occupy them are within the 50 plus age bracket and have chosen to downsize to this low maintenance housing option. They provide a valuable supply of low cost market accommodation and their maintenance, expansion and promotion can be supported where it accords with the overall strategy for the distribution of growth and other policies in this Local Plan Review.

## Empty Properties

- 9.64 Bringing empty properties back into use can make a contribution to the housing stock within South Somerset. In partnership with others the Council provides an empty property leasing scheme and empty property loans to bring empty properties back into occupational use, particularly in town centre locations, including flats over shops.
- 9.65 Empty property loans are designed to assist in market town and town centre regeneration by bringing people back to live in properties, which are currently empty. Any (potential) private sector landlord can apply. Loans are available where there is a clear demonstrable need for accommodation. Within town centres bringing such homes back into use can assist in delivering an active night time economy through establishing a residential element within the area. More details can be found on the Council web site.<sup>192</sup>

## Gypsies, Travellers and Travelling Showpeople

- 9.66 The accommodation needs of gypsies and travellers and travelling showpeople should be considered along with the housing needs of the whole community. Government guidance makes it clear that local authorities should consider the needs of the travelling community through the local plan process<sup>193</sup>.
- 9.67 A countywide assessment of the need for Gypsy, Traveller and Travelling Showpeople accommodation was published in January 2011<sup>194</sup> this identifies need up until 2020. The assessment has been further supplemented by the

<sup>191</sup> SSDC research 2011

<sup>192</sup> [www.southsomerset.gov.uk](http://www.southsomerset.gov.uk)

<sup>193</sup> Planning policy for traveller sites, CLG, March 2012

<sup>194</sup> Somerset Gypsy and Traveller Accommodation Assessment, Final Edit January 2011 (GTAA)

Gypsy and Traveller Needs Assessment Update (2013)<sup>195</sup> which identifies need in Somerset up until 2032.

- 9.68 It is recognised that the existing assessments are now somewhat dated; because of this the Somerset authorities have agreed to jointly commission a new County-wide GTAA. The new assessment will inform the policy at the next stage of the Local Plan Review. The need for residential pitches in Policy HG6 is informed by the 2013 assessment which identifies requirements up until 2032. There is a continued need for Transit provision in Somerset and Travelling Showpeople plots.
- 9.69 Historically evidence suggests that applicants favour small family owned sites. The Council will be seeking to establish such small pitch sites on any publicly owned sites within the District. There may be instances where it is appropriate to have a mixed residential and employment use, this is particularly the case for Showmen's yards.
- 9.70 Planning policy for traveller sites<sup>196</sup> defines 'gypsies and travellers' and 'travelling showpeople', these definitions or any successor definitions will be applied for planning purposes.

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<sup>195</sup> Gypsy and Traveller Needs Assessment Update (2013)

<sup>196</sup> CLG, March 2012

## POLICY HG6 - GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- i. The accommodation needs of Gypsies, Travellers and Travelling Showpeople will be met by ensuring that they are accommodated in sustainable locations where essential services are available.
- ii. Site allocations will be made to accommodate at least:
  - 24 Residential pitches
  - 10 Transit pitches; and
  - 6 Travelling Showpeople plots.
- iii. The following criteria will guide the location of sites:
  - a. Significantly contaminated land should be avoided;
  - b. Development should not result in an adverse impact on internationally and nationally recognised designations (for example: Natura 2000 sites, Sites of Special Scientific Interest and Areas of Outstanding Natural Beauty);
  - c. The development should not have a significant adverse impact on the landscape character and visual amenity of the area;
  - d. The site is reasonably well related to schools and other community facilities;
  - e. The health and safety of occupants and visitors will not be at risk through unsafe access to sites, noise pollution or unacceptable flood risk;
  - f. There should be adequate space for on-site parking, servicing and turning of vehicles;
  - g. The option of mixed residential and business use on sites will be considered where appropriate.
- iv. The number of pitches provided should be appropriate to the size of the site and availability of infrastructure, services and facilities in accordance with the general principles set out in the settlement hierarchy.

### Delivery

- 9.71 Monitoring shows that the Council has consistently managed to deliver residential pitches, but has been less able to facilitate transit sites and sites specifically for travelling showpeople.<sup>197</sup>
- 9.72 The Local Plan identifies the need for 23 pitches, and in simple terms the Council is exceeding this target, having realised 40 residential pitches since 2006. However, the GTAA shows that over the period to 2032 the Council will need to deliver a further 24 pitches.
- 9.73 The criteria set out in this policy will guide any planning applications that come forward. Whilst it is recognised that Travelling Showpeople sites require more storage and maintenance space for their equipment, the same criteria will need to be met by all groups regarding accommodation provision.
- 9.74 The findings of the updated GTAA will inform the Councils approach to the provision of Gypsie, Traveller and Travelling Showpeople sites going forward.

<sup>197</sup> Authority Monitoring Report, 2018

## Replacement dwellings and extensions in the countryside

- 9.75 The replacement of small country dwellings with more grandiose houses can radically change the character of a site to one of a more suburban nature and also reduce the supply of the smaller rural dwellings. To help protect the character of South Somerset's countryside, extensions and replacements of dwellings need to be controlled in terms of scale and design. The erection of replacement dwellings and extensions to existing houses can individually, and cumulatively over a period of years, have an adverse impact both on the character of individual properties and the surrounding countryside.
- 9.76 This policy aims to give protection to traditional smaller properties in the countryside, therefore helping to meet the objective of providing appropriate housing for the needs of the population.
- 9.77 In determining what constitutes "disproportionate scale", account will be taken of the extent to which the dwelling has been previously extended, or could be extended under Permitted Development rights<sup>198</sup> and the character of the area. For the purposes of this policy 'original' is defined as the dwelling as it was built or as it existed as of the 1st July 1948.

### **POLICY HG7 - REPLACEMENT DWELLINGS IN THE COUNTRYSIDE**

- i. The replacement of existing dwellings in the countryside will only be permitted where:
  - a. The scale of the replacement would not result in an unacceptably large increase in the height or size of the original dwelling; and
  - b. The development is compatible with and sympathetic in scale, design, materials, layout and siting to the character and setting of adjoining buildings, and to the landscape character of the location; and
  - c. The replacement is on a one for one basis and evidence is provided that the use of the existing dwelling has not been abandoned.
- ii. Extensions to existing dwellings in the countryside will be permitted where the extension does not result in a dwelling that is disproportionate to the scale of the original dwelling and the size and design of the extension are appropriate to the landscape character of the location.

## Agricultural, forestry and other occupational dwellings in the countryside

- 9.78 In many instances it will be possible for workers in agricultural and land-based occupations to live in a town or village near to their business location. However, occasionally the nature of agricultural and other rural businesses make it

<sup>198</sup> The Town and Country Planning (General Permitted Development) Order 1995 as amended, makes provision for a certain scale of development without need for planning permission subject to certain criteria.

essential for someone to live on, or in close proximity to the business. National Planning Policy Guidance allows for this<sup>199</sup>.

- 9.79 Such dwellings should be commensurate with the needs of the holding and not the person requiring the accommodation. Unusually large dwellings in relation to the needs of the unit, or expensive construction in relation to the income it can sustain, should not be permitted. As such it is considered that an indicative guideline to the floor area of proposed dwellings of approximately 175m<sup>2</sup> would adequately serve most holdings (the average size of a detached 4 bedroom property built by a national house-builder is 149m<sup>2200</sup>).
- 9.80 The potential for abuse with the submission of applications for 'replacement dwellings' on agricultural holdings exists, therefore in order to minimise that potential, the history of the holding will be examined to establish the recent pattern of land use and whether any dwellings or buildings suitable for conversion or occupation have been recently sold separately from the farmland.

#### **POLICY HG8 - HOUSING FOR AGRICULTURAL AND RELATED WORKERS**

- i. A development proposal in the countryside to meet the accommodation needs of a full-time worker or one primarily employed (not part time) in agriculture, horticulture, forestry, equestrian activities or other business where a rural location is essential should demonstrate that:
  - a. There is a clearly established existing functional need;
  - b. The enterprise is economically viable;
  - c. Provision on-site (or in the immediate vicinity) is necessary for the operation of the business;
  - d. No suitable accommodation exists (or could be made available) in established buildings on the site or in the immediate vicinity;
  - e. It does not involve replacing a dwelling disposed of recently as general market housing;
  - f. The dwelling is no larger than that required to meet the operational needs of the business; and
  - g. The siting and landscaping of the new dwelling minimises the impact upon the local landscape character and visual amenity of the countryside and ensures no adverse impact upon the integrity of nationally and internationally designated sites, such as AONB.
- ii. Where a new dwelling is permitted, this will be the subject of a condition ensuring the occupation will be limited to a person solely or mainly working, or last working in the locality in agriculture, horticulture, forestry, equestrian activities or other rural business (or a surviving partner of such a person, and any resident dependents).

- 9.81 In order to retain the property for its intended use, a restrictive condition will be included on any such planning approval limiting its occupation to a person solely or mainly, or last working in agriculture, forestry or a rural enterprise. It is

<sup>199</sup> NPPF, July 2018. Paragraph 79.

<sup>200</sup> David Wilson Homes, 2018. UK wide figure.

accepted that there will be circumstances where these dwellings are no longer required for the purpose for which they were originally intended. However, to ensure the planning concession for this type of dwelling is not abused, any application to remove a restrictive occupancy condition for any dwelling in the countryside will need to demonstrate that the need for which the dwelling was approved originally, no longer exists.

- 9.82 An applicant would be expected to appropriately market the dwelling for a reasonable period at a realistic market price for an agricultural tied dwelling [normally at a discount of 25-30% against open market price<sup>201</sup>] to establish whether it could meet the existing functional needs of another local farm or rural business. Evidence demonstrating how this requirement has been met will need to be included to support any application to vary or remove a restrictive occupancy condition.

#### **POLICY HG9 - REMOVAL OF AGRICULTURAL AND OTHER OCCUPANCY CONDITIONS**

Planning permission for the removal of a restrictive occupancy condition for an agricultural, forestry or other similar worker on a dwelling will only be given where it can be evidentially shown:

- a. That there is no longer a continued need for the property on the holding or for the business;
- b. There is no long term need for a dwelling with restricted occupancy to serve local need in the locality; and
- c. The property has been marketed locally for an appropriate period (minimum 18 months) at an appropriate price and evidence of marketing is demonstrated.

<sup>201</sup> Savills, 2017 and Symonds & Sampson, Yeovil, 2018

## 10. Economic Prosperity

### Overview

- 10.1 This section of the Local Plan Review deals with employment and tourism. Policies relating to town centres and regeneration are covered separately in Section 11.
- 10.2 The Government is committed to securing sustainable economic growth, which is defined in the NPPF as building a strong, responsive and competitive economy. At the local level the Plan interprets national ambitions by seeking to provide a positive and flexible policy framework which supports jobs, businesses and investment, across a range of economic sectors.
- 10.3 The Local Plan sets out a clear strategy to positively encourage sustainable growth. Policy SS3 ensures there is sufficient land available of the right type in the right location to support business needs across the District, and as set out in the NPPF, the policies below identify strategic sites for investment and set the criteria to match this strategy and to meet anticipated needs over the plan period. The policies are intended to be flexible enough to also accommodate needs, working practices or changes in economic circumstances that are not yet anticipated over the plan period.
- 10.4 The NPPF supports the whole economy, including the needs of the rural economy. Given the rural nature of South Somerset supporting the rural economy is particularly important. The NPPF expects policies and decisions to enable the sustainable growth and expansion of all types of businesses in rural areas both through conversion of existing buildings and well-designed new buildings. The development and diversification of agricultural or other land-based rural businesses is also supported.
- 10.5 Sustainable rural tourism and leisure developments which respect the character of the countryside are supported and the importance of retaining accessible local services and community facilities such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship is also recognised.
- 10.6 Unlike in the past, the NPPF now recognises that sites to meet local business needs and community needs in rural areas may have to be found adjacent to or beyond existing settlements and in locations that are not well-served by public transport. That said, economic development needs should be balanced and considered alongside competing social and environmental objectives such as supporting strong, vibrant and healthy communities and protecting and enhancing the natural, built and historic environment for future generations.
- 10.7 There is a strong link between the environmental quality of South Somerset and the productivity and success of the local economy. South Somerset's environment is valued and should be considered as a primary driver in future

economic success, therefore a balance is required between conserving that environment and delivering economic growth.

### **Carried Forward Strategic Employment Sites**

- 10.8 There are a number of strategic employment sites identified in the current Local Plan for local and inward investment. The South Somerset Employment Land Review (ELR) (2019) has reviewed these sites in the context of current need and makes recommendations as to which sites continue to be strategically significant and need to be safeguarded in order to ensure that the Local Plan vision for economic growth is realised and the needs of the business community are supported.

#### **Yeovil - Land at Lufton**

- 10.9 The Lufton site which is an extension of the wider Lufton 2000 Business Park is a key employment location in Yeovil. The 5 hectare site which is owned by the District Council and Abbey Manor Group benefits from outline planning permission and a small amount (0.9 hectares) has full planning permission for a builder's merchant. The site is strategic significant as it provides general employment land in a prime location in Yeovil, but as the site has planning permission, which is being implemented, it is not identified as an allocation in Policy EP1.

#### **Yeovil - Land off Bunford Lane**

- 10.10 This site was allocated for a high quality business park in a previous Local Plan and carried forward in the adopted Local Plan because it is considered to be an important gateway location at the edge of Yeovil with direct access to the Western Avenue Relief Road and wider strategic road network beyond. Outline planning permission was granted for a 20 hectare business park in March 2011, this planning permission does not expire until March 2021. A reserved matters application submitted in 2016 and is still pending consideration.
- 10.11 The site is large and requires significant investment including the upgrading of an electricity sub-station. These abnormal infrastructure costs coupled with a weak employment market have prevented the site coming forward for employment use to date. Planning permission is being sought for a supermarket on site to cross fund the site's infrastructure and bring forward some employment land, this is contrary to the Local Plan policy on town centres and the sequential test. Residential development has been suggested as an alternative cross funding mechanism. The ELR is not yet complete, the evidence within that document will establish whether this site is strategically significant and should be allocated as a Strategic Employment Site in this review of the Local Plan. Until that date, the position is as in the adopted Local Plan.

#### **Yeovil – Sustainable Urban Extensions**

- 10.12 Two Sustainable Urban Extensions (SUEs) comprising 2.5 hectares of employment land each were allocated in the adopted Local Plan. The employment land requirement combined with the residential proposals and range of community facilities, seek to ensure the development of a more sustainable community on each SUE.
- 10.13 Planning applications have been submitted for each SUE and are awaiting determination. Both sites remain allocated under Policy YV1: Yeovil Sustainable Urban Extensions and therefore are not identified in Policy EP1 below.

### Chard Key Site

- 10.14 Land at Chard is allocated for various uses in Policy CH1: Chard Strategic Growth Area to support the strategic growth and regeneration of the town up to 2036. The Chard Regeneration Scheme which is underpinned by a phased approach set out in the Chard Regeneration Framework identifies a requirement for up to 13 hectares of employment land which when delivered in conjunction with the housing and other identified social infrastructure, achieve a balanced community. Approximately 10.5 hectares has been identified through the Framework, the remainder being “footloose”.

Phase of Chard Regeneration Framework	Amount of Employment Land	Description of Areas
Phase 1	4.8 hectares	4.1 hectares for employment B1, B2 and B8 uses in Thorndun Park, adjacent Chard Business Park and 0.7 hectares for same “traditional” uses at Boden Mill Site, of which a further 0.7 hectares is for mixed use.
Phase 2	3.25 hectares	Enables eastward extension of Millfield Industrial Estate. 4.5 hectares identified for mixed use, 3.26 hectares of which for traditional employment uses.
Phase 3	1.1 hectares	Extension south of Millfield Industrial Estate. 4.5 hectares identified for mixed use, 1.1 hectares of which for employment uses.
Phase 4	1.4 hectares	Further extension of Millfields industrial estate to the south.

- 10.15 None of the employment land has planning permission. It has been recognised that the employment strategy for Chard is failing, but the Council has made a commitment to delivering the Chard Regeneration Framework and until a decision is made to move away from that approach, 13 hectares of employment land is sought in Chard. The sites remain allocated under Policy CH1 and therefore is not identified in Policy EP1 below.

- 10.16 The Crewkerne Key Site (saved Local Plan Allocation KS/CREW/1) forms part of the comprehensive regeneration of the town and the employment element aids the delivery of a balanced development. Outline planning permission exists across the entire site but viability concerns associated with abnormal infrastructure costs, including a link road, have sought the developer to negotiate down the employment element of the site, from 10 hectares to 3.75 hectares, 0.5 of which is for a care home. The site is identified as a Strategic Employment site below. The housing element of his site is also allocated under Policy HG1: Strategic Housing Site.

### Land at Ilminster

- 10.17 Three employment land allocations in Ilminster were saved from the South Somerset Local Plan (1991-2011) and identified as strategic employment sites in the adopted Local Plan, these were Land west of Horlicks Ltd, Hort Bridge (saved Local Plan Allocation ME/ILM/3), Land off Station Road (saved Local Plan Allocation ME/ILM/4) and Land adjacent to Powrmatic, Hort Bridge (saved Local Plan Allocation ME/ILM/5).
- 10.18 Ilminster sits on the axis of the A303 and A358. Highways England are proposing upgrades to the A358 and along the length of the A303. A Development Consent Order application for the dualling of the A303 Sparkford to Ilchester scheme is currently at Examination, due to be determined by the Secretary of State by the end of 2019, whilst it is expected that the Preferred Route for the A358 scheme will be announced in the spring of 2019. These improvements provide the opportunity for Ilminster to maximize the economic potential of its employment sites and expand into areas such as last-mile logistics for example, with faster and safer journey times to the M5 and London.
- 10.19 Land west of Horlicks Ltd, Hort Bridge (saved Local Plan Allocation ME/ILM/3) has nearly been developed out, the site includes a motorhome business and Highways Agency depot. It is not considered necessary to retain this site as a Strategic Employment Site as only 1 hectare remains from the original allocation and this can be sufficiently managed and approved through the Development Management process.
- 10.20 Land adjacent to Powrmatic, Hort Bridge (saved Local Plan Allocation ME/ILM/5) was allocated for the expansion of Powrmatic. In June 2017 permission was granted for an extension to the existing factory and car park but this was achieved on the existing site and did not require any land within the allocated site. The allocation is land-locked and access can only be achieved through the Powrmatic site.
- 10.21 The site is not saved as a Strategic Employment Site in this Local Plan because the site does not seek to deliver employment land for Ilminster but for one employer. The expansion of an existing employment use would be supported through Policy EP5 and this is considered sufficient.
- 10.22 Land at Station Road is identified as a Strategic Employment Site, the saved Local Plan Allocation ME/ILM/4 has had extensive developer interest and

discussions are taking place regarding the potential to cross fund the infrastructure required to bring the site forward with some residential land. The development of this site which is currently an eyesore will deliver in the region of 13 hectares of employment land. This site is also identified for housing under Policy ILM/4.

### **POLICY EP1: STRATEGIC EMPLOYMENT SITES**

The following employment allocations are strategically significant and will be safeguarded for local and inward investment:

- Land off Bunford Lane, Yeovil
- Crewkerne Key Site
- Land off Station Road, Ilminster

### **Delivering New Employment Land in Yeovil, the Market Towns and Rural Centres**

10.23 Sites have been allocated for employment uses in Yeovil, some of the Market Towns and Rural Centres and for the expansion two established business parks in countryside locations. In settlements where there is an evidenced need for new employment land and premises<sup>202</sup> but no sites have been allocated in this Local Plan because no suitable land was promoted through the call for sites<sup>203</sup> or identified through the Employment Land Review, planning applications for new employment land and premises will be supported where they are in accordance with national guidance in the NPPF and with the other policies in this Local Plan, for example Policy EQ2: General Development.

### **Protecting Employment Land and Buildings**

10.24 Between 1<sup>st</sup> April 2006 and 31<sup>st</sup> March 2018, nearly 54 hectares of land was delivered for employment activities falling within Use Classes B1, B2 and B8 (B uses), across the District. During that same period, just over 18 hectares of B uses were lost to other uses, and therefore the net gain in employment land was much lower. The data clearly illustrates that the pressure to redevelop existing employment land and buildings, and sites allocated for employment land in the Local Plan, to alternative, higher value uses, especially as alternative uses such as residential and retail are more profitable, is great. This pressure has never been greater than now with the Government drive to deliver 300,000 homes a year. Additionally, at a national level, it is noticeable that changes to the NPPF and the General Permitted Development Order have eroded the policies which enable the protection of employment land.

10.25 From an economic perspective, national guidance attributes significant weight to the need to support economic growth and the requirement to provide employment land to support the economy and local businesses community. It is clear that

<sup>202</sup> South Somerset Employment Land Review, 2019

<sup>203</sup> Housing and Land Availability Assessment Call for Sites 2015 -16

there is an inherent tension in the planning system between deliver homes and protecting employment land and buildings.

- 10.26 In South Somerset, most of the allocated sites are large and require investment of both time and money to bring them forward. The Council is committed to this approach and is actively engaging with developers to address the barriers that have prevented sites from coming forward to date. Given that these sites will still take time to deliver, their protection of is required to support economic growth and deliver the Local Plan strategy.
- 10.27 In addition to protecting employment allocations, existing land and buildings should also be afforded a level of protection, subject to the developments allowed under the General Permitted Development Rights, if the Local Plan is to deliver on its strategy of support existing businesses.
- 10.28 The importance of maintaining the existing supply and protecting the overall distribution of employment land should not be underestimated, existing sites and buildings, particularly those at the middle to lower end of the market are a valuable resource for small businesses and those who are self-employed. They also maintain a balance between housing and employment.
- 10.29 There is an increasing trend for these buildings to be targeted by alternative uses, such as main town centre uses (defined in the NPPF but including shops and leisure activities for example), as they are more affordable than town centre buildings and often have car parking which is attractive to potential occupiers. Whilst it is logical for a small number of ancillary uses, such as a café or gym to be co-located on a business park, such uses should be of a scale where they serve seek the majority of their custom from employees, reducing the need to travel and not threaten the viability of a nearby town centre (see EP3). It is also logical where there are no suitable and available town centre buildings, for uses such as climbing centres or trampoline parks to be located in surplus employment buildings. Proposals for such developments would need to satisfy the sequential test (Policy TC4) and not create operational problems for surrounding B uses.
- 10.30 There have been instances where non-B uses have resulted in operational problems for B uses, leading them to move and entire areas on business parks, changing use. Changes of use need to be managed to ensure that the primary employment use is not undermined and there are sufficient opportunities for business to occupy premises in South Somerset.
- 10.31 The re-use of employment land and buildings will be supported where it can be demonstrated that there is no identified need for the employment land or where permitted development rights apply. To assist this process, any proposal to redevelop an existing employment site must provide robust and credible evidence of marketing to support the argument that the site is no longer required for those B uses. The marketing exercise must demonstrate that the site and or buildings have been marketed at a realistic price for a minimum of 12 months. Details of the requirements for marketing are outlined in the Council's guidance document 'Commercial Marketing of Property in Relation to Planning and Listed Building Applications'.

## POLICY EP2: CHANGE OF USE OF EMPLOYMENT LAND AND BUILDINGS

The change of use of employment land and buildings will be resisted unless:

- Applicants can demonstrate there is no need for the land and/or buildings by submitting a marketing statement with the planning application which demonstrates that the site has been actively marketed for a minimum of 12 months.
- The proposed use is compatible with surrounding uses and does not adversely impact on the operation of existing businesses in the immediate area.
- The sequential test set out in Policy TC4 is passed.
- The proposal would result in significant environmental improvements or enhancements to the character of the area.
- There is adequate access and the proposed development would not cause an unacceptable impact on the operation of the highway network.

### Enhancement of Existing Employment Areas

- 10.32 A lot of the employment property in South Somerset is made up of older stock. The majority of evidenced need for additional employment land in the District comes from a requirement to replace that stock. Many older industrial areas were developed before car usage was so high, there is now a shortage of parking on many estates, and on-street parking is making vehicle movements, particularly HGV movements difficult.
- 10.33 Monitoring<sup>204</sup> shows that in the current economic climate, to drive down costs, businesses have been seeking ways to use their existing space more efficiently, either through the expansion of existing premises, changes of use within existing buildings or intensification of use within an existing site.
- 10.34 Parking issues, coupled with intensification of use means that further development on established employment locations is currently limited. The Employment Land Review has however identified a small number of opportunity sites on existing business parks and trading estates. Given that these locations benefit from good infrastructure and are accessible to services, it would be prudent to bring these sites forward as they have the potential to be delivered sooner than some of the larger sites and will allow a supply of sites to come forward in the shorter term. Encouraging a greater mix of modern accommodation.
- 10.35 The enhancement of existing employment areas offers an opportunity to make positive improvements. Improvements can include the introduction of a small number of ancillary services and facilities on large employment areas, such as a

<sup>204</sup>

[https://www.southsomerset.gov.uk/media/882701/south\\_somerset\\_economic\\_development\\_monitoring\\_report\\_issue\\_for\\_website\\_100417.pdf](https://www.southsomerset.gov.uk/media/882701/south_somerset_economic_development_monitoring_report_issue_for_website_100417.pdf)

café or gym, which would seek to serve employees and reduce their need to travel at lunch times and before and after work. These uses should be of a scale and nature that they do not compromise a Town Centre but focus on making the overall business park more sustainable.

### **POLICY EP3: ENHANCEMENT OF EXISTING EMPLOYMENT AREAS**

New employment land will be supported in existing employment areas provided that full consideration has been given to the parking requirements of the business and there is no unacceptable impact on the operation of the highway network.

Applications for additional car parking in existing employment areas will be supported where it can be demonstrated there is a local need.

Ancillary uses will be strictly controlled and limited in existing employment areas to those which demonstrate that they are of a scale and nature commensurate with the surrounding area and do not compromise the vitality or viability of a nearby Town Centre.

### **Delivering New Employment Land in Villages, Rural Settlements and the Countryside**

- 10.36 The NPPF is supportive of the sustainable growth of all types of businesses in the countryside. Paragraph 84 clearly sets out that to meet local business needs in rural areas, sites may have to be found adjacent to or beyond existing settlements and in locations that are not well served by public transport. The use of previously developed land and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
- 10.37 The Settlement Strategy (Policy SS1) and Policy SS4: Development in Rural Settlements are clear that employment development should be commensurate to the scale of the settlement. The Local Plan strategy seeks to focus the majority of development in Yeovil, followed by the Market Towns, Rural Centres, Villages and the Rural Settlements. The higher order settlements, which are more sustainable, should be the focus for most of the growth.
- 10.38 There have been instances where local business have wanted to develop on sites in more rural locations, not on the site allocated for employment use in the Local Plan. Various reasons have been given for this, for example the allocated sites are too large and require too much investment to bring them forward and they are therefore not viable for the business, or the workforce are more local to a rural area, as opposed to one of the towns. These locations have been resisted in the past as they are not viewed as sustainable. The new NPPF suggests a slight step-change in the approach to supporting the rural economy and therefore in exceptional circumstances, employment development of a larger scale may be

supported in lower order settlements if there is a justified reason for the proposal and if there are no adverse impacts on the surrounding locality.

#### **POLICY EP4: DELIVERING EMPLOYMENT LAND IN VILLAGES, RURAL SETTLEMENTS AND THE COUNTRYSIDE**

To meet local business and community needs, new employment proposals in Villages, Rural Settlements and the countryside will be supported where:

- it is either adjacent to, or physically well-related to an existing built settlement;
- it is of a scale commensurate to the locality;
- there are clear economic benefits to the immediate locality and the wider district;
- there is no adverse impact upon wildlife or conservation designations; and
- as far as possible, there are good transport links, including road and public transport and propose enhanced travel planning

Larger scale proposals may be considered in these locations where a clear assessment has been undertaken to demonstrate why currently allocated employment land is not suitable and there is a clear financial business plan supporting the proposal.

#### **Expansion of Existing Businesses in the Countryside**

- 10.39 NPPF is supportive of the sustainable growth and expansion of businesses in the countryside.
- 10.40 In South Somerset there are a number of established businesses that are either based on the edges of settlements or within the countryside that provide a valuable source of local employment and play an important role in the local economy. Some of these businesses may have made significant investments in their sites and their local workforce and therefore may have limited relocation options.
- 10.41 The Council's economic priorities for South Somerset are summarised in the draft Economic Development Strategy, where it is clear that one of the focuses for supporting sustainable economic growth in the District is meeting the expansion needs of existing businesses.
- 10.42 Whilst the preference is for development to take place within settlements as set out in the settlement strategy (Policy SS1) which focuses development at Yeovil, followed to a lesser extent by the Market Towns, Rural Centres, Villages and then Rural Settlements, in some instances development of employment generating activities in the countryside should not be restricted only to that for which a countryside location is not essential. Where businesses have 'outgrown' their respective sites and premises and have aspirations to grow, they should not be unduly constrained by their location; there are likely to be instances in which their expansion into open countryside may be appropriate.

- 10.43 Any proposed development must not adversely impact upon the character of the countryside, the surrounding landscape, the form and character of the settlement or biodiversity.

#### **POLICY EP5: EXPANSION OF EXISTING BUSINESS IN THE COUNTRYSIDE**

Proposals for the expansion of all types of existing businesses in the countryside and outside established employment areas will be permitted where:

- The business is a viable business and its re-location would be impractical or not viable;
- The proposed development cannot physically and reasonably be accommodated within the curtilage of the existing site and existing buildings have been re-used where possible;
- There is no adverse impact on the countryside with regard to scale, character and appearance of new buildings and/or changes of use of land;
- There is no adverse impact upon wildlife or conservation designations; and
- There is no unacceptable impact on the operation of the highway network.

### **Agriculture**

- 10.44 Agriculture is an important element of the economy in South Somerset. South Somerset has more farm holdings than any other district in the county (in 2016 there were 1,269 farm holdings in the District compared to 873 in Mendip, the next largest number in Somerset) meaning 75,000 hectares of land was farmed mostly for livestock. Due to the nature of livestock farming, the numbers employed in the sector is not huge, it has steadily employed around 3,000 people for a number of years, ranging from farmers to casual workers, but the associated agri-food sectors and their supply chain employ far more.
- 10.45 Food security, local produce and reducing 'food-miles' remain nationally important, and an increasing onus on a low carbon economy, will provide opportunities for key sectors such as land based industries and renewable energy. It is therefore important to establish policy, which supports a productive countryside and the transition from traditional to new rural enterprises.

### **Farm Diversification**

- 10.46 National Guidance recognises that farm diversification, the diversification from the dependence on production of agricultural commodities into non-agricultural activities, and the diversification of other land-based rural businesses, is vital to the continuing viability of many existing farm enterprises. The District Council is keen to support development that delivers diverse and sustainable farming enterprises, for example, farm shops, Bed and Breakfast and leasing of land or buildings to other non-agricultural businesses. It is important that proposals for diversification bring long-term and genuine benefits to individual farming enterprises and the wider rural area.

- 10.47 In encouraging economic diversity and agricultural diversification, it is important that the countryside is not spoilt by the unfettered development of an inappropriate and unwarranted nature. Therefore diversification proposals should be of a scale and nature appropriate for the location and be capable of satisfactory integration into the rural landscape. Such proposals should have regard to the amenity of neighbours, both residents and other businesses that may be adversely affected by new types of on-farm development.
- 10.48 In some instances when a scheme is successful it can grow to such a scale, which would make it unacceptable and whilst the Local Authority would not wish to limit the growth of a successful business, consideration should be given to the potential impact on the character of the rural location. Also, in more isolated locations, difficulties may arise in terms of access and traffic activity and development may require the need to promote and advertise and therefore signage may also become an issue.
- 10.49 Proposals must be accompanied by a comprehensive farm diversification plan, which indicates how new uses will assist in retaining the viability of the farm and the agricultural enterprise, and how it links with any other short or long term business plans for the farm.
- 10.50 National Guidance supports the development of equine enterprises (see Policy EQ8: Equestrian Development).

#### **POLICY EP6: FARM DIVERSIFICATION**

Proposals for development for the purpose of farm diversification within established agricultural holdings will be permitted if they comply with the following criteria:

- The character, scale and type of proposal is compatible with its location and landscape setting;
- A development will not be allowed to proceed unless it can be demonstrated that it will not result in any adverse impacts to the integrity of Natura 2000 sites and other national and international wildlife sites and landscape designations;
- They form part of a comprehensive farm diversification scheme and are operated as part of a viable farm holding and contribute to making the holding viable;
- Appropriately located existing buildings should be re-used where possible; and
- Where new or replacement buildings are required, the proposal is in scale with the surroundings and well related to any existing buildings on the site.

#### **Henstridge Airfield**

- 10.51 Henstridge Airfield is a site extending to approximately 142 hectares. It is located in open countryside close to the Somerset/Dorset border. It is remote from any large centres of population, its nearest settlement being the village of Henstridge. It is served by a network of rural roads and lanes.
- 10.52 Henstridge Airfield has a long and complicated planning history, the particular circumstances of the airfield and its history of use has required detailed and

comprehensive consideration resulting in the production of a Masterplan. This was produced in consultation with relevant Councillors and Town and Parish Councils in South Somerset and North Dorset Districts, representatives from Somerset County Council and statutory bodies such as the Environment Agency.

- 10.53 The Masterplan<sup>205</sup> identifies areas where the 13 Masterplan spatial and development management criteria apply to general industry under use class B2<sup>206</sup>;
- areas that should be kept free from built development;
  - where there is a commitment to built development;
  - where there should only be built development in connection with airfield use; and
  - where there should only be built development in connection with recreational/drainage use to the east.
- 10.54 The approved Masterplan informs the interpretation of Policy EP7, in particular the acceptability or unacceptability of proposed development.

#### **POLICY EP7: Henstridge Airfield**

Because of its remote, countryside location, permission will not be granted for further development at Henstridge Airfield that would unacceptably intensify the level of activity or materially add to built development.

### **Tourism**

- 10.55 The tourism sector contributes significantly to South Somerset's economy. The range of unique, nationally and internationally recognised attractions and tourist accommodation, coupled with the attractive rural environment and built heritage combine to offer real potential for further growth and value in the visitor economy.
- 10.56 The planning system, by taking a proactive approach to development proposals for tourism development, can facilitate and promote the implementation of good quality, sustainable development, at the same time as protecting the built and natural environment. These twin aims are crucial to support a thriving tourism industry in South Somerset.
- 10.57 Sustainable tourism development is supported in both urban and rural locations. In rural locations, the character of the countryside that draws in the visitor in the first instance will need to be respected.
- 10.58 To improve South Somerset's tourism offer and to extend the tourism season, support will be given to sustainable tourism developments that benefit businesses, communities and visitors, subject to their scale and location. Major

<sup>205</sup> Henstridge Airfield Masterplan, 2009 (approved by South Somerset Area East Committee on 8 July 2009)

<sup>206</sup> As defined in the Town and Country Planning (Use Classes) Amendment (England) Order 2005

new tourism proposals should be assessed in terms of overall sustainable development objectives. These objectives include:

- enhancing the overall quality of the tourism offer in the district;
- developing new tourism markets;
- where possible being readily accessible by non-car means;
- helping to extend the tourism season;
- contributing significantly to the district's economy;
- increasing rather than just displacing visitors from other areas and attractions;
- where possible, being located within or near Yeovil or the Market Towns to ensure a local workforce that can access the attraction effectively and sustainably; and
- being well located to the national road route network.

- 10.59 Where proposals would result in the creation of accommodation that is capable of being occupied for residential purposes on a permanent basis, the council will impose conditions on any permission granted specifying its use as holiday accommodation only. Proposals that maintain the financial viability of existing tourist accommodation will be supported in accordance with Policy EP8. Minimising the visual prominence and landscape impact of expanded holiday and caravan sites or chalets will be important.
- 10.60 Statutorily designated natural or cultural heritage assets are recognised as having scope for tourism proposals subject to appropriate control that ensures the features for which they are designated are not compromised (see Policy EQ5: Biodiversity).
- 10.61 It is recognised that some locations are not well served by public transport, but in all circumstances applications will have been expected to have considered sustainable transport opportunities and ensured access by foot, cycle and/or public transport where this is practical and achievable. Multi-use paths and bridleways also provide opportunities in rural locations to partake in tourist activities, and are a sustainable transport option in their own right.

**POLICY EP8: NEW AND ENHANCED TOURISM FACILITIES**

New and enhanced tourism facilities will be supported within or adjacent to existing built settlements where they are of an appropriate scale to the size and role of that settlement.

Outside settlements, new and enhanced tourism facilities must be in keeping with the character and scale of the location and landscape setting.

In all cases development will need to demonstrate that there are no significant adverse impacts on biodiversity interests (including Natura 2000 and other internationally and nationally designated sites), it does not harm the District's environmental or cultural heritage and it ensures the continued protection of designated conservation features.

Locations that are accessible and have good transport links, including road and public transport will be supported.

New holiday accommodation in the countryside will be supported where existing buildings are reused.

DRAFT

## 11. Town Centre Regeneration and Retail

### The Changing Role of Town Centres

- 11.1 People are spending an increasing amount of time on the internet, on computers, or smartphones; and goods can be purchased and delivered on the same day they are ordered; and often at a cheaper price than from a typical high street shop.
- 11.2 Furthermore, online retailing has also expanded rapidly into services, such as banking, estate agency, travel agency and takeaway food delivery; and with less retail floor space being required in town centres.
- 11.3 Town centres therefore have to diversify to attract consumers, with an improved 'customer experience' through more food and leisure uses. These uses will ultimately attract people to town centres and make them want to spend time and money in these locations.
- 11.4 There is no longer a place for restrictive policies that seek to prohibit any non-A1 retail use from coming forward, other than in the core primary retail areas.

### The Need for Regeneration

- 11.5 As historic uses on large sites become redundant, there is a need to find new development opportunities to replace them, with a wide range of uses including residential; more people living in town centres will help to support, for example, retail, leisure and food and drink activities; and provide for an increased level of activity beyond traditional trading hours. Empty shops and lack of investment leads to a deteriorating townscape, whilst there is also a need to protect and enhance heritage assets, which help to provide a quality town centre environment.

### The National Planning Policy Context

- 11.6 The national context for the Local Plan policies on town centres and retail is set out in the National Planning Policy Framework 2018. This states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should include, for example:
  - a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;
  - the definition of the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;

- retain and enhance existing markets and, where appropriate, re-introduce or create new ones; and
- recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites<sup>207</sup>.

11.7 Further guidance is contained in the Planning Practice Guidance on 'Ensuring the Vitality of Town Centres' (2014). This states that a positive vision or strategy for town centres, articulated through the Local Plan, is key to ensuring successful town centres which enable sustainable economic growth and provide a wide range of social and environmental benefits. It should express the vision for the future of each town centre. This should consider what the most appropriate mix of uses would be to enhance overall vitality and viability.

### Permitted Development

- 11.8 Under national legislation<sup>208</sup>, the change of use of premises within Use Class A1 (shops) to Class A2 (Professional and Financial Services); Class A3 (Restaurants and Cafés (subject to Prior Approval)); or two flats (all subject to floor area constraints), can take place without the need to submit an application seeking planning permission. At the time of writing, the Government is also consulting on further changes in an apparent effort to introduce additional flexibility. A number of retail premises in the District's town centres have been lost due to these 'Permitted Development Rights'<sup>209</sup>.
- 11.9 The measures may lead to a reduction in vacant shop premises, particularly in peripheral shop frontages. However, conversely, it could have an impact on the ability of operators to find space, in areas where demand is higher. The food and beverage, leisure and non-retail service sectors have been successful in occupying space no longer attractive to retail tenants. There have been cyclical trends in vacancy rates reflecting the macro economic trends, but in most cases, town centres recovered during periods of stronger growth<sup>210</sup>.

### The South Somerset District Council Priority Projects 2018-19

- 11.10 The Council's Priority Projects includes three town centre regeneration priorities:
- To complete the "Yeovil Refresh" for Yeovil Town Centre and progress implementation;
  - To develop proposals for the regeneration of Chard and progress implementation; and
  - To create a Town Centre Action Plan for Wincanton and progress implementation.

<sup>207</sup> NPPF 2018 Para 85

<sup>208</sup> Town and Country Planning (General Permitted Development) (England) Order 2015.

<sup>209</sup> District Council Monitoring Database.

<sup>210</sup> South Somerset Retail and Main Town Centres Uses Study; Lichfields; July 2017

- 11.11 In summary, the purpose of the Yeovil Refresh is to ensure that new commercial and public investment is attracted to a number of the town's key regeneration sites, adding value to the local economy and helping fulfil Yeovil's role as the principal economic, service and retail centre for South Somerset.
- 11.12 The Chard Regeneration project aims to reinvigorate and bolster the role of Chard as a market town and economic centre. This will be done by supporting the growth of businesses within the town and strengthening Chard's links with its hinterland and the wider economy. There is a particular focus on the redevelopment of key sites and buildings in Chard Town Centre, together with addressing market failure to stimulate wider commercially led development in the town.
- 11.13 The Wincanton Action Plan will identify to the Council and stakeholders a range of actions which will help to re-position the role of Wincanton town centre as a vibrant environment in which a host of small independent businesses will flourish.

### **The 'Yeovil 'Town Centre Refresh'**

- 11.14 The Town Centre Development Strategy for Yeovil has been undertaken by consultants on behalf of South Somerset District Council. The work has been carried out in collaboration with key stakeholders to develop a deliverable strategy that will bring forward substantial positive change to Yeovil Town Centre. This work does not seek to replicate the earlier 'Yeovil Vision' and other studies, but rather it builds on this work to develop a strategy that is appropriate for today. To aid the process, the Town Centre has been considered under three key themes; these are 'Public Realm'; 'Development; and 'Transport'. The Town Centre has been analysed under these themes in terms of strengths, weaknesses, opportunities, and constraints. From this, a refreshed 'Vision' has been developed to articulate the primary objectives of the study. The analysis and Vision then informed the identification of a series of potential interventions to bring about significant positive change to the Town Centre and lasting benefits to residents, visitors, and workers.
- 11.15 The Refresh has a Vision to:
- Increase the quantity and density of residential development in the Town Centre;
  - Support the Hospital and College's objectives for innovation;
  - Celebrate the Town's cultural offer;
  - Strengthen and consolidate the Town's retail centre;
  - Improve the number and quality of public and green spaces;
  - Ensure Yeovil is easy to get to and safe, convenient and attractive to move through;
  - Engender an ethos of healthy living;
  - Increase the breadth of the offer of 'Things to Do' to encourage people to spend more time in the centre;
  - Increase the mix of uses to create vitality throughout the day and evening; and
  - Increase the number and diversity of employment opportunities.



11.16 Specific projects include the promotion of the redevelopment of several sites within the town centre to encourage regeneration. A Car Parking Action Plan, an Access Strategy and a Local Walking and Cycling Implementation Plan are also being produced. The development sites are listed below and are the subject of specific allocations in the Local Plan Review.

- The site of the former Box Factory and South Street car park;
- The Bus Station and Glovers Walk;
- The former Cattle Market; and
- Petters Way

#### **POLICY TC1 – YEOVIL TOWN CENTRE REGENERATION SITES**

The following sites in Yeovil Town Centre are allocated for redevelopment to provide the specified types of developments:

- a. Former Box Factory Site and South Street Car Park; providing for a residential-led scheme of about 85 dwellings.
- b. The Bus Station and Glovers Walk; providing a mixed-use development extending to about 20,000m<sup>2</sup> of floorspace over three-four stories, including a residential element of about 100 dwellings.
- c. The former Cattle Market; providing for a range of mixed-use of development with about 5,000m<sup>2</sup> of floorspace, including a residential element of about 80 dwellings.
- d. Petters Way; providing for a commercial development of about 3,000 m<sup>2</sup> and with a residential element of about 20 dwellings.

#### **Development in Yeovil Town Centre**

11.17 Concerns over the lack of development viability have frequently been cited as presenting challenges in bringing forward the many long-standing regeneration projects and other development opportunities in Yeovil town centre. Given the

importance of rejuvenating the town centre, the framework provided by the Yeovil Vision; and the renewed impetus provided by the 'Yeovil Refresh', it is time to adopt a different policy approach in the town centre than that elsewhere in the District, which goes some way to meeting the particular issues of viability in the centre.

11.18 The priorities in determining planning applications for new development in the designated town centre are:

- (a) A flexible approach to proposed uses given the recognised contraction of the retail sector and the increasingly changing role of centres.
- (b) The need to stimulate more residential development in the centre.
- (c) Very high standards of urban design and use of materials.
- (d) Contributions to a significantly improved public realm.
- (e) Improvements to public transport provision.

11.19 A more relaxed approach to some requirements will also be adopted, including:

- i. Reduced on-site parking standards.
- ii. Increased densities of development.
- iii. Reduced S106 contributions for other general items off site.

#### **POLICY TC2 – DEVELOPMENT IN THE DESIGNATED YEOVIL TOWN CENTRE**

- i. The priorities in determining planning applications for new development in the designated town centre are:
  - a. A flexible approach to proposed town centre uses.
  - b. More residential development in the centre.
  - c. Very high standards of urban design and use of materials.
  - d. Contributions to a significantly improved public realm.
  - e. Improvements to public transport provision.
- ii. A more relaxed approach to some requirements will also be adopted, including:
  - Reduced on-site parking standards and the potential for parking-free development.
  - Increased densities of development of at least 100 dwellings per hectare.
  - Reduced S106 contributions for other general items off site.

#### **Chard Regeneration**

11.20 The strategic approach to development in Chard is underpinned by the Chard Regeneration Plan, 2009; this forms part of the master planning process<sup>211</sup> to prepare long term plans for the town that address the issues set out in the 'Chard

<sup>211</sup> Prepared by LDA Design, consultants employed by South Somerset District Council

Regeneration Framework<sup>212</sup>. More recently, the 'Chard Refresh' is an ambitious plan to help realise the vision and aims previously agreed. By regenerating key sites in the centre of Chard the objectives supporting the vision and aims will be:

- To provide a compelling reason for residents and visitors to visit and use Chard town centre.
- To bring the key sites and buildings in Chard Town Centre back into economic and community use. This will stimulate physical regeneration and improve the vitality of the town centre.
- To increase the footfall within the town and support existing businesses.
- To improve the leisure and health offer in Chard for both local people and new visitors.
- To reinvigorate and bolster the role of Chard as a Market Town and economic centre. This would be done by supporting the growth of businesses within the town and strengthening Chard's links with its hinterland and the wider economy.
- To address market failure and stimulate wider commercially led development in the town including the allocated housing developments within the 'Chard Eastern Development Area' (CEDA – see Policy CH1).

11.21 The vision for the town centre is to create a mixed use development with a new swimming pool and fitness provision at its heart on the site of the former Boden Mill. This would create a leisure, culture and health focus that is complemented



by a blend of housing and commercial development to create an exciting redevelopment with increased footfall and quality, environmental improvements to the heart of Chard Town Centre. A masterplan is to be prepared along with a Public Realm Design Guide. Public spaces at Boden Mill and Holyrood Lace Mill are to be designed around the new leisure facility and public spaces.

11.22 The 'Cresta' swimming pool closed in the autumn of 2018 and will be replaced by the pool in the new leisure centre.

<sup>212</sup> An autonomous planning exercise in the form of the Chard Regeneration Framework. The Chard Regeneration Framework is the result of many detailed discussions over a number of years about the challenges that face Chard and the regeneration opportunities that could be available. In January 2007 the District Council agreed the need to lead the development of a Chard Vision project that would allow the challenges to be met and the regeneration opportunities to be taken. Extensive negotiations with the South West Regional Development Agency (SWRDA), Somerset County Council and Chard Town Council were concluded in October 2008. These established the Chard Regeneration Scheme.

**POLICY TC3 – CHARD TOWN CENTRE REGENERATION SITE**

The Boden Mill site in Chard Town Centre is allocated for redevelopment to provide:

- A mixed use development, including a new leisure centre and swimming pool, alongside a blend of housing and commercial developments.
- The provision of 28% affordable housing.
- A high quality public open space.

**Wincanton Town Centre Strategy**

- 11.23 A public consultation on the draft version of the Wincanton Town Centre Strategy commenced in January 2019, after the draft strategy was agreed at Area East Committee in December 2018. South Somerset District Council's Wincanton Town Centre Strategy aims to boost footfall and help create a more vibrant town centre, through working with partners, in which Wincanton's businesses can flourish.
- 11.24 The draft strategy also comes with an action plan for achieving a regenerated Wincanton town centre. The draft Strategy aims to provide clear direction for:
- Encouraging quality investment from private and public sector
  - Improve commercial confidence
  - Inform Future decision making
  - Co-ordinate town centre activities/management to achieve complementary improvements
  - Promotion and marketing the town centre
  - Encouraging and developing partnership to collaborate on implementing the strategy
- 11.25 The document includes early thoughts about potential town centre development opportunities, comprising possible residential and mixed use/workspace, about which there will continue to be a need to ensure a balance, preserving flexibility for alternative footfall generators over time. The hope is that these ideas could also highlight opportunities for better connectivity to the High Street with ideas for new pedestrian linkages which could be brought forward through future developments. Public realm improvements.
- 11.26 Another strand of the work has been to consider public realm improvements such as widening footways, introducing different surface dressings, better delineation of on street parking and planting schemes, proposals are tailored to individual locations at:
- Market Place
  - High Street (central area no's 7-15 and the eastern gateway)
  - Carrington Way

## Retail Hierarchy

- 11.27 The Lichfields report “Retail and Main Town Centre Uses Study” 2017 confirms the retail hierarchy as set out in the adopted Local Plan. Yeovil is the largest centre in South Somerset, followed by the town centres of Chard, Crewkerne, Ilminster and Wincanton, then Ansford/Castle Cary, Langport/Huish Episcopi and Somerton, followed by Bruton, Ilchester, Martock, Milborne Port and South Petherton, effectively a four-tier hierarchy.
- 11.28 Yeovil is the principle centre, and will be the main focus for new retail and leisure investment that requires a high level of accessibility. Major new regional scale shopping facilities will not be supported outside Yeovil in order to retain the retail hierarchy, build on existing infrastructure and focus shops where people have the greatest access to them.
- 11.29 Chard, Crewkerne, Ilminster and Wincanton, function as important service centres, providing a range of facilities and services for an extensive rural catchment area, these settlements (identified as Primary Market Towns in the local plan Settlement Hierarchy) perform the role of Market Towns in retail terms.
- 11.30 Ansford/ Castle Cary, Langport/Huish Episcopi and Somerton, contain groups of shops including a supermarket and a range of non-retail services such as banks and local public facilities (e.g. libraries) and these settlements (identified as Local Market Towns in the local plan Settlement Hierarchy) perform the role of District Centres in retail terms.
- 11.31 Bruton, Ilchester, Martock, Milborne Port and South Petherton (identified as Rural Centres in the local plan Settlement Hierarchy) function as Local Centres in retail terms, having a range of small shops of a local nature serving a small catchment, such as a small supermarket, newsagents, a sub-post office or pharmacy.
- 11.32 The retail hierarchy (Policy TC4) will determine how new net growth will be distributed over the plan period. Yeovil will be the main focus for new retail and leisure investment and the Market Towns, District Centres and Local Centres will accommodate development which will maintain their retail and service role and support their position in the retail hierarchy.
- 11.33 The approach seeks to secure Yeovil's market share, thereby securing its prominence in the retail hierarchy, whilst allowing sufficient retail provision in the Market Towns, District Centres and Local Centres. Planning permission will not be granted for proposals which are out of scale with the retail hierarchy.

**POLICY TC4 – RETAIL HIERARCHY**

- i. Yeovil is the Principal Town Centre in South Somerset. Chard, Crewkerne, Ilminster and Wincanton are Market Towns in retail terms. Ansford/Castle Cary, Langport/Huish Episcopi and Somerton are District Centres in retail terms and Bruton, Ilchester, Martock, Milborne Port; and South Petherton are Local Centres in retail terms.
- ii. The development of main town centre uses in Yeovil, the Market Towns, District Centres and Local Centres should be of a scale that is commensurate with the settlement role and function, and does not unbalance the town centre hierarchy.

**Location of Main Town Centre Uses (the Sequential Approach)**

- 11.34 National guidance states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan<sup>213</sup>. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.
- 11.35 When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored<sup>214</sup>.
- 11.36 Town Centre<sup>215</sup> boundaries and Primary Shopping Areas<sup>216</sup> have been identified for Yeovil, Chard, Crewkerne, Ilminster, Wincanton, Ansford/Castle Cary, Somerton, Langport/Huish, Bruton, Ilchester, Martock, Milborne Port; and South Petherton., where it is expected that new town centre uses will be accommodated. Whilst the retail study broadly confirms these boundaries an early review of them is proposed to ensure they provide sufficient opportunities to support town centre vitality and viability.
- 11.37 The Local Plan does not allocate land for retailing as evidence in the retail study suggests there is sufficient land available in existing town centres to meet short-term needs. The Council may wish to consider identifying sites or extending the

<sup>213</sup> NPPF 2018 Paragraph 86

<sup>214</sup> NPPF 2018 Paragraph 87

<sup>215</sup> See Glossary for definition

<sup>216</sup> See Glossary for definition

boundary of Town Centres through the review to accommodate the medium to long term need.

- 11.38 National guidance requires local planning authorities to apply the sequential approach to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date local plan. Paragraph 25 of the NPPF<sup>217</sup> is clear however that the sequential test should not be applied to applications for small-scale rural offices or other small-scale rural development; applicants are urged to partake in pre-application discussions with the Local Authority in relation to such schemes.
- 11.39 The preferred locations for town centre uses are clearly set out in Policy TC5. The retail study clearly states future proposals for out-of-centre retail development should be carefully considered and prevented if it can be demonstrated that it could soak up significant amounts of identified capacity and/or harm opportunities for Town Centre redevelopment/expansion (to be demonstrated through an Impact Assessment - see Policy TC6).
- 11.40 In order to achieve the Government's aspirations for a strong 'High Street', retail proposals will be encouraged within town centres, subject to their being of an appropriate scale for the role of the centre concerned, and their impact on other centres in meeting their communities' needs. Parking provision required in association with retail development should take into account the town centre context and its role for the wider community and be sufficient for the development itself and support additional provision so that the town centre's accessibility and viability is enhanced.
- 11.41 Applications for town centre uses that are not in an existing centre or in accordance with an up to date Development Plan should be refused planning permission where the applicant has not demonstrated compliance with the sequential approach to site selection or there is clear evidence that the proposal would seriously affect the vitality and viability of a nearby Town Centre.

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<sup>217</sup> NPPF 2018 Paragraph 25

### **POLICY TC5– LOCATION OF MAIN TOWN CENTRE USES (THE SEQUENTIAL APPROACH)**

- i. In order to sustain and enhance the vitality and viability of town centres, new proposals for town centre uses will be permitted firstly within Yeovil Town Centre Shopping Area and the defined Town Centres of Market Towns, District Centres and Local Centres, followed by Edge-of-Centre locations, then Out-of-Centre sites that are, or will be well served by a choice of sustainable modes of transport, and are close to the centre or in relation to bulky goods retailing, are located immediately adjacent to existing retail warehousing.
- ii. Proposals should be of a scale appropriate to the size and function of the town centre and would help to sustain and enhance the vitality and viability of the centre.
- iii. Applications for town centre uses which are not in an existing Town Centre and not in accordance with an up to date Development Plan should be refused planning permission where the applicant has not demonstrated compliance with the sequential approach to site selection, or there is clear evidence that the proposal, either alone or combined with other recent and outstanding planning permissions would seriously affect the vitality and viability of a nearby Town Centre.
- iv. Parking will be considered in the context of wider Town Centre parking.

### **Retail Hierarchy and Retail Impact Assessments**

11.42 National guidance<sup>218</sup> states that in the case of planning applications for retail and leisure development outside of town centres, which are not in accordance with an up-to-date plan, an impact assessment is required if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m<sup>2</sup> of gross floorspace). This should include assessment of:

- a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

11.43 Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 89, it should be refused.

<sup>218</sup> NPPR 2018 Paragraph 89

- 11.44 Local research demonstrates that whilst most of the District's town centres are reasonably healthy, some are relatively small and lack Town Centre sites, and therefore could be vulnerable to the impacts of inappropriately scaled proposals. A gross floorspace threshold of 2,500 sq m would not be sufficient to assess the impact of convenience retail proposals on the District's centres as the majority of proposals over the last 10 years have fallen below this threshold.
- 11.45 The rural nature of the District and the size of its smaller centres, justifies a need to also look at the impact of any significant out of centre proposals, as these could also detract from the High Street and have an impact on its vitality and viability.
- 11.46 The thresholds do not imply that anything above them are of an inappropriate scale and should not be awarded planning permission, but simply that anything at or above these would need to demonstrate that there would not be a significant adverse impact.
- 11.47 The requirement to undertake a retail impact assessment should not only be confined to major new developments, in some cases, extensions, redevelopment or variation of conditions can materially alter the effects of a development. The cumulative impact of recent/committed proposals may also be particularly relevant in some cases.
- 11.48 Where there is clear evidence that a proposal is likely to lead to significant adverse impacts, applications should be refused. The health of town centres (including vitality and viability indicators) and town centre or retail strategies should be considered as part of the assessment.
- 11.49 Floorspace thresholds are set out in Policy TC6 below:

**POLICY TC6 – FLOORSPACE THRESHOLDS FOR IMPACT ASSESSMENTS**

- i. In order to ensure that full consideration is given to the scale of development and whether this would have any significant adverse impacts, proposals involving additional retail floorspace, that is in excess of the following thresholds should be accompanied by a Retail Impact Assessment in accordance with national planning guidance.

<b>Settlement Classification</b>	<b>South Somerset Settlements</b>	<b>Retail Floorspace Threshold (gross)</b>
Principal Centre	Yeovil	500m <sup>2</sup>
Market Towns	Chard, Crewkerne, Ilminster and Wincanton	500 m <sup>2</sup>
District Centres	Langport & Huish Episcopi, Ansford & Castle Cary and Somerton	250 m <sup>2</sup>
Local Centres	Bruton, Ilchester, Martock, Milborne Port and South Petherton	250 m <sup>2</sup>

- ii. Proposals for retail developments up to and including the above floorspace thresholds will generally be regarded as being of a scale that would not result in significant adverse impacts.
- iii. Where Impact Assessments present evidence of significant adverse impacts on an existing town centre, development will be refused.

**Protection of Retail Uses in the Primary Shopping Areas**

- 11.50 The NPPF 2018 no longer differentiates between Primary and Secondary Shopping Frontages, but does still state that the Local Authority should define the extent of Town Centres and Primary Shopping Areas, and make clear the range of uses permitted in such locations. The Primary Shopping Area is defined in the NPPF 2018 as “the area where retail development is concentrated” and is used to define an “edge-of-centre” location for the purposes of applying the sequential approach (Policy TC5). Within the identified Primary Shopping Areas, where they contain streets that are dominated by shops and have the greatest pedestrian footfall, planning applications for proposals that would result in the loss of retail premises will be considered against their impact on the core retail role of the Area.

- 11.51 Primary Shopping Areas have been defined on the Proposals Map in Yeovil, Chard, Crewkerne, Ilminster, Langport and Huish Episcopi; and Somerton.

#### **POLICY TC7 – PROTECTION OF RETAIL USES IN PRIMARY SHOPPING AREAS**

- i. Development proposals resulting in the change of use from retail (class A1 of the use classes order) to non-retail on ground floors within the defined Primary Shopping Areas will be permitted, except where the number or coalescence of such uses would undermine the dominant retail function.
- ii. In order to guide decisions relating to actual numbers and/or coalescence and the impact resulting the following criteria will be taken into account:
  - a. The location and prominence of the premises within the Primary Shopping Area;
  - b. The floorspace and length of frontage of the premises;
  - c. The number, distribution and proximity to other non-A1 use class premises (or with consent for such use) within the Primary Shopping Area in question and throughout the town centre;
  - d. The character and nature of the use proposed, including the level of pedestrian activity associated with it;
  - e. The level of vacancies; and
  - f. Whether the proposed use would give rise to noise, smell or other environmental problem.

#### **Neighbourhood Centres**

- 11.52 A Neighbourhood Centre is a small parade of shops of purely neighbourhood significance generally located within large residential estates and designed to give access to day-to-day, top-up items. New Neighbourhood Centres to serve proposed new developments should complement rather than compete with the retail facilities in nearby town centres. This consideration is particularly relevant in relation to the local services and facilities that will be required as part of the planned Sustainable Urban Extensions for Yeovil and the strategic allocation for Chard. The opportunities for serving the wider community in the Yeovil area with new infrastructure and facilities should be fully explored in the Master plan. The opportunities for serving the wider community in the Yeovil area with new infrastructure and facilities should be fully explored in the Master plan.

**POLICY TC8 – NEIGHBOURHOOD CENTRES**

Development of Neighbourhood Centres shall be of a scale and type to meet the local needs of the area within which they will be located and must not adversely affect the vitality and viability of any town centres identified by the local authority.

**Protection and Provision of Local Shops, Community Facilities and Services**

- 11.53 Every settlement has buildings or amenities that play a vital role in local life, such as community centres, libraries, village shops, post offices or pubs. Local life would not be the same without them, and if they closed or changed to private use, it would be a real loss to the community.
- 11.54 National guidance requires local planning authorities to take into account the importance of local shops and services to communities when considering planning applications affecting such facilities. The guidance states that planning policies and decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs<sup>219</sup>.
- 11.55 Policy TC9 requires applicants submitting any proposal to redevelop an existing local amenity to an alternative use, which would not be of benefit to the community and would result in a significant or total loss of that service or facility, to either provide alternative provision or demonstrate that there are no suitable, viable alternative community uses. Details of the requirements for establishing viability and marketing are outlined in the Council's guidance document 'Commercial Marketing of Property in Relation to Planning and Listed Building Applications' which will be reviewed and reproduced. Where decisions on viability are finely balanced, a third party will be expected to advise the District Council and this will be at cost to the applicant.
- 11.56 The Localism Act requires local authorities to maintain a list of assets of community value which have been nominated by the local community, and when listed assets come up for sale or change of ownership, the Act gives community groups the time to develop a bid and raise the money to buy the asset when it comes on the local market.
- 11.57 Prior to the establishment of a list, In addition to determining the commercial viability of a local service/facility or shop, applicants will be expected to demonstrate that a social enterprise model (community ownership) for re-use has been explored where a significant loss of a facility is identified. By pooling efforts and finding out what level of commitment the village can support, a community-owned shop/service is one way forward. Community ownership can succeed where a commercial enterprise has failed because.

<sup>219</sup> NPPF 2018 Paragraph 92

- 11.58 Staff costs can be reduced by volunteer involvement;
- 11.59 The difficulty of finding and affording suitable premises can be overcome by community ownership;
- 11.60 Community-run enterprises have a better chance of survival than independent shops because the community is usually keener to support a venture in which they have an economic and social interest.
- 11.61 The c Communities will be expected to pay a fair price for any site/premises they wish to purchase, so that the landowner is not commercially restricted.
- 11.62 In terms of demonstrating that all reasonable efforts to secure a suitable alternative community re-use has been explored, applicants will firstly be expected to demonstrate that they have consulted the Parish and District Council, and used local evidence, such as the Parish Plan to identify deficiencies and establish the local need for services and facilities. Applicants will then be expected to demonstrate why, if there is an identified need for a certain type of community facility, the site/premises in question has not met that need. Applicants are encouraged to engage with the District Council during the early stages of any marketing exercise or when exploring alternative uses, as guidance and advice can be given on various aspects of economic and community development.
- 11.63 National guidance requires planning applications that promote the retention of existing and development of new local shops, facilities and services to be responded to positively by the local planning authority, Policy TC9 supports this approach.

**POLICY TC9 - PROTECTION AND PROVISION OF LOCAL SHOPS, COMMUNITY FACILITIES AND SERVICES**

Provision of new community facilities and services will be supported. Proposals that would result in a significant or total loss of site and/or premises currently or last used for a local shop, post office, public house, community or cultural facility or other service that contributes towards the sustainability of a local settlement will not be permitted except where the applicant demonstrates that:

- (a) alternative provision of equivalent or better quality, that is accessible to that local community is available within the settlement or will be provided and made available prior to commencement of redevelopment; or
- (b) there is no reasonable prospect of retention of the existing use as it is unviable as demonstrated by a viability assessment, and all reasonable efforts to secure suitable alternative business or community re-use or social enterprise have been made for a minimum of 12 months or a period agreed by the Local Planning Authority prior to application submission.

DRAFT

## 12. Transport and Accessibility

### Overview

- 12.1 South Somerset is a predominantly rural district with subsequent diverse travel patterns meaning the car will remain an essential mode of travel. However, considerable benefits can be delivered by enabling travel by other means than the car. These include improved health through increased walking and cycling, reductions in carbon emissions, enabling social inclusion and reducing the impact of congestion.
- 12.2 Other measures such as home working, encouraging the use of low emission, alternative fuel, electric vehicles, demand responsive public transport (using alternative fuel/hybrid/electric vehicles) and car share schemes should therefore be considered on a scale and degree appropriate to the site proposed for development.
- 12.3 Whilst new technologies will, in time, play an important part in reducing CO<sub>2</sub>, they are unlikely to be sufficient in isolation and will not address health (particularly in tackling obesity) and congestion issues. Consequently substantial investment in measures to promote sustainable travel will be needed.
- 12.4 There is potential to achieve this in Yeovil particularly in the Sustainable Urban Extensions. Achieving District-wide modal shift will be more challenging, although new technologies, improved design, and greater awareness of choice through more robust travel planning will reduce the need to travel and achieve an increase in more sustainable modes where travel is necessary. A reasonable aim for the modal shift policy in Chard and Yeovil, the largest settlements, would therefore be to reduce the number of cars being used for short journeys to local shops and facilities, the town centre and travelling to work and to maintain car use at current levels in our Market Towns, Rural Centres and Rural Settlements. For the Yeovil Sustainable Urban Extensions the aim is to ensure that at least 30% of travel is by sustainable means.
- 12.5 There has been a significant growth in rail travel in recent years, with that for the Heart of Wessex Line in particular exceeding the rate of growth nationally by up to three times<sup>220</sup>, notwithstanding this, reducing in recent months. Infrequent and unsuitable timings for commuting on the Bristol to Weymouth and London (Paddington) to Penzance Line, and the actual location of the stations on these and the London (Waterloo) to Exeter line, means that achieving modal shift to rail for short journeys will be challenging to achieve. However, there are opportunities to improve sustainable links to rail stations and also interchangeability at the Yeovil stations.
- 12.6 Modern rail freight can be effective at reducing heavy goods vehicle (HGV) traffic but facilities for rail transfer are needed at or near the point of origin of the goods

<sup>220</sup> Heart of Wessex Rail Partnership Line Plan 2016

and at the destination. Subsequently the locations of stations in South Somerset are not generally conducive to modern freight operation as the likely consequence would be additional heavy traffic on unsuitable roads.

- 12.7 The needs of people with disabilities should be considered for all modes of transport.
- 12.8 In 2017, Highways England consulted on the proposed dualling of the A303 and A358. The District Council supports this in principle as both schemes have the potential to improve connectivity and bring significant economic benefits to the District. A Development Consent Order has been submitted for dualling from Sparkford to Podimore and any local concerns will be addressed at the Public Examination, which began in December 2018 and will continue in 2019.

## A Generic District-wide Modal Shift Policy

### Low Carbon Travel

- 12.9 These District wide measures are aimed at reducing single car occupancy and the need to travel, or encouraging the use of more sustainable travel, or alternative fuels where travel is necessary.
- 12.10 The Council recognises that for certain schemes, by virtue of their size and scale, it will not be viable or feasible to require all the measures set out below to be delivered. Supporting material accompanying planning applications will need to explain what measures can be accomplished, and the reasons why measures cannot be delivered.
- 12.11 The measures to be applied in all major<sup>221</sup> development include:
- a) Providing Good Information**
- Car share schemes - benefits and how to join;
  - Travel Information Packs and a dedicated website detailin
  - Public transport information - timetable and maps of nearest bus routes and interchanges (including interchange with rail) and details connecting local bus, and longer distance travel such as express coach and trains;
  - Maps showing local footpaths and cycle ways, bus stops, and facilities – health, education, shops, employment, churches, recreation & leisure etc;

<sup>221</sup> Major development is defined in the Town and Country (Development Management Procedure) (England) Order 2015 as:

(a) developments where the number of dwellinghouses to be provided is 10 or more; or  
 (b) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c);  
 (c) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or  
 (d) development carried out on a site having an area of 1 hectare or more;

- Details of cycle training, cycle/equipment sales & repairs, cycle clubs, health benefits etc;
  - Information on the health benefits of walking; and
  - Benefits and advice on working from home.
  - Somerset County Council offer useful guidance on Smarter Travel Information Packs.<sup>222</sup> The requirement to provide travel information packs should apply to all residential and employment developments.
- b) Encouraging Electric Car Use**
- Encouraging the use of electric cars through the provision of a 16 amp (or greater capacity as deemed appropriate) charging point(s) within the curtilage of the site.
  - The requirement to provide charging points for electric cars should apply to all major residential and employment developments.
- c) Incentivising Sustainable Travel**
- A Green Travel Voucher for use on sustainable transport or other sustainable means of travel to an agreed amount per dwelling, to be given to each set of occupants at the time of first occupation and repeated for a maximum of 3 tenures per unit up to 5 years following the first occupation of that unit. Similarly for employment sites a Green Travel Voucher should be provided for each employee<sup>223</sup> at commencement of employment. In respect of public transport the vouchers should be non-operator specific and should be available for exchange for passes for one year's travel on local bus routes, including Demand Responsive Routes within a 10 mile radius of site (to encourage interchange).
- d) Cycling and walking**
- The encouragement of cycling and walking by providing cycle and pedestrian routes to link the new development with new/existing routes by utilising lightly trafficked or off-road links for pedestrians and cyclists. These routes should permeate the site to ensure ease of access around the development.
  - Developments should seek to protect and improve existing cycling and pedestrian routes to facilitate site links to the wider network;
  - Providing facilities for cycle parking within the new development commensurate with the levels and standards designated in the County Wide Parking Strategy as set out in Policy TA6.
- e) Home Working**
- Encouragement to work from home applying to all residential development through improved design commensurate with the type of dwelling and by enabling easier access to Information and Communications Technologies (ICT). These should include:

<sup>222</sup> <http://www.movingsomersetforward.co.uk/new-developments/planning-guidance>

<sup>223</sup> Part-time staff and temporary staff with a contract of employment should receive such a voucher on a pro-rata basis, although provision would not be expected for casual staff

- Designed in specific work area (e.g. space to desk, pc, phone) this does not always mean a dedicated room and the work area could be within a lounge or bedroom; and Broadband connections.
- f) Public Transport**
- Improved public transport connections should be made by developments in Market Towns, Rural Centres and Rural Settlements increasing accessibility through enhancements to either existing conventional bus routes, existing Demand Responsive Transport Schemes or the provision of new services and new bus stops, bus timetables and bus shelters. The developer to provide funding commensurate with the size of the site that enables good on-going connections with the public transport network and where the scale of new residential development or employment sites would have an impact on existing public transport planning obligations will be sought.
- g) Travel Planning**
- Travel planning measures over and above those measures listed above but commensurate with the site and in relation to land use site thresholds referred to in Policy TA4.
- h) Timing of Provision**
- Ensuring that sustainable travel habits are established from the start. This means that sustainable transport measures need to be in place and operational concurrent with first occupancy.

**POLICY TA1 – LOW CARBON TRAVEL**

- i. Unless specified otherwise, all major new development in South Somerset should:
  - a. Provide Travel Information Packs and a travel website where information can be updated and supplied;
  - b. Provide for the charging of electric vehicles with an external charging point of at least 16 amps within the curtilage of the site in accordance with the following thresholds:
    - 1. Each new dwelling with one or more parking spaces shall provide at least one electric charging point (16 amp minimum).
    - 2. All new non-residential developments providing 50 or more car parking spaces shall be served by electric vehicle charging points (16 amp minimum) for at least two percent of all spaces. Every effort should be made to safeguard the most desirable parking spaces for the charging of electric vehicles.
    - 3. In addition, all new retail or leisure sites providing car parking for 50 or more spaces shall provide at least one rapid charger to service customer vehicles.
  - c. Provide a Green Travel Voucher for each occupier/ employee valid for 6 months for use on sustainable transport;
  - d. Provide cycle and pedestrian routes and facilities for cycle parking within the new development commensurate with the levels and standards designated in the SCC cycle parking strategy;
  - e. Ensure that sustainable transport measures on the site are in place and operational concurrent with first occupancy.
  - f. Developments of all new residential dwellings should enable ease of working from home by providing a designed in specific work area with broadband connections.
- i. Planning obligations commensurate with the scale of development will be sought to:
  - 1. Deliver improved public transport connections, increasing accessibility through enhancements to either existing conventional bus routes or existing Demand Responsive Transport schemes
  - 2. The provision of new services and new bus stops, bus timetables and bus shelters.
  - 3. The developer will be required to enter into a planning obligation in accordance with Policy SS5 to ensure provision of such facilities, which shall be provided prior to first occupation of the new development.

**Rail**

- 12.12 To further encourage modal shift, the Council should promote and protect land for additional rail facilities. These will include improved car parking such as that proposed at Crewkerne (Policy CR3) and Castle Cary (Policy AC4).

## POLICY TA2 – RAIL FACILITIES

The Council shall encourage, promote and protect the development of land for passenger rail facilities and rail freight hubs where there is robust evidence in support of developing infrastructure to widen transport choice.

### Travel Plans

- 12.13 SCC has produced 'Travel Planning Guidance'<sup>224</sup> and this has been offered to local planning authorities as a basis for adoption as an optional Supplementary Planning Document (SPD). The District Council has not formally adopted the document, but key elements of the guidance have been taken on board in producing the Travel Plans Policy TA3.
- 12.14 To reinforce the measures in Policies TA1 and TA2, dependent on the scale of the development, one of 3 types of Travel Plan (a Measures-only Travel Statement, or a Travel Plan Statement or a Full Travel Plan) should be in place to encourage modal shift, deliver subsequent health benefits from more active travel modes and reduce the impact of congestion.
- 12.15 The differences between these types of Travel Plan are fully explained in SCCs 'Travel Planning Guidance' which indicates the different contents required by each type and the thresholds where respective types will apply. Reference should also be made to SCC's 'Manual for Travel Plans' that offers practical advice on the measures including the implementation and on-going management of Travel Plans.
- 12.16 Policy TA3 advocates the County Council Travel Plan Guidance, although there are three key differences in the interpretation of thresholds and measures. These are:
- The SCC guidance refers to employee numbers and gives an indicative Gross Floor Area (GFA) equivalent<sup>225</sup>. Predicting the number of employees for a site is extremely difficult. In respect of employment sites Policy TA3 therefore excludes requirements in relation to the Gross Floor Area (GFA) based on indicative employment densities<sup>226</sup>.

<sup>224</sup> SCC Transport Policies Travel Plan Guidance - adopted as formal technical guidance Nov 2011 (Thresholds for Travel Plans in Somerset page 15 and Table 1.2)

<sup>225</sup> SCC Transport Policies Travel Plan Guidance - TVS 6 chapter 3 Tables 3.2 and 3.3 pages 39, 40 & 41

<sup>226</sup> Employment Densities: A Full Guide. Final Report, English Partnerships and the RDAs (2001)

- The SCC guidance refers to a parking management strategy and this includes measures such as charging, Controlled Parking Zones and Traffic Regulation Orders<sup>227</sup>. This is too prescriptive as there is a need to ensure flexibility of the respective site and such measures should be determined through negotiation as and when pertinent to that site.
- SCCs Travel Planning guidance promotes safeguarding measures with bonds and ESCROW accounts<sup>228</sup>. An ESCROW account is where a deposit, usually in this instance money, or possibly a deed, stock, or written instrument is put into the custody of a third party and is retained until the agreed actions have been delivered. SSDC has concerns regarding the additional cost implications for developers and the consequent impact on the viability of a development. An s106 agreement is in itself legally binding and any safeguarding through bonds or ESCROWS should be negotiated on a case-by-case basis and should only be in respect of financial default by a developer.

- 12.17 SSDC expects concurrence with the interpretation of these thresholds and measures.
- 12.18 Travel Plans for specific sites shouldn't be seen in isolation. There is greater potential for the delivery of the more significant measures through joint working with other Travel Plans, both new and existing. Travel Plan Forums should therefore be set up to include key stakeholders (developers, public transport, occupiers, employers, residents etc. as well as SSDC and SCC).
- 12.19 In respect of speculative developments including outline planning applications a Framework or Umbrella Travel<sup>229</sup> Plan to cover the entire development site in accordance with SCCs 'Travel Planning Guidance' should be provided. This also applies to the Yeovil Sustainable Urban Extensions for which additional specific measures are included in Policy YV1.

<sup>227</sup> SCC Transport Policies Travel Plan Guidance - Table 2.2 page 17 'Measures expected in a travel plan document' a. 'Measures only Travel Statements'

<sup>228</sup> SCC Transport Policies Travel Plan Guidance - Policy TVS 14, page 62

<sup>229</sup> SCC Transport Policies Travel Plan Guidance - Chapter 3 Action Plans for speculative development sites, page 41

**POLICY TA3 – TRAVEL PLANS**

- i. Travel Plans will be required in accordance with Somerset County Council's Travel Plan Guidance, commensurate with the scale of the development. The three broad types of Travel Plan are:
  - Measures-only Travel Statements;
  - Travel Plan Statements; and
  - Full Travel Plans.
- ii. The Travel plan Guidance will be complied with, with the exception of:
  - a. requirements in relation to the Gross Floor Area (GFA) based on indicative employment densities;
  - b. a parking management strategy, including measures such as charging, Controlled Parking Zones and Traffic Regulation Orders; and
  - c. safeguarding measures with bonds and ESCROW accounts
- iii. All development within the Yeovil Sustainable Urban Extensions will be required to meet the Framework Travel Plan criteria and be commensurate with Policy YV1.
- iv. Any development site with 25 or more car parking spaces or more than 1000sq m of floor area could be required to produce a travel plan as a general principle. This is used as a basic threshold to negotiate and determine a requirement for a travel plan document for land uses not specifically referred to in the Travel Plan Guidance.

**Transport Impacts of Development**

- 12.20 All new development is required to address its own transport implications. Larger schemes are required to prepare Transport Assessments<sup>230</sup> and, where required, Travel Plans to illustrate how the amount of trips generated will be minimized, how the impacts will be accommodated, and how accessibility to the site by all modes of transport will be achieved.
- 12.21 The Strategic Road Network is formed by Motorways and Trunk Roads, National Primary and County Routes in Somerset. National Primary Routes and County Routes accord with the routes identified in the local Highway Authority's (Somerset County Council) route hierarchy. In order to prevent the unnecessary interruption of traffic flow and to prevent increase of highway hazard, the formation of new direct accesses onto these roads will not be permitted. Exceptions will only be made where the type of development is such that it requires a high order (of route hierarchy) route location, such as roadside service stations or freight transfer facilities.
- 12.22 Access to development proposed that will connect to rural roads carrying relatively high speed traffic should be designed according to the needs of drivers

<sup>230</sup> In compliance with the requirements set out in DCLG and DfT Guidance on Transport Assessment, March 2007

and other users to enter safely into such traffic. The advice and guidance in the Design Manual for Roads and Bridges will be appropriate in these environments, mostly rural locations. This is likely to be the case for developments related to farm diversification or for tourist attractions specific to rural locations.

- 12.23 Development proposals will be expected to provide or contribute towards the cost of providing transport infrastructure where this is necessary to make the development acceptable in planning terms<sup>231</sup>.
- 12.24 Contributions may also be required to meet the management and maintenance of services and facilities provided. The appropriate range and level of contributions will be assessed in a comprehensive manner, taking into account strategic infrastructure requirements and using standard charges where appropriate.
- 12.25 The nature and scale of any planning obligations sought will be related to the form and scale of development and its potential impact upon the surrounding area. In determining nature and scale, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is married against occupation of the development.

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<sup>231</sup> In compliance with the requirements set out in the National Planning Policy Framework

## POLICY TA4 – TRANSPORT IMPACT OF NEW DEVELOPMENT

All new development shall be required to address its own transport implications and shall be designed to maximise the potential for sustainable transport through:

- a. Safeguarding existing and new transport infrastructure, which is important to an efficient and sustainable transport network from development that would prejudice their transport use;
- b. Securing inclusive, safe and convenient access on foot, cycle, and by public and private transport that addresses the needs of all commensurate with the type and scale of development;
- c. Ensuring that the expected nature and volume of traffic and parked vehicles generated by the development would not have a detrimental impact on the character or amenity of the area and would not compromise the safety and/or function of the local or strategic road networks in terms of both volume and type of traffic generated;
- d. Ensuring that proposals, which specifically require a location with direct access to the strategic road network due to the volumes and quality of traffic generated, are well located on these networks. There is a presumption against direct access from the strategic road network. Exemptions will only be made where the type of development is such that it requires a high order (of route hierarchy) route location, such as roadside service stations or freight transfer facilities;
- e. Assessing the transport impact of development and ensuring delivery of the necessary transport infrastructure for the proposal and requiring larger schemes to prepare Transport Assessments in accordance with the opinion of the Transport Authority.
- f. Requiring car parking and service vehicle needs at levels appropriate to the development and its location, in accordance with the approved/adopted standards identified in Policy TA5.

## Parking Standards

- 12.26 Owning a car is an essential part of daily life for many people in South Somerset. This is shown by higher than average car ownership levels in South Somerset where just 15% of households do not have access to a car, compared to a national average of 26%<sup>232</sup>. The rural nature of South Somerset must be considered in setting appropriate levels of parking provision in new development.
- 12.27 The amount of parking provided in new developments should strike an appropriate balance that considers various issues. Enough car parking needs to be provided to help support the local economy and allow people to make

<sup>232</sup> Source Census 2011 data

necessary trips, particularly for those whose only realistic travel option is the car. Too much car parking can encourage car use and lead to congestion and increased CO<sub>2</sub> emissions, and can waste land and result in poorly designed places; whilst too little parking can lead to parking in inappropriate places, making the streets more cluttered.

- 12.28 Other key issues in setting parking standards include car ownership; the accessibility of the development; the type, mix and use of development; and the overall need to reduce the use of high-emission vehicles.<sup>233</sup>
- 12.29 Cycling is supported for many important reasons, including improving health and wellbeing, minimising CO<sub>2</sub> emissions, and reducing traffic congestion. A fundamental part of encouraging people to cycle is by providing high quality, secure and convenient cycle parking in new developments. Somerset County Council's (SCC) Travel Planning Guidance (November 2011) includes further detail on this. The County Council's Future Transport Plan and Cycling Strategy will be taken on board where they accord with policies in this document.
- 12.30 SCC has adopted the Countywide Parking Strategy (March 2012), which includes parking standards for cars, cycles and motorcycles for both residential and non-residential development. It is logical and appropriate to apply the Highway Authority's car parking standards in South Somerset and the District Council has endorsed their use.
- 12.31 The adopted Countywide Parking Strategy will therefore be applied when considering parking provision for new developments in South Somerset. The County Council has clarified that urban extensions (such as Yeovil and Chard) should adopt the parking standards of the adjacent settlement.

#### **POLICY TA5 - PARKING STANDARDS**

Parking provision in new development should be design-led and based upon site characteristics, location and accessibility. The parking standards within the Somerset County Council Parking Strategy will be applied in South Somerset.

<sup>233</sup> NPPF July 2018. Paragraph 110

## 13. Health and Wellbeing

### Overview

- 13.1 Natural green and open space, outdoor playing space and sports, cultural and community facilities can all make a major contribution to ensuring that villages and towns are places in which people will choose to live. They play a key role in enhancing the health and sense of wellbeing of the local community. National guidance states that local planning authorities need to consider the health and wellbeing needs of local communities in their local plans<sup>234</sup>.
- 13.2 A main role of the planning system in association with development is to ensure there are sufficient open space and outdoor play space, formal sports, cultural and community facilities and that they are in the right places. But there is also a need to ensure they are of a quality to meet local standards, attractive to users, meet expectations, and are well managed and maintained. By undertaking local assessments of need and audits of provision, it is intended that the following objectives are set for the District:
- Networks of accessible, quality open spaces, sport and recreation facilities, in both urban and rural areas, which meet the needs of residents and visitors, are fit for purpose and are economically and environmentally sustainable;
  - An appropriate balance between new provision and the enhancement of existing provision; and
  - Clarity and reasonable certainty for developers and land owners in relation to the requirements and expectations of local planning authorities in respect of open space and sport and recreation provision.
- 13.3 Under the provisions of the NPPF<sup>235</sup>, open space may be designated 'Local Green Space' in local and neighbourhood plans where the green space is:
- a) In reasonably close proximity to the community it serves;
  - b) Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
  - c) Local in character and is not an extensive tract of land.
- 13.4 Design of the built environment should encourage physical activity and enable the development of on-site facilities, opportunities for exercise, relaxation and play.
- 13.5 Open Space includes formal and informal recreation open space, parks and gardens, country parks, natural green space, designated Local Green Space, woodlands and allotments. Outdoor Playing Space is defined as pitches, equipped play areas and youth facilities. Greater access to open space, parks,

<sup>234</sup> [Health and wellbeing - GOV.UK](https://www.gov.uk/government/consultations/health-and-wellbeing)

<sup>235</sup> NPPF July 2018. Paragraph 100

allotments, playing fields and provision for children and young people is clearly beneficial to the health and wellbeing of a local community. Networks of green spaces and corridors provide opportunities for recreation, walking and cycling.

- 13.6 In addition to the more obvious formal sports and cultural facilities, community halls also provide opportunities for social and recreation provision. Community halls are multipurpose buildings provided by the community for the community. They provide space and facilities for a range of local activities and increasingly for community services. It is therefore important that community halls are maintained and enhanced and where new communities are being formed or expanded through new development, there is an intention to ensure adequate provision of community hall space.
- 13.7 Symphony Healthcare Services (SHS) is a partnership between Yeovil District Hospital (YDH) and various GP Practices across the District. It is important that healthcare is not compromised by increases in population and investment will be needed at the Hospital and elsewhere to maintain services in the face of growth. This is particularly so given the on-going increases in the proportion of elderly population in the District. Some existing healthcare practices are operating in excess of capacity in accordance with national standards. More information is covered in the place specific infrastructure sections of this Plan, but SHS is actively looking for an area of land in Yeovil for a new additional primary healthcare facility; and improvements and expansion at YDH and elsewhere will be required. The Council will support the seeking of contributions from developers to meet these aims.

## Open Space, Sport, Recreation, Cultural and Community Facilities

### Local Standards and Planning Obligations

- 13.8 Government guidance<sup>236</sup> requires local authorities to have undertaken detailed assessments of needs and audits of existing facilities, to identify deficiencies in facilities and identify opportunities for new provision.
- 13.9 The quantitative, qualitative, accessibility and catchment standards are set out in South Somerset District Council's published assessments and needs strategies. These documents will be updated in the light of the most recent evidence as required. Further advice on the Council's design standards for open space can be found in the Landscape Design Guide Addendum and the Play Policy produced by the Council.<sup>237</sup>

<sup>236</sup> NPPF July 2018 Paragraph 96

<sup>237</sup> See [South Somerset District Council - Planning for Open Space, Sport and Recreation;](https://www.southsomerset.gov.uk/media/411595/landscape_design_guide_-_addendum.pdf)  
[https://www.southsomerset.gov.uk/media/35346/totb16304\\_play\\_policy\\_new\\_sml.pdf;](https://www.southsomerset.gov.uk/media/35346/totb16304_play_policy_new_sml.pdf) and  
[https://modgov.southsomerset.gov.uk/documents/s22598/9%20FINAL\\_Strategy%20and%20Action%20Plan\\_South%20Somerset%20PPS\\_Sept\\_2017%20v0.7.pdf](https://modgov.southsomerset.gov.uk/documents/s22598/9%20FINAL_Strategy%20and%20Action%20Plan_South%20Somerset%20PPS_Sept_2017%20v0.7.pdf)

- 13.10 In accordance with Policy SS5, these standards are used to assess the level of open space, outdoor playing space and sports, cultural and community facilities that would be needed to meet the reasonable requirements of a development's future occupants, providing that the obligation meets the three statutory tests in paragraph 56 of the NPPF<sup>238</sup>.
- 13.11 The provision of 'dual use' open space may be considered but only where open access can be secured and where the District Council is satisfied that long term open access can be achieved.
- 13.12 In calculating the amount of space required, the type of development and make-up of individual housing schemes will need to be taken into account in order to determine likely household size. It is accepted that not all types of development generate the same demand for open space, outdoor playing space, and sport and recreational facilities, such as single bedroom accommodation, rest homes, nursing homes, sheltered accommodation; and special needs housing.

### Green Infrastructure

- 13.13 Green Infrastructure is the mosaic of natural landscape features, spaces and corridors that lie within and between developed areas. They are essential elements of the character and appearance of an area and contribute positively to cultural heritage, the health and wellbeing of the local community and the general quality of life. In addition to enriching visual amenity they offer opportunities for informal recreation and provide wildlife habitats and the connectivity between them. They can also contribute to natural drainage and reduce surface water run-off, helping mitigate for the consequences of climate change. Green Infrastructure assets include open spaces such as parks and gardens, allotments, woodlands and natural open space, fields, hedges, lakes, ponds, playing fields, as well as footpaths, cycleways and rivers.
- 13.14 The provision of properly integrated Green Infrastructure can enhance the amenity of an area and promote a sense of place and community identity. Greater access to open space, parks, playing fields and provision for children and young people are clearly beneficial to health and the sense of well-being of the local community. Networks of green spaces and corridors provide opportunities for recreation, walking and cycling and also benefit wildlife by conserving and enhancing habitats, and providing buffers from development to important wildlife sites and watercourses. Green infrastructure can also serve to deflect visitor pressures on nationally and internationally important wildlife sites.
- 13.15 Trees are essential to the value of Green Infrastructure. The retention of trees and woodland; their appropriate management; and provision of new tree planting, can help to combat climate change and flooding. Trees help to alleviate pollution and modify microclimate.

<sup>238</sup> NPPF, July 2018

- 13.16 Attenuation ponds and other sustainable drainage systems, together with larger water bodies, can also provide valuable aspects of Green Infrastructure, with a potential for enhancing ecological and landscape value.
- 13.17 Clear priorities will be established through an overarching Green Infrastructure Strategy. This will incorporate local open space standards and requirements for developments to contribute towards the delivery of a comprehensive network of Green Infrastructure. In particular, the strategy will recognise the need to integrate Green Infrastructure within the Yeovil Sustainable Extensions and to ensure that all communities have access to quality green areas.
- 13.18 Where loss of green infrastructure as a result of development is unavoidable the Council will seek mitigation based on the principles within Natural England's Accessible Natural Greenspace Standard<sup>239</sup> (ANGSt).

### Site Specific Mitigation

- 13.19 Although the District Council has adopted a Community Infrastructure Levy Charging Schedule, the 'Regulation 123 List' does not include the use of monies received for community, health or leisure facilities, other than the following specific items:
- Arts and entertainment facilities and improvement in Yeovil
  - Swimming pool improvements or provision in Yeovil, Primary and Local Market Towns
  - Sports hall improvements or provision in Yeovil, Primary and Local Market Towns
  - 3G Artificial Grass Pitch improvements or provision in Primary and Local Market Towns
  - Community hall improvements or provision
  - New cemetery space to serve Yeovil
  - Off-site open space and public realm
- 13.20 Contributions for site specific mitigations will therefore continue to be sought elsewhere for improvements or provision of open space or public realm, outdoor play space, sports, community and cultural facilities or building related to a specific development site, through a S106 agreement. This will be necessary where it has been proven that the new development increases local needs. The provision of open space, outdoor playing space and sports, cultural and community facilities may be required on-site or may form part of a contribution towards off-site provision of either new or improved facilities. The requirement for an off-site contribution may arise because of the following:
- The size, layout and topography of the development; and
  - There may be other opportunities within the appropriate distance of the site which could better meet the needs of the development.

<sup>239</sup>[http://www.ukmaburbanforum.co.uk/documents/other/nature\\_nearby.pdf](http://www.ukmaburbanforum.co.uk/documents/other/nature_nearby.pdf)

- 13.21 Provisions for future maintenance can be sought towards such provision to ensure the continued availability of the open space, equipped play space, youth facilities and playing pitches and changing rooms. Planning Obligations can include maintenance payments towards the provision of facilities that are predominately for the benefit of the users of the associated development.
- 13.22 The provision of on-site (or contribution towards off-site) play and youth facilities, playing pitches and changing facilities, public open space and landscaped areas will require developers to agree the future management of this space with the Council. The Council will need to be satisfied that any management company is suitably financed. The former will require an initial landscape maintenance plan to be implemented prior to adoption, with a commuted sum paid to the local planning authority to cover maintenance for the 10 years following adoption. The latter will require a formal management plan, including timescale for adoption and maintenance schedule, to be agreed as part of a Section 106 planning obligation.
- 13.23 In areas of particular sensitivity, it is recognised that there is a role for open space provision in alleviating pressure on existing natural areas. This is particularly the case at Langport/Huish Episcopi, where more open space provision for activities such as dog walking can alleviate pressures on Somerset Moors and Levels sites, given their close proximity.

**POLICY HW1 – PROVISION OF OPEN SPACE, OUTDOOR PLAYING SPACE, SPORTS, CULTURAL AND COMMUNITY FACILITIES IN NEW DEVELOPMENT**

- i. Where new housing development generates a need for additional open space, outdoor playing space, local and strategic sports, cultural and community facilities, provision/contributions will be made as appropriate. The need for additional open space may be required due to the proximity to sensitive (internationally-designated) sites and conservation areas, so as to alleviate potential development-related pressure on those sites.
- ii. Housing provision consisting of sheltered housing, rest and nursing homes, special needs housing will be exempt from these standards with exception of informal recreational open space.
- iii. Developments of one bedroom dwellings will not be required to provide equipped play provision and youth facilities but will be required to provide for other open space and outdoor playing space.
- iv. Dependent upon the size and layout of the development, the provision of open space, outdoor playing space, local and strategic sports, cultural and community facilities, may be required on site or may form part of a contribution towards off site provision of either new or improved facilities. In such circumstances off-site provision towards local facilities should be made in a location, which adequately services the new development and a planning obligation may be used to secure this.
- v. Provision should be made for future maintenance to ensure the continued availability of the facilities.
- vi. Green Corridors, Public Rights of Way, Civic Spaces, Cemeteries, Private Open Space, Designated Local Green Space and Community Allotments are other aspects of Green Infrastructure, which need to be given full consideration.

## POLICY HW2 – GREEN INFRASTRUCTURE

- i. The Council will promote the provision of Green Infrastructure throughout the district, based upon the enhancement of existing areas including public open space, accessible woodland, and river corridors, and by ensuring that development provides open spaces and green corridor links between new and existing green spaces.
- ii. Development proposals should provide and/or maintain a network of connected and multifunctional open spaces that, where appropriate, meet the following requirements:
  - a. Create new habitats and connects existing wildlife areas to enrich biodiversity & promote ecological coherence;
  - b. Provide and/or maintain an accessible network of green spaces and improve recreational opportunities, including environmental education, local food production and support physical health and mental wellbeing;
  - c. Ensure that all children and young people have reasonable access to a range of play and leisure opportunities;
  - d. Provide and/or maintain opportunities for enhanced, attractive walking and cycling routes linking urban areas and the wider countryside;
  - e. Enhance and/or maintain the character and local distinctiveness of the landscape;
  - f. Contribute to and/or maintain local identity and sense of place;
  - g. Increase the district's tree cover;
  - h. Help mitigate the consequences of climate change (sustainable drainage systems, shade etc.); and
  - i. Alleviate current and future potential visitor and recreation pressure/disturbance to internationally designated conservation areas.
- iii. Existing Green Infrastructure will be protected against any adverse impact of development proposals. If loss of existing green infrastructure assets is unavoidable in order to accommodate necessary development, appropriate mitigation for the loss will be required. Development should include green infrastructure of an appropriate type, standard and size and be designated based on the principles within Natural England's Accessible Natural Greenspace Standard or otherwise appropriately contribute to improving access to natural greenspace such that the overall aims are met.

## Sports Zone

13.24 The Yeovil Sports Zone is the working title for the South Somerset District Council project aiming to provide residents with first class sport and recreation facilities, which will meet both present and projected future needs as the population grows. It will widen the range of opportunities for people of all ages to participate in leisure, stimulate healthy lifestyles, increase participation in active sport, enable more young people to achieve their potential in sport and create a sub-regional sports venue within the district and focuses on 4 key strategic areas:

- Supporting community sport;
- Developing active communities;

- Enhancing facility provision; and
- Raising the profile of Sport and Active Leisure.

13.25 The South Somerset Leisure Facilities Strategy is expected to be completed by March 2019, depending on the conclusions Policy HW3 may be deleted from the Local Plan Review if there is no longer a need for this type of facility in the District. The Policy is retained for the time being.

### **POLICY HW3 - SPORTS ZONE**

In order to increase the range of opportunities for people of all ages to participate in indoor leisure, promote healthier lifestyles, allow for improved potential in sport and create a sub-regional sports venue, the Council and its partners will seek a suitable location for the provision of a Sports Zone of at least 1.5ha. In identifying a suitable location the following locational factors will be taken into consideration:

- a. Preference will be given to a site within the existing town of Yeovil;
- b. If there is no suitable, available and viable site available within the town which can accommodate the development, the site selection should follow a sequential approach with preference given to the location of the Sports Zone on the edge of Yeovil close to public transport links and other sustainable transport modes.

### **Existing Outdoor Sports, Play and Youth Provision**

13.26 Existing outdoor sports, play and youth provision will be protected from inappropriate future development which would result in the loss of these facilities. This includes:

- LAPs - Local Areas for Play;
- LEAPs - Locally Equipped Areas for Play;
- NEAPs - Neighbourhood Equipped Areas for Play;
- MUGAs - Multi Use Games Areas;
- Destination playgrounds';
- Youth facilities, including skate parks, hard surfaced courts, areas for ball play (including multi use games areas – MUGAs, rebound walls, basketball courts), skate parks, BMX tracks and youth shelters

13.27 There may however be instances, where there is a proven oversupply of equipped play areas and youth facilities, or where they are not appropriately located. In this instance it may be desirable to remove the facilities and not relocate them.

13.28 NPPF para 97<sup>240</sup> provides a wider context for Policy HW4 below and includes playing fields and recreational buildings.

#### **POLICY HW4 – PROTECTION OF PLAY SPACES AND YOUTH PROVISION**

Development which would result in the loss of equipped play areas and youth facilities will only be permitted where:

- a. There is a partial development of a site and the remaining site will be retained at its current provision and improved;
- b. Alternative provision of equivalent community benefit of a similar nature which is accessible and made available locally within the same catchment;
- c. There is a proven oversupply of equipped play areas and youth facilities, or they are not appropriately located.

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<sup>240</sup> NPPF July 2018

## 14. Environmental Quality

### Overview

- 14.1 Maintaining and enhancing environmental quality in South Somerset will require the Council to address climate change mitigation and adaptation, design quality of new development, protection and enhancement of the historic environment, landscape and biodiversity, development of green infrastructure and pollution control.

### Addressing Climate Change in South Somerset

- 14.2 The release of greenhouse gases into the atmosphere from human activity is changing the world's climate and national Government policy clearly supports taking action to tackle this issue. This 'action' involves mitigation through reducing greenhouse gas emissions; and adaptation by ensuring development can cope with the predicted impacts of climate change and helping biodiversity to adapt to a changing climate. Taking action to address climate change will be much less costly than not taking action over the medium to long term.<sup>241</sup>
- 14.3 Local planning authorities have a statutory duty<sup>242</sup> to ensure that, taken as whole, Plan policy contributes to the mitigation of, and adaptation to, climate change.
- 14.4 Figure 14.1 compares Carbon dioxide (CO<sub>2</sub>) emissions for South Somerset, compared to the neighbouring districts in Somerset. South Somerset's have reduced from 7.2 tonnes in 2009; a reduction of over 20%.

**Figure 14.1: CO<sub>2</sub> Emissions in Somerset**

	CO <sub>2</sub> Emissions Per Person
<b>South Somerset</b>	<b>5.7</b>
Taunton Deane	5.3
Sedgemoor	7
Mendip	6.7
<b>County Average</b>	<b>6.1</b>

- 14.5 The Climate Change Act 2008 requires an 80% reduction in greenhouse gas emissions by 2050 (upon 1990 levels) - a key element of the Local Plan is to ensure South Somerset makes a full and appropriate response to climate change.
- 14.6 The Local Plan Vision and Strategic Objectives support a low carbon economy, and promote greater self-containment by focussing most new development at the main settlements in the district, with a balance of employment and housing provision, ensuring communities have good access to shops and community

<sup>241</sup> Stern Review on the economics of climate change, HM Treasury, 2006

<sup>242</sup> Section 19 of the 2004 Planning and Compulsory Purchase Act, as amended by the 2008 Planning Act

services and facilities. This should ensure the need to travel is minimised, especially by car, and therefore limit the growth of CO<sub>2</sub> emissions from travel.

- 14.7 Even if the world were to go 'zero carbon' straight away, there is likely to be 30-40 years of climate change due to greenhouse gas emissions already released.<sup>243</sup> This makes it vitally important to ensure that new development is adapted to cope with the effects of climate change that will happen regardless of measures taken now to reduce emissions of CO<sub>2</sub>.
- 14.8 By the 2050s, climate change in South Somerset is likely to mean more extreme weather events including:<sup>244</sup>
- Summers being 2-3 degrees centigrade hotter, and 20-40% drier;
  - Winters being 2-3 degrees warmer, and 10-20% wetter.
- 14.9 Changes to the summer climate may have some positives in South Somerset from increased tourist numbers, which would benefit the local economy. But hotter, drier summers could damage wildlife in the District and reduce levels of water supply. Wetter winters could cause more flooding and greater risk to property and people.

## Renewable and Low Carbon Energy

- 14.10 This term describes energy supply from 'renewable' sources such as from the wind, water, the sun, and biomass; and 'low carbon energy' that can help to reduce CO<sub>2</sub> emissions e.g. Combined Heat and Power, air/ground source heat pumps and energy-from-waste. In July 2018 the Government published the National Adaptation Programme this set out a wide range of actions to help the country adapt to climate change. The Government's current 'feed in tariff' provides a financial incentive for renewable and low carbon electricity generation, e.g. solar photovoltaic panels, wind turbines.
- 14.11 Policy EQ1 fully supports the delivery of renewable and low carbon energy, consistent with national policy. However, in some cases there may be unacceptable impacts that could preclude renewable and low carbon energy development, such as large wind turbines on bird flight paths in or around the Somerset Levels and Moors Special Protection Area (SPA)/Ramsar, and impact upon protected landscapes such as Areas of Outstanding Natural Beauty (AONB),<sup>245</sup> or designated heritage assets. The Habitats Regulations Assessment for the Somerset Levels and Moors makes clear that wind farm developments are likely to be unacceptable within 800 metres of the internationally designated sites.
- 14.12 Planning Practice Guidance<sup>246</sup> states that applications for wind energy development should only be granted if the site has already been identified as

<sup>243</sup> [Adapting to climate change: UK Climate Projections, Defra, 2009]

<sup>244</sup> [Central estimate under medium emissions scenario, UK Climate Projections 2009]

<sup>245</sup> [For example, a study has been produced to assess renewable energy potential in the Blackdown Hills AONB: 'Renewable Energy in the Blackdown Hills AONB (2010)']

<sup>246</sup> [Renewable and low carbon energy - GOV.UK](https://www.gov.uk/guidance/renewable-and-low-carbon-energy)

suitable for wind energy development in a Local or Neighbourhood Plan, and if it has the backing of the local communities that it may affect. In applying these new considerations, suitable areas for wind energy development will need to have been allocated clearly in a Local or Neighbourhood Plan – it is not the intention of this Authority to designate such sites.

- 14.13 In terms of other potential renewable and low carbon energy resources in South Somerset, there is good potential to develop solar photovoltaic panels as the District has relatively high levels of sunshine duration compared to the rest of the UK, with around 1,500 sunshine hours per year.
- 14.14 There are also numerous weirs and mills that generate electricity as part of the South Somerset Hydropower Group - albeit at a relatively small-scale - with further potential sites yet to be developed. Wood chip, wood pellet or logs can be used to generate heat in biomass boilers, stoves and combined heat and power systems, heating individual buildings or to power district heat systems. As wood is a bulky material, it is most viable to use a local supply. Farmers tend to use Grade 3 agricultural land (which covers most of South Somerset) for energy crops such as Miscanthus or Willow, and there are also areas of unmanaged woodland and coppice that could yield wood fuel.

## Sustainable Construction and Minimising Carbon Dioxide Emissions in New Development

- 14.15 New development has the potential to increase CO<sub>2</sub> emissions through the construction of buildings and their subsequent use.
- 14.16 The Council will actively support energy efficiency measures in new development. Although energy is a key aspect, these sustainable construction methods cover a range of other issues such as water, waste, health and wellbeing, and ecology. Although 'water stress' (potential lack of water supply) has not been identified as a particular issue for South Somerset, climate change and population growth will require more efficient use of water through measures such as rainwater harvesting, grey water recycling and water efficient appliances. Decentralised local renewable or low-carbon energy sources in new development will also be encouraged.

## Flood Risk

- 14.17 As described above, climate change is likely to mean wetter winters and more extreme weather events in South Somerset and therefore potentially more frequent flooding. National planning policy<sup>247</sup> states that a sequential, risk-based approach should be applied to avoid development in areas of flood risk, taking account of the current and future impacts of climate change.
- 14.18 South Somerset's Strategic Flood Risk Assessment (SFRA)<sup>248</sup> highlights areas at risk of flooding from rivers and identifies flooding incidents that have occurred in the past from rivers, surface water, sewer flooding, and groundwater. Some areas in and around Yeovil are within Flood Zone 3 (high flood risk), as are parts of many of the Market Towns and Rural Centres. Langport/Huish Episcopi, Ilminster and Ilchester are settlements where flood risk is a particular issue. The SFRA was undertaken a number of years ago now and a new assessment is currently being undertaken by Consultants as part of a joint project between South Somerset and Taunton Deane and West Somerset Councils.
- 14.19 In early 2014 the Somerset Levels and Moors experienced widespread flooding, particularly within the Parrett and Tone river catchments. It is the largest flood event ever known. The Environment Agency estimated there were 100 million cubic metres of floodwater covering an area of 65 square kilometres. Residents of Northmoor (Moorland, Chadmead and Fordgate) had to leave their homes at the height of the flood and many communities were cut off by floodwater. As a result, there is a specific flood action plan for the area<sup>249</sup>.
- 14.20 The aim of the Sequential Test set out in the NPPF<sup>250</sup> is to steer new development to areas at the lowest probability of flooding i.e. Flood Zone 1.

<sup>247</sup> NPPF July 2018

<sup>248</sup> South Somerset Strategic Flood Risk Assessment Level 1, August 2008

<sup>249</sup> [Somerset Levels and Moors: reducing the risk of flooding - GOV.UK](#)

<sup>250</sup> NPPF July 2018

Proposals in Flood Zones 2 or 3 will need to consider alternative sites that have a lower risk of flooding and the 'exception test' will also be applied, in which it will be considered whether the development would provide wider benefits to the local community that outweigh flood risk; and whether the development, its users and the wider area will be safe. In the first instance the area to which the 'search' for reasonably available alternative sites will apply will be District-wide, but there will be cases where this area of search will be smaller. Some examples of justifying a reduced 'area of search' include it potentially being impractical to suggest that extensions of existing business premises, such as farm holdings, could be developed elsewhere in the District; and where there is a need for new development that has a defined catchment area such as a school, hospital, or doctor's surgery.

- 14.21 Surface water flooding is also an issue at many of the main settlements in the District, particularly Yeovil. Sustainable Drainage Systems (SuDS) are encouraged as they mimic natural drainage by reducing the amount and rate of water flow following rainfall, therefore reducing the risk of surface water flooding. SuDS have several other benefits such as removing pollutants from urban run-off at source, ensuring that new developments do not increase flood risk downstream, and combining water management with green space which can increase amenity, recreation and biodiversity value (known as green infrastructure – see Policy HW2). The SFRA states that there is a relatively high potential for SuDS in South Somerset due to the permeable underlying geology.
- 14.22 The Environment Agency produce Catchment Flood Management Plans (CFMPs) to identify strategic flood risk management policies in river catchments over the long term (50-100 years). The River Parrett CFMP covers most of South Somerset, and states that in the future the main problems in Yeovil may be related to higher intensity summer storms that overwhelm the local sewers and smaller streams.

### **Biodiversity and climate change**

- 14.23 The distribution of habitats and species will be affected by the changing climate, so it is important to ensure that this issue is addressed when considering proposals for new development. An example of delivering this is through the creation of new natural habitats around existing habitats, and linking such areas together, wherever possible. Policies EQ5: Biodiversity and HW2: Green Infrastructure contain further detail on the conservation and enhancement of biodiversity, including the creation of such wildlife 'corridors'. It is important to note that some measures to combat climate change can potentially have adverse effects on biodiversity.

**POLICY EQ1 – ADDRESSING CLIMATE CHANGE IN SOUTH SOMERSET**

The Council will support proposals for new development where they have demonstrated how climate change mitigation and adaptation will be delivered, through inclusion of the following measures (as appropriate):

- a. New development should ensure that carbon dioxide emissions are minimised through energy efficiency measures, renewable and low carbon energy, and where necessary Allowable Solutions;
- b. Development of renewable and low carbon energy generation will be encouraged and permitted, providing there are no significant adverse impacts upon residential and visual amenity, landscape character, designated heritage assets, and biodiversity;
- c. Development will be directed away from medium and high flood risk areas by using South Somerset's Strategic Flood Risk Assessment as the basis for applying the Sequential Test. The area of search to which the Sequential Test will apply will be South Somerset wide, unless adequately justified otherwise in relation to the circumstances of the proposal. Where appropriate, the Exception Test can be applied if this is consistent with wider sustainability objectives;
- d. Development should reduce and manage the impact of flood risk by incorporating Sustainable Drainage Systems, and through appropriate layout, design, and choice of materials;
- e. Climate change should be considered in the design of new development, incorporating measures such as solar orientation, maximising natural shade and cooling, water efficiency and flood resilience;
- f. Susceptibility to climate change should be taken into account on all proposals to develop sites with biodiversity interest.

## Design / General Development

- 14.24 Paragraphs 124 to 132 of the NPPF<sup>251</sup> set a clear national policy framework for promoting good design as a key element to achieving sustainable development.
- 14.25 It is self-evident that all development in all locations should be designed to the highest standard. This is essential if we are to create functional, attractive places that people want to live in, work in and visit. Well-designed buildings and places can contribute to the quality of life, increase economic vitality, achieve high environmental standards, reduce emissions and deliver a high quality public realm. This principle is carried throughout the Local Plan, which sets the objective to develop new homes, infrastructure and all other land uses to the highest possible design standards.
- 14.26 Policy EQ2 aims to ensure that development contributes to social, economic and environmental sustainability and makes a positive difference to people's lives to help to provide homes, jobs, and better opportunities for everyone. At the same time, it aims to protect and enhance the natural environment, and conserve the countryside and open spaces that are important to everyone.
- 14.27 All development will be expected to achieve high quality architectural and urban design standards, creating places that are attractive, durable and function well. All developments will be expected to achieve high environmental standards and levels of sustainability. All buildings should be designed to be fit for purpose, and adaptable in their use to suit changing occupier needs over time.
- 14.28 Development proposals also need to demonstrate a commitment to designing out crime through the creation of safe environments (both private and public) that benefit from natural surveillance, well overlooked streets and open spaces, appropriate lighting and other security measures.
- 14.29 South Somerset has published a range of Development Management advice guides to give guidance on how design should complement local architectural traditions and how sustainable construction techniques can be incorporated within the context of the existing built heritage. ([South Somerset District Council - Publications and Advice Notes](#)) These and others produced during the Plan period should be taken into account when considering development proposals. The Council also apply specific guidance from Government and Government sponsored organisations. Neighbourhood Plans may provide a more detailed local context for the evaluation and consideration of development proposals and should be taken into account where they have been produced. The Development Management advice will be reviewed and revised during the lifetime of the Development Plan and the most up to date material should be referred to.
- 14.30 To comply with climate change objectives the design of new development will change significantly over the coming years. Sustainable construction principles will affect layout, orientation of buildings, materials, design for minimum waste

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<sup>251</sup> NPPF July 2018

and conservation of water resources as well as fundamental appearance. It will be a challenge for the development industry and the local planning authority to both respect local context and distinctiveness and embrace new design principles. The Council will look to radical design solutions, where appropriate, to compliment and evolve local distinctiveness and recognise that respect for local context does not preclude contrasting modern design that can work with local context to provide a desirable and high quality living environment which can present the evolving historical and architectural story.

- 14.31 All development should ensure the most efficient use of land through the size and arrangement of plots, further determining the position, orientation, proportion, scale, height, massing and density of buildings as well as the treatment of the spaces around and between the buildings themselves. Consideration of the relationship to adjoining buildings and landscape features will be encouraged. Density should be justified as part of the overall design concept of development proposals and will also include appropriate consideration of private amenity spaces. Particular regard should be had for levels of housing demand and need and availability of sites, infrastructure and service availability, efficient use of land, accessibility, local area characteristics and other detailed design considerations (as indicated above) in the determination of the appropriate density on a particular site. Where appropriate proposals should include design codes and/or master plans.

**POLICY EQ2 – GENERAL DEVELOPMENT**

- i. Development will be designed to achieve a high quality, which promotes South Somerset's local distinctiveness and preserves or enhances the character and appearance of the District.
- ii. Development proposals, extensions and alterations to existing buildings, structures and places will be considered against:
  - a. Sustainable construction principles;
  - b. Creation of quality places;
  - c. Conserving and enhancing the landscape character of the area;
  - d. Reinforcing local distinctiveness and respect for local context;
  - e. Creating safe environments addressing crime prevention and community safety;
  - f. Having regard to South Somerset District Council's published Development Management advice and guidance; and
  - g. Making efficient use of land whilst having regard to:
    - d. Housing demand and need;
    - e. Infrastructure and service availability;
    - f. Accessibility;
    - g. Local area character; and
    - h. Site specific considerations
- iii. Innovative designs delivering low energy usage and/or wastage will be encouraged. Development proposals should protect the residential amenity of neighbouring properties and new dwellings should provide acceptable residential amenity space in accordance with Policy HW 1.

**Historic Environment**

- 14.32 The National Planning Policy Framework<sup>252</sup> sets out the Government's objective for the planning system to contribute to the achievement of sustainable development by conserving and enhancing the historic environment and its assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations.
- 14.33 The historic environment is a valuable part of South Somerset's cultural heritage and contributes significantly to the local economy and identity of the District, adding to the quality of life and well-being of residents and visitors. Whether in the form of individual buildings, archaeological sites, historic market towns or landscapes, the conservation of this heritage and sustaining it for the benefit of future generations is an important aspect of the role the Council plays on behalf of the community and, as the local planning authority, fulfilling the Government's core planning principles.

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<sup>252</sup> NPPF July 2018

- 14.34 The richness of South Somerset's historic environment is indicated by its high number of designated assets including 4,600 Listed Building list entries, over 80 Conservation Areas, 14 Historic Parks, a battlefield site of national importance and a high number of scheduled monuments and other archaeological sites.
- 14.35 The District Council is committed to protecting and where appropriate enhancing this irreplaceable heritage. All designated assets including listed buildings, Conservation Areas, Historic Parks and archaeological sites together with other heritage assets that contribute positively to the significance of the historic environment will be protected from demolition or inappropriate development that affects the asset or its setting. The Council will seek to work with owners and developers to ensure historic assets are properly managed and cared for and remain in a viable use.
- 14.36 The Council has produced a draft Historic Environment Strategy<sup>253</sup> and all new development should have regard to it. The document provides advice on the General Principles to Managing, Conserving and Enhancing the Historic Environment, the management of Designated Assets; and on for example, Archaeological Sites and other Historic Features of Local or Cultural Interest.

### **POLICY EQ3 – HISTORIC ENVIRONMENT**

- i. Heritage assets will be conserved and where appropriate enhanced for their historic significance and important contribution to local distinctiveness, character and sense of place. Their potential to contribute towards the economy, tourism, education and local identity will be exploited.
- ii. All new development proposals relating to the historic environment will be expected to:
  - a. Safeguard or where appropriate enhance the significance, character, setting and local distinctiveness of heritage assets;
  - b. Make a positive contribution to its character through high standards of design which reflect and complement it and through the use of appropriate materials and techniques;
  - c. Ensure alterations, including those for energy efficiency and renewable energy, are balanced alongside the need to retain the integrity of the historic environment and to respect the character and performance of buildings, adopting principles of minimum intervention and reversibility.
- iii. Any assessment of impact on heritage assets and their settings should be proportionate to an asset's importance and potential impact of the proposal on its significance.

<sup>253</sup> South Somerset Historic Environment Strategy 2016;  
[https://www.southsomerset.gov.uk/media/855771/h\\_e\\_s\\_draft\\_issue\\_for\\_consultation\\_october\\_2016.pdf](https://www.southsomerset.gov.uk/media/855771/h_e_s_draft_issue_for_consultation_october_2016.pdf)

## Landscape

- 14.37 The NPPF sets out the Government's objectives for the planning system to contribute to sustainable development through the conservation and enhancement of the natural environment, recognising the intrinsic character and beauty of the countryside; and its economic value. Particular weight is placed upon conservation of protected and designated landscapes.
- 14.38 The variety of South Somerset's landscapes and the contribution they make to local distinctiveness and sense of place is valued by the Council and is described in the assessment of the District's landscape character, *The Landscape of South Somerset*, 1993. This identifies seven specific landscape character areas and defines the distinct, recognisable and consistent pattern of elements that make each landscape and settlement within the district different. More recent *Peripheral Landscape Studies* also explain the main landscape sensitivities around the main urban centres in the District<sup>254</sup>.
- 14.39 In describing local landscape types and their capacity for change, landscape characterisation is particularly valuable as a tool to both inform and shape development in a manner that actively responds to its wider setting.

### **POLICY EQ4 – LANDSCAPE**

Proposals for development shall take into account the local distinctiveness and the main characteristics of each landscape character area. Development will be permitted provided that;

- a. within AONBs, it favours the conservation of natural beauty;
- b. it conserves and, where possible enhances the landscape character and local distinctiveness of the area, including its historical and cultural character; the distinctive setting of and relationship between, settlements and buildings, and the landscape (including important views) and;
- c. there is no significant adverse impact on local landscape character; scenic quality; and distinctive landscape features.
- d. In particular, the site arrangement, and form and scale of development proposals, along with any necessary landscape mitigation, shall have proper regard to their landscape context. Development proposals should avoid built forms whose profiles would be out of keeping when viewed from sensitive public vantage points.
- e. Development must not risk the integrity of internationally, nationally or locally designated landscape sites.

<sup>254</sup> [South Somerset District Council - Peripheral Landscape Studies](#)

## Biodiversity and New Development

- 14.40 National policy<sup>255</sup> promotes sustainable development whilst conserving and enhancing biodiversity. Plan policies should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology by sustaining and where possible improving the quality and extent of natural habitat and the populations of naturally occurring species which they support. This should be based on up to date information<sup>256</sup> of resources in the area and should promote opportunities within the design of the proposal for the incorporation of beneficial biodiversity and geological interests.
- 14.41 The District Council recognises the value of our natural assets and has been working with Somerset County Council, the District/Borough Councils, Somerset Wildlife Trust, Natural England, RSPB and other conservation agencies as part of the Somerset Biodiversity Partnership to identify species<sup>257</sup> and habitats that are important in Somerset and to draw up plans to assist in their conservation.
- 14.42 'Wild Somerset' is the Strategy that covers the whole area of Somerset and describes how the partnership will work together and involve local communities and other agencies in activities to protect and enhance wildlife. In addition to the habitats and species covered in the Countywide Wild Somerset Strategy. All proposals should consider protection and enhancement of biodiversity from the outset and have regard to Local and Regional Biodiversity Strategies, taking into consideration the findings as identified in 'The Distribution of European Protected Species in South Somerset' and 'European Protected Species in South Somerset'.<sup>258</sup> Priority Species are defined in Section 41 of the Natural Environment and Rural Communities Act and in Somerset Priority Species List, and are to be protected from the adverse implications of new development. The Brackets Coppice Special Conservation Area near Crewkerne merits particular consideration of its resident bat population and their foraging area in consideration of local biodiversity in that area. The implications for bats of lighting associated with development will need to be borne in mind when determining planning applications.
- 14.43 There are significant consequences for the long-term protection and adaptability of biodiversity and the ability of wildlife and habitats to respond to climate change. There is a need to expand and re-connect the existing areas and restore habitats where they have been destroyed. Development proposals should be accompanied by sufficient information to assess the effects of development on protected sites, species, biodiversity or geology, together with any proposed

<sup>255</sup> NPPF July 2018

<sup>256</sup> The latest Local Wildlife Sites and Local Geological Sites (LGS) will be shown on the Policies Maps; with the exception of the LGSs at 'Yeovil Old Town Walls', 'Ilminster Old Town Walls' and 'Corton Ridge and Beacon' where there is a lack of specific information on their extent – further detail on these sites is available from the Somerset Environment Records Centre.

<sup>257</sup> Somerset Priority Species List

<sup>258</sup> Produced by Somerset County Council, 2009

prevention, mitigation or compensation measures. They will need to demonstrate that they will not adversely impact nationally and internationally designated sites.

#### **POLICY EQ5 – BIODIVERSITY**

- i. All proposals for development, including those which would affect sites of regional and local biodiversity, nationally and internationally protected sites and sites of geological interest, will:
  - a. Protect the biodiversity value of land and buildings and minimise fragmentation of habitats and promote coherent ecological networks;
  - b. Maximise opportunities for restoration, enhancement and connection of natural habitats;
  - c. Incorporate beneficial biodiversity conservation features where appropriate;
  - d. Protect and assist recovery of identified priority species; and
  - e. Ensure that Habitat Features, Priority Habitats and Geological Features that are used by bats and other wildlife are protected and that the design including proposals for lighting does not cause severance or is a barrier to movement.
- ii. Where there is a reasonable likelihood of the presence of protected and priority species development design should be informed by, and applications should be accompanied by, a survey and impact assessment assessing their presence. If present, a sequential approach to the design of the proposal should be taken that aims first to avoid harm, then to lessen the impact, and lastly makes compensatory provision for their needs.
- iii. Development will not be allowed to proceed unless it can be demonstrated that it will not result in any adverse impact on the integrity of national and international wildlife and landscape designations, including features outside the site boundaries that ecologically support the conservation of the designated site.
- iv. Development must not risk the integrity of internationally, nationally or locally designated wildlife sites.

## Woodlands and Forest

- 14.44 South Somerset has only 5% coverage of woodland, which is significantly below the County average of 9%. This is a reflection of the rolling lowland character of the district, where good soils have led to the land being cleared for agriculture over past centuries. There are a few exceptions to this such as the eastern scarp boundary, which is well wooded, the hills east of Bruton, south of Crewkerne and the edge of the Blackdown Hills around Chard. Over the remainder hedgerow trees, small copses and locally significant old orchards, often on the edge of villages, dominate the landscape. Significant linear woodlands such as those along the Fivehead and Somerton ridges also define the Western edge of the District. These both have a high proportion of Ancient Woodland<sup>259</sup>. Ancient Woodland and ancient and veteran trees outside of woodland require particular protection. Traditional old orchards and veteran trees are important historical features of the region, providing good habitats for wildlife.
- 14.45 The UK Forestry Standard<sup>260</sup> expresses Government policy on the roles and maintenance of woodland and forest, setting out what is needed to help secure the future of these assets.
- 14.46 Areas of woodland should be expanded where appropriate to support other habitats, act as carbon sinks, enhance landscape character and as a key part of providing green infrastructure in and around new development. Any unavoidable loss of woodland should be replaced via agreements with developers and other mechanisms. The removal and management of trees and woodland may be necessary where this is needed to meet conservation objectives for open habitats, such as heathland and grassland.
- 14.47 Sustainable tourism development opportunities presented by woodlands and forests should be promoted, particularly in rural areas. The wider economic use of woodlands and forests should also be promoted, for example with regards to wood fuel. The procurement of locally grown timber products to the UK Woodland Assurance Standard (UKWAS)<sup>261</sup> should be supported, particularly in relation to development, in order to achieve improved sustainability of construction and in support of local supply chains.
- 14.48 In line with the NPPF<sup>262</sup> development resulting in the loss or deterioration of irreplaceable habitats such as ancient woodland and ancient or veteran trees should be refused unless there are wholly exceptional reasons.

<sup>259</sup> Ancient woodland is defined as land continually wooded since at least AD1600, Natural England and Woodland Trust

<sup>260</sup> [The UK Forestry Standard - GOV.UK](#)

<sup>261</sup> The UK Woodland Assurance Standard was developed by a group of forestry and environmental organisations to provide a standard for certification relevant to UK woodlands and which satisfies the standards required by both the Forest Stewardship Council (FSC) and Pan European Forest Certification (PEFC)

<sup>262</sup> NPPF, July 2018. Paragraph 175 and footnote 58.

**POLICY EQ7 – WOODLAND AND FORESTS**

- i. South Somerset District Council will support the implementation of the UK Forestry Standard, ensuring the environmental, social and economic value and character of the District's trees, woods and forests are protected and enhanced in a sustainable way. Woodland areas, including ancient and semi-natural woodland should be maintained at least at 2005 levels and expanded where possible to provide a buffer to core areas of woodland.
- ii. The loss of ancient woodland as well as ancient or veteran trees should be protected against wherever possible. Where secondary woodland is unavoidably lost through development it should be replaced with appropriate new woodland on at least the same scale.

**Pollution Control**

- 14.49 Paragraphs 178 - 183 of the NPPF<sup>263</sup> set out the need for Local Authorities to consider the impact of new development on ground conditions, noise, air and light pollution. This aims to ensure that new developments do not harm existing residents, future residents or the natural environment. This includes minimising air, noise, light, water quality or odour pollution, that would be harmful to other land uses, human health, tranquility or the natural and built environment. The NPPF states that plan policy aims to avoid and mitigate the impacts of potential pollution associated with development.
- 14.50 Potentially noisy developments will be expected to be accompanied by an appropriate noise assessment. Developers will be required to demonstrate the potential impact of proposals on the environment and on residential amenity and the ability to mitigate to an acceptable level.<sup>264</sup>
- 14.51 Noise Exposure Category maps exist for three airfields in the district, RNAS Yeovilton in Ilchester, RNAS Merryfield in Ilton and Westlands airfield in Yeovil (see Appendix Four). These have been produced by predicting the likely noise exposure from the expected number of aircraft at each airfield. The contours produced are designed to act a guide to where new development is likely to be adversely affected by aircraft noise, and where development is likely to be unsuitable or would need more robust noise insulation – see Noise Exposure Category Guidelines (Appendix Four). However as with any scientific assessment, there is a margin of error associated with the prediction, this is due to uncertainties surrounding the number and path of aircraft movements, the type of aircraft involved and local metrological conditions. The Government recognises that noise contours are only one form of definition and measurement

<sup>263</sup> NPPF July 2018

<sup>264</sup> Noise Policy Statement for England 2010 (NPSE)

of noise, and other measures, could also be used to inform Development Management decisions where concerns are raised<sup>265</sup>.

- 14.52 Light pollution refers to the effect of excessive or intrusive lighting arising from poor or insensitive design. The Council will seek to reduce light pollution by encouraging the installation of appropriate lighting and only permitting lighting proposals which would not adversely affect amenity or public safety. Lights should be appropriately shielded, directed to the ground and sited to minimise any impact on adjoining areas, and of a height and illumination level of the minimum required to serve their purpose.
- 14.53 Air quality is generally good in South Somerset, with low levels of sulphur, oxides of nitrogen and particulates in comparison to the rest of England, although one Air Quality Management Area (AQMA) has been declared in Yeovil, where national air quality objectives are not likely to be achieved; and an Air Quality Action Plan (AQAP) is in place<sup>266</sup>. It is shown on the Proposals Map (adopted Local Plan - Yeovil Inset). This AQMA is within the urban area where air pollution results mainly from traffic. Air quality should be considered when assessing development proposals, particularly in or near the AQMA and where significant doubt arises as to the air quality impact then a cautious approach should be applied.
- 14.54 In some circumstances the development of a site may be unacceptable due to land contamination or other pollution. The wrong development in a polluted area may also introduce a 'sensitive receptor' (such as new homes next to a noisy or smelly site), causing amenity issues, and potentially impacting negatively on neighbouring, polluting uses that were so located to avoid such conflict. Access requirements for operational vehicles and maintenance activities associated with polluted areas should be considered. The District Council's Environmental protection officers have produced a guide to planning and contaminated land which gives general advice.<sup>267</sup>

<sup>265</sup> Aviation Policy Framework (March 2013)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/153776/aviation-policy-framework.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/153776/aviation-policy-framework.pdf)

<sup>266</sup> [https://www.southsomerset.gov.uk/media/759286/asr\\_2017.pdf](https://www.southsomerset.gov.uk/media/759286/asr_2017.pdf)

<sup>267</sup> [https://www.southsomerset.gov.uk/media/46047/cl\\_guide\\_for\\_dev\\_2008.pdf](https://www.southsomerset.gov.uk/media/46047/cl_guide_for_dev_2008.pdf)

**POLICY EQ8 – POLLUTION CONTROL**

- i. Development that, on its own or cumulatively, would result in air, light, noise, water quality or other environmental pollution including traffic emissions or harm to amenity, health or safety will only be permitted if the potential adverse effects would be mitigated to an acceptable level by other environmental controls, or by measures included in the proposals. This may be achieved by the imposition of planning conditions or through a planning obligation.
- ii. New development should not exacerbate air quality problems in existing and potential AQMA's and development will need to support the objectives of the AQAP. This should include consideration of the potential impacts of new developments and increased traffic levels on internationally designated nature conservation sites, and adopt mitigation measures to address these impacts.
- iii. The Airfield Noise Contour Maps and Guidance for noise sensitive uses set out in Appendix Four must be taken into account in the consideration of new development where relevant.
- iv. Development proposals on, or near sites which are known, or are suspected to be, potentially contaminated, or proposals for sensitive land uses, will be supported where it can be demonstrated that they will not expose people, the natural environment, property, water bodies, or other receptors to levels of potential contamination which give rise to unacceptable risks or harm to health or other adverse impacts. Applicants will be required to submit details of:
  - a. the extent, scale and nature of the potential contamination;
  - b. an assessment of potential risks upon human health, property, nature conservation, water quality or other receptors; and
  - c. any preventative, mitigation or remedial measures and supporting assessments.
- v. Development proposals will not be supported where they would spread existing contamination, or cause contamination of land.

## Equine Development

14.55 By its nature equestrian development requires a countryside location but the cumulative impact of development can have an adverse impact on the rural character of the area. New buildings can adversely affect landscape character and natural beauty where they detract from existing characteristics e.g. due to scale or materials or design. Therefore it is important to consider the current character of the countryside and how equine development can ultimately impact upon it.

5.45 Consideration for such proposals should have regard to such aspects as:

- Whether the site is located within or adjacent to an existing settlement;
- It should avoid exposed skyline locations;
- It should avoid the loss of existing vegetation;
- The existing landform and vegetation should be utilised to integrate development with the surrounding landscape;
- Vernacular design and building hierarchy must be respected;
- Materials that blend with the surrounding landscape should be considered;
- Bright finishes and unsuitable materials should be avoided;
- New native planting can help to integrate buildings with their surroundings;
- The proposals should be close to the bridleway network; and
- Conflict could arise between road users due to horse transportation, deliveries and horses using narrow lanes.

### POLICY EQ9 – EQUINE DEVELOPMENT

- i. Horse related facilities and equestrian enterprises in the countryside will be permitted provided:
  - a. New stables/field shelters closely relate to existing settlements or groups of buildings and should not interfere with the amenities of the adjoining residents;
  - b. Their design, scale, siting and materials respect the landscape character of the locality;
  - c. Development will not be allowed to proceed unless it can be demonstrated that it will not result in any adverse impact to the integrity of national and international wildlife and landscape designations, including features outside the sites boundaries that ecologically support the conservation objectives of designated sites;
  - d. Any proposal for equestrian development including apparatus, jumps, menages, schooling areas and field sub division should respect or enhance the characteristic pattern and features of the surrounding landscape.
- ii. Proposals for larger scale private or commercial enterprises should not be unacceptably harmful to highway safety. This should be demonstrated by means of a traffic impact assessment.

## 15. Implementation and Monitoring

### Monitoring Framework

- 15.1 The Local Plan Review looks forward to 2036, monitoring how well the Local Plan Review is performing and being implemented is therefore an essential element of the planning system. As well as other tools such as the housing trajectory and annual 5 year housing land supply report, the Council has also established a set of monitoring indicators which are set out in the Figure 15.1 below.
- 15.2 The monitoring focuses on indicators from a range of different sources that help the Council to identify trends and provide a means of assessing how well the policies set out in the Local Plan are performing. The indicators are therefore structured around specific policies. Where appropriate, targets have been indicated to make it easier for a judgement to be made on how well the policy is being implemented. Given some cross-cutting issues in the Local Plan are addressed through a number of policies, in many instances the indicator specified will be relevant to a number of policies.
- 15.3 The Authority Monitoring Report (AMR) will review and report on the indicators each year. Where appropriate (e.g. if better data becomes available in the future) the AMR may include additional or revised indicators. If any changes are made these will be explained in the AMR.
- 15.4 Over the plan period the circumstances in which the plan has been produced may change. For example, this may include a change in economic climate or expected future demographic changes. Many of these factors may be outside of the Council's control. With this in mind the Local Plan has sought to be flexible in its approach. Nevertheless, it may be necessary to undertake a review of all or part of the Plan in order for it to remain up-to-date, for example if it becomes inconsistent with national policy or is not delivering in key policy areas. In any case current the NPPF expects that Local Plans will need to be reviewed in whole or in part at least every five years to ensure they remain up-to-date and effective.

**Figure 15.1 – Monitoring Indicators**

<b>Indicator – what is monitored</b>	<b>What is the target?</b>	<b>Relevant Local Plan Review Policy/Policies</b>
Net gain in the number of new homes completed annually	726 per year	SS1 and SS2
Net gain in the number of new homes completed over the plan period (and where they are located).	14,510 between 2016 and 2036	SS1 and SS2
Five-year housing land supply within South Somerset	This is measured against the target of 3,630 (5 x 726) plus the appropriate buffer,	SS1 and SS2

	plus any shortfall from earlier in the plan period	
The number and location of new homes granted planning permission but not completed (commitments) across the District.	These will contribute towards the five-year housing land supply.	
The number of new homes allocated in Neighbourhood Plans	No target but will contribute towards the overall housing supply in South Somerset.	
Number of affordable housing units by size and tenure secured on site through open market housing development	28% of the total number of dwellings on qualifying sites. 80% Social/affordable rented and 20% affordable home ownership products	HG2
Number of affordable homes completed on Rural Exception sites	No target. Important context for understanding where affordable housing is being delivered.	HG2
Number of market homes granted planning permission by number of bedrooms and type	As set out in Figure 9.2.	HG4
Net gain in the amount of new employment land delivered	91 ha	SS3
Amount of floorspace and land granted planning permission for non-employment uses on existing employment sites (loss of employment land).	No target. Information to understand commercial trends, needs for land and premises and inform other strategies associated to business needs.	EP3
Number of Gypsy, Traveller and Travelling Showpeople Sites granted planning permission by 2032	24 Residential pitches 10 Transit pitches 6 Travelling Showpeople plots	HG6
Town centre uses within the defined town centres and the number of vacant units.	No target but provides an indication of the health of the town centres in the District.	TC5, TC6
Delivery of Yeovil Refresh regeneration sites	No target. Provides an indication of whether Council objectives are being achieved.	TC1
Delivery of Chard Town Centre – Boden Mill site	No target. Provides an indication of whether Council objectives are being achieved.	TC3
Amount of new retail floorspace delivered in out of centre locations.	No target. Informs town centre regeneration strategies.	TC5, TC6
Town Centre Vacancy Rates	Target – reduction in previous year.	TC7

Number of dwellings approved with one or more parking spaces that provide at least one charging point	All new dwellings.	TA1
Number and site area of equipped play areas and youth facilities lost to other development.	0	HW4

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## 16. Appendices

### Appendix One – Strategic Policies

The table below lists the reference numbers and titles of the Local Plan Review policies in Plan order. The comparative adopted Local Plan references are included for information.

Neighbourhood Plans must be in general accordance with those Policies that are identified as being strategic ('Yes' in the final column.)

<b>Adopted Local Plan 2015 Policy Reference</b>	<b>Local Plan Review Policy Reference</b>	<b>Subject</b>	<b>Strategic Policy Yes / No</b>
SD1	SD1	Delivering Sustainable Development	Yes
SS1	SS1	Settlement Strategy	Yes
SS4 & SS5	SS2	Delivering New Housing Growth	Yes
SS3	SS3	Delivering New Employment Growth	Yes
SS2	SS4	Development in Rural Settlements	Yes
SS6	SS5	Infrastructure Delivery	Yes
YV2	YV1	Yeovil Sustainable Urban Extensions	Yes
N/A	YV2	Yeovil Housing Growth North West of Brimsmore Key Site	Yes
N/A	YV3	Yeovil Housing Growth South of Keyford	Yes
N/A	YV4	Yeovil Housing Growth at Brimsmore Gardens	Yes
N/A	YV5	Yeovil Housing Growth at Mudford Road	No
N/A	YV6	Yeovil Housing Growth at the Former Bus Depot, Reckleford	Yes

<b>Adopted Local Plan 2015 Policy Reference</b>	<b>Local Plan Review Policy Reference</b>	<b>Subject</b>	<b>Strategic Policy Yes / No</b>
N/A	YV7	Yeovil Housing Growth North of Junction of St Michaels Road and Victoria Road	Yes
N/A	YV8	Yeovil Housing Growth at Eastville Road	Yes
YV4	YV9	Yeovil Flight Safety Zone and Noise Contours	Yes
PMT1 and PMT2	CH1	Chard Eastern Development Area	Yes
N/A	CH2	Housing Growth at Land East of Crimchard	Yes
N/A	CH3	Housing Growth at Land west of Crimchard	No
N/A	CR1	Housing Growth East of Lang Road	Yes
N/A	CR2	Housing Growth at Land Rear of Penlain	Yes
N/A	CR3	Housing Growth at Land West of A356 (Station Road)	Yes
N/A	CR4	Housing Growth at Land East of Charlton Close	No
PMT3	IM1	Housing Growth South west of Canal Way	Yes
N/A	IM2	Housing Growth at Shudrick Lane	Yes
N/A	IM3	Housing Growth at Station Road	Yes
N/A	IM4	Employment Development at Station Road, Ilminster	Yes
N/A	WN1	Housing Growth west of Wincanton Business Park and New Barns Farm	Yes
N/A	WN2	Housing Growth at The Tythings	Yes

<b>Adopted Local Plan 2015 Policy Reference</b>	<b>Local Plan Review Policy Reference</b>	<b>Subject</b>	<b>Strategic Policy Yes / No</b>
<i>PMT3</i>	WN3	Employment Development West of Wincanton Business Park	Yes
<i>LMT1</i>	AC1	Housing Growth North West of Ansford	Yes
<i>LMT1</i>	AC2	Housing Growth East of Station Road, Castle Cary	Yes
<i>LMT1</i>	AC3	Education Development at Torbay Road, Castle Cary	Yes
<i>N/A</i>	AC4	Car Parking at the Railway Station, Ansford	Yes
<i>N/A</i>	LH1	Housing Growth at Land Between Somerton Road and Field Road (The Trial Ground)	Yes
<i>N/A</i>	LH2	Housing Growth at Land Between Somerton Road and Wearne Lane	Yes
<i>N/A</i>	SM1	Housing Provision on Land west of St Cleer's Orchard	Yes
<i>N/A</i>	SM2	Employment Growth at Bancombe Road	Yes
<i>N/A</i>	BT1	Housing Provision at Brewham Road	Yes
<i>N/A</i>	BT2	Housing Provision at Frome Road	No
<i>N/A</i>	IL1	Housing Provision North of Troubridge Park	Yes
<i>N/A</i>	MB1	Housing Provision North of Coat Road	Yes
<i>N/A</i>	MB2	Housing Provision South of Coat Road	Yes
<i>N/A</i>	MB3	Housing Provision South of Hills Lane	Yes
<i>N/A</i>	MP1	Housing Provision North of Wheathill Lane	Yes

<b>Adopted Local Plan 2015 Policy Reference</b>	<b>Local Plan Review Policy Reference</b>	<b>Subject</b>	<b>Strategic Policy Yes / No</b>
N/A	MP2	Housing Provision South of Court Lane	Yes
N/A	SP1	Housing Provision South of Hospital Lane	Yes
N/A	SP2	Housing Provision at Rear of Littlehays	Yes
HG1	HG1	Strategic Housing Site (Crewkerne Key Site saved allocation)	Yes
HG3 & HG4	HG2	Provision of Affordable Housing	Yes
N/A	HG3	Affordable Housing - Internal Space Standards	Yes
HG5	HG4	Achieving a Mix of Market Housing	Yes
HG6	HG5	Care Homes and Specialist Accommodation	Yes
HG7	HG6	Gypsies, Travellers and Travelling Showpeople	Yes
HG8	HG7	Replacement Dwellings in the countryside	No
HG9	HG8	Housing for Agricultural and Related Workers	No
HG10	HG9	Removal of Agricultural and other Occupancy Conditions	No
EP1	EP1	Strategic Employment Sites	Yes
EP3	EP2	Protecting Employment Sites and Premises	Yes
N/A	EP3	Enhancement of Existing Employment Areas	No
N/A	EP4	Delivering Employment Land in Villages, Rural Settlements and the Countryside	Yes
EP4	EP5	Expansion of Existing Business in the Countryside	Yes
EP5	EP6	Farm Diversification	Yes
EP6	EP7	Henstridge Airfield	No

<b>Adopted Local Plan 2015 Policy Reference</b>	<b>Local Plan Review Policy Reference</b>	<b>Subject</b>	<b>Strategic Policy Yes / No</b>
EP8	EP8	New and Enhanced Tourism Facilities	Yes
N/A	TC1	Yeovil Town Centre Regeneration Sites	Yes
N/A	TC2	Development in the Designated Yeovil Town Centre	Yes
N/A	TC3	Chard Town Centre Regeneration Site	Yes
EP9	TC4	Retail Hierarchy	Yes
EP11	TC5	Location of Main Town Centre Uses (The Sequential Approach)	Yes
EP12	TC6	Floorspace Thresholds for Impact Assessments	Yes
EP13	TC7	Protection of Retail Uses in Primary Shopping Areas	Yes
EP14	TC8	Neighbourhood Centres	Yes
EP15	TC9	Protection and Provision of Local Shops, Community Facilities and Services	Yes
TA1	TA1	Low Carbon Travel	Yes
TA2	TA2	Rail Facilities	Yes
TA4	TA3	Travel Plans	Yes
TA5	TA4	Transport Impact of New Development	Yes
TA6	TA5	Parking Standards	No
HW1	HW1	Provision of Open Space, Outdoor Playing Space, Sports, Cultural and Community Facilities in New Development	Yes
EQ5	HW2	Green Infrastructure	Yes

<b>Adopted Local Plan 2015 Policy Reference</b>	<b>Local Plan Review Policy Reference</b>	<b>Subject</b>	<b>Strategic Policy Yes / No</b>
<i>HW3</i>	HW3	Sports Zone	Yes
<i>HW3</i>	HW4	Protection of Play Spaces and Youth Provision	Yes
<i>EQ1</i>	EQ1	Addressing Climate Change in South Somerset	Yes
<i>EQ2</i>	EQ2	General Development	Yes
<i>EQ3</i>	EQ3	Historic Environment	Yes
<i>N/A</i>	EQ4	Landscape	Yes
<i>EQ4</i>	EQ5	Biodiversity	Yes
<i>EQ6</i>	EQ7	Woodland and Forests	Yes
<i>EQ7</i>	EQ8	Pollution Control	Yes
<i>EQ8</i>	EQ9	Equine Development	No

**Appendix Two – Maps**

**SEE SEPARATE DOCUMENT**

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## Appendix Three – Glossary

The National Planning Policy Framework (NPPF) published in July 2018 contains a comprehensive glossary of national planning terms that should be read in conjunction with this glossary. The NPPF, Annex 2: Glossary can be viewed on the Government website at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/740506/National\\_Planning\\_Policy\\_Framework\\_print\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740506/National_Planning_Policy_Framework_print_version.pdf)

**Affordable Housing (as defined in the NPPF):** housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

a) **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

**Air Quality Management Area:** An area designated by the Council that is not meeting national air quality objectives.

**Ancient or veteran tree:** A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

**Ancient woodland:** An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

**Authority Monitoring Report (AMR):** Assesses whether policies and related targets or milestones have been or are being met (including progress against Local

Development Scheme), or if not, the reasons why, what impact the Policies are having on national, regional and local targets, and whether policies need adjusting or replacing.

**Area of Outstanding Natural Beauty (AONB):** Under the National Parks and Access to the Countryside Act 1949, Natural England may designate Areas of Outstanding Natural Beauty. Their primary purpose is to ensure the conservation and enhancement of the natural landscape beauty, including the protection of fauna, flora and geological features.

**Best and most versatile (BMV) agricultural land:** Land in grades 1, 2 and 3a of the Agricultural Land Classification.

**Biodiversity:** The variety of life on Earth.

**Brownfield Land:** See Previously Developed Land

**Care Home:** A residential setting where a number of older people live, usually in single rooms and have access to on-site care services. Since April 2002 all homes in England, Scotland and Wales are known as 'care homes', but are registered to provide different levels of care.

- A home registered simply as a care home providing personal care will provide personal; care only – help with washing, dressing and giving medication.
- A home registered as a care home providing nursing care will provide the same personal care but also have a qualified nurse on duty twenty-four hours a day to carry out nursing tasks. These homes are for people who are physically or mentally frail or for people who need regular attention from a nurse. Some homes, registered either for personal care or nursing care, can be registered for a special care need, for example dementia or terminal illness (HousingCare.org).

**Code for Sustainable Homes:** The Code for Sustainable Homes in Government Guidance provided a comprehensive measure of the sustainability of new homes, ensuring that sustainable homes deliver real improvements in key areas such as carbon dioxide emissions and water use. It is no longer in place.

**Conservation Area:** The statutory definition of a conservation area under the Planning, Listed Buildings and Conservation Areas Act 1990 is “an area of special architectural interest, the character or appearance of which it is desirable to preserve or enhance.”

**Continuing Care Retirement Communities (CCRC):** Continuing Care Retirement Communities are part independent living, part assisted living and part skilled nursing home. CCRCs offer a tiered approach to the ageing process, accommodating residents' changing needs. Upon entering, healthy adults can reside independently in single-family homes, apartments or condominiums. When assistance with

everyday activities becomes necessary, they can move into assisted living or nursing care facilities.

**Convenience Shopping:** Convenience retailing is the provision of everyday essential items, including food, drink, newspapers/magazines and confectionery.

**Community Infrastructure Levy (CIL):** A levy which allow the Council to raise money from owners or developers of land to help pay for infrastructure.

**Comparison Shopping:** Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

**Development Management (DM) Policies:** Limited suite of positive, general policies that are set out in the Local Plan and set the criteria against which planning applications will be considered, in order to seek and shape developments in a locally distinctive way.

**Development Plan:** Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

**Edge of centre:** for retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Employment Land Review (ELR):** Report examining existing supply and future demand for employment land in the District.

**Extra Care Housing:** Extra Care Housing is housing designed with the needs of frailer older people in mind and with varying levels of care and support available on site. People who live in Extra Care Housing have their own self-contained homes, their own front doors and a legal right to occupy the property. Extra Care Housing is also known as very sheltered housing, assisted living, or simply as “housing with care”.

**Green Infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Gross Floor Area (GFA):** The total of all enclosed spaces fulfilling the functional requirements of the building measured to the internal structural face of the enclosing walls.

**Gross Value Added (GVA):** Gross Value Added is a measure in economics of the value of goods and services produced in an area, industry or sector of an economy.

**Highways Agency (HA):** An Executive Agency of the Department for Transport (DfT) responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport.

**Housing Delivery Test:** Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.

**Housing Market Area:** The geographical area in which a substantial majority of the employed population both live and work, and where most of those changing home without changing employment choose to stay.

**Housing Need:** The number of households who lack their own housing or who live in unsuitable housing and cannot afford to meet their housing needs in the market.

**Infrastructure Delivery Plan (IDP):** Outlines the delivery and implementation of the Local Plan, with particular regard to the infrastructure necessary to deliver and service the development that is required in the plan period and what funding will be necessary to achieve that infrastructure.

- a) **Priority 1** – infrastructure that is fundamental to the delivery of development proposed in the Local Plan. It is likely that development will not be able to commence without the infrastructure. This could include some flood risk mitigation, transport or utility infrastructure.
- b) **Priority 2** – infrastructure that is required to support new development proposed in the Local Plan, but the precise timing and phasing is less critical and development can commence ahead of its provision. This could include schools, health care facilities, and sports/play facilities with a specific project and funding commitment.
- c) **Priority 3** – infrastructure that is needed in order to build sustainable communities. Although the timing is not as critical as Priority 1 or 2 infrastructure, these items are still desired in order to create high quality places in which to live and work. This could include open space, libraries and other community facilities.

**Listed Building:** A building which has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest requiring a separate application process for development and more stringent consideration.

**Local Enterprise Partnership (LEP):** A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Local Nature Partnership:** A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

**Local Plan:** A plan for the future development of a local area, drawn up by the Council in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

**Local planning authority:** The public authority whose duty it is to carry out specific planning functions for a particular area. In this instance South Somerset District Council.

**Low Carbon Economy:** Although there is no consistent working definition of a low carbon economy it is best understood as a range of activities which are materially supported by the need to reduce the release of carbon dioxide into the atmosphere.

**Local Development Scheme (LDS):** A three year work programme showing what future planning documents will be produced and when.

**Local Strategic Partnership:** Non-statutory, non-executive body bringing together representatives of the public, private and voluntary sectors, which is responsible for preparing the Sustainable Community Strategy; known in our district as “South Somerset Together”. This group of organisations includes the District Council and Yeovil College (more information can be found on [www.southsomersettogether.gov.uk](http://www.southsomersettogether.gov.uk)).

**Major development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Market Town:** The settlements of Ansford/Castle Cary, Chard, Crewkerne, Ilminster, Langport/Huish Episcopi, Somerton and Wincanton that provide a broad range and mix of services and facilities and act as general service and employment hubs for the more rural population as well as their own populations. They have a level of growth appropriate to their size.

**Migration:** The movement of people between geographical areas primarily defined in this context as Local Authority Districts. The rate of migration is usually measured as an annual number of households living in the District at a point in time who are not resident in that District one year earlier.

**Ministry of Homes Communities and Local Government:** The Central Government department responsible for planning and local government

**Modal Shift:** Ways of enabling travel other than by private car.

**National Planning Policy Framework (NPPF):** National document setting out the Government's planning policies for England and how these are expected to be applied. It is a consideration in planning decisions.

National Planning Practice Guidance (PPG): Government planning guidance.

**Neighbourhood Centres:** Small parade of shops of purely neighbourhood significance generally located within large residential estates and designed to give access to day-to-day top-up items and services.

**Minimum Annual Local Housing Need figure:** This is the number of new homes that should be built in South Somerset every year based on the Government's standard method of calculation.

**Office of National Statistics (ONS):** Government Agency that produces independent information to improve our understanding of the UK's economy and society.

**Open book:** The sharing of verifiable information between the applicant and Local Planning Authority that might be potentially commercially sensitive for the purposes of establishing the degree of viability of the site in question under prevailing market conditions.

**Open market housing:** Homes available for sale on the open market without restriction.

**Open space:** Informal recreational open space, formal parks and gardens, country parks, natural open space and woodlands.

**Outdoor Playing Space:** Playing pitches, equipped play areas and youth facilities.

**Out of centre:** A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Out of town:** A location out of centre that is outside the existing urban area.

**Planning condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning obligation:** A legal agreement entered into under section 106 (S.106) of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Playing field:** The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Planning Inspector:** Independent person appointed from a Central Government agency of Inspectors that deal with planning application appeals/inquiries and Examinations of Local Plans.

**Previously Developed Land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

**Primary Shopping Area:** Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

**Primary and secondary frontages:** Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

**Registered Providers:** Previously known as Registered Social Landlords until 1st April 2010, providers of affordable housing including social and affordable rented housing and other home ownership products.

**Rural Centres:** The settlements of Bruton, Ilchester, Martock, Milborne Port and South Petherton that act as focal points in their areas for local employment, shopping, social and community activity, serving the day-to-day needs of their own population and their hinterlands. Provision of growth meeting local needs is appropriate.

**Safeguarding Employment Land:** Maintenance of existing supply and protection of overall availability and distribution of employment land is a goal. Employment land in this context is defined as uses within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 as amended.

**Self-containment:** A good indicator of the level of self-containment of a settlement is the number of people who live and work in that settlement. A high figure reflects a good level of self-containment.

**Special Protection Area (SPA):** Sites of international importance classified for rare and vulnerable birds and regularly occurring migratory bird species, in accordance with an EC Directive. The Somerset Levels and Moors SPA is the only one in South Somerset.

**Superstore:** Self-service store selling mainly food, or food and non-food goods, usually with more than 2,500m<sup>2</sup> trading floorspace, with supporting car parking.

**Housing and Employment Land Availability Assessment (HELAA):** Document showing land that has the potential for housing development. Key to demonstrating a 5 year supply of deliverable and 10 year supply of developable land for housing. Can be thought of as a “stock take” of land in order to help provide more certainty when planning for the future.

**Strategic Housing Market Assessment (SHMA):** Document identifying the types of homes needed in the District.

**Statement of Community Involvement (SCI):** A statement setting out the ways in which the community will be involved/consulted during the production of the Local Plan and Neighbourhood Plans.

**Strategic policies:** Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

**Strategic policy-making authorities:** The authorities responsible for producing strategic policies. This applies to South Somerset District Council.

**Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA):** SA is a tool to appraise the degree to which plans and Policies contribute to the achievement of sustainable development. SA incorporates SEA, which is required by an EU Directive where significant development is proposed. An SA/SEA must be undertaken for all DPDs and also SPDs where relevant. The SA Report is published for consultation alongside the Local Plan.

**Sustainable Development:** A common definition of sustainable development is “development that meets the needs of the present without compromising the ability of future generation to meet their own needs”. NPPF presents a precise working definition.

**Sustainable Transport Measures:** Sustainable Transport Measures refers to any means of transport with low impact on the environment, and includes walking and cycling, transit oriented development, green vehicles, car sharing and building or protecting urban transport systems that are fuel-efficient, space-saving and promote healthy lifestyles.

**Town centre:** Area defined on the local authority’s proposal maps, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

**Travel Information Packs:** Travel Information Packs can improve transport choice through raising awareness and encouraging travel to work and school by public transport, cycling and walking by including details of care share schemes and local bus information amongst other things.

**Travel Plan:** A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

**Travel to Work Area (TTWA):** Catchment area within which people travel to work in a particular place e.g. Yeovil.

**Zero Carbon:** A zero carbon development is one that achieves zero net carbon emissions from energy use on site, on an annual basis.

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## Appendix Four – Noise Exposure Maps

There are three noise exposure maps for South Somerset relating to the noise effects of the airbase at RNAS Yeovilton (Appendix 4a), the airbase at RNAS Merryfield (Appendix 4b), and Yeovil Westlands Airfield (Appendix 4c).

The noise exposure maps should be used in conjunction with the policies in the local plan, specifically those relating to the affected settlements and villages. The maps can be interpreted by using the accompanying noise guideline table, and will be used in decision-making on planning applications for noise-sensitive uses which are within the noise exposure category areas.

More detailed maps of each of the Noise Exposure areas can be found by using the following links:

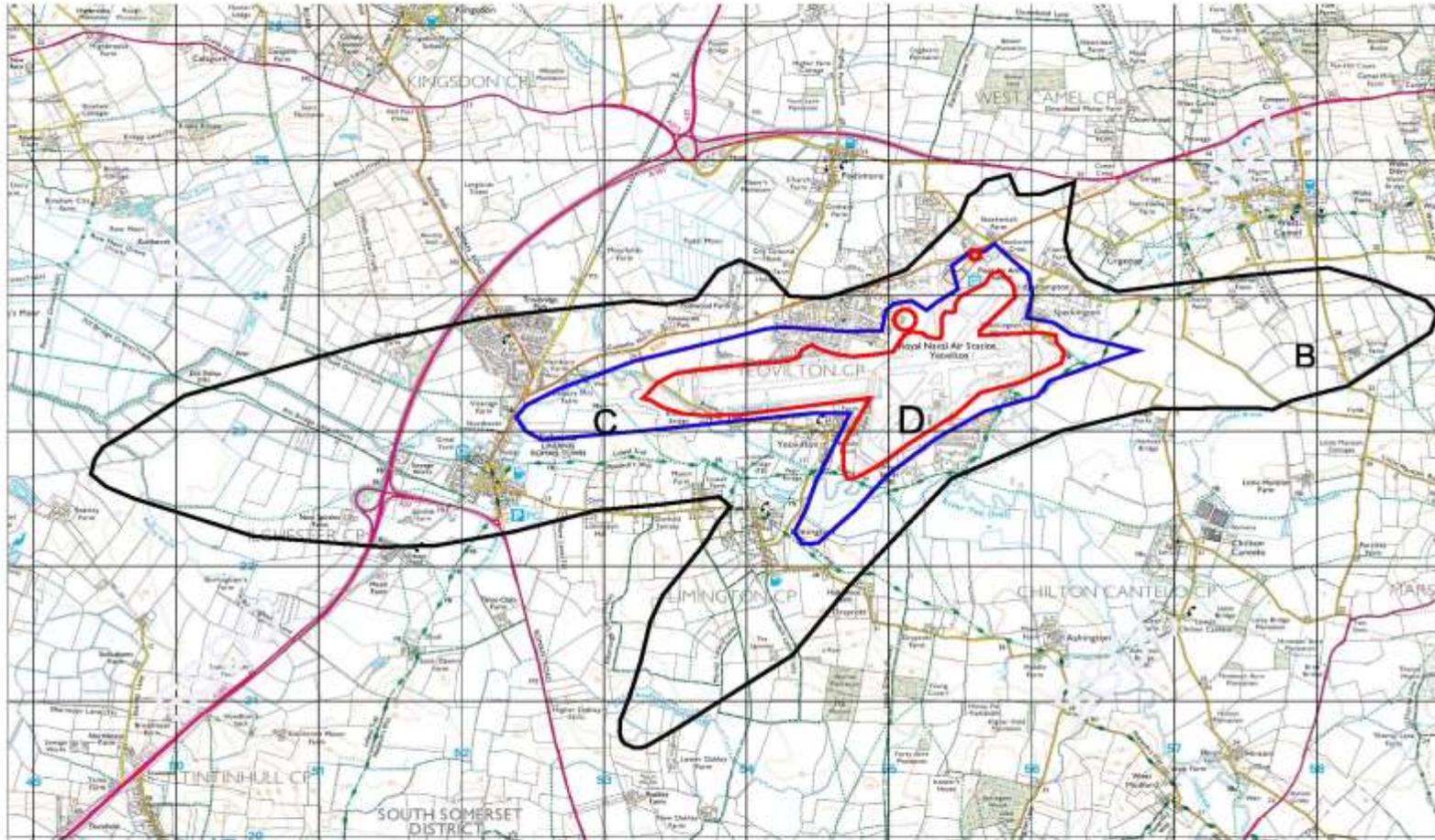
Noise Exposure Maps	
Appendix 4A	<a href="#">Noise Exposure Categories for RNAS Yeovilton</a>
Appendix 4B	<a href="#">Noise Exposure Categories for RNAS Merryfield</a>
Appendix 4C	<a href="#">Noise Exposure Categories for Yeovil Westlands Airfield</a>

**Planning and Aircraft/Helicopter Noise Guidelines**

Noise Exposure Category	A	B	C	D
dBA Leq (0700 - 2300)	Aircraft Noise: Below 57	Aircraft Noise: 57-66 (if helicopter noise: 57-63)	Aircraft Noise: 66-72 (if helicopter noise: 63-72)	Aircraft Noise: Over 72
New dwellings, conversion or intensification of housing use	No comment	Any development should be provided with suitable acoustic insulation.	Refuse new build. Allow extensions and conversions where this would not provide the potential for an increase in the number of households in occupation and where suitable acoustic insulation is provided.	Refuse new build. Allow extensions and conversions where this would not provide the potential for an increase in the number of households in occupation and where suitable acoustic insulation is provided.
Offices, schools, hospitals, clinics	No comment	Thermal quality glazing sound insulation.	Each case to be considered on its merits.	Each case to be considered on its merits.

Appendix 4A - Noise Exposure Categories for RNAS Yeovilton

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Noise Exposure categories for RNAS Yeovilton - Appendix 4A  
(July 2010)

- 72 dB LAeq, 16h
- 66 dB LAeq, 16h
- 57 dB LAeq, 16h

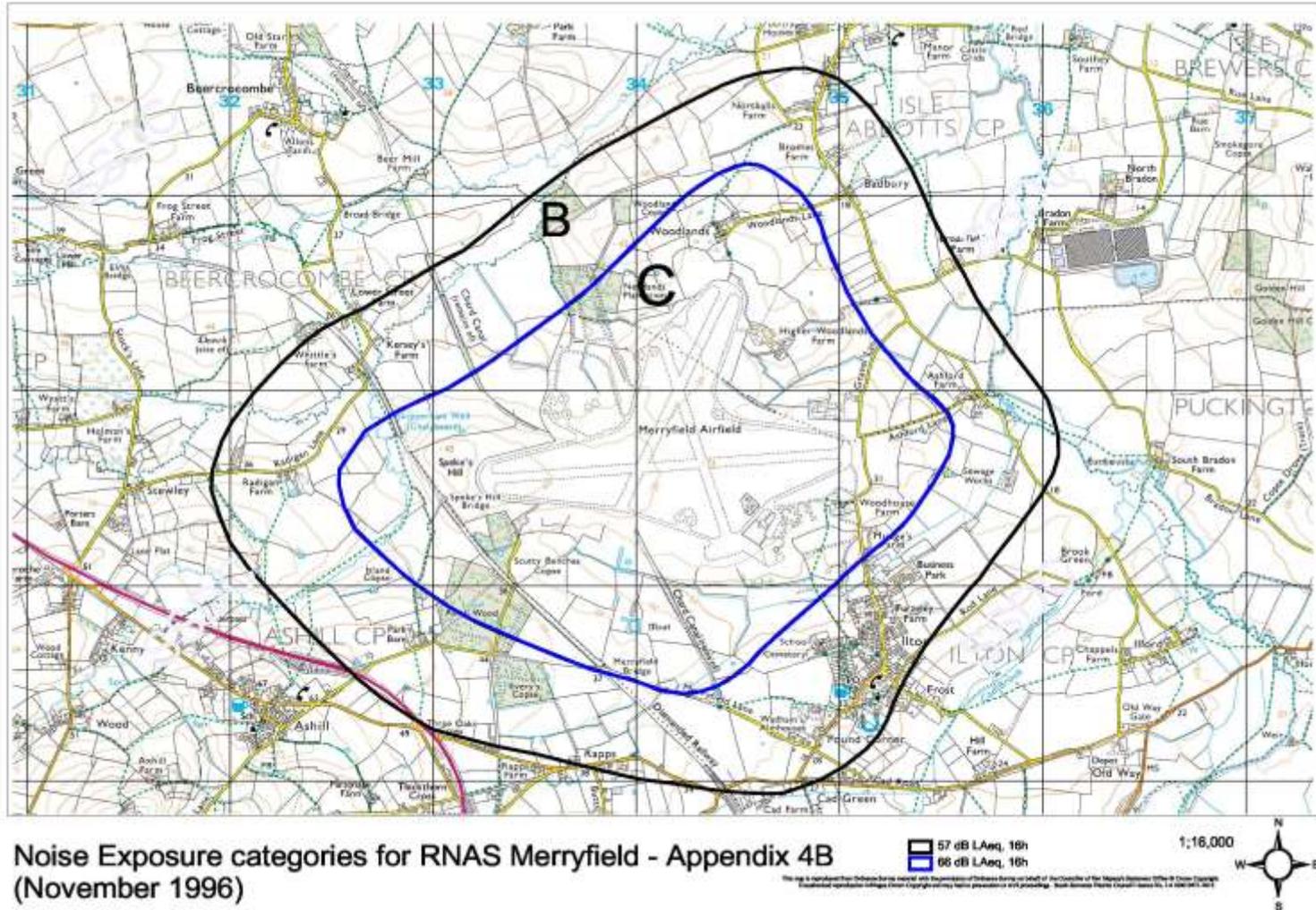
1:25,000



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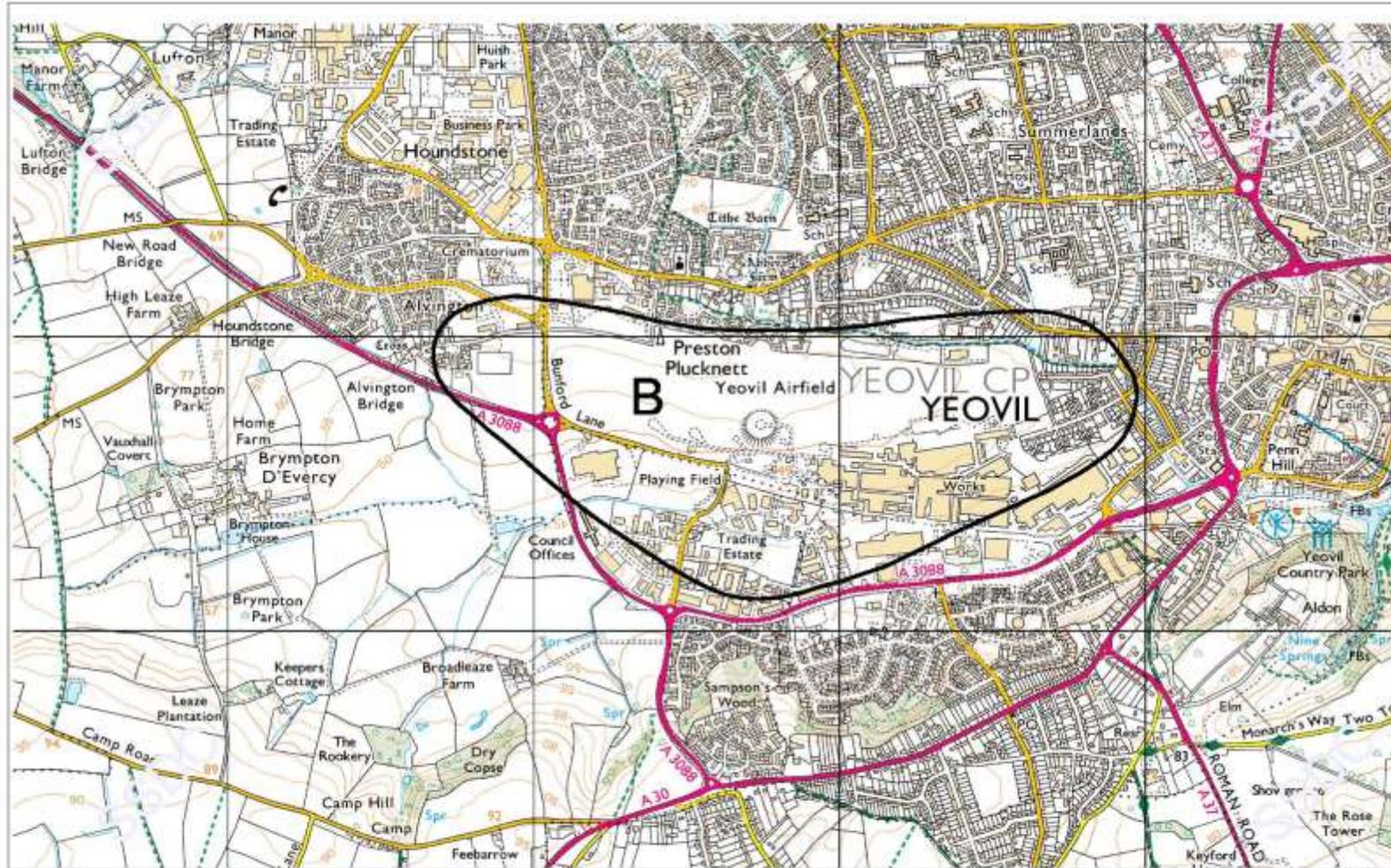
Appendix 4B - Noise Exposure Categories for RNAS Merryfield

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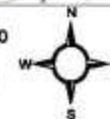
Appendix 4C - Noise Exposure Categories for Yeovil Westlands Airfield

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Noise Exposure categories for Westlands Airfield- Appendix 4C  
(March 1996)

57 dB LAeq, 16h 1:8,000



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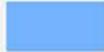


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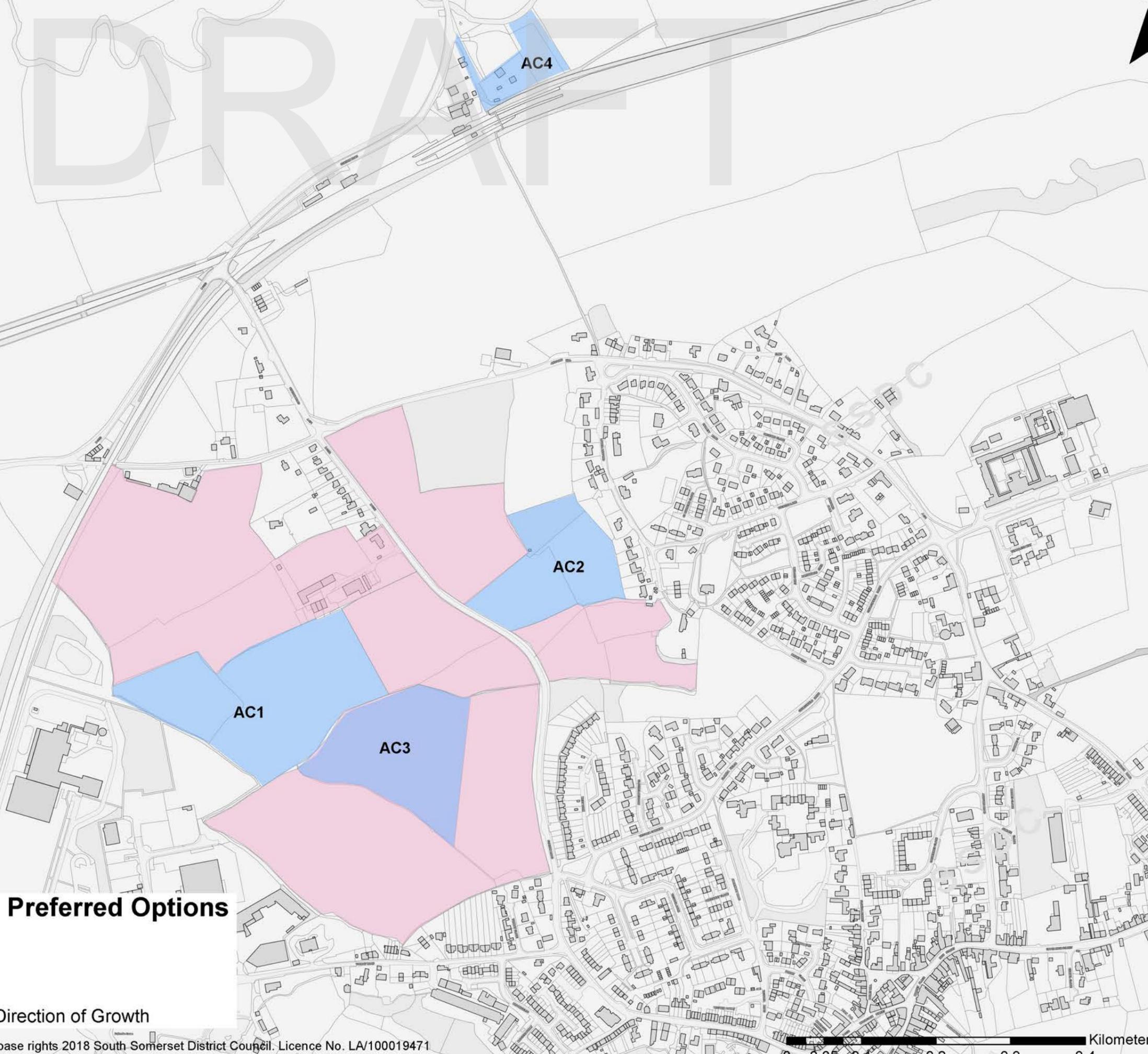
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### South Somerset Local Plan Preferred Options Ansford & Castle Cary

-  Preferred Options
-  Sites with planning permission in Direction of Growth

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BT2

BT1

# South Somerset Local Plan Preferred Options Bruton

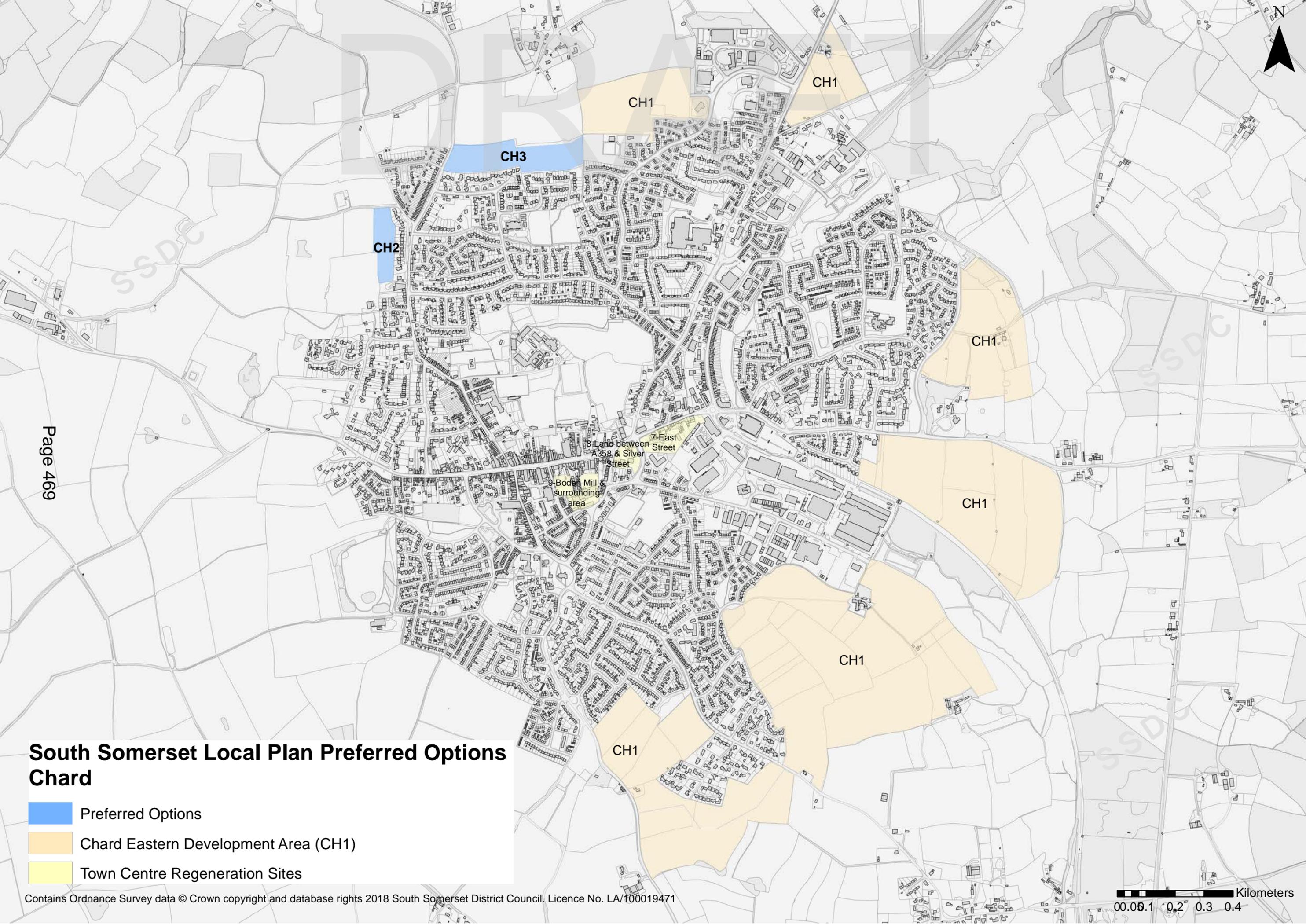
 Preferred Options

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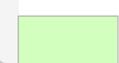
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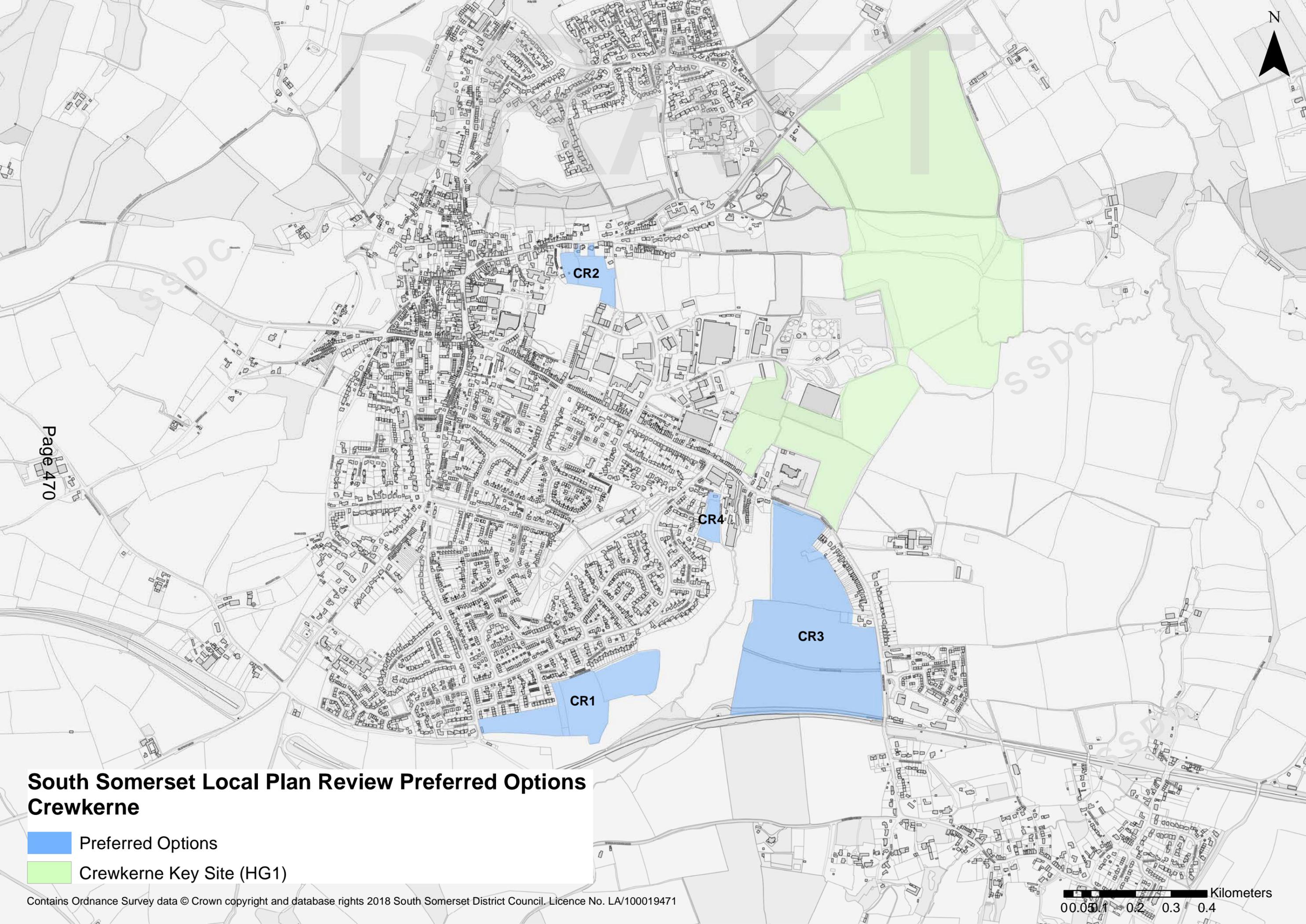
-  Preferred Options
-  Chard Eastern Development Area (CH1)
-  Town Centre Regeneration Sites





# South Somerset Local Plan Review Preferred Options Crewkerne

-  Preferred Options
-  Crewkerne Key Site (HG1)



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IL1

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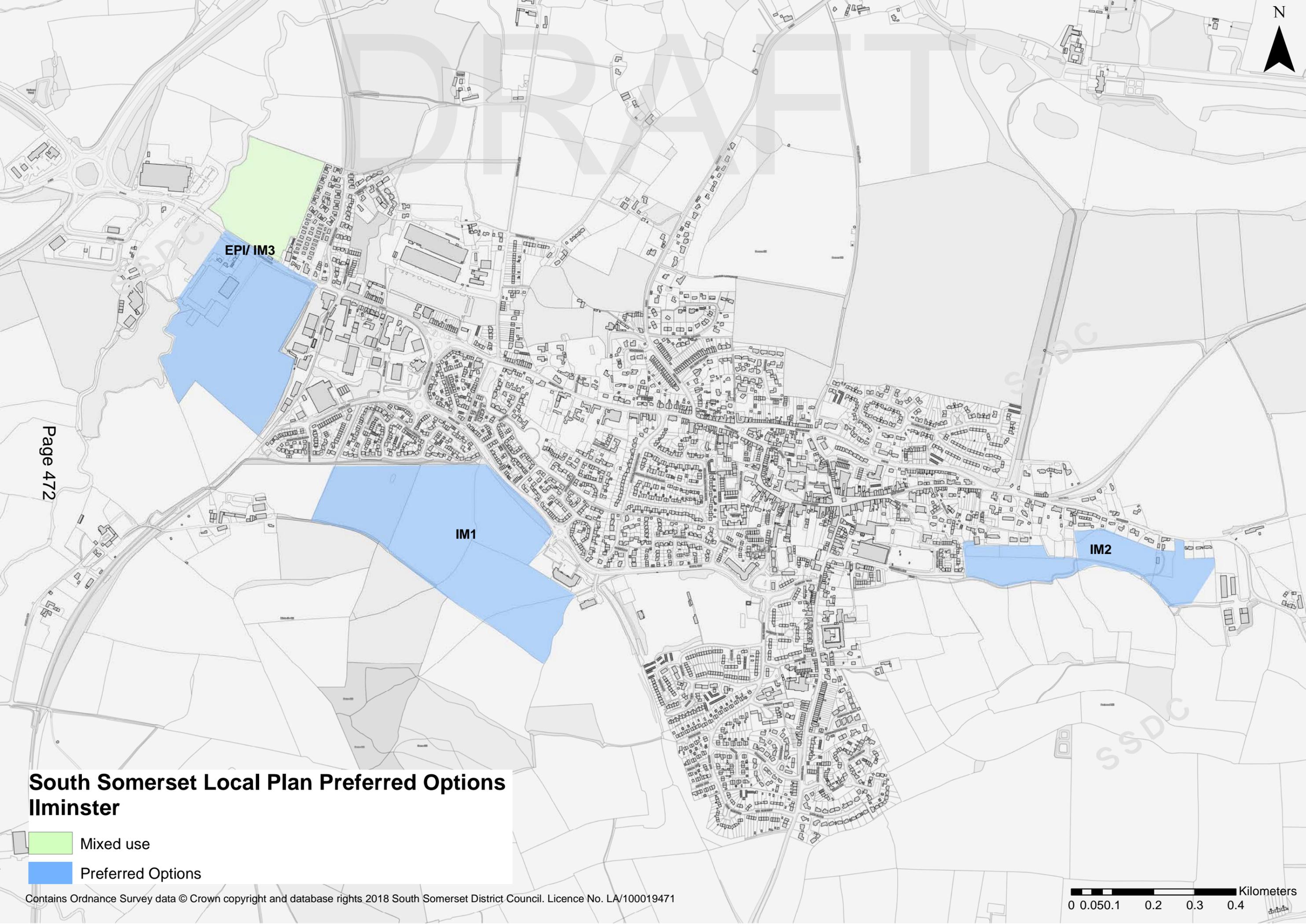
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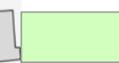
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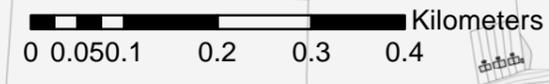
 Preferred Options





# South Somerset Local Plan Preferred Options Iminster

-  Mixed use
-  Preferred Options

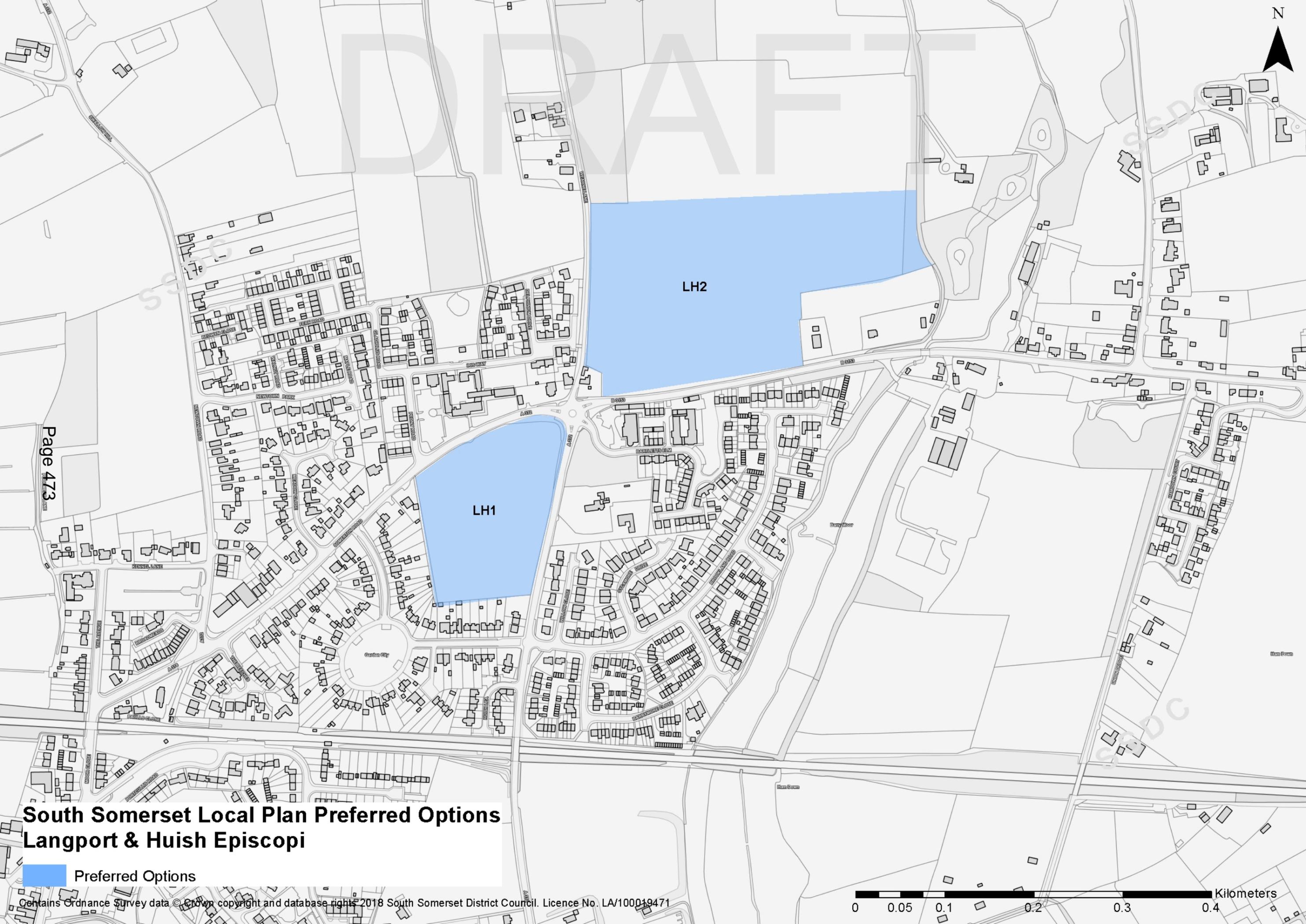


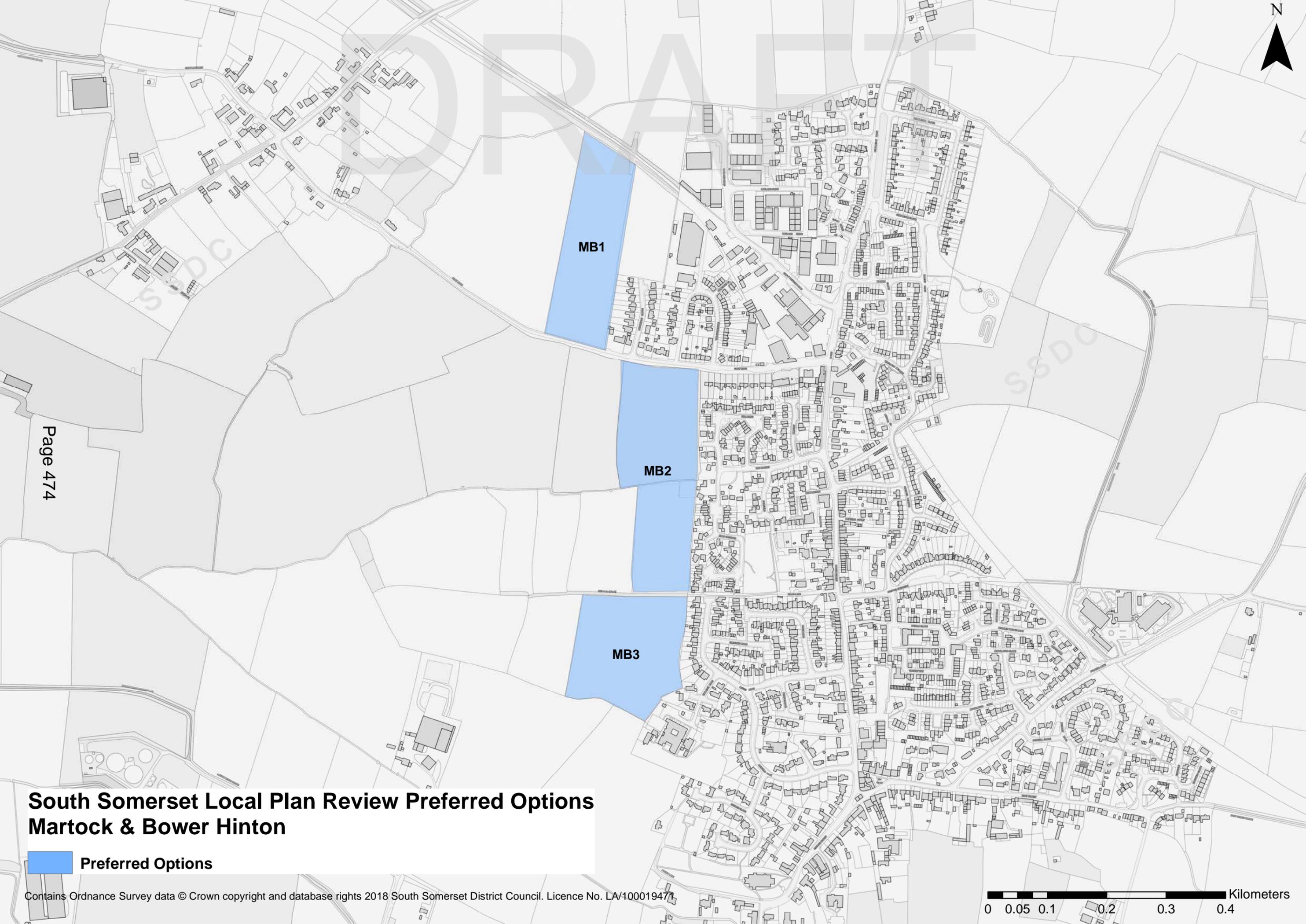
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# South Somerset Local Plan Preferred Options Langport & Huish Episcopi

 Preferred Options





MB1

MB2

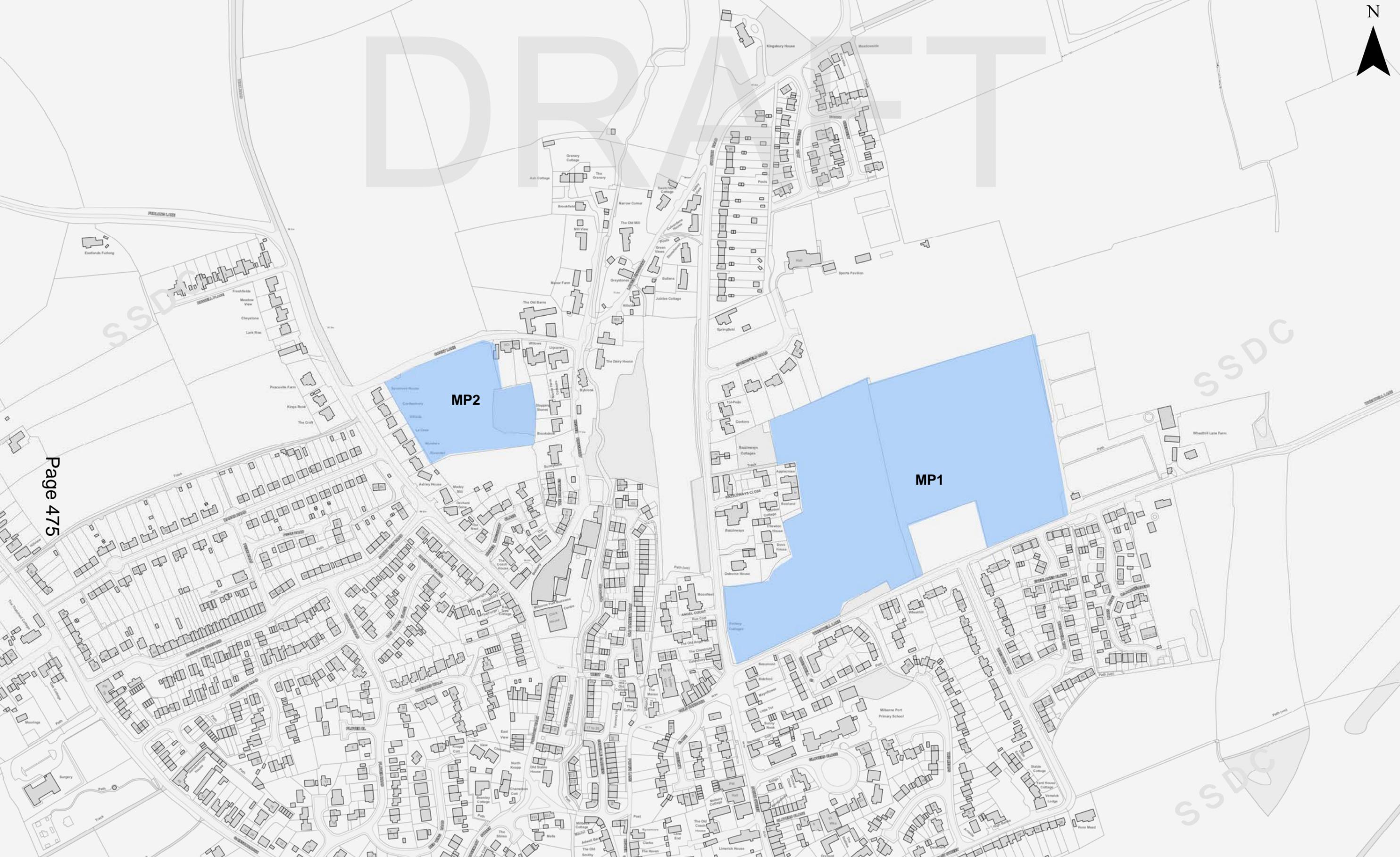
MB3

# South Somerset Local Plan Review Preferred Options Martock & Bower Hinton

 Preferred Options

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# South Somerset Local Plan Review Preferred Options Milborne Port

 Preferred Options





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SM2

SM1

SSDC

SSDC

# South Somerset Local Plan Preferred Options Somerton

 Preferred Options

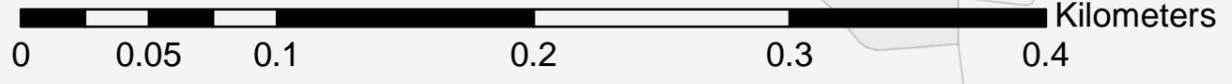


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# South Somerset Local Plan Preferred Options South Petherton

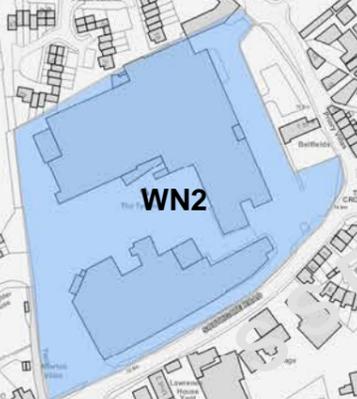
 Preferred Options

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# South Somerset Local Plan Review Preferred Options Wincanton

 Preferred Options





SSDC

SSDC

YV2

YV4

YV5

Y1 North SUE

Brimsmore Key Site

Lufton 2000

Lufton Key Site

YV6 YV7 YV8

YV9

YV9

Seafire Park

Bundford Park

YV1 South SUE

YV3

Landscape Buffer

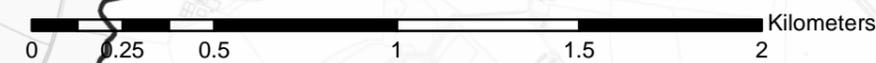
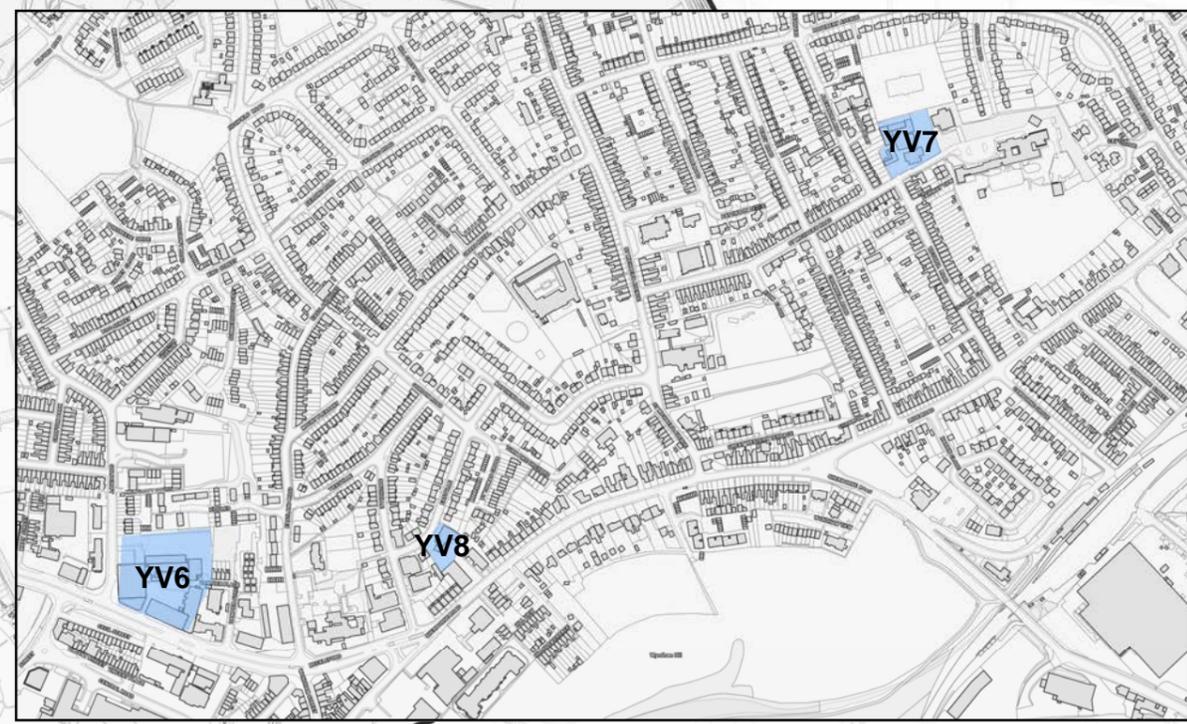
YV7

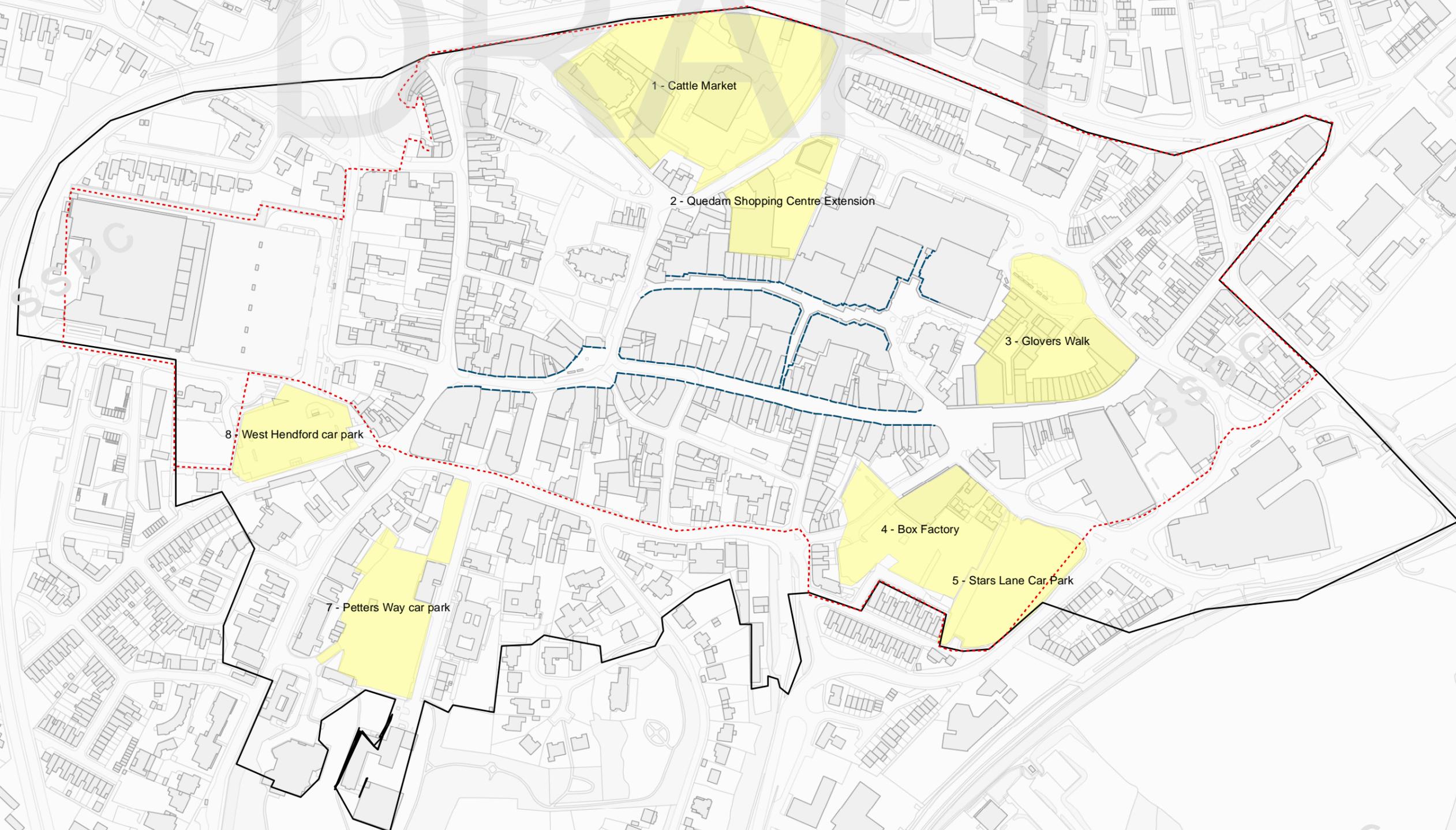
YV6

YV8

# South Somerset Local Plan Review Preferred Options Yeovil

- Preferred Options
- Sustainable Urban Extension
- Local Plan Allocations Housing
- Employment Land
- Landscape Buffer
- Yeovil Flight Safety Zone





**South Somerset Local Plan Review Preferred Options  
Yeovil Town Centre Regeneration Sites**

- ⋯ Primary Shopping Area
- - - Primary Shopping Frontage
- Town Centre Boundary
- Town Centre Development Sites