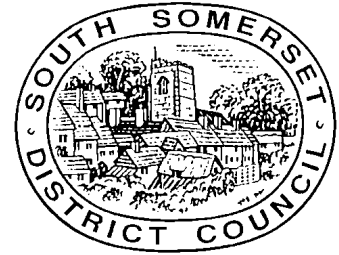


South Somerset District Council

Notice of Meeting



Area South Committee

Making a difference where it counts

Wednesday 30th November 2016

2.00 pm

**Council Chamber
Council Offices,
Brympton Way,
Yeovil BA20 2HT**

(disabled access and a hearing loop are available at this meeting venue)



Members listed on the following page are requested to attend the meeting.

The public and press are welcome to attend.

Please note: Consideration of planning applications will commence no earlier than **3pm**.

If you would like any further information on the items to be discussed, please ring the Agenda Co-ordinator, **Jo Boucher 01935 462011**, website: www.southsomerset.gov.uk

This Agenda was issued on Tuesday 22 November 2016.

Ian Clarke, Assistant Director (Legal & Corporate Services)

**This information is also available on our website
www.southsomerset.gov.uk**



INVESTORS IN PEOPLE

Area South Committee Membership

Cathy Bakewell
John Clark
Gye Dibben
John Field
Nigel Gage
Peter Gubbins
Kaysar Hussain

Andy Kendall
Sarah Lindsay
Mike Lock
Tony Lock
Sam McAllister
Graham Oakes
Wes Read

David Recardo
Gina Seaton
Peter Seib
Alan Smith
Rob Stickland

South Somerset District Council – Council Aims

South Somerset will be a confident, resilient and flexible organisation, protecting and improving core services, delivering public priorities and acting in the best long-term interests of the district. We will:

- 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.

Scrutiny procedure rules

Please note that decisions taken by Area Committees may be "called in" for scrutiny by the council's Scrutiny Committee prior to implementation. This does not apply to decisions taken on planning applications.

Consideration of planning applications

Members of the public are requested to note that consideration of the planning applications will commence immediately after Item **8** at approximately **3pm**. The public and representatives of Parish/Town Councils will be invited to speak on the individual planning applications at the time they are considered. Anyone wishing to raise matters in relation to other items on the agenda may do so at the time the item is considered.

Highways

A formal written report from the Area Highways Office should be included in the Agenda in May and November. Alternatively, they can be contacted direct through Somerset County Council on 0300 123 2224.

Members questions on reports prior to the meeting

Members of the committee are requested to contact report authors on points of clarification prior to the committee meeting.

Information for the Public

The Council has a well-established area committee system and through four area committees seeks to strengthen links between the Council and its local communities, allowing planning and other local issues to be decided at a local level (planning recommendations outside council policy are referred to the district wide Regulation Committee).

Decisions made by Area Committees, which include financial or policy implications are generally classed as executive decisions. Where these financial or policy decisions have a significant impact on council budgets or the local community, agendas will record these decisions as “key decisions”. Members of the public can view the council’s Executive Forward Plan, either online or at any SSDC council office, to see what executive/key decisions are scheduled to be taken in the coming months. Non-executive decisions taken by area committees include planning, and other quasi-judicial decisions.

At area committee meetings members of the public are able to:

- attend and make verbal or written representations, except where, for example, personal or confidential matters are being discussed;
- at the area committee chairman’s discretion, members of the public are permitted to speak for up to up to 3 minutes on agenda items; and
- see agenda reports.

Meetings of the Area South Committee are normally held monthly at 2.00pm on the first Wednesday of the month at the Council Offices, Brympton Way, Yeovil.

Agendas and minutes of Area Committees are published on the Council’s website www.southsomerset.gov.uk/councillors-and-democracy/meetings-and-decisions

The Council’s Constitution is also on the web site and available for inspection in council offices.

Further information about this Committee can be obtained by contacting the agenda co-ordinator named on the front page.

Public Participation at Committees

This is a summary of the Protocol adopted by the Council and set out in Part 5 of the Council’s Constitution.

Public Question Time

The period allowed for participation in this session shall not exceed 15 minutes except with the consent of the chairman of the committee. Each individual speaker shall be restricted to a total of three minutes.

Planning Applications

Comments and questions about planning applications will be dealt with at the time those applications are considered, when planning officers will be in attendance, rather than during the Public Question Time session.

Comments should be confined to additional information or issues, which have not been fully covered in the officer's report. Members of the public are asked to submit any additional documents to the planning officer at least 72 hours in advance and not to present them to the Committee on the day of the meeting. This will give the planning officer the opportunity to respond appropriately. Information from the public should not be tabled at the meeting. It should also be noted that, in the interests of fairness, the use of presentational aids (e.g. PowerPoint) by the applicant/agent or those making representations will not be permitted. However, the applicant/agent or those making representations are able to ask the Planning Officer to include photographs/images within the officer's presentation subject to them being received by the officer at least 72 hours prior to the meeting. No more than 5 photographs/images either supporting or against the application to be submitted. The Planning Officer will also need to be satisfied that the photographs are appropriate in terms of planning grounds.

At the committee chairman's discretion, members of the public are permitted to speak for up to 3 minutes each and where there are a number of persons wishing to speak they should be encouraged to choose one spokesperson to speak either for the applicant or on behalf of any supporters or objectors to the application. The total period allowed for such participation on each application shall not normally exceed 15 minutes.

The order of speaking on planning items will be:

- Town or Parish Council Spokesperson
- Objectors
- Supporters
- Applicant/Agent
- District Council Ward Member

If a member of the public wishes to speak they must inform the committee administrator before the meeting begins of their name and whether they have supporting comments or objections and who they are representing. This must be done by completing one of the public participation slips available at the meeting.

In exceptional circumstances, the Chairman of the Committee shall have discretion to vary the procedure set out to ensure fairness to all sides.

The same rules in terms of public participation will apply in respect of other agenda items where people wish to speak on that particular item.

If a Councillor has declared a Disclosable Pecuniary Interest (DPI) or a personal and prejudicial interest

In relation to Disclosable Pecuniary Interests, a Councillor is prohibited by law from participating in the discussion about the business on the agenda that relates to this interest and is also required to leave the room whilst the relevant agenda item is being discussed.

Under the new Code of Conduct adopted by this Council in July 2012, a Councillor with a personal and prejudicial interest (which is not also a DPI) will be afforded the same right as a member of the public to speak in relation to the relevant business and may also answer any questions, except that once the Councillor has addressed the Committee the Councillor will leave the room and not return until after the decision has been made.

Area South Committee

Wednesday 30 November 2016

Agenda

Preliminary Items

1. **Minutes of previous meeting**
2. **Apologies for absence**
3. **Declarations of Interest**

In accordance with the Council's current Code of Conduct (adopted July 2012), which includes all the provisions relating to Disclosable Pecuniary Interests (DPI), personal and prejudicial interests, Members are asked to declare any DPI and also any personal interests (and whether or not such personal interests are also "prejudicial") in relation to any matter on the Agenda for this meeting. A DPI is defined in The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 (SI 2012 No. 1464) and Appendix 3 of the Council's Code of Conduct. A personal interest is defined in paragraph 2.8 of the Code and a prejudicial interest is defined in paragraph 2.9.

Members are reminded that they need to declare the fact that they are also a member of a County, Town or Parish Council as a Personal Interest. As a result of the change made to the Code of Conduct by this Council at its meeting on 15th May 2014, where you are also a member of Somerset County Council and/or a Town or Parish Council within South Somerset you must declare a prejudicial interest in any business on the agenda where there is a financial benefit or gain or advantage to Somerset County Council and/or a Town or Parish Council which would be at the cost or to the financial disadvantage of South Somerset District Council. If you have a prejudicial interest you must comply with paragraphs 2.9(b) and 2.9(c) of the Code.

In the interests of complete transparency, Members of the County Council, who are not also members of this committee, are encouraged to declare any interests they may have in any matters being discussed even though they may not be under any obligation to do so under any relevant code of conduct.

Planning Applications Referred to the District Council's Regulation Committee

The following members of this Committee are also members of the Council's Regulation Committee:

Councillors Peter Gubbins, Graham Oakes, David Recardo and Gina Seaton.

Where planning applications are referred by this Committee to the Regulation Committee for determination, in accordance with the Council's Code of Practice on Planning, Members of the Regulation Committee can participate and vote on these items at the Area Committee and at Regulation Committee. In these cases the Council's decision-making process is not complete until the application is determined by the Regulation Committee. Members of the Regulation Committee retain an open mind and will not finalise their position until the Regulation Committee. They will also consider the matter

at Regulation Committee as Members of that Committee and not as representatives of the Area Committee.

4. Public question time

This is a chance for members of the public and representatives of Parish/Town Councils to participate in the meeting by asking questions, making comments and raising matters of concern. Parish/Town Council representatives may also wish to use this opportunity to ask for the District Council's support on any matter of particular concern to their Parish/Town. The public and representatives of Parish/Town Councils will be invited to speak on individual planning applications at the time the applications are considered.

5. Chairman's announcements

6. Reports from representatives on outside organisations

This is an opportunity for Members who represent the Council on outside organisations to report items of interest to the Committee.

Items for discussion

- 7. Citizens Advice South Somerset (CASS)** (Page 8)
- 8. Area South Forward Plan** (Pages 9 - 10)
- 9. Schedule of Planning Applications to be Determined by Committee** (Pages 11 - 12)
- 10. Planning Application 16/04549/FUL - Westlands Leisure Complex Westbourne Close Yeovil** (Pages 13 - 20)
- 11. Planning Application 16/03944/FUL - Tyndale Nursing Home 36 Preston Road Yeovil** (Pages 21 - 31)
- 12. Planning Application 16/03628/FUL - Land North of Bunford Lane Yeovil** (Pages 32 - 47)

Please note that the decisions taken by Area Committees may be called in for scrutiny by the Council's Scrutiny Committee prior to implementation.

This does not apply to decisions taken on planning applications.

Recording and photography at council meetings

Recording of council meetings is permitted, however anyone wishing to do so should let the Chairperson of the meeting know prior to the start of the meeting. The recording should be overt and clearly visible to anyone at the meeting, but non-disruptive. If someone is recording the meeting, the Chairman will make an announcement at the beginning of the meeting.

Any member of the public has the right not to be recorded. If anyone making public representation does not wish to be recorded they must let the Chairperson know.

The full 'Policy on Audio/Visual Recording and Photography at Council Meetings' can be viewed online at:

<http://modgov.southsomerset.gov.uk/documents/s3327/Policy%20on%20the%20recording%20of%20council%20meetings.pdf>

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Agenda Item 7

Citizens Advice South Somerset (CASS)

Strategic Director: Rina Singh, Deputy Chief Executive
Assistant Director: Helen Rutter, Assistant Director, Communities
Service Manager: Helen Rutter, Assistant Director, Communities
Lead Officer: David Crisfield; Third Sector & Partnerships Co-ordinator
Angela Kerr; Chief Executive Officer, CASS
Contact Details: david.crisfield@southsomerset.gov.uk (01935 462240)
angela.kerr@southsomcab.org.uk (01935 847661)

Angela Kerr, Chief Executive of Citizens Advice South Somerset, will be attending Area South Committee to deliver her annual presentation to members on the work of CASS during 2016 and their future plans.

Agenda Item 8

Area South Committee Forward Plan

Assistant Director: Helen Rutter, Communities
Service Manager: Natalie Fortt, Area Development Lead - South
Agenda Co-ordinator: Jo Boucher, Democratic Services Officer
Contact Details: jo.boucher@southsomerset.gov.uk or (01935) 462011

Purpose of the Report

This report informs Members of the agreed Area South Forward Plan.

Recommendations

Members are asked to:-

1. Comment upon and note the proposed Area South Forward Plan as attached at Appendix A.
2. Identify priorities for further reports to be added to the Area South Forward Plan, developed by the SSDC lead officers

Area South Committee Forward Plan

The forward plan sets out items and issues to be discussed by the Area Committee over the coming months.

The forward plan will be reviewed and updated each month, by the joint lead officers from SSDC, in consultation with the Area Committee Chairman. It is included each month with the Area Committee agenda, where members of the Area Committee may endorse or request amendments.

Members of the public, councillors, service managers, and partners may request an item is placed within the forward plan for a future meeting, by contacting the Democratic Services Officer.

Background Papers

None

Appendix A

Notes

- (1) Items marked in *italics* are not yet confirmed, due to the attendance of additional representatives.
- (2) For further details on these items, or to suggest / request an agenda item for the Area South Committee, please contact the Democratic Services Officer; Jo Boucher.

Meeting Date	Agenda Item	Background/ Purpose	Lead Officer
4th January 2017		<i>Please note this meeting will only be held if there are planning applications to be determined</i>	
1st February 2017	Yeovil Vision & Regeneration Update	Update report on Yeovil Vision and Regeneration	Helen Rutter, Assistant Director, Communities/Natalie Fortt, Area Development Lead -South
	Work of the Conservation Service	Annual report on the work of the Conservation Service.	Adron Duckworth, Conservation Manager
	Historic Buildings at Risk	Confidential report on the Historic Buildings at risk within Area South.	Adron Duckworth, Conservation Manager & Andrew Tucker Conservation Officer
	SSDC Welfare Benefit Work in South Somerset	Annual Update on the Welfare Benefit Work in South Somerset	Catherine Hansford, Welfare Benefits Team Leader
	Markets Improvement Strategy	Update Report on the Yeovil Markets	Natalie Fortt, Area Development Lead - South
1st March 2017	Westland Leisure Complex, Yeovil	3 monthly update report on the Westland Leisure Complex, Yeovil	Steve Joel, Assistant Director (Health and Well-Being)
	Markets Improvement Strategy	Update Report on the Yeovil Markets	Natalie Fortt, Area Development Lead - South
5th April 2017	Area South Development Team Annual Report	End of year report for Area South Development	Helen Rutter, Assistant Director (Communities)
TBC	Strategic Key Sites within Area South	Section 106 update report on the Strategic Key Sites within Area South	Neil Waddleton, Section 106 Officer
TBC	Western & Eastern Corridor Improvements	Update of the Western & Eastern Corridor Improvements	SCC

Agenda Item 9

Schedule of Planning Applications to be determined by Committee

Assistant Director: Martin Woods, Economy
 Service Manager: David Norris, Development Control Manager
 Contact Details: david.norris@southsomerset.gov.uk or 01935 462382

Purpose of the Report

The schedule of planning applications sets out the applications to be determined by Area South Committee at this meeting.

Recommendation

Members are asked to note the schedule of planning applications.

Please note: Consideration of planning applications will commence no earlier than 3.00pm.

Members of the public who wish to speak about a particular planning item are recommended to arrive for 3.00pm.

SCHEDULE					
Agenda Number	Ward	Application	Brief Summary of Proposal	Site Address	Applicant
10	YEOVIL SOUTH	16/04549/FUL	Alterations to elevations, new entrance, new sheltered walkway & amendments to associated external landscaping & parking	Westland Leisure Complex Westbourne Close Yeovil	South Somerset District Council
11	YEOVIL WEST	16/03944/FUL	Proposed demolition of existing single storey rear extension and the erection of a 2/3 storey replacement extension with minor alterations and the removal of a Western red cedar tree with replacement tree planting	Tyndale Nursing Home 36 Preston Road Yeovil	The Care Home Group
12	YEOVIL SOUTH	16/03628/FUL	The erection of a research and development building, incubator office and	Land North Of Bunford Lane Yeovil	Somerset County Council

			light engineering facility (Use Class B1) with associated parking, landscaping, access and security facilities		
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Further information about planning applications is shown below and at the beginning of the main agenda document.

The Committee will consider the applications set out in the schedule. The Planning Officer will give further information at the meeting and, where appropriate, advise members of letters received as a result of consultations since the agenda had been prepared.

Referral to the Regulation Committee

The inclusion of two stars (**) as part of the Development Manager’s recommendation indicates that the application will need to be referred to the District Council’s Regulation Committee if the Area Committee is unwilling to accept that recommendation.

The Lead Planning Officer, at the Committee, in consultation with the Chairman and Solicitor, will also be able to recommend that an application should be referred to District Council’s Regulation Committee even if it has not been two starred on the Agenda.

Human Rights Act Statement

The Human Rights Act 1998 makes it unlawful, subject to certain expectations, for a public authority to act in a way which is incompatible with a Convention Right. However when a planning decision is to be made there is further provision that a public authority must take into account the public interest. Existing planning law has for many years demanded a balancing exercise between private rights and public interest and this authority’s decision making takes into account this balance. If there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues then these will be referred to in the relevant report.

Agenda Item 10

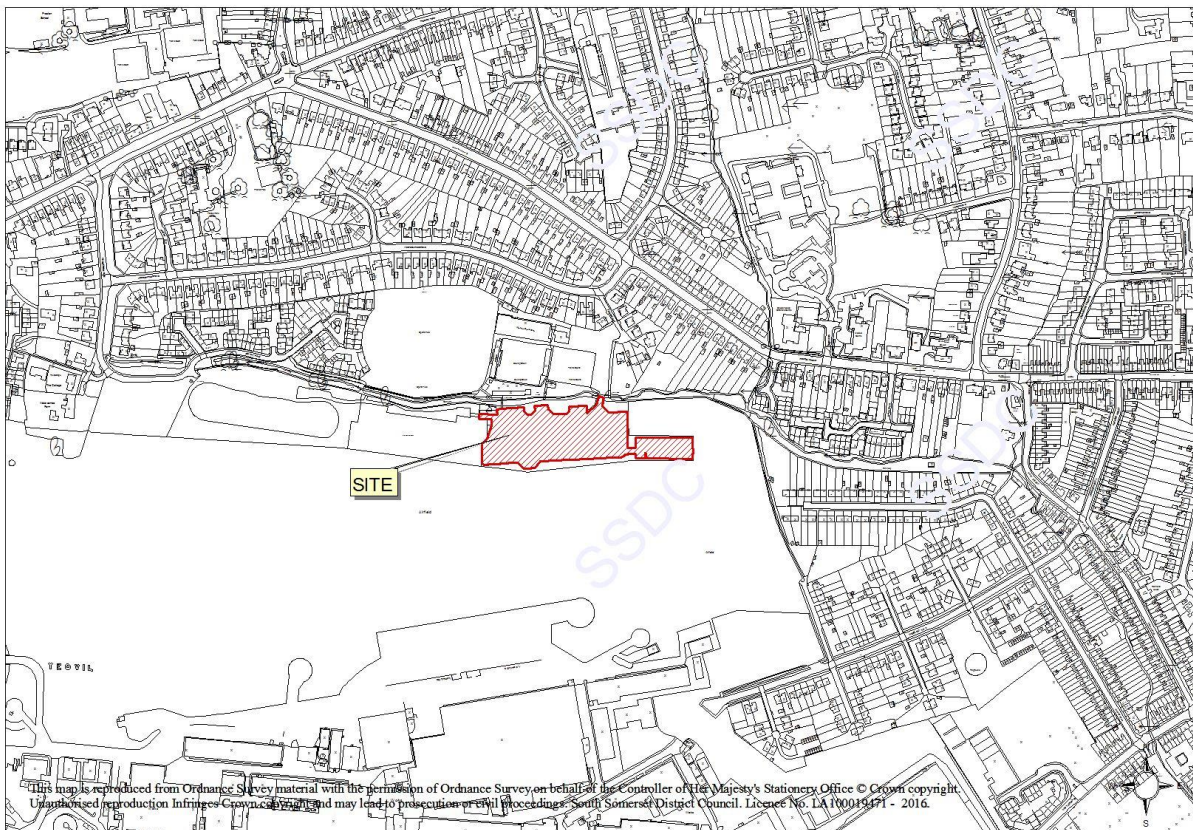
Officer Report On Planning Application: 16/04549/FUL

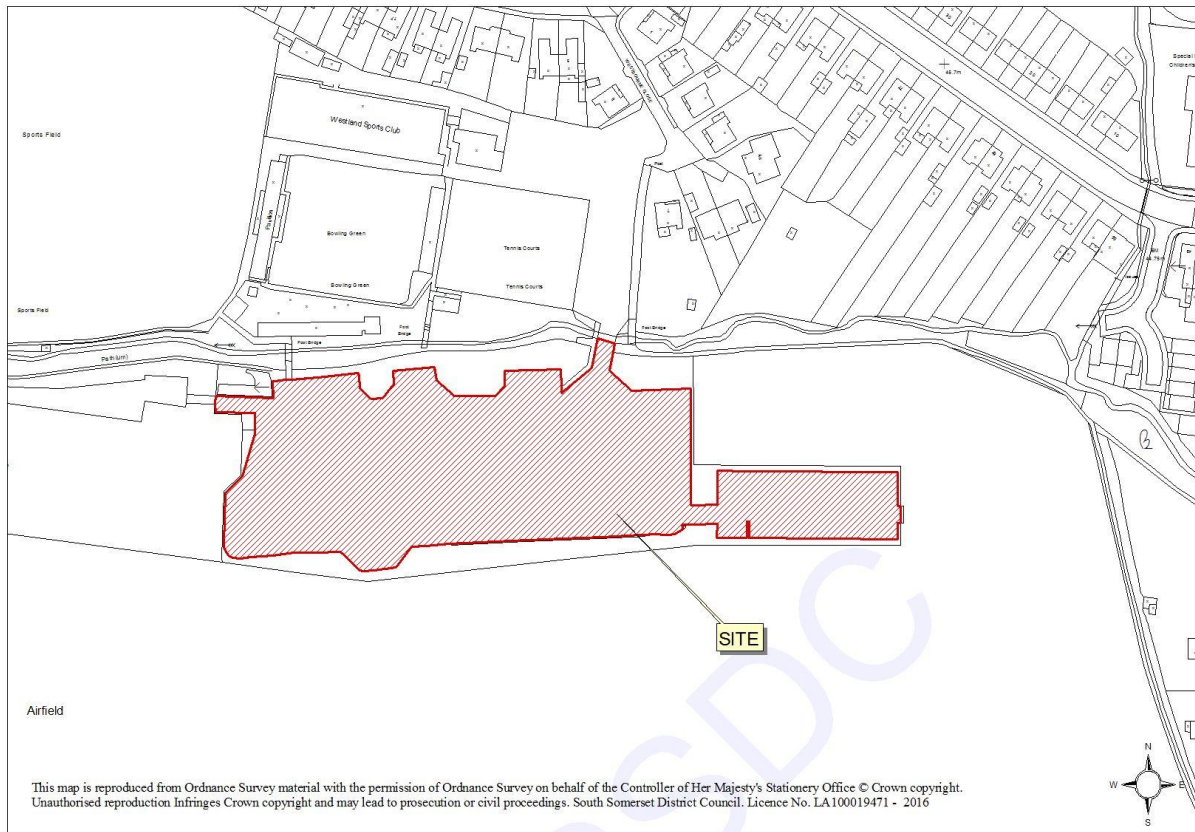
Proposal :	Alterations to elevations, new entrance, new sheltered walkway and amendments to associated external landscaping and parking
Site Address:	Westland Leisure Complex Westbourne Close Yeovil
Parish:	Yeovil
Yeovil (South) Ward (SSDC Member)	Cllr J Field Cllr N J Gage Cllr S McAllister
Recommending Case Officer:	Andrew Collins Tel: 01935 462276 Email: andrew.collins@southsomerset.gov.uk
Target date :	21st December 2016
Applicant :	South Somerset District Council
Agent: (no agent if blank)	Roberts Limbrick Ltd The Carriage Building Bruton Way Gloucester GL1 1DG
Application Type :	Minor Other less than 1,000 sq.m or 1ha

Reason for Referral to Committee

This application is referred to Area South Committee at the request of the Development Manager in accordance with the scheme of delegation and with the agreement of the Area Chairman due to Council's involvement in the site.

Site Description and Proposal





The site is located on the northern side of the Leonardo Helicopters airfield. Access to the site is via Westbourne Close. To the north of the site are the residential properties in Westbourne Grove and to the East the Century Park residential area.

The Westlands Leisure Complex was formerly owned and operated by Leonardo helicopters. Recently South Somerset District Council (the Council) has signed a 30 year lease to run the leisure complex after it was threatened with closure.

Through the centre of the site is a small water course that runs East - West with a public footpath (Y32/4) following its route.

The site includes the sports buildings and facilities on the north side of the brook, including cricket pitch and pavilion, sports centre, bowling green, rifle range and tennis courts. On the southern side of the brook is the entertainment building, allotment gardens and model railway.

Under the Council's lease it was agreed to update / improve the facilities on the site. Included within this remit are the improvements to the entertainment building. Internally improvements are proposed including the formation of 3 meeting rooms in the current skittle alley, changes to the fitness studio, the opening up of the lounge bar, the change of the table tennis room to a meeting room, improved offices and facilities for performers. The internal improvements add to the quality of facilities on offer but do not require planning permission.

Planning permission is sought to erect a new entrance lobby and entrance on the north elevation, a new covered walkway / fire escape on the rear elevation and altered landscaping including parking.

In detail the new entrance and canopy are to be a new semi-circular lobby to the front /

northern elevation.

The application is supported by a Design and Access Statement.

During the course of the application it has been confirmed that the tennis courts will be utilised as additional parking for the site with the provision of 72 spaces on this area. This will result in a net increase of 47 parking spaces, but the loss of the tennis courts. An amended plan has been received to address this and it has been re-consulted upon.

HISTORY

There are numerous historic applications for the site dating from 1955. Since SSDC has obtained the lease;

16/02825/FUL - Demolition of existing pavilion and the erection of a new single storey cricket/bowls pavilion and re-positioning of timber scorers building - Application permitted with conditions - 08/08/2016

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14 of the NPPF indicate it is a matter of law that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

South Somerset Local Plan (2006 - 2028)

On the 5th March 2015 this new local plan was adopted and constitutes the development plan. The most relevant policies are:-

SD1 - Sustainable Development
SS1 - Settlement Strategy
EP8 - New and Enhanced Tourist Facilities
EP15 - Protection and Provision of Local Shops, Community Facilities and Services
TA1 - Low Carbon Travel
TA3 - Sustainable Travel at Chard and Yeovil
TA5 - Transport Impact of New Development
TA6 - Parking Standards
EQ2 - General Development
EQ4 - Biodiversity
EQ5 - Green Infrastructure

National Planning Policy Framework

Chapter 1 - Building a Strong Competitive Economy
Chapter 4 - promoting Sustainable Transport
Paragraph 74 - Loss of playing pitches
Chapter 7 - Requiring Good Design
Chapter 8 - Promoting Healthy Communities

Other Relevant Considerations

Somerset Standing Advice
Somerset Parking Strategy

CONSULTATIONS

Yeovil Town Council - It was decided that the Town Council should declare an interest because of their involvement in the development of the facilities. However note that if the Town Council could comment they would have stated, approve subject to statutory bodies being satisfied.

County Highway Authority - Refers to standing advice.

MoD - No safeguarding objections to this proposal.

Avon and Somerset Police - No objection subject to considering the security value of the door sets in order to maintain burglary resistance. Details of suitable security doors may be sourced from the 'Secure by Design' website.

Rights of Way - No comments received.

Wessex Water - Notes that there is a sewer in close vicinity. There should be no building within 3m of the pipeline without agreement from Wessex Water.

Tree Officer - The 3 trees on site proposed to be removed are high quality specimens and can be incorporated into the proposals. In addition he considers that there are ample opportunities on site to provide additional planting on the site to break up the mass of tarmac over the site.

Landscape Officer - *"Given the scale of the site, there is little landscape change that would result from this proposal. However, I note an intent stated by the D&A statement to enhance the landscape of the site, I agree that intent, and I consider there is more that can be done to improve the appearance of the complex and its surrounds. In that respect, I fully support and endorse the comments made by Phil Poulton re; tree retention, and additional planting."*

Sport England - No comments received at the time of writing report. [These are anticipated before the Area South Committee]

REPRESENTATIONS

None received at time of writing report. (Consultation expiry 9 December 2016)

CONSIDERATIONS

Principle

The site is an existing sports and social club which the Council has acquired on a 30 year lease to avoid the facility from closing. The upgrading of the facilities for community use is supported.

Visual Amenity

The existing entrance to the building is very modest with a simple lobby and no signage. It is proposed to erect a more prominent, single storey semi-circular double glazed enclosure. The roof is proposed to oversail the canopy and show a clear entrance into the building. New windows are to replace the existing behind the canopy. In addition to the canopy the front entrance to the building is to be improved with a new parking arrangement, planting and a new footpath surface. This new entrance canopy creates a more welcoming entrance to the

entertainment complex. Details of the proposed materials are detailed in the application.

In creating an improved entrance to the entertainment complex it is proposed to form new hardstanding in the form of resin bound gravel for pedestrians to easily access the premises and the widening of the road outside the front of the building. As part of these proposals 3 existing trees are to be removed and a single tree planted as a replacement. The Council's Tree Officer however considers that the trees on site to be removed are of high value and can be retained on site. This has been agreed in principle and this can be subject to a condition. Increased landscaping is proposed to the north of the building and the along the northern edge of the car park to the east of the building. However, the existing car parks have a large expanse of tarmac. The proposed alterations to the tennis courts would also create a large area of increased parking. There could be increased planting within the car park without affecting the number of parking spaces proposed. On this basis a condition is considered appropriate.

Residential Amenity

The site is an existing sport and entertainment complex. The extensions / alterations are away from the nearby residential properties and as such the physical built form is not likely to affect residential amenity.

Currently there is limited lighting within the car park. For health and safety requirements it is considered that further lighting would be needed within the parking area. This matter can be conditioned to require the number, positioning and type of lighting to be detailed to minimise any light pollution and any impact upon neighbouring residential properties. The proposals are on this basis considered to be in accordance with EQ2.

The levels of parking on site are to be increased and these considerations are dealt with below.

Highways

Until recently the site was operated by Agusta Westland as their sports and social facility with wider events open to the public. The improvements to the interior of the main entertainment complex do not require planning permission and the owners could have implemented changes to the building without any permission.

Also this application is not seeking to increase the floor area of the building for increased events. The alterations proposed include the erection of a new lobby and a new covered fire escape to the rear.

However there are a number of different uses on the site which all contribute to the number of people on the site. I have seen a draft car park arrangement plan that the regular users to the site including the bowling green, cricket field, rifle range, fitness classes, allotments and staff equates to 144 car parking spaces in the summer and 85 in the winter. This level does not include the main sports complex or the entertainment complex as these levels are liable for variation. The seating area for the improved venue could incorporate up to 870 people with a much further capacity if a standing event is on. Also other uses proposed in the entertainment building would contribute to a greater use of the site.

The originally submitted plans detailed that there would be a loss of 25 car parking spaces over the entire site. It has now been confirmed that additional parking will be provided on the existing tennis courts. On this basis the capacity of the car park will comprise a total of 299 bays including 19 disabled spaces.

The Highways Authority in their response on the application has just referred to Standing Advice. In this respect the Somerset Parking Strategy (SPS) is relevant. The site is within Zone A and the whole site is a D2 use. There are no clear measurements in the SPS to assess the parking requirements for such a mixed D2 use. In applying the parking requirements from cinema uses, leisure centres and other aspects of the SPS the parking proposed on site exceeds the requirements. However these levels are seen as optimum levels and in relation to the assessment of regular users and the close proximity of neighbouring residential streets, it is not considered that the proposal should not provide less car parking than currently exists. The amended plans show the provision of an additional 53 parking spaces over the site by providing a total of 318 spaces with 19 accessible spaces. In considering the current situation and the nearby residential areas, this parking level is deemed appropriate in this specific instance.

Due to the level of proposed use of the site it is also considered necessary to condition a traffic / parking management plan for the site.

Subject to the above it is considered that the proposals can be justified.

Loss of Tennis Courts

The loss of any sports pitch requires consultation with Sport England. As part of any assessment the details in Paragraph 74 of the NPPF are the considerations. This Paragraph states;

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- *the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss."*

At the time of writing the report the comments from Sport England are still awaited. Until these comments are received a full assessment on the application is difficult to assess. It is anticipated that these comments will be available before the Area South Committee whereby Members will be updated with any updates.

The proposals detail the permanent use of the tennis courts as car parking. If their removal has not been justified, as assessed by Sport England their use as temporary overflow parking could be an option. This would be linked into the parking management plan that would allow parking on the courts when a larger event is proposed. The remainder of the time the courts could still be used for playing tennis. This arrangement would not result in the total loss of the courts and may be seen as a possible option.

Alternatively if this is not an option and Sport England raise an objection the proposals would have to be referred to the National Planning Casework Unit.

Conclusion

The external alterations to the building including the new entrance and walkway do not have

an adverse impact upon residential or visual amenity.

Concerns have been expressed over the removal of trees on the site and it has been agreed that existing trees on the site can be retained. The potentially most controversial aspect of the proposals is the use of the tennis courts as additional parking. Sport England's comments are crucial in this assessment. Details submitted state that the parking on the tennis courts will be a permanent feature and the application will be assessed on this basis.

RECOMMENDATION:

Grant planning permission subject to no adverse comments being received from Sports England, for the following reason:

01. The site is an existing sports and social club which the Council has acquired on a 30 year lease to avoid the facility from closing. The upgrading of the facilities for community use is supported and subject to conditions the proposals do not have an adverse impact upon visual or residential amenity. The proposals are therefore considered to comply with Policies SD1, SS1, TA1, TA3, TA5, TA6, EQ2, EQ4 and EQ5 of the adopted South Somerset Local Plan (2006 - 2028) and the aims and objectives of the NPPF.

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out in accordance with the following approved plans: Roberts Limbrick drawings 8213/L(0)EX01B, 8213/L(0)001L, 8213/L(0)002D, 8213/L(0)003E, 8213/A(0)005E and 8213/A(3)013C received 19 October 2016 and amended drawing 1350-01 received 17 November 2016.

Reason: For the avoidance of doubt and in the interests of proper planning.

03. The materials to be used in the development hereby permitted shall be those as identified within the planning application and no other materials unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity and to comply with Policy EQ2 of the adopted South Somerset Local Plan (2006 - 2028).

04. Prior to the buildings uses on the site a Parking Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The parking on site shall be managed in accordance with the approved plan.

Reason: In the interests of managing parking on site in the interests of highway safety and residential amenity in accordance with policies EQ2 and TA5 of the adopted South Somerset Local Plan (2006 - 2028).

05. Prior to the buildings uses on the site details of any proposed external lighting shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and thereafter retained.

Reason: In the interests of residential amenity in accordance with Policy EQ2 of the adopted South Somerset Local Plan (2006 - 2028).

06. Prior to any works to the hardstanding on the Southern side of the brook, details of a scheme of tree protection measures, including tree protection fencing and signage; shall be prepared, installed and made ready for inspection. The locations and suitability of the tree protection measures shall be inspected by the Tree Officer and confirmed in-writing by the Council to be satisfactory prior to commencement of the development. The approved tree protection requirements shall be implemented in their entirety for the duration of the construction of the development and the protective fencing may only be moved or dismantled with the prior consent of the Council in-writing.

Reason: To preserve the health, structure and amenity value of existing landscape features (trees) in accordance with Policies EQ2, EQ4 and EQ5 of the adopted South Somerset Local Plan 2006 - 2028.

Informatives:

01. In relation to condition 06 you are advised to contact the Council's Tree Officer (Phillip Poulton 01935 462670) to arrange a pre-commencement site meeting between the appointed building/groundwork contractors and the Council's Tree Officer, in order to ensure compliance with the submitted scheme of tree protection fencing and other tree protection measures.
02. You are reminded of the comments of the Avon and Somerset Constabulary in their letter of 8 November 2016 whereby they advise that to consider the security value of the door sets in order to maintain burglary resistance. Details of suitable security doors may be sourced from the 'Secure by Design' website
03. You are reminded of the comments of Wessex Water in their email of 1 November 2016 regarding the safeguarding of their equipment. A copy of their letter is available on the Council's website.

Agenda Item 11

Officer Report On Planning Application: 16/03944/FUL

Site Address:	Tyndale Nursing Home 36 Preston Road Yeovil
Ward :	Yeovil (West) Parishward: Hollands
Proposal :	Proposed demolition of existing single storey rear extension and the erection of a 2/3 storey replacement extension with minor alterations and the removal of a Western red cedar tree with replacement tree planting
Recommending Case Officer:	Simon Fox, Area Lead Officer (South) Email; simon.fox@southsomerset.gov.uk
Target date/Ext of time	15th December 2016
Applicant :	The Care Home Group
Type : 05	Major Other f/space 1,000 sq.m or 1 ha+

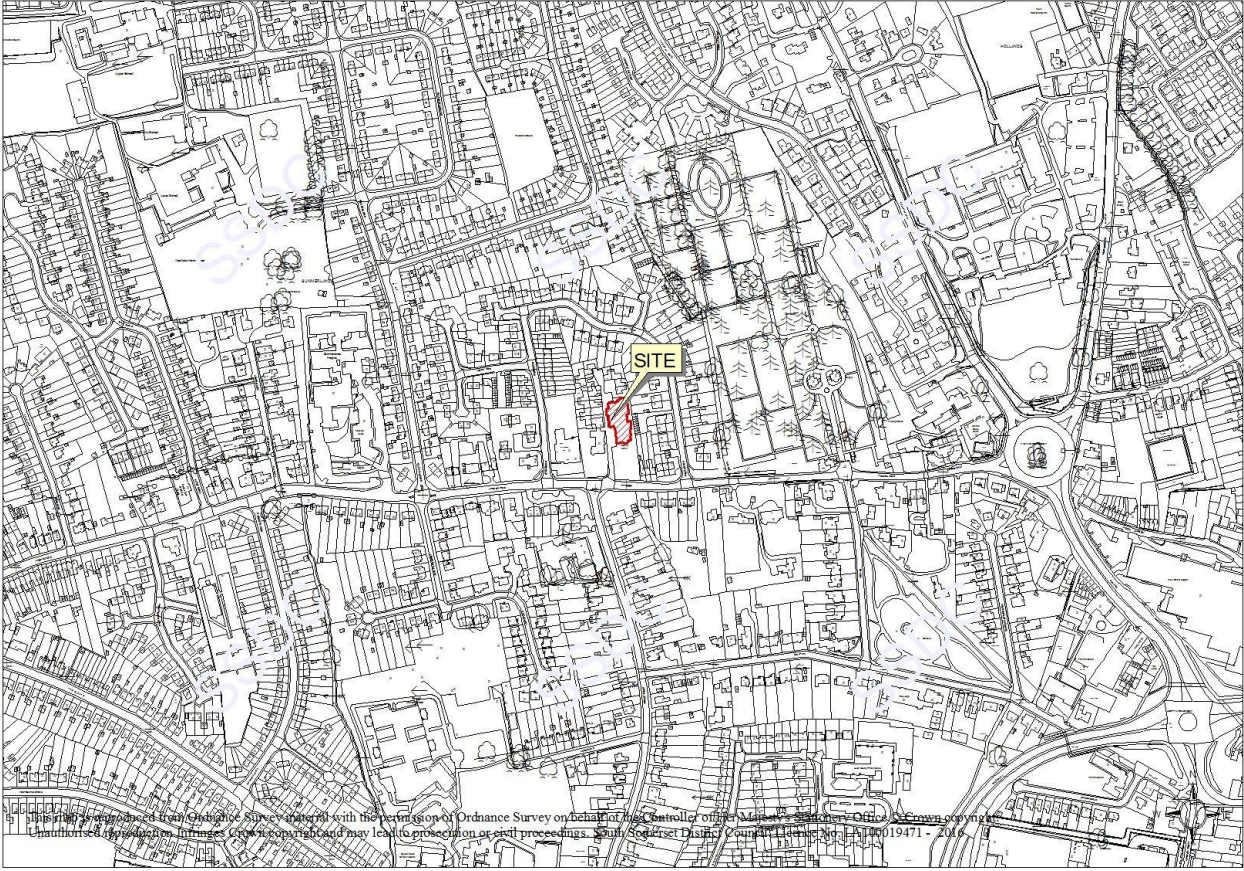
Reason for Referral to Committee

As the views of the Town Council and local residents conflict with the final recommendation of the Case Officer this report was sent to the Yeovil (West) Ward Members, in line with the Council's Scheme of Delegation, to seek a determination as to whether committee referral was requested.

No formal request for committee referral was received from any of the Ward Members within the prescribed period and so the Case Officer was entitled under the Scheme of Delegation to issue a delegated approval.

However, given the strength of local opinion and the views of the Town Council this application is referred for Committee consideration at the request of the Development Manager in accordance with the Scheme of Delegation and with the agreement of the Chairman in order that the local residents are given the opportunity to voice their concerns in a public forum.

Site Description and Proposal



The application site comprises two nursing homes, Latimer Lodge and Tyndale, plus 14 assisted living properties known as Coverdale Court.

The three entities are accessed off Preston Road to the south and share boundaries with bungalows at Willow Road to the north and east and with the former British Legion Club and properties on Legion Road to the west.

Latimer Lodge and Tyndale are located within the Conservation Area; there is one Willow tree subject to a tree preservation order at the site frontage and several within the grounds of Coverdale Court and along the western boundary. The Preservation Order was made in 1986 at the time Coverdale Court was developed.

The site benefits from two car parks at the site frontage to Preston Road either side of the vehicular access, and other spaces are available within Coverdale Court.

Latimer Lodge is currently undergoing renovation in order to accommodate 13 residents.

This planning application concerns Tyndale. The red brick two-storey property was originally built in 1902 as a family house before being converted into a nursing home in the mid-1980s. A single storey rear extension was added in the 1990s creating a facility for circa 20 elderly residents. The site closed in 2015 and was purchased by the applicant.

In order to provide accommodation of sufficient quality, and to modern day standards this application seeks to demolish the rear extension and erect a new two-storey extension with accommodation in the roofspace. The elevations show consideration for its host, incorporating 'Victorian style' materials of rich orange brickwork, half-timbered gable ends, vertical tile hanging, painted barge boards, terracotta ridge decorations and finals, sliding sash windows, exposed rafter tails, and brick dentil and string courses. A couple of gables utilise render rather than brick to break up the mass.

The proposal would facilitate the creation of 32 en-suite bedrooms with ancillary service rooms (dining, living rooms, salon, commercial kitchen etc). The plans indicate the removal of several small trees which lie outside the Conservation Area but also a large Western Red Cedar tree located on the southwest corner of the building located inside the Conservation Area. The proposal is to replace it with another tree.

The application clarifies that the use of the building would remain within its current C2 (Residential Institution) Use Class designation.

HISTORY

History relating to Tyndale unless otherwise stated:

04/01640/FUL: The erection of an extension to provide an eight person lift to serve ground and first floor: Application permitted with conditions: 27/07/2004

96/02092/TPO: Application to remove sycamore shown as T11 in the Yeovil No2 TPO 1986: Permitted: 21/10/1996 (*located in Coverdale Court*)

96/01403/FUL: Erection of a two-storey extension to nursing home without compliance with Condition 03 of decision notice 951533 dated 02-08-1995 (i.e.: dormer windows at second floor on eastern slope of roof to be glazed with frosted glass): Application permitted with conditions: 06/08/1996

95/07477/FUL (951533): Alterations and erection of a two-storey extension to nursing home

and installation of dormer window: Application permitted with conditions: 02/08/1995

88/00099/FUL: Conversion of veterinary surgery into residential home for the elderly with matrons flat the erection of 12 sheltered housing units, 2 disabled bungalows and a guest flat: Application permitted with conditions: 04/10/1989 (*This relates to Latimer Lodge and Coverdale Court*)

861161: The erection of an extension to residential home: Application permitted with conditions: 25/07/1986

831424: The use of dwellinghouse as a rest home for the elderly: Application permitted with conditions: 26/08/1983

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14 of the NPPF indicate it is a matter of law that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

On 5th March 2015 South Somerset District Council, as Local Planning Authority, adopted its Local Plan to cover the period 2006 to 2028.

On this basis the following policies are considered relevant:-

South Somerset Local Plan (2006-2028):

SD1 - Sustainable Development
SS1 - Settlement Hierarchy
HG6 - Care Homes and Specialist Accommodation
EQ2 - Design & General Development
EQ3 - Historic Environment
EQ4 - Biodiversity
EQ5 - Green Infrastructure
TA5 - Transport Impacts of New Development
TA6 - Parking Standards

National Guidance - National Planning Policy Framework:

In particular-

Chapter 1 - Building a Strong, Competitive Economy
Chapter 4 - Promoting Sustainable Transport
Chapter 6 - Delivering a Wide Choice of High Quality Homes
Chapter 7 - Requiring Good Design
Chapter 10 - Meeting the Challenge of Climate Change, Flooding and Coastal Change
Chapter 12 - Conserving and Enhancing the Historic Environment

CONSULTATIONS

Yeovil Town Council:

"Refuse on the following grounds:

- *Overdevelopment of site*
- *Overbearing resulting in loss of light to neighbouring residents*
- *Unacceptable impact on residential amenity including loss of privacy*
- *Inadequate parking provision*
- *The loss of a mature tree and adverse impact on street scene*
- *Concern in respect of the visibility splay in the easterly direction".*

Upon receipt of a Daylight Assessment Report and amendments to windows on the east

elevation the TC were re-consulted and comments received include:

"The attached documents do not address the parking issues which were a key part of the discussion at the planning meeting. They do show significant growth in the number of beds and therefore one would assume significant additional staffing. The on-site parking still seems to be very limited.

The document showing shading of neighbouring gardens talks of the gardens still having 'adequate day light' and yet shows that at certain times of the year these gardens will be almost completely in shade.

I do not believe the attached documents address the concerns we discussed and I am not prepared to support this application".

"I am struggling to understand the changes/ alterations that the applicant has made, as they still do not address the issues raised at YTC, primarily this was overlooking due to mass/bulk of the building and inadequate parking to serve the added bedrooms etc?"

SSDC Conservation Officer:

"The existing rear extension does not contribute positively to the character of the conservation area. In assessing the impact of the new proposal on the character of the designated area I need to take into account the views across to the site from the Cemetery, and views from within the main body of the conservation area to the south of the site.

The extension is huge. However it has been carefully considered and shows respect for the scale and massing of the late C19th buildings within the conservation area. The massing of the east facing elevation has been broken up by bringing some sections forward to form modest gables, which is largely successful. However, I do not think the furthest brick gable works well as it is very wide, and too dominant. I raised this at the preapp stage, so it is disappointing to see it still included within the scheme. This element should be re-considered".

Highways Authority (Somerset CC):

Standing advice applies - in this case this refers to parking and the suitability of the access.

SSDC Highways Consultant:

"I recommend a parking assessment is undertaken to ensure that the overall on-site parking provision accords with the SPS optimum standards in light of the increase in bed accommodation. The means of access from Preston Road appears substandard in respect of the extent of visibility in the easterly direction. The application represents an opportunity to improve visibility in this direction given the increase in traffic generation to and from the site. However, it is accepted that given the location of mature trees and the stone wall along the site frontage, such improvements may not be acceptable or possible for planning reasons".

SSDC Tree Officer:

"Western Red Cedar's are a long-lived, large-growing, evergreen species that were much favoured as ornamental planting during the Victorian/Edwardian period. Nowadays, they are a popular forestry tree commonly grown for the production of durable cladding timber.

They do require considerable un-compacted soil-volume in order to fulfil their normally vigorous growth potential. Unfortunately, the tree at Tyndale Nursing Home has historically been restricted by a restricted, poor quality below-ground environment - which may explain why it has remained rather a poor specimen.

The proposed American Sweetgum replacement is a long-lived, attractive species that is particularly renowned for robust health and colourful Autumnal display. Furthermore, it should co-exist sustainably in close proximity to the Nursing Home and being deciduous, would allow improved daylight availability to the Nursing Home during the dark days of Winter.

I have no objections to the proposal" [condition proposed for new planting].

SSDC Ecologist:

"I've considered this application, including the bat survey report, and I don't have any comments nor recommendations to make".

SSDC Environmental Protection:

No comments to make.

REPRESENTATIONS

20 neighbouring properties/premises to the site have been notified and a site notice has been displayed.

In response 9 letters of objection have been received from residents of Coverdale Court and Willow Road. A summary of comments:

- The development is not in-keeping and overwhelms.
- The development will reduce the visible skyline.
- The development will degrade the communal garden within Coverdale Court.
- The development does not match the architecture of the original house, render in not-in-keeping.
- The development will block light to Coverdale Court and Willow Road properties.
- The development will result in a loss of privacy to Coverdale Court and Willow Road properties by overlooking.
- Parking on site has been at a premium during works at Latimer Lodge; there is not enough parking; Willow Road is accommodating overflow and town centre worker parking.
- The development will cause light pollution.
- Noise from residents has in the past caused issues.
- Staff will not use public transport or walk.
- Concern over noise and disturbance during construction works.
- Properties on the east side of Willow Road have not been notified on this application.
- Value of neighbouring property will be affected.

CONSIDERATIONS

The proposal raises several matters that will be considered in turn:

Principle of Development

Policy SD1 proactively promotes Sustainable Development that improves the social conditions within the District and where necessary the Council will work with applicants to improve proposals so they are capable of being approved. The proposal aims to provide additional quality accommodation to support an ageing population in Yeovil and the district.

This application does not provide 'housing' that is attributable to the 15,950 total dwellings that the Local Plan sets out to deliver. However the provision of Care Homes and Specialist Accommodation to meet local need has informed the formulation of that figure.

Yeovil is a Strategically Significant Town as defined by Policy SS1 and is therefore the focus for development in South Somerset. The site is already well established as a nursing home in an area already prevalent with such accommodation. Policy HG6 specifically sets out the Council's approach to Care Homes and Specialist Accommodation. Proposal for such that meet a need will be supported. The use falls within Use Class C2 and so no 'affordable housing' is required.

The Council is now in receipt of the Strategic Market Housing Assessment 2016. The data

shows that South Somerset (in line with other areas) is expected to see a notable increase in the older person population with the total number of people aged 65 and over expected to increase by 57% over the next 25-years.

At present (according to Housing Learning and Improvement Network) there are around 5,700 spaces in nursing and residential care homes in Somerset of which 1,487 are in South Somerset. The SHMA suggests 51 bedspaces are needed per annum in South Somerset up to 2039. The development of specialised accommodation can free up properties across the district aiding supply. It is considered that there is sufficient evidence of need, this is a well-established site, in the right place, and a project has been identified and there appears to be a commitment to provide it sooner rather than later.

As such it is considered the proposal complies with policies SS1, SD1 and HG6 of the Local Plan.

Design, Layout and Impact of Heritage Assets

The existing rear single-storey extension is of no value and in order to provide accommodation of sufficient quality, and to modern day standards this application seeks to demolish the rear extension and erect a new two-storey extension with accommodation in the roofspace.

In terms of layout the footprint is more-or-less identical design and the elevations show consideration for its host, incorporating 'Victorian style' materials of rich orange brickwork, half-timbered gable ends, vertical tile hanging, painted barge boards, terracotta ridge decorations and finals, sliding sash windows, exposed rafter tails, and brick dentil and string courses. A couple of gables utilise render rather than brick to break up the mass. The specific colours and manufactures of all the materials will be agreed via samples via a planning condition. Consideration has been made to the neighbouring properties by profiling the eastern elevation rather than butt the extension right up against the boundary wall and also with regard to roof height. The ridge of the extension sits approx. 1.5m under that of the existing retained original main part and is only 3.5m above the extension to be demolished and 2.5m above the existing closest unit of Coverdale Court. The extension is 6.5m longer at its northern extent. Nonetheless it is a sizeable extension. In such a situation you assess how the mass and bulk has been broken up by form and materials to aid disguise, provide visual interest and respond to its context, both in terms of the retained original main part but also neighbouring properties. Design is subjective but it is considered this is complementary and this is a view shared by the Conservation Officer, save for one detail which was subsequently amended. The site is already densely developed, not that you read that from outside the site, and whilst this extension will be apparent from further afield to the east due to topography it is not seen to visually jar with its context.

Matters concerning residential amenity and parking are considered elsewhere but the site retains reasonable amenity areas at the site frontage which are screened from public view by mature landscaping and so it is felt the proposal is acceptable on the basis of design and layout.

The wider site does lie partly inside the Conservation Area, a Heritage Asset, the retained original main part is within but the existing rear extension is outside. This gives further indication as to the apparent (lack of) quality of that addition. For the reasons above it is not considered that any demonstrable harm would result to heritage assets that would warrant withholding planning permission. A view shared by the Conservation Officer.

As such it is considered the proposal complies with policies EQ2 and EQ3 of the Local Plan.

Residential Amenity

Yeovil Town Council reiterates concerns raised by residents of Willow Road concerning perceived impact of the development on residential amenity. In this regard this refers to overshadowing and overlooking.

In terms of overlooking the primary elevation to assess is the east facing side. The area where the extension is proposed adjoins Nos 7, 9 and 11 Willow Road and the proposal is such that the development is higher than those bungalows. Those properties are at least 22m from the retaining wall boundary with Tyndale. In the case of Nos 7 and 9 there is a garage court in-between.

At first floor level there are five windows that could conceivably view properties at Willow Road. Two serve a dining and living area, one serves a stairwell and two serve care studios (bedrooms). In the case of the first two they are 26m distant from Nos 7 and 9. In the case of the other three which are located within a recessed part of the extension they are 33m away from Nos 7 and 9 and 31m from No11. These distances are all in exceedance of guidelines that attribute a desirable distance of 21m from habitable window to habitable window. However the applicant has responded to the concerns raised by neighbours and has offered to alter the first two windows serving the dining and living area by fixing the casements and obscure glazing the lower sections.

In terms of visual dominance and overshadowing the building is set some 26-33m away from the nearest properties. Although set on higher ground it is considered that this level of separation is in excess of many other situations whether involving natural landforms, vegetation or built structure. During the course of the application the applicant has submitted a Shadow Assessment. The key conclusion is that whilst some gardens to properties on the west side of Willow Road may be cast a shadow earlier in the day during certain times of the year, the impact does not extend to those areas immediately to the rear of the properties, say where they may be a patio or conservatory, or any habitable rooms.

As such whilst the perception may persist that the proposal will result in a deterioration of residential amenity it is difficult to identify sufficient demonstrable harm that would warrant withholding planning permission.

As such it is considered the proposal complies with the NPPF and policy EQ2 of the Local Plan.

Highways

A number of comments from local residents and the Town Council relate to parking. Any assessment of parking cannot take into account abnormal events such as the (temporary) refurbishment of Latimer Lodge when many more trade vehicles are brought to site, nor does policy require you to.

Based on the proposal the increase of bed spaces is 10. The SCC Parking Standards (and therefore Local Plan policy TA6) request 1 parking space per 13 bedrooms, so the uplift in bedroom numbers doesn't require an additional space.

Notwithstanding this, the total number of bed spaces proposed by this development is 32. According to the SCC standards three parking spaces would be acceptable. The proposal comprises 11 spaces allocated to Tyndale in total. It is considered that the levels of parking, whilst exceeding policy requirements by three times, are appropriate for the development given the comments made.

In terms of the comments of the Town Council which reflect those of the SSCDC Highways

regarding the access it is noted that this is located within the Conservation Area and in very close proximity to substantial, mature and protected trees (given their siting within the Conservation Area). It is felt that given the marginal increase in bed spaces and parking spaces that the increase in traffic movements would be negligible. In order to secure compliance with visibility requirements the removal of the trees and the natural stone retaining wall to create an engineered highways access solution would be far more harmful to the setting and Conservation Area than the current situation.

It is considered the proposal complies with policies TA5 and TA6 of the Local Plan plus the SCC Parking Strategy.

Trees and Ecology

The plans indicate the removal of several small trees which lie outside the Conservation Area but also a large Western Red Cedar tree located on the southwest corner of the building located inside the Conservation Area. It is suggested that this tree is causing some concern with regards to the structure and is now too large for its context. Irrespective of whether this development goes ahead or not it is requested that the tree be felled. It is not protected individually only by its location in the Conservation Area. This application offers the opportunity to replace it with another tree. The applicant has suggested a 'Liquidambar Styraciflua'. The loss of the tree has been accepted by the Council's Tree Officer and the replacement plus its specification is as advised by the Tree Officer. Given the context, in that the site, particularly the frontage is well treed and given the structural issues it is felt a replacement is the best way forward.

It is considered the proposal complies with policy EQ5 of the Local Plan.

Ecology

The application is supported by a Building Assessment and Bat Survey. The report sought to assess the potential for the building to support roosting bats and/or nesting birds. An emergence survey was also undertaken.

The report concludes there are no roosts but that bats forage in the area. Suitable pre-demolition advice is given and mitigation and enhancement recommendations are made. These matters will be secured by condition. SSDC's Ecologist has not raised any issues.

It is considered the proposal complies with policy EQ4 of the Local Plan.

Conclusion

The concerns of local residents are acknowledged. It is considered however that whilst the outlook from some properties will change it has been concluded after assessment that demonstrable harm would not result that would warrant withholding planning permission, given the merits of the scheme and the need it fulfils.

SECTION 106 PLANNING OBLIGATION

There are no requirements to secure any mitigation or planning obligations via Section 106 of the Act.

RECOMMENDATION:

Grant planning permission for the following reason:

01. Notwithstanding the objections raised the proposal seeks a well-designed extension to a building of some historic interest safeguards the setting of the adjacent Conservation

Area and does not cause demonstrable harm to residential amenity or highway safety in accordance with the National Planning Policy Framework, the Somerset County Council Parking Strategy and policies SD1, SS1, HG6, EQ2, EQ3, EQ4, EQ5, TA5 and TA6 of the South Somerset Local Plan (2006-2028).

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.
02. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:
 - a) Site Location Plan, Drawing No. 3666/08
 - b) Proposed Site Plan, Drawing No. 3666/07 Rev A
 - c) Proposed Basement and Ground Floor Plan, Drawing No. 3666/04 RevA
 - d) Proposed First Floor Plan, Drawing No. 3666/05 RevA
 - e) Proposed Second Floor Plan, Drawing No. 3666/06 RevA
 - f) Proposed Elevations, Drawing No. 3666/09
 - g) Proposed Elevations, Drawing No. 3666/10 RevA
 - h) Proposed Site Sections, Drawing No. 3666/11
 - i) Proposed External Materials, Drawing No. 3666/12Reason: For the avoidance of doubt and in the interests of proper planning.
03. The development hereby approved shall not be used other than for those activities which fall within the definition of a Residential Institution (Use Class C2) of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
Reason: Any change would require the Local Planning Authority to reassess parking, planning obligations and residential amenity issues to accord with policies EQ2 and TA6 of the South Somerset Local Plan.
04. Save for demolition, no works shall be carried out unless the following details have been submitted to and approved in writing by the Local Planning Authority:
 - a) specific materials to be used for the external walls and roofs;
 - b) materials to be used for rainwater goods and window dressings (lintels, cills);
 - c) the design (including joinery details where appropriate), type of material, plus proposed colour and finish of all windows and doors plus recesses;
 - d) details of eaves/verges;
 - e) location and design details of all vents, flues and meter boxes; and
 - g) the specific surfacing materials of all areas of hardstanding, incl. driveways.Once agreed the scheme shall be carried out in accordance with those details unless further agreement is reached with the Local Planning Authority.
Reason: To maintain the character and appearance of the area to accord with policy EQ2 and EQ3 of the South Somerset Local Plan.
05. The two windows on the east elevation serving the dining and living room on the first floor shall be installed in a manner to ensure they are fixed units (not openable) and fitted with obscure glass to their lower halves as annotated on drawing no. 3666/05RevA and the stated windows shall be permanently retained and maintained in this fashion thereafter.
Reason: In the interests of residential amenity to accord with policy EQ2 of the South Somerset Local Plan.
06. Prior to installation of any external additional external lighting, the details of such be submitted to and approved in writing by the Local Planning Authority. Such lighting

where necessary shall include appropriate mitigation in terms of shrouding/direction and detail how it preserves bat foraging corridors.

Reason: In the interests of visual amenity to accord with policy EQ2, EQ3 and EQ4 of the South Somerset Local Plan.

07. The development (particularly including any site clearance) shall not commence until a 'Biodiversity Enhancement Plan' has been submitted to, and approved in writing by the Local Planning Authority. The plan shall include details of measures for the enhancement of biodiversity. The agreed plan shall be implemented in full within 12 months from the commencement of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the protection and conservation of protected and 'priority species' in accordance policy EQ4 of the South Somerset Local Plan, and to ensure compliance with the Wildlife and Countryside Act 1981 and the Habitats Regulations 2010, and for the enhancement of biodiversity in accordance with the NPPF.

08. Prior to the felling of any tree within the Conservation Area a scheme of compensatory planting shall have been submitted to and approved by the Local Planning Authority. All planting comprised in the approved details of landscaping shall be carried out in the first planting season following receipt of the written approval by the Local Planning Authority, and any trees which within a period of ten years from having been planted die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To integrate the development into its environs and build on local character to comply with policies EQ2, EQ3, EQ4 and EQ5 of the South Somerset Local Plan.

Informatives:

01. With regard to Condition 08 the applicant is advised that such a scheme shall include locations, numbers of individual species, sizes at the time of planting and whether container-grown or cell-grown. The installation details regarding ground preparation, staking, tying, guarding and mulching shall also be included in the scheme.

Agenda Item 12

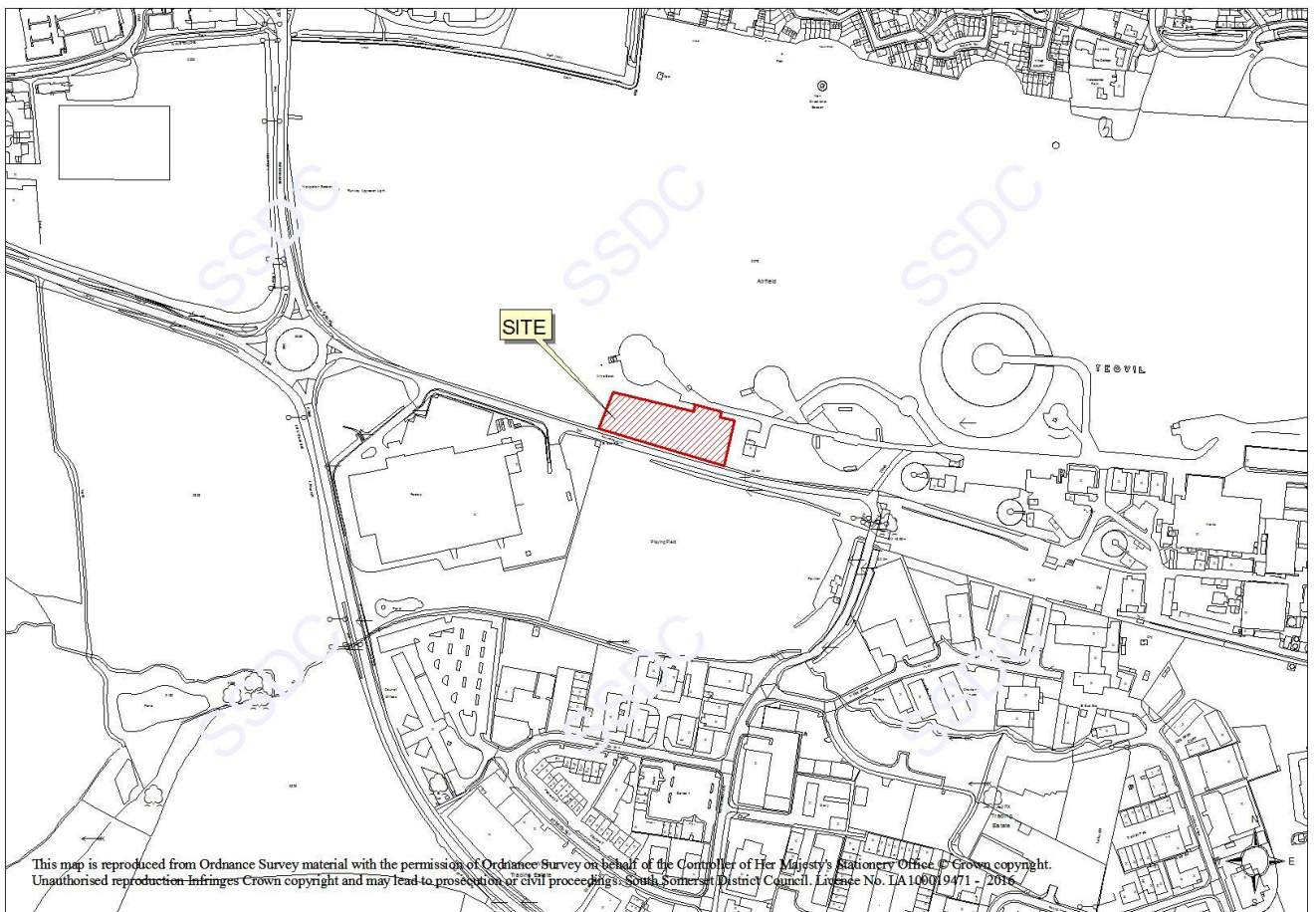
Officer Report On Planning Application: 16/03628/FUL

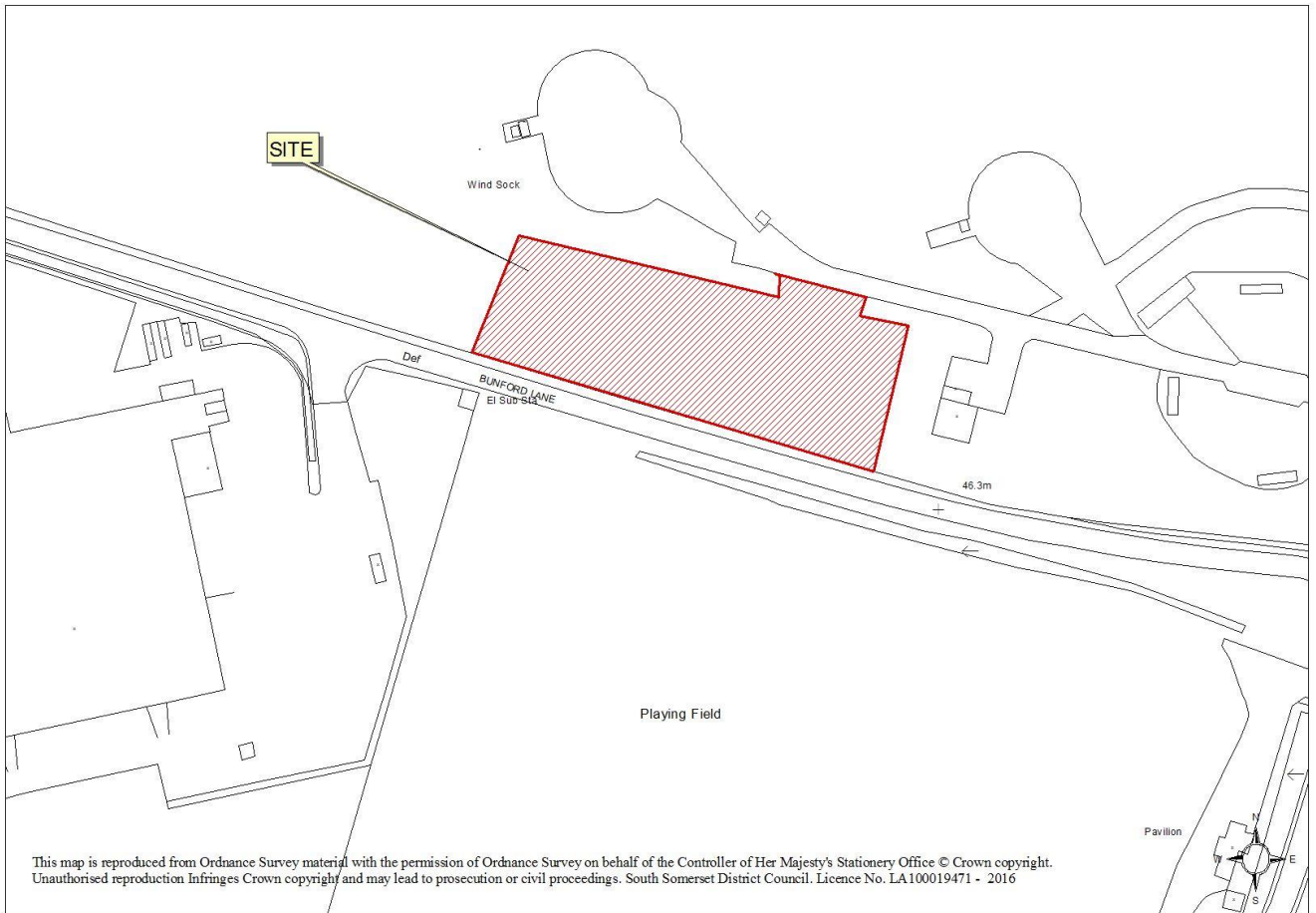
Site Address:	Land North Of Bunford Lane Yeovil
Ward :	Yeovil (South) Parishward: South
Proposal :	The erection of a research and development building, incubator office and light engineering facility (Use Class B1) with associated parking, landscaping, access and security facilities.
Recommending Case Officer:	Simon Fox, Area Lead Officer (South) simon.fox@southsomerset.gov.uk
Target date/Ext of time	9th December 2016
Applicant :	Somerset County Council
Type : 02	Major Offs floorspace 1,000 sq.m or 1ha+

Reason for Referral to Committee

This application is referred for Committee consideration at the request of the Development Manager in accordance with the scheme of delegation and with the agreement of the Chairman, due to the fact that Somerset County Council is the applicant.

Site Description and Proposal





The application site comprises part of the operational airfield to the helicopter factory operated by Leonardo. The rectangular site measures 45m deep by 115m wide and rests alongside Bunford Lane. Two existing helipads are located to the north and an airfield maintenance building is located to the east. The site is laid to grass and sits within the security perimeter fence of the airfield.

The site lies opposite Seafire Park, an allocated but yet to be developed employment site and diagonally opposite the factory operated by Garador.

The site is accessed off Bunford Lane which runs easterly off the Cartgate link (A3088) roundabout located on Western Avenue.

This application seeks to erect a 2535sqm research and development, incubator office and light engineering facility (Use Class B1) with associated car parking, landscape, access and security facilities. The B1 use comprises 632m² of B1(A) - office other than use within Class A2, 665m² of B1(B) - research and development and 1237m² of B1(C) - industrial process capable of taking place in any residential area without causing detriment to the amenity of the area.

The application is supported by a number of technical reports including:

- Transport Assessment, AECOM Transportation (Sept 2016)
- Travel Plan, AECOM Transportation (Aug 2016)
- Archaeological Desk-Based Assessment, AOC Archaeology Group (33348, Aug 2016)
- Lighting Assessment, Hoare Lea (03/07854/REP/NK/20160822, Aug 2016)

- Air Quality, Hoare Lea (Stage 1 Report 07/09/2016 Rev3)
- Acoustics, Hoare Lea (Planning Stage Report 15/09/2016 Rev01)
- Preliminary Ecological Appraisal (PEA) and BREEAM Report, Stride Treglown (Sept 2016)
- Low and Zero Carbon Technologies Report, Hoare Lea (24/08/2016 RPT_0307854_08A)
- Phase 1 Geo-environmental Desk Study Report, AECOM Environment (Aug 2016)
- Outline Soft Landscape Specification Notes, Stride Treglown (23/08/2016 PL01)
- Civil and Structural Engineering Design Philosophy, AECOM Building Engineering (Aug 2016)

The application is also supported by an integrated Planning, Design and Access, Economic and Statement of Community Involvement Statement.

The application has been submitted on behalf of Somerset County Council.

HISTORY

Relevant to the part of the airfield associated with this application:

00/00151/FUL: The erection of a temporary building to be used as a temporary flight hangar: Application permitted with conditions: 30/03/2000

SEAFIRE PARK (opposite the site):

13/03413/OUT: Application to extend the time limit for implementation of planning application 06/02182/S73 (04/01278/OUT) for the use of land for industrial purposes (Use Classes B1, B2 and B8): Application permitted with conditions: 14/11/2013

06/02182/S73: Amendment to conditions 1 and 3 of planning permission 04/01278/OUT (10 years and 8 years respectively): Application permitted with conditions: 16/08/2006

04/01278/OUT: Development of land for industrial purposes (use classes B1, B2 and B8): Application permitted with conditions: 24/08/2005

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14 of the NPPF indicate it is a matter of law that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

On 5th March 2015 South Somerset District Council, as Local Planning Authority, adopted its Local Plan to cover the period 2006 to 2028.

On this basis the following policies are considered relevant:-

Policies of the South Somerset Local Plan (2006-2028):

- SD1 - Sustainable Development
- SS1 - Settlement Hierarchy
- SS3 - Delivering New Employment Land
- SS6 - Infrastructure Delivery
- YV4 - Yeovil Airfield Flight Safety Zone
- EP2 - Office Development
- EP3 - Safeguarding Employment Land
- EQ1 - Addressing Climate Change in South Somerset
- EQ2 - Design & General Development
- EQ3 - Historic Environment
- EQ4 - Biodiversity

EQ7 - Pollution Control
TA1 - Low Carbon Travel
TA4 - Travel Plans
TA5 - Transport Impact of New Development
TA6 - Parking Standards

National Guidance - National Planning Policy Framework:

In particular-

Chapter 1 - Building a Strong, Competitive Economy
Chapter 4 - Promoting Sustainable Transport
Chapter 7 - Requiring Good Design
Chapter 10 - Meeting the Challenge of Climate Change, Flooding and Coastal Change

Other

Somerset County Council Parking Strategy (March 2012)

CONSULTATIONS

Yeovil Town Council:

"Approval - The Town Council fully support this application to bring this facility to Yeovil, and look forward to continue working and encouraging further economic development with SCC and SSDC in the future".

Neighbouring Parish Council's:

Brympton PC - Approval.
West Coker PC - No comments/objections.
East Coker PC - Support.

Highways Authority (Somerset County Council):

"In terms of traffic impact the applicant has submitted a Transport Assessment to accompany the planning application. The Highway Authority has taken the opportunity to review the document and have the following comments to make.

Firstly it should be noted in the section where the applicant describes the local highway network it indicates that Bunford Lane is open to two-way traffic. However it should be noted that Bunford Lane has now been closed to through traffic. In addition it should be noted that Bunford Lane itself is maintainable at private expense and therefore is not adopted highway.

In terms to trip generation the applicant has utilised TRICS to ascertain the trip rates associated with this proposal. From the details provided the applicant has indicated that in the peaks the proposal would generate 46 movements in the AM peak and 47 in the PM peak. The Highway Authority believes that in trip generation terms this data is robust.

With regards to distribution of traffic associated with the proposal, the applicant has indicated that the majority of the traffic would utilise the A3088 (West) which leads to the wider highway network (A303). In terms of traffic impact assessments the applicant has utilised TEMPRO for the growth rates. Having reviewed the number of scenarios (base year, opening year and forecast year) the Highway Authority is satisfied that the proposed traffic growth is considered to be robust.

Therefore in traffic impact terms the proposal would result in an increase in vehicle movements on Bunford Lane and the Westlands roundabout. This would normally be a cause of concern for the Highway Authority however as previously stated with Bunford Lane now being closed to through traffic. Therefore even with the traffic associated with this proposal the total levels of traffic on Bunford Lane will actually decrease. As a consequence it would be unreasonable to raise an objection based on traffic impact grounds.

It is noted that there are highway works to improve the western corridor in Yeovil. Having reviewed the proposal and its impact on the highway it is the opinion of the Highway Authority that it would be unreasonable to require the developer to make a contribution to the

proposal.

With regard to the Travel Plan this has been audited and the Highway Authority has the following observations to make.

The Travel Plan fee of £2000 needs to be included. The applicant has committed to a safe guarding sum of £3,750 however the applicant should be made aware that this in fact should be £10,360. The applicant will also need to commit to a Travel Plan Co-ordinator budget.

In terms of the plan itself the baseline targets are missing but the Single Occupancy Vehicle (SOV), working from home and car share have been calculated utilising Somerset County Council's guidance. The targets show main modal shift towards walking and cycling and car share have been committed to, however, no numbers have been given and no target for increase in car share set. Cycle parking will be provided using Sheffield Stands but there is no mention of shelter or security measures which should be expanded on. Finally the Travel Plan would need to be secured via a S106 agreement.

Turning to the proposed layout the applicant has proposed two vehicle accesses onto Bunford Lane. The applicant has proposed splays of 2.4m x 120m in either direction this is based on the design guidance set out in Design Manual for Roads and Bridges (DMRB) for a 40mph speed limit, which is considered to be acceptable. Both accesses would need to be properly consolidated and surfaced with appropriate drainage to capture surface water runoff. With regards to parking the applicant has proposed a total of 46 spaces, which is in accordance with Somerset County Council's Parking Strategy whilst provision has also been made for motorcycle and cycle parking which is also in line with the parking standard. Please note that sufficient space should be provided between the banks of spaces to allow a vehicle to manoeuvre.

The applicant has also provided turning diagrams for both a refuse vehicle and a fire appliance. However it is noted from the details provided that the applicant has only tracked for a 9.86m long refuse vehicle. Please note the Highway Authority's standard is a 11.4m long refuse vehicle if there is a deviation from this then we would require a written letter from the Somerset Waste Partnership stating what length of vehicle will serve the site.

Therefore to conclude the proposal will result in an increase in vehicle movements however when taking into account the closure of Bunford Lane to through traffic it is unlikely to have a significant impact on the wider highway network as actual levels will decrease. The Travel Plan is considered to be broadly acceptable however there are a few minor amendments that are required. However these can be done post permission being granted as part of the S106 process. Finally the proposed points of access are considered to be acceptable in terms of visibility and design. The provision of parking is in line with the Highway Authority's parking standards. Consequently based on the above information the Highway Authority raises no objection to this proposal and if permission were to be granted we would require the following to be secured [Section 106 to secure Travel Plan, conditions referring to surfacing, surface water, obstruction and visibility]. See Conditions 10-13.

SSDC Highway Consultant:

Refer to SCC comments.

SSDC Planning Policy:

Comments received from the Principal Spatial Planner detail the important three issues from a planning perspective when considering the Local Plan, namely the conformity with the local plan strategy and economic policy, conformity with transport policy, and conformity with environmental and design policies. Conformity with Policy EP2 is assessed and the need for a sequential test; the public transport linkages are considered and BREEAM standards recognised. In conclusion, the proposal is not fully in accordance with the development plan (due to policy EP2) but regard can be paid to the investment and economic benefits of the scheme and support to the aerospace sector. Support and encouragement for SMEs should also be considered positive.

SSDC Economic Development Team:

"The economic development team are broadly supportive of this application. The project should attract a number of aerospace businesses to the area in the future which will benefit the economy. I hope that Somerset County Council will continue to fully engage with the District Council regarding further developments with the project".

Lead Local Flood Authority (LLFA)(Somerset County Council):

"The development indicates an increase in impermeable areas that will generate an increase in surface water runoff. This has the potential to increase flood risk to the adjacent properties or the highway if not adequately controlled.

The applicant has not provided details of the proposed drainage designs for the capture and removal of surface water from the development. Due to the location of the site and the proposed increase in impermeable areas it will be necessary to provide these details.

The LLFA has no objection to the proposed development, as submitted, subject to the [following] drainage condition being applied". See Condition 14.

SSDC Ecologist:

No comments nor recommendations to make.

SSDC Environmental Protection Team:

"There is an area of infill land in proximity to the site" [condition suggested regarding the discovery of potentially contaminated land].

"I can confirm that I have considered any potential issues regarding LAPPC, lighting and noise. With regard to lighting and LAPPC, I have no concerns or comments.

With regard to any potential noise impacts of the air handling plant on the roof of the proposed building I am confident that any such plant will not have any impact on the closest residential dwelling. However since equipment has not yet been specified at this stage I propose that the following condition be applied" [condition requiring noise mitigation report] See Conditions 15 and 16.

South West Heritage Trust (Archaeology):

"The site lies in an area where archaeological remains are likely as described in the submitted archaeological desk based assessment.

For this reason, I recommend that the developer be required to archaeologically excavate the heritage asset and provide a report on any discoveries made as indicated in the National Planning Policy Framework (Paragraph 141). This should be secured by the use of model condition 55 attached to any permission granted". See Condition 06.

Ministry of Defence Safeguarding:

No safeguarding objections.

Crime Prevention Design Advisor:

No objections subject to comments [some comments relate to matters of management and detailed design which are not planning issues, another comment relates to the security of the cycle parking]

REPRESENTATIONS

One adjacent neighbour and one adjacent landowner were notified in writing. A site notice has also been displayed and a press advert placed (Major Development).

One representation was received from Abbey Manor Group, owners of the site opposite, known as Seafire Park, it states:

- *The application is for a building providing 2,530 sq m of B1 space. Whilst all of the associated documentation stresses the need for this particular use to be within the*

boundaries of the airfield, there is not proposed restriction on its use to occupiers which are in fact carrying out the type of research and product development which justifies the use being located on the airfield as opposed to one of the other many allocated and consented employment sites within Yeovil. Our concern is one of publically subsidised competition to the private sector provision. A suitably worded restriction would overcome this concern.

- The proposals provide for two vehicular access points onto Bunford Lane, as you are aware there is a site directly opposite which has the benefit of an outline planning permission, as far as we are aware no analysis has been done of the impact of the 2 proposed access points on the ability to deliver a suitable access to the 12.5 acre development site opposite, we are obviously concerned that, this proposal is permitted does not adversely impact on the ability to deliver the consented site.

- The sole connection point to the adopted highway network is via the roundabout between Bunford Lane and the A3088. As you are aware the County Council are proposing to undertake improvements to this junction as part of the Western Corridor Works. We believe that it is a condition of the funding of this project that all developments which are enabled by this project be asked to make an appropriate contribution towards the works. There is no proposal within the documentation for this development to make a contribution to the Western Corridor Works, this appears inequitable considering that the development site directly opposite has already made a contribution to the Western Corridor project and all other private sector developments within the area are being requested to do so. It would appear that there is no proposal to mitigate the impacts of this development on the local highway network which is has been acknowledged, By the Highway Authority, is under considerable strain.

- Whilst the development proposed is for 2,530 sqm, we have been reliably informed that a second phase of a similar scale is planned. If this application is permitted with no contributions to the surrounding infrastructure on the basis of scale, how will your authority ensure that the cumulative impact of a further phase or phases is properly mitigated.

CONSIDERATIONS

The application raises several issues which will be considered here in turn.

Project Outline and Principle of Development

The project, entitled 'iAero', is the result of a collaboration of Somerset County Council, six South West Local Enterprise Partnerships and the regions' leading aerospace players. Its overarching aim is to become the engine for the UK's continued, global success in aerospace. The submission states, "The iAero (Yeovil) Centre will specialise in whole aircraft capability and specialism in rotary wing technologies. It will support collaboration between major aerospace manufacturers and their supply chains and provide access to specialist equipment and collaborative workspace to enable technology development to drive down production costs, boost sales and increase profitability. Furthermore, the project has the ability to attract 133 jobs".

The site in question forms part of the operational airfield ancillary to the helicopter factory operated by Leonardo. In terms of the Local Plan the site is within the development framework area for Yeovil where development is acceptable in principle. Although promoted by others there is a clear industry and operational linkage to Leonardo, hence why the land has been made available for this project.

Policy SD1 proactively promotes Sustainable Development that improves the economic conditions within the District and where necessary the Council will work with applicants to improve proposals so they are capable of being approved. The proposals aims are to bolster and support the aerospace industry which is so important to Yeovil and the wider area.

Yeovil is a Strategically Significant Town as defined by Policy SS1 and is therefore the focus for development in South Somerset.

This site forms part of an existing employment site and as such acts as a windfall as far as Policy SS3 is concerned. The development will create jobs which will contribute towards the target identified within Policy SS3.

Policy EP2 concerns office development (Use Class A2 and B1A). The policy requires office development to be first located within the defined Town Centre and where this is not possible and demonstrated by a sequential test then edge of centre sites are preferred to out of centre sites. The use class of the proposal sought is Use Class B1 as that use incorporates research and development (B1B) and light industrial processes (B1C) as well as office use (B1A). Of the total proposed floor area of 2535m², only 632m² or 24.9% is actually defined for B1A use.

One could argue that as the applicant has not submitted a sequential test and as the site is out of town that the proposal is contrary to Policy EP2.

On the other hand it could be argued that the development is not strictly for 'office development', as it contains other facets which dominate, and the office part could not be detached from the remainder for the building to remain operationally efficient. The key drivers for this location are the operational locality requirements. Additional information from the applicant has proved useful in this regard. The siting of the building adjacent to the airfield and helipads is of paramount importance to allow direct access to multiple aircraft platforms within the workshop which will have a secure gated access. The transporting of aircraft by road to any other location would be challenging, costly and disruptive. As such there is a clear rationale why this site is preferable and acceptable in planning terms notwithstanding the potential non-compliance with Policy EP2.

It could be said that if the building has a Use Class of B1 then it could in theory solely be used for B1A office use and therefore Policy EP2 would wholly apply. As such an appropriately worded condition setting out the mix to protect the policy position is deemed necessary (See Condition 03). This approach satisfies the comments made by Abbey Manor Group in their representation.

In assessing Policy EP3 it is considered the proposal utilizes an otherwise marginal piece of airfield for a related, albeit separate use, safeguarding employment land.

The proposal is considered to comply with Policies SD1, SS1, SS3, SS6, YV4, EP2 and EP3 of the South Somerset Local Plan.

The National Planning Policy Framework reiterates it is the aim of the planning system to achieve sustainable development. There are three dimensions to sustainable development; economic, social and environmental. In this case the development has the potential to contribute to build and maintain a strong, responsive and competitive economy; to support growth and innovation. The health, social and cultural well-being of the town has been underpinned for decades by a strong aerospace industry and the aims of this project seek to maintain this by supporting the sector within an iconic building. The environmental credentials will be assessed in more detail later in this report, especially the need to adapt to challenges caused by climate change and the move to a low carbon economy.

Design and Layout

The Design and Access Statement sets out the aims that have been fundamental to the

approach, these include:

- Create an elegant landmark as an icon for the aerospace industry in Yeovil and the southwest;
- Create a building that acts as a catalyst to which future high value industries will gravitate;
- Create a flexible building which supports as wide a range of innovative enterprise and activities as possible, and which is capable of internal adaption over time;
- Provide strong fundamental links to the aerospace industry and adjacent airfield; and
- Provide an attractive proposition that supports collaboration at its core.

The design and layout of the building has evolved prior to this formal planning submission taking into account the aims stated above.

The building is a two-storey oblong flat roofed structure standing some 14m high. Visually the building seeks to respond to views from Bunford Lane and Watercombe Lane, ensuring the corners facing those directions (south west and south east respectively) are engaging and of sufficient presence. The southwest corner is predominantly curtain walling with glazing, perforated cladding and a feature cowl to wrap the corner. The southeast corner is predominately curtain walling and brick, with a distinctive diagonal brickwork section.

The external façade of the building has visual interest and will be distinctive, there is no strong local character to respond to and the materials are considered to be acceptable, subject to detailed assessment via samples (see condition 05).

Internally the accommodation is arranged over two-floors. There is a full height central atrium entrance and dining area. The ground floor contains the technology/collaboration spaces. The first floor contains flexible office units (there are sub-dividing walls that can be removed). At one end is a full height workshop in which testing of new products and technologies could be undertaken with a helicopter in situ. The workshop has northlights over. On the roof is a viewing terrace and plant area.

The building is sited within a secure perimeter fence with gated access from the workshop to the airfield.

The application is accompanied by a Carbon Report. The building is aiming to achieve a BREEAM excellent rating. BREEAM is a sustainability assessment method and the report sets out the aim of 30% reduction in CO2 emissions. This will be achieved by efficient condensing gas boilers and the inclusion of photovoltaic panels. The report has been endorsed by the Council's Climate Change Officer. The provision of solar panels has the potential for glare which would affect airfield operations and landscape setting. Primarily for the former it is suggested an anti-reflective coating is applied to the panels.

In terms of ecology the accompanying report concludes the site has no potential to support protected or priority species, being only amenity grassland. There are no protected species and so no mitigation is proposed. In order to support the acquisition of the BREEAM excellent rating landscape recommendations have been made to enhance the nature conservation value of the site. These have not been wholly possible to include (trees in the vicinity of the airfield are problematic) but a low lying landscaping scheme is proposed to soften the frontage.

It is considered that the proposal complies with the requirements of Policies EQ1, EQ2 and EQ4 of the South Somerset Local Plan.

Historic Environment and Archaeology

The South West Heritage Trust has advised that the site lies in an area where archaeological remains are likely as described in the submitted archaeological desk based assessment. As such to the developer is required to archaeologically excavate the heritage asset and provide a report on any discoveries made. This will be secured by Condition 06.

There are no listed buildings or other heritage assets within the vicinity that would be affected by the proposal given its context.

The proposal is considered to comply with the requirements of the NPPF and Policy EQ3 of the South Somerset Local Plan.

Highways

A Transport Assessment has been submitted to satisfy Policies TA1 (Low Carbon Travel), TA5 (Transport Impact of New Development) and TA6 (Parking Standards). The Assessment looks at any off-site infrastructure that may be required under Policy SS6. A Travel Plan has also been submitted to satisfy Policy TA4.

Somerset County Council, as Highway Authority, has been consulted on the application. In terms of traffic impact the proposal would result in an increase in vehicle movements on Bunford Lane and the Cartgate roundabout. One significant factor in the assessment of this application has been the recent closure of Bunford Lane to through traffic. As such the HA comments that traffic on Bunford Lane will actually decrease and it would be unreasonable to raise an objection based on traffic impact grounds. In addition the amount of traffic generated coupled with the closure of Bunford Lane the HA has concluded it would be unreasonable to seek a contribution to the planned improvement works to the Cartgate roundabout on Western Avenue.

A Travel Plan seeks to promote a greater choice to use more sustainable transport modes and reduce the need and desire to use the car. The submitted Travel Plan has been audited and several comments are made. The HA initially requested that the Travel Plan be secured by legal agreement but the County Council cannot enter into such an agreement with itself and so a condition will be imposed instead (see Condition 17).

The HA has also confirmed that the points of access and the amount of parking accords with the relevant standards. However the case officer has made a request to the applicant to ensure the access points are redesigned to give priority to the cycle path. The current design accepted by the HA shows the cycle path interrupted by the two access points. The request has been made to continue the cycle path across the access points meaning cars give priority to cyclists rather than cyclists having to stop for cars. The applicant and HA has responded that this matter could form a condition. See Condition 08. The scheme indicates cycle parking will be provided although details of a shelter are scant. A scheme of signage to promote the good cycle links in the area is seen as proportionate. Both matters are dealt with by Condition 09.

The site does suffer from relatively poor connectivity to public transport. The nearest existing bus stops are located by the Crematorium, approximately 750m to the north, which is almost double the policy aspiration of Policy TA3. The Transport Assessment suggests that users of the development are more likely to walk the additional distance given the route currently enjoys good frequency (every 30 minutes Monday-Friday, hourly on Saturdays) into the town centre (for onward connectivity). It is worth noting that the HA has not raised an issue regarding bus stops and no requirement for additional closer stops has been made through historic approvals for Seafire Park. Bus stops will form part of the Bunford Park development further south on Western Avenue but that development has not commenced and the walking distance will be more-or-less the same. Policy TA3 does state that bus routes should not be

distorted to achieve the 400m aspiration as direct and simple bus routes are more important than walking distances a little more than 400m for a few passengers. There is also a practical and potential technical issue of placing bus stops on the Cartgate roundabout approaches given the works planned there.

The HA comments provide the response to the question raised in the representation received from the adjacent landowner, AMG. The HA were also asked to confirm that the recently submitted application for Reserved Matters approval (16/04690/REM) of the access road to the industrial site known as Seafire Park to the south of Bunford, does not technically compromise the proposed accesses to this application and vice versa. The HA has responded that there are no concerns.

Matters concerning access for refuse and emergency vehicles have been resolved.

AMG also refer to the possibility of a Phase 2. No such additional phases are proposed under this application and so there is no indication of likelihood, nature or scale etc. In terms of the traffic implications of any subsequent phase it would have to be considered on its own merits along with all the other planning considerations.

It is considered that the proposal complies with the requirements of Policies TA1, TA4, TA5, TA6 and SS6 of the South Somerset Local Plan.

Pollution Control

The application is accompanied with reports concerning noise, lighting and ground conditions. Policy EQ7 requires that proposed land uses which could result in air, light, noise, water quality or other negative environmental impacts are carefully considered.

The proximity to the airfield heightens the importance of achieving a satisfactory lighting scheme that balances the needs of BREEAM, airfield safety, building safety and landscape protection. The lighting report has been completed in line with Civil Aviation Authority and the Institute of Lighting Professionals guidelines.

In terms of noise impact the building is located circa 300m to the south of the closest residential properties and obviously within the context of the operational airfield and the industrial area of Lynx Trading Estate and the Leonardo and Garador factories. The use proposed does not imply any significant noise emissions. Internally users will be safeguarded by sound insulation. Any plant will be designed to operate below current background noise levels.

The proposed site is within an Air Quality Management Area (AQMA) with respect to the annual mean nitrogen dioxide (NO₂) objective. This is designated by the Council under the Environment Act 1995. The application is accompanied by an Air Quality report. It reviews emissions from the gas boilers and traffic as well as dust from the construction period. The need to undertake a detailed assessment of road traffic emissions associated with both the construction and operation of the proposed development was discussed with the SSDC Environmental Protection Officer and deemed not necessary. A construction dust assessment has similarly been deemed not necessary because there are no sensitive receptors within a reasonable distance. The emissions from the gas fired boiler have been modelled to assess their impact on local air quality. It has been deemed the exposure is negligible.

Given no objections have been received from colleagues in Environmental Protection it is considered that the proposal complies with the requirements of the NPPF and Policy EQ7 of the South Somerset Local Plan.

Airfield Safety

The site falls outside the Yeovil Airfield Flight Safety Zone as defined by Policy YV4.

The MOD Safeguarding team has been notified because the site falls within the aerodrome safeguarding consultation zone. The structure will be approximately 14m above ground level and the MOD has confirmed that no objections result.

The applicants own Design and Access Statement acknowledges the operational issues that exist and the proposal has been informed by consultation with relevant bodies. One example is that the PV solar panels will receive an anti-reflective coating to maintain airfield safety. See Condition 07.

The Facilities Manager of the Leonardo site has been contacted, the company is fully aware of the proposal (as landowner) and no issues have been raised.

The Civil Aviation Authority (CAA) has been consulted and an oral update will be given.

Consultation

Pre-application meetings were held to frame key issues and discuss application procedures. A briefing to senior SSDC officers and members was held on 15th August 2016 and a public consultation/information event was held 16th August 2016.

Conclusion

In concluding thoughts on this application one has to be mindful of the comments made by the Principal Spatial Planner in that the scheme represents over £10million pounds' worth of investment into the economy of Yeovil, and is expected to support approximately 130 jobs. In addition, the fact that the project's location adjacent to a major aerospace business means that it will benefit from direct access to their skills, expertise and business activity is of clear benefit.

Furthermore he observes that the supporting material purports that the centre will create an estimated additional £5,437,000 GVA per annum in the Somerset economy once fully operational. Given the importance of the aerospace industry and its supply chain to South Somerset and Somerset (figures indicate that as at 2015, over 4,000 employees are employed within the "*manufacturing of air and spacecraft and related machinery*" sector in South Somerset alone) the positive contribution this scheme could make to the town, district and county. More generally, manufacturing (of which the aerospace industry fits within) generated £785 million to the South Somerset economy in 2015, and the sector's economic value has grown by over 25% since 2001. The scheme would clearly help to support this sector's continued growth and help build resilience within the sector to ensure it remains a vital component of the economic future of South Somerset.

By way of other considerations, it is noted that the project specifically looks to cater to, and help encourage, Small and Medium Enterprises (SMEs). As at 2015, in South Somerset, 90% of all businesses employed fewer than 10 people, and 98% of all businesses employed fewer than 50 employees. This shows South Somerset's reliance on SMEs, and so the fact that the scheme will help to support and stimulate these businesses should weigh positively in its favour.

SECTION 106 PLANNING OBLIGATION

There are no requirements to secure any mitigation or planning obligations via Section 106 of the Act.

RECOMMENDATION:

Grant planning permission for the following reason:

01. The proposal represents sustainable development that aims to improve the economic condition of the area, is of a design that is distinctive and inventive and development which respects the character of the area and causes no operational issues to the adjacent airfield or the local highway network in accordance with the aims and objectives of the National Planning Policy Framework; the SCC Parking Strategy and policies SD1, SS1, SS3, SS6, YV4, EP2, EP3, EQ1, EQ2, EQ3, EQ4, EQ7, TA1, TA4, TA5 and TA6 of the South Somerset Local Plan (2006-2028).

SUBJECT TO THE FOLLOWING:

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To accord with the provisions of section 91(1) of the Town and Country Planning Act 1990.
02. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:
- a) Context Plan (drawing number - iAero_STL_XX_XX_DR_A_XXXX_01000_PL03)
 - b) Location Plan (drawing number - iAero_STL_XX_XX_DR_A_XXXX_01001_PL03)
 - c) Proposed Ground Floor Plan (drawing number - iAero_STL_XX_00_DR_A_XXXX_01003_PL04)
 - d) Proposed First Floor Plan (drawing number - iAero_STL_XX_01_DR_A_XXXX_01004_PL04)
 - e) Proposed Roof Level Plan (drawing number - iAero_STL_XX_02_DR_A_XXXX_01005_PL04)
 - f) Proposed Roof Plan (drawing number - iAero_STL_XX_XX_DR_A_XXXX_01006_PL04)
 - g) Proposed Public Elevations (drawing number - iAero_STL_XX_XX_DR_A_XXXX_02001_PL01)
 - h) Proposed Airfield Elevations (drawing number - iAero_STL_XX_XX_DR_A_XXXX_02002_02002_PL01)
 - i) Proposed Sections (drawing number - iAero_STL_XX_XX_DR_A_XXXX_03001_03001_PL02)
 - j) Proposed Exterior Views (drawing number - iAero_STL_XX_00_DR_A_XXXX_06001_PL01)
 - k) Landscape Masterplan (drawing number - iAero-STL-XX-00-DR-L-XXXX-01001-PL05)
 - l) Access and Security Plan (drawing number - iAero-STL-XX-00-DR-L-XXXX-01002-PL04)
 - m) Planting Plan (drawing number - iAero-STL-XX-00-DR-L-XXXX-01040-PL04)
 - n) Site Sections (drawing number - iAero-STL-XX-00-DR-L-XXXX-03001-PL03)
 - o) Landscape Specification (Reference PL01)
- Reason: For the avoidance of doubt and in the interests of proper planning.
03. The development hereby approved shall not be used other than for those activities which fall within the definition of Use Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. During occupation of the development, floor area will be devoted to, and available for activities which fall within, Use Class B1c.

- Reason: To ensure the development does not solely comprise B1A (office) use to accord with policy EP2 of the South Somerset Local Plan.
04. No works shall be carried out unless the Finish Floor Level of the building hereby approved has been submitted to and approved in writing by the Local Planning Authority.
Reason: To maintain the character and appearance of the area to accord with policy EQ2 of the South Somerset Local Plan.
05. Prior to their first use in the development hereby approved particulars of the following shall have been submitted to and approved in writing by the Local Planning Authority;
- a) specific materials (including the provision of samples) to be used for all external walls and roofs;
 - b) surface treatments (including the provision of samples where appropriate); and
 - c) boundary treatments (style, height and colour).
- Reason: To maintain the character and appearance of the area to accord with policy EQ2 of the South Somerset Local Plan.
06. No development hereby approved shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority.
Reason: The site lies in an area where archaeological remains are likely and further assessment is required to comply with the objectives of the National Planning Policy Framework in order to safeguard heritage assets.
07. Any PV panels installed on the roof shall be first fitted with an anti-reflection coating.
Reason: In the interests of airfield safety.
08. No works shall be carried out unless revised access arrangements have been submitted to and approved in writing by the Local Planning Authority that shows priority for the cycle link and the vehicular access points altered to crossover designs. The development shall thereafter be completed in accordance with the agreed scheme.
Reason: To promote cycling and sustainable modes of transport to accord with policies TA1, TA3, TA4 and TA5 of the South Somerset Local Plan.
09. Prior to the first occupation of the building a scheme of signage to promote and navigate the existing cycle links in the area and a scheme for secure sheltered cycle parking/storage on the site shall have been submitted to and approved by the Local Planning Authority. The agreed scheme shall thereafter also be fully implemented prior to the first use of the development.
Reason: To promote cycling and sustainable modes of transport to accord with policies TA1, TA3, TA4 and TA5 of the South Somerset Local Plan.
10. Before the development hereby permitted is first occupied a properly consolidated and surfaced access shall be constructed (not loose stone or gravel) details of which shall have been submitted to and approved in writing by the Local Planning Authority. The access shall be constructed in accordance with the agreed design under Condition 07 and shall be maintained in the agreed form thereafter at all times.
Reason: In the interests of highway safety to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.
11. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed before the development is brought into use.
Reason: In the interests of highway safety to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.

12. The area allocated for parking and turning on the submitted plan shall be kept clear of obstruction and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.
Reason: In the interests of highway safety to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.
13. There shall be no obstruction to visibility greater than 600mm above adjoining road level in advance of lines drawn 2.4m back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge 120m either side of the access. Such visibility shall be fully provided before the development hereby permitted is occupied and shall thereafter be maintained at all times.
Reason: In the interests of highway safety to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.
14. No works shall be carried out until details of the surface water drainage scheme based on sustainable drainage principles together with a programme of implementation and maintenance for the lifetime of the development have been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall ensure that surface water runoff post development is attenuated on site and discharged at a rate and volume no greater than greenfield runoff rates and volumes. Such works shall be carried out in accordance with the approved details.
These details shall include: -
- Details of phasing (where appropriate) and information of maintenance of drainage systems during construction of this and any other subsequent phases.
 - Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance (6 metres minimum), the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters.
 - Any works required off site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant).
 - Flood water exceedance routes both on and off site, note, no part of the site must be allowed to flood during any storm up to and including the 1 in 30 event, flooding during storm events in excess of this including the 1 in 100yr (plus 40% allowance for climate change) must be controlled within the designed exceedance routes demonstrated to prevent flooding or damage to properties.
 - A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker or management company and / or any other arrangements to secure the operation and maintenance to an approved standard and working condition throughout the lifetime of the development
- Reason: To ensure that the development is served by a satisfactory system of surface water drainage and that the approved system is retained, managed and maintained in accordance with the approved details throughout the lifetime of the development, in accordance with the National Planning Policy Framework the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework (March 2015).

15. In the event that any signs of pollution such as poor plant growth, odour, staining of the soil, unusual colouration or soil conditions, or remains from the past industrial use, are found in the soil at any time during the construction phase of the development it must be reported in writing within 14 days to the Local Planning Authority (LPA). The LPA will then consider if the findings have any impact upon the development and development must be halted on that part of the site. If the LPA considers it necessary then an assessment of the site must be undertaken in accordance with BS10175. Where remediation is deemed necessary by the LPA a remediation scheme must be submitted to and approved in writing by the LPA and then implemented in accordance with the submitted details.
Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land to accord with the aims and objectives of the National Planning Policy Framework and policy EQ7 of the South Somerset Local Plan.
16. Prior to the occupation of the development a noise mitigation scheme shall be submitted in writing and approved in writing by the Local Planning Authority detailing the external plant and machinery to be used, the sound power levels of the equipment and if required what measures to ensure that any noise associated with the development does not cause detriment to amenity or a nuisance. The scheme shall be maintained and not altered without the prior permission of the Local Planning Authority.
Reason: To protect the amenity of the locality, especially for people living and/or working nearby to accord with the aims and objectives of the National Planning Policy Framework and policy TA5 of the South Somerset Local Plan.
17. Prior to the commencement of the development, a Travel Plan is to be submitted to and approved in writing by the Local Planning Authority. Such Travel Plan should include soft and hard measures to promote sustainable travel as well as targets and safeguards by which to measure the success of the plan. There should be a timetable for implementation of the measures and for the monitoring of travel habits. The development shall not be occupied unless the agreed measures are being implemented in accordance with the agreed timetable. The measures should continue to be implemented as long as any part of the development is occupied.
Reason: To promote and encourage sustainable modes of travel to accord with policies TA1, TA3, TA4, TA5 and TA6 of the South Somerset Local Plan.

Informatives:

01. With regard to Condition 15 it is applicable where the applicant has already submitted some information and details as to how noise will be controlled, but a condition is required in order to ensure the measures are implemented. In such cases the Environmental Health Practitioner will have liaised with the applicant and agreed the relevant noise levels and guidance such as BS 4142 that will be followed. The details submitted would then form the basis of this condition and could be referred to at a later date should a need to investigate a potential breach of condition arise.
02. The applicant is advised to consider the comments made by the Crime Prevention Design Advisor (dated 22/09/2016) and seek the Secure by Design accreditation.
03. Having regard to the powers of the Highway Authority under the Highways Act 1980 the applicant is advised that the creation of the new access will require a Section 184 licence. This must be obtained from the Highway Service Manager for the South Somerset Area at the Highways Depot, Mead Avenue, Houndstone Business Park, Yeovil, Tel No. 0300 123 2224. Application for such a permit should be made at least four weeks before access works are intended to commence.