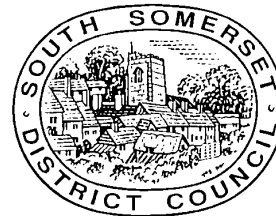


South Somerset District Council

Notice of Meeting



Area South Committee

Making a difference where it counts

Wednesday 4th July 2018

2.00 pm

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

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



The following members are requested to attend this meeting:

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

Consideration of planning applications will commence no earlier than **3.00pm**.

For further information on the items to be discussed, please contact the Case Services Officer (Support Services) on 01935 462011 or democracy@southsomerset.gov.uk

This Agenda was issued on Tuesday 26 June 2018.

Alex Parmley, *Chief Executive Officer*

This information is also available on our website
www.southsomerset.gov.uk and via the mod.gov app



INVESTORS IN PEOPLE

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”. The council’s Executive Forward Plan can be viewed online for details of executive/key decisions which 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 three minutes on agenda items; and
- see agenda reports

Meetings of the Area South Committee are held monthly, usually at 2.00pm, on the first Wednesday of the month at the Council Offices, Brympton Way, Yeovil (unless specified otherwise).

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

Agendas and minutes can also be viewed via the mod.gov app (free) available for iPads and Android devices. Search for ‘mod.gov’ in the app store for your device, install, and select ‘South Somerset’ from the list of publishers, then select the committees of interest. A wi-fi signal will be required for a very short time to download an agenda but once downloaded, documents will be viewable offline.

Public participation at committees

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

Consideration of planning applications at this meeting will commence no earlier than the time stated at the front of the agenda and on the planning applications schedule. The public and representatives of parish/town councils will be invited to speak on the individual planning applications at the time they are considered.

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 three 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 and/or 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.

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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Area South Committee

Wednesday 4 July 2018

Agenda

Preliminary Items

1. Minutes of previous meeting

To approve the minutes of the meeting held on 6th June 2018.

2. Apologies for absence

3. Declarations of Interest

In accordance with the Council's current Code of Conduct (as amended 26 February 2015), 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.

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. 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.

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, Mike Lock, Tony Lock and David Recardo.

Where planning applications are referred by this Committee to the Regulation Committee for determination, 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

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. Performance of the Environmental Services Team** (Pages 6 - 11)
- 8. Yeovil Refresh Update** (Pages 12 - 15)
- 9. Portreeves or Corporation Almshouses Trust - Annual Report & Statements for the Year to 31st March 2018** (Pages 16 - 20)
- 10. Area South Forward Plan** (Pages 21 - 22)
- 11. Schedule of Planning Applications to be Determined by Committee** (Pages 23 - 24)
- 12. Planning Application 18/01765/R3D - Land at Yeovil Recreation Centre Pickett Lane Yeovil** (Pages 25 - 31)
- 13. Planning Application 17/04400/REM - Brimsmore Key Site, Land to the North of Thorne Lane Yeovil** (Pages 32 - 43)
- 14. Planning Application 18/01630/S73 - Land North of Bunford Lane Yeovil** (Pages 44 - 56)
- 15. Planning Appeals (For Information)** (Page 57)

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.

Agenda Item 7

Report for Area South Committee on the Performance of the Environmental Services Team

Director: Clare Pestell - Commercial Services and Income Generation
Lead Officer: Chris Cooper – Environmental Services Manager
Contact Details: chris.cooper@southsomerset.gov.uk or (01935) 462840

Purpose of the Report

To update and inform the Area South Committee on the performance of the Environmental Services team in the Area for the period May 2017 – May 2018.

Recommendation

Members are invited to comment on the report

The major focus of the service so far for this period, are listed below.

- Routine annual work schedule for cleansing and grounds maintenance
- Gold award in South West in Bloom
- Service transformation
- Christmas tree shredding
- Installation of tarmac paths in Grass Royal Recreation Ground
- Development of the MOT facility in the vehicle workshops
- Annual budget outcomes

Operational Works

As always the main focus of the service has been to deliver the annual work schedules, as if these are delivered according to the plan, a successful service outcome is inevitable, resulting in low levels of complaints and good numbers of compliments, and once again we are pleased to inform members that this was delivered to plan.

We have now completed the 'spring rush' of work which has been the main focus of the teams. This has proven to be difficult this year due to weather conditions, where a wet start followed by high temperatures resulted in the teams having to delay some operations – such as mowing and weed spraying – instead focusing on completing key aspects of the service such as rural road litter picking and litter picking on our main roads and the verges of the A303, however we have a plan that we are delivering to meet these work demands.

Recently we have been investigating how to safely clean the central reservation areas of the A303 and have been looking into the cost implications of the traffic management system needed to fulfil this work. Our enquiries have resulted in two very different approaches being suggested by specialist companies, along with considerable variances in the associated costs. This caused some concern among the team and subsequently we have met with the Highways Agency regarding the cleansing of this section of the road. We are working with them to identify a work method that we can follow with confidence and could become 'standard practice' for other authorities carrying out similar duties. We expect to hear from the agency with their suggestions very soon.

During our recent litter picking operation of the A303 verges, we analysed the types of waste discarded and the volumes that we collect; we found that we gather approximately 10 black bin bags of waste per mile and the litter (measured by volume) consists of:
Plastic – 40%

Paper 30%
Cans 10%
Odd bits (pipes, Styrofoam, clothes, etc.) 15%
Car parts 5%

In addition to these cleaning operations, we have also worked to reduce the amount of litter deposited on A303 through the positioning of wheeled bins in the major lay-bys and this has proven to show a notable reduction in the amounts of litter deposited. The issue that we have faced regarding this initiative has been the damage caused to the bins by careless drivers who have driven over or reversed into them rendering them inoperable. To overcome this we are purchasing wheeled bin sized 'litter bins' that we will install in the layby's with wheeled bins inside them, making the area appear more attractive and providing protection for the wheeled bin. We aim to install two or three of these in each lay-by, by the end March 2020.

We are also investigating the opportunities to provide town centre recycling and again over a period of four days waste collection, we analysed the waste that is being deposited in the litter bins around the town and found that the litter is made up of:

Cups	Glass	Tins	Plastic	Cardboard
6	2.25	5.75	7.25	5

(The figures represent volumes of waste measured in 'wheelie bins full'.)

We will repeat the analysis of this waste again during the summer months to identify if there are differing trends of materials throughout the year.

We are now investigating recycling companies who may have systems that will enable us to capture this recyclate without contamination from other waste sources. We have looked into the seemingly simple solution of litter bins with a recycling section attached to it. However this would not fit in alongside our cleansing systems and experience of other users shows that the recyclable materials collected tend to be contaminated by other waste streams, making for a visible recycling initiative that actually offers very low return at a comparatively high cost. As a result we are considering other recycling options.

We are also leading on a management approach to minimise the use of single use plastics across the district council and updates on progress in this area of the service will be made if requested.

As part of our processes to continually improve the service, we have reviewed what areas of work the team has focussed on over the last few years, and our findings are that we have:

- Increased our capacity to accommodate requests to empty additional litter and dog waste bins
- Improved the level of road sweeping on our major roads across the district by introducing a night shift sweeping round
- Managed to maintain service standards relating to highway weed control following changes to the County Highways' maintenance schedules.

We believe that we have been successful in improving these areas of service and the performance in these aspects of our work is sustainable. The next area of focus that we are looking to improve is the litter cleaning of all of the small rural roads across the district and we are hoping to coordinate our efforts with voluntary groups to clear litter from the public rights of way.

The works will be managed through a series of 'zones' and members will be updated on progress in their areas.

In the last report we informed members that the service had reduced its staff sickness levels from 14 days per employee to 9.4 days and we were aiming to reduce this further to a target of 8 days per person. I am delighted to update you on this as we have recorded figures of 6 days per employee, most of which have been due to long term sickness absences.

The team continues to work with the Key4life charity whose purpose is to help young offenders gain work experience that in turn reduces the likelihood that they will continue in the cycle of offend – prosecution – internment, as they have few other options available to them. The development of these young men through the scheme and work placements can truly be life changing. We are currently preparing to take five work experience placements in the near future.

We also have an embedded agreement with 'Community Payback' throughout the town who carry out a weekly visit with a number of offenders and carry out 'deep cleaning' works. This arrangement is now established and involves groups of several individuals supervised by a member of the Community payback team. Failure to attend or provide a satisfactory level of work has unwanted consequences for the offenders, whilst making a publicly visible contribution to society. We are delighted that this scheme is in place and progress is often seen in the shape of numbers of black bin bags left along the roads for collection by our teams on the Monday morning.

The service continues to work with a number of Parishes across the district through the 'parish ranger scheme', offering a higher level of service and a solution to all of those little jobs which are so difficult to address. Should any parishes interested in this solution to local issues, we will be delighted to talk with them in more detail regarding this scheme and how we might be able to work together in the future. My thanks to all of those involved at the Parish Councils who make this scheme such a success.

In addition to these improvements, the analysis of compliments, complaints and enquiries across all of the service that made Streetscene showed that we received 1517 enquiries / requests for work, 70 complaints and 76 compliments, we are pleased with these figures as we believe that they show that the performance and behaviour of the teams is very good.

This year we once again offered our 'Christmas Tree Shredding Service' which proved to be a great success with trees being recycled from 47 towns and parishes across the district. In Area South we collected from Brympton, Odcombe, West Coker, Yeovil Town Centre and Yeovil Without. As a result of this, the tree chippings were re-used and a notable lack of 'dumped' Christmas trees in lay byes and hedges was seen. We received very little in the way of unwelcome items being left with the trees, nor did we experience much fly tipping in the areas designated for recycling, which was very welcome.

As is now traditional, Yeovil entered the South West in Bloom competition and we were once again delighted with a Gold Award for the town. The good news however does not stop there; we also received 3 x thriving neighbourhood awards (The Vanessa project, Wyndham park community group & Westfield community association) and 2 x outstanding awards (The Hub & Kenmore drive residents association) and to add icing to the cake Yeovil Country park was awarded the London & Manchester trophy for Outstanding contribution to Conservation and The Hub was awarded the SWIB Youth trophy for best youth entry ; we were also nominated but unsuccessful for the best portfolio and best municipal planting (St Johns Churchyard) which are great achievements as the competition was extremely strong.

During the winter period our teams installed new tarmac pathways in Grass Royal recreation ground which will make the space more useable and improve access to all who wish to use this amenity. The work was dogged by difficult weather conditions and our timescales did overrun, however our gratitude goes to the staff who carried on working through this to deliver a great outcome.

As always, we continue to focus on managing the number of flytips found in the district, the chart below shows the numbers of fly tips collected from Area South since the last report.

AREA SOUTH	Apr 17	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan 18	Feb	Mar	TOTAL
Barwick	4	2	2	5	2	1	2	4	0	0	1	0	23
Closworth	0	0	0	0	0	0	1	0	0	0	1	0	2
East Coker	1	1	2	3	1	0	0	2	0	0	1	0	11
Hardington Mandeville	0	0	0	0	0	0	0	0	0	0	3	5	8
Odcombe	0	1	0	1	2	1	0	0	0	2	0	0	7
Stoford	0	0	0	0	0	0	0	0	0	0	0	0	0
West Coker	0	0	0	0	0	1	3	2	0	0	0	0	6
Brympton	5	1	9	10	5	6	5	9	1	4	0	7	62
Yeovil Central	5	1	2	3	2	2	4	2	1	2	7	9	39
Yeovil East	5	1	4	6	6	2	0	6	1	2	3	2	38
Yeovil South	4	0	1	2	1	0	2	0	2	1	0	1	14
Yeovil West	1	0	1	0	1	0	1	6	1	0	3	1	15
Yeovil Without	4	1	4	6	6	3	3	1	1	2	6	6	43
Total Area South	29	8	25	36	26	18	19	31	8	12	25	31	268

As always, we continue to focus on managing the number of flytips found in the district, the chart below shows the numbers of fly tips collected from Area South over the last year. The figures indicate a considerable reduction in occurrences when compared to the same period last year when we cleared 331 flytips across the area.

Across the district as a whole we have found a similar pattern with 940 flytips reported this financial year compared to 1108 during the previous year.

We are continuing to monitor this situation and follow our approach of clearing away the items promptly so we do not allow the fly tips that have been made, to attract more items.

As part of the Councils transformation program, Streetscene has been rebranded as Environmental Services and now contains the Waste & Recycling Service and management of the Yeovil Crematorium and Cemetery, should members wish for updates on these aspects of the service in the future, I will be best placed to provide this information.

In line with these changes, we are working with Somerset Waste Partnership in procuring a new collection contractor (and hence delivery of the 'Recycle More' initiative) since the Somerset Waste Board agreed to end its current kerbside waste and recycling collections contract in March 2020.

Should members wish to know more detail on this matter, I would be happy to meet with them and offer an in-depth update on the work that is being done to achieve this goal.

The Yeovil Crematorium refurbishment is also progressing well with the principle design work agreed and the project management team embedded and meeting regularly to ensure that the developments are on target and on budget. The team working at the crematorium are dedicated to providing a high level of service and are very positive about this refurbishment and the projected outcome for the facility.

As part of this program of improvements, the cremators themselves will be replaced with modern, improved models which will be both more efficient and more environmentally friendly. We will however carry out some essential maintenance of one of the existing cremators to ensure its continued reliability through the replacement process to ensure that service to the public is uninterrupted. As part of the crematorium upgrade we will also be renewing the memorial garden and developing an overflow car parking area, so members can have confidence that the whole of the site facility will be brought to the highest standard.

I would like to add our thanks to Tom Pullin the Operations manager at the Crematorium who is retiring after 42 years of service and our thanks for all of his work and dedication go to him with heartfelt wishes that he has a happy and healthy retirement.

As noted in previous reports, the service has developed an MOT station at the depot and has now started as a functioning facility MOT'ing fleet vehicles. We are available to offer MOT's for commercial and private vehicles and aim to market this once we have operated on our own vehicles and addressed any teething problems. Great credit goes to all of those involved in developing this new business opportunity as they have done this alongside the day to day management of the council's commercial vehicle fleet, which carries the highest level of legal compliance as shown through the OCRS score.

The service is also reviewing its existing IT systems and work flows to enable better use of digitalisation and a reduction in our current paperwork processes whilst seeking to improve our existing IT systems to more modern programs which will enable us to work more effectively and efficiently.

The team has also carried out the recruitment of our agency staff provider and we are happy that we have secured a reliable, ethical and cost effective solution to our seasonal staffing needs.

Finally, I am pleased to inform members that the services all ended the last financial year with positive outcomes.

What's coming next?

- Summer delivery of the annual work programmes
- Establishment of the MOT station as a commercial enterprise
- South West In Bloom judging
- Key4life work placements

Financial Implications

All of the matters highlighted in the report have been achieved within service budgets.

Implications for Corporate Priorities

- Continue to deliver schemes with local communities that enhance the appearance of their local areas
- Continue to support communities to minimise floodwater risks.
- Maintain street cleaning high performance across the district.

Background Papers

Progress report to Area Committees on the Performance of the Streetscene service

Agenda Item 8

Yeovil Refresh Update Report

Strategic Director: Martin Woods, Service Delivery
Line Manager: Helen Rutter, Communities Lead
Service Manager: Natalie Fortt, Area Development Lead – North and South
Lead Officer: Natalie Fortt, Area Development Lead – North and South
Contact Details: Natalie.fortt@southsomerset.gov.uk or 01935 462956

Purpose of the Report

To give a brief update on progress with the Yeovil Refresh. A more detailed report will be brought back to this committee in October.

Public Interest

The Yeovil Refresh is an important commitment by South Somerset District Council (SSDC) to invest in Yeovil town centre, working in close collaboration with local businesses, Somerset County Council and other stakeholders. Public consultation took place in March 2018 and both residents and local businesses provided feedback on the various priority projects identified in the document.

Recommendations

1. To note and comment on the progress to date
2. To note that a more detailed report will be brought to the Committee in October 2018

Background

The Yeovil Refresh was commissioned by SSDC and a draft report was produced by the consultant JLL in late 2017. The document provides a summary of the strengths and weaknesses of Yeovil and a commercial overview of the town. It sets the town within the context of changes within town centres nationally and regionally and in particular, the significant changes occurring in the retail sector.

The Yeovil Refresh details the necessary investigation and further strategy work required in the town centre through a programme of priority projects.

At the Area South Committee (ASC) meeting in January 2018 members approved the reallocation of various capital funds to assist with the delivery of the programme. The Refresh was then finalised in March 2018 and released for public consultation. The consultation event took place in the town centre on 9th and 10th March and was well attended. This consultation has also enabled the final document to carry weight as a material consideration in determining planning applications.

In March ASC allocated £10,000 towards the cost of the Yeovil Car Parking Review which is due to be completed in 2018.

Project Update

A report was taken to the District Executive and Full Council meetings in May to agree the delivery arrangements for Strategic Development and Regeneration in South Somerset. The arrangements for Yeovil Refresh included establishing a new Yeovil Refresh Programme Board to oversee the delivery

of the Refresh. At the same time, significant funding was ring-fenced for this and other Strategic Regeneration programmes contained in the Corporate Plan.

The ASC Chairman has contacted all Area South Councillors to seek expressions of interest in serving on the Board and will give a verbal update at the meeting. The Chairman will also be seeking expressions of interest in serving on the Stakeholder Group, as shown in the governance structure in appendix 1.

The Yeovil Vision Board held its last meeting in its current form in May and in future, partners and other commercial stakeholders will also participate in the Yeovil Refresh via this Stakeholder Group. The group will work with the Yeovil Refresh Programme Board to comment on detailed delivery plans and help to achieve effective coordination with other complementary town centre work. At the same meeting, it was also agreed that the remaining funding held by the Yeovil Vision Board would transfer to the new delivery mechanism.

The recruitment of the Regeneration Programme Manager has been completed and Natalie Fortt will take up this development post from 2 July 2018.

One of the priority projects identified in the Yeovil Refresh is the need for a Yeovil Car Parking Review. A detailed brief has been produced for this work and the tender process is due to start within the next month. The review is due to be completed by the end of 2018 and forms an important element of the delivery plan for Yeovil. Other priority projects include the Transport Access Assessment, Public Realm Design Guide and the improved pedestrianisation of parts of Middle Street. An officer working group has met to consider the recommendations regarding improving pedestrian access and more generally enhancing public open space in the town centre and work on these elements of the plan will also take place during the remainder of 2018.

Appendices

Appendix 1 – Yeovil Refresh Governance Arrangements

Financial Implications

None directly from this report.

Council Plan Implications

The development of Yeovil town centre assists the council in meeting several of its corporate objectives including:

- Lobbying for and support infrastructure improvements to enable growth.
- Capitalise on our high quality culture, leisure and tourism opportunities to bring people to South Somerset.
- Progress key infrastructure projects that unlock development
- Progress options to improve access/regeneration of Yeovil Town Centre.

Carbon Emissions and Climate Change Implications

None directly from this report. The quality of regeneration schemes within Yeovil will be designed have a positive impact on future carbon emissions.

Equality and Diversity Implications

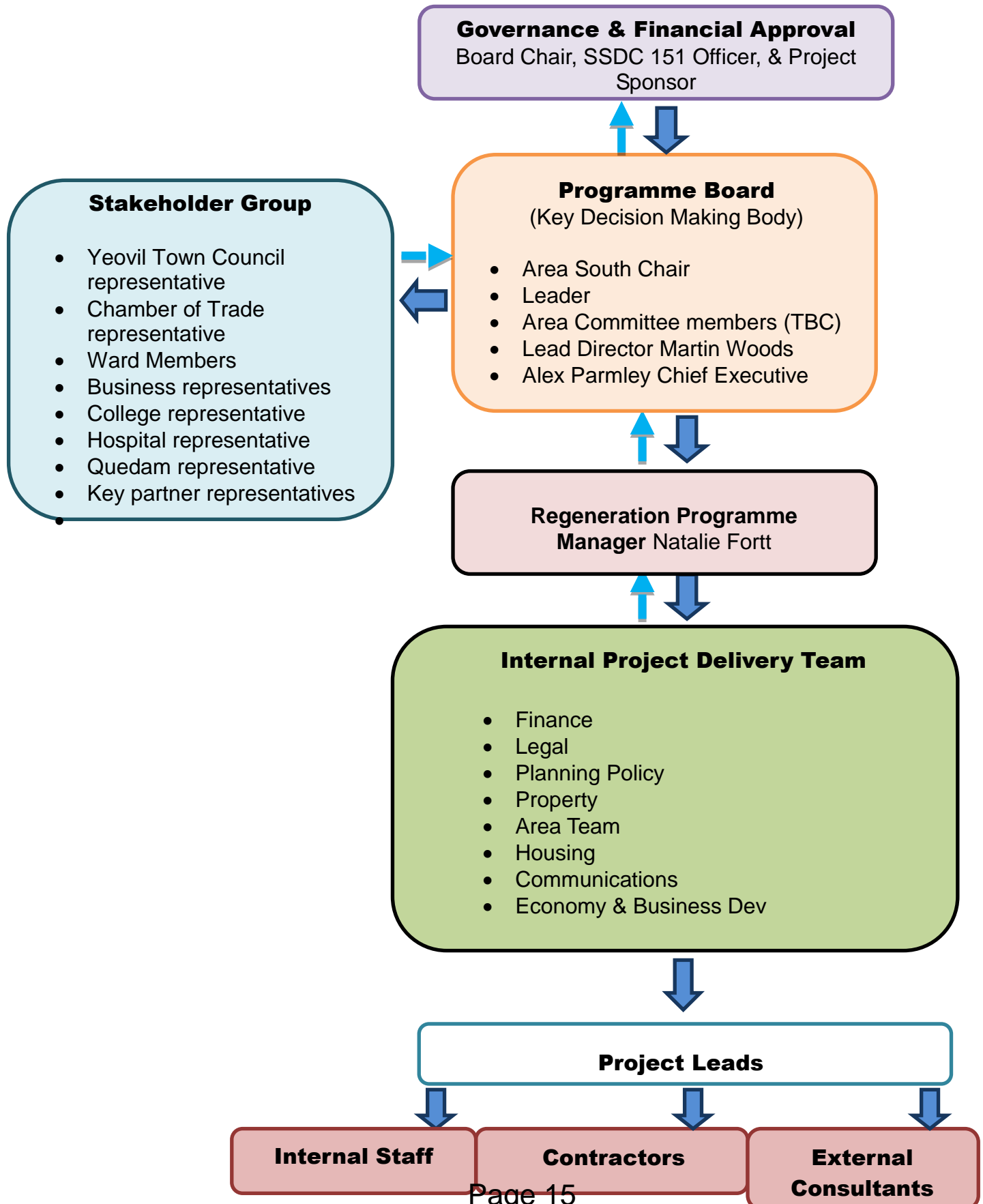
None directly from this report. However, Equality and Diversity will be fully explored in the implementation of the various projects within the Yeovil Refresh Document.

Background Papers

Yeovil Refresh Document.

Key:**Direct
Instruction****Information
/Advice**

Yeovil Refresh Programme Governance Structure (20/6/2018)



Agenda Item 9

Portreeves or Corporation Almshouses Trust – Annual Report & Statements for the Year to 31st March 2018

Assistant Director: Helen Rutter, Communities Lead
Service Manager: Natalie Fortt, Area Development Lead
Contact Details: Helen.Rutter@southsomerset.gov.uk or 01963 435012

Purpose of the Report

To update members of the Area South Committee who collectively act as trustees for the Trust and to approve the 2017/18 Statement of Accounts.

Public Interest

Portreeves or Corporation Almshouses Trust (previously known as Dorcas House) is a registered Charity, No. 235337 and is regulated under Charity Commission Schemes dated 3rd September 1973 and 1st February 1978. The Area South Committee acts as Trustees of the Trust.

Recommendations

- (1) To approve the Annual Accounts for the Portreeves or Corporation Almshouses Trust
- (2) To note the update in the annual report

Background

Portreeves or Corporation Almshouses Trust is a registered Charity, No. 235337 and is regulated under Charity Commission Schemes dated 3rd September 1973 and 1st February 1978.

As a local authority SSDC is required to demonstrate compliance with the underlying principles of good governance and that a framework exists to demonstrate this. One of the principles is accountability and by preparing and publishing the annual Statement of Accounts the Council achieves this objective.

The Accounts and Audit (England) Regulations 2011 came into force on 31 March 2011. The Statement of Accounts needs to be evidenced by the Chair of Area Committee South signing and dating the balance sheet and the annual report.

Dorcas House was located in Preston Grove, Yeovil. The land on which it sat was conveyed to the Borough of Yeovil by means of a Deed of Gift on 30th May 1910 as a site for an Almshouse. The trusteeship is vested in South Somerset District Council and delegated to the Area South Committee.

The Council was under obligation to erect an Almshouse. Once built, Dorcas House was only to be used for poor women inhabitants of the Parish of Yeovil. In more recent years SSDC applied to the Charities Commission to have the covenants changed to allow women and their children to reside in the property.

Concerns regarding the ongoing cost of maintaining and managing the building in future years, together with the unsuitability and inflexibility of the accommodation prompted the trustees to consider alternative options to meet the objectives of the trust. Following advice from the Charities Commission that the Trustees were permitted to sell and re-provide without the need for formal permission, the property was sold in October 2013 producing a net capital receipt of £371,572 and in addition investments were realised for a sum of £52,032. Together with the cash balance there is now a capital fund of £443,214 for replacement properties.

Current Situation

The Corporate Strategic Housing Manager advises that it is still our intention to seek replacement properties for the charitable foundation as opportunities arise within the settlement of Yeovil. Due to the charitable terms being tied to the Parish, the opportunities are very limited as most of the new building going on in Yeovil is in surrounding parishes. A cost effective approach that he has pursued is to link up to a Housing Association development, thus achieving lower pro rata construction costs and 'buying in' all the development skills needed. One suitable site – controlled by Stonewater – was identified, but the (gross) construction costs were too high to be viable for the HA. He has two other possible sites in his sights, but neither is sufficiently advanced at the present time.

If a suitable solution cannot be found in a reasonable timescale then he advises that SSDC could go back to the Charity Commission to see if we could obtain approval to move away from the confines of the parish of Yeovil to the whole settlement and/or away from women only to a broader group of beneficiaries.

Financial Implications

The draft statement of accounts details the financial position of the charity as at 31st March 2018 and is submitted at Appendix A for approval by Area South Committee at this July 2018 meeting. Grant Thornton, the District Auditors, will not review separately the annual Statement of Accounts and supporting working papers as the turnover is below £25k.

Corporate Priority Implications

This work supports the following corporate aims:

- Improve the Housing, Health and wellbeing of our citizens

Carbon Emissions & Adapting to Climate Change Implications (NI188)

Energy leakage from the existing building will be decreased when the new owner redevelops the property. Re-investment of the proceeds of sale will be used for property that will be built to modern standards, which will be more energy efficient.

Equality and Diversity Implication

The nature of the Charitable Trust dictates the client group whose needs are met by this provision. We are in discussion with the Charities Commission about amendment of allowed usage that would broaden the nature of the client group.

Portreeves or Corporation Almshouses Trust

ANNUAL REPORT and STATEMENT OF ACCOUNTS 2017/18

Registered Charity Number: 235337

DORCAS HOUSE TRUST

STATEMENT OF FINANCIAL ACTIVITIES
For the Year Ended 31st March 2018

	2017/18		2016/17	
	Income Fund		Income Fund	
	£	£	£	£
<u>Incoming Resources</u>				
Rental Income		901.94		210.23
<u>Investment Income</u>				
Interest on Investment		1,569.72		1,107.13
Total Incoming Resources		2,471.66		1,317.36
<u>Resources Expended</u>				
Professional fees	0.00		700.00	
Debtor Provisions adjustments	595.51		254.71	
Total Resources Expended		595.51		954.71
Net Resources		1,876.15		362.65
<u>Other Recognised Gains</u>				
Gain on revaluation of investments		0.00		0.00
Net Movement in Funds		1,876.15		362.65
<u>Reconciliation of Funds</u>				
Fund balances brought forward		443,214.11		442,851.46
		445,090.26		443,214.11

DORCAS HOUSE TRUST

BALANCE SHEET

As at 31st March 2018

	2017/18		2016/17	
	£	£	£	£
Current Assets				
Investments	0.00		0.00	
Debtors	461.19		1,669.56	
Cash	444,629.07		441,544.55	
	445,090.26		443,214.11	
Net Current Assets		445,090.26		443,214.11
Represented by:				
Endowment Fund		0.00		0.00
Capital/Unrestricted Funds		445,090.26		443,214.11
Total Funds		445,090.26		443,214.11

These accounts were approved by the Trustees on _____ and signed on their behalf by:

Peter Gubbins
(Chairman of Joint Area Committee South)

Agenda Item 10

Area South Committee Forward Plan

Communities Lead: Helen Rutter, Communities Lead
Service Manager: Natalie Fortt, Area Development Lead - South
Agenda Co-ordinator: Jo Boucher, Case Services Officer – Support Services
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
1st August 2018		<i>Please note this meeting will only be held if there are planning applications to be determined</i>	
5th September 2018	Yeovil Western Corridor Update Presentation	Quarterly update presentation from SCC on the Yeovil Western Corridor Improvements	Andy Coupe, SCC Strategic Manager Infrastructure Programmes
3rd October 2018	Yeovil Refresh and One Public Estate Programme	Update report	Helen Rutter, Communities Lead
	Heart of Wessex Rail Partnership	Annual report of the work undertaken by the Heart of Wessex Rail Partnership during 2017/18	Helen Rutter, Communities Lead
7th November 2018	Somerset Highways – maintenance programme	A six monthly update report on the current and expected highways maintenance programme in Area South	Mike Fear, Assistant Highway Service Manager, South Somerset Highways

Agenda Item 11

Schedule of Planning Applications to be determined by Committee

Director: Martin Woods, Director - Service Delivery
Service Manager: Simon Fox, Lead Specialist - Planning
Contact Details: simon.fox@southsomerset.gov.uk or 01935 462509

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 2.45pm.

SCHEDULE					
Agenda Number	Ward	Application	Brief Summary of Proposal	Site Address	Applicant
12	YEOVIL WEST	18/01765/R3D	Application to formalise the use of existing overflow car park to allow use by Yeovil College including 3 No. 5m high lighting columns (with double lamps) and 2.4m high fencing	Land at Yeovil Recreation Centre Pickett Lane Yeovil	South Somerset District Council
13	YEOVIL WITHOUT	17/04400/REM**	The erection of 642 dwellings with associated landscaping and infrastructure works, access for local centre and primary school, amendment to link road design between Eastgate Square and Tintinhull Road, provision of sports and play areas, public open space and structural landscaping (Reserved Matters of 05/00753/OUT) EIA development	Brimsmore Key Site, Land to the North of Thorne Lane Yeovil	Charles Bishop Ltd & Brimsmore Landowners

14	YEOVIL SOUTH	18/01630/S73	Application to vary conditions 2 (approved plans), 16 (noise mitigation), and 17 (travel plan) and remove conditions 4 (finished floor levels) and 8 (access arrangements) of approval 16/03628/FUL	Land North of Bunford Lane Yeovil	Somerset County Council
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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 12

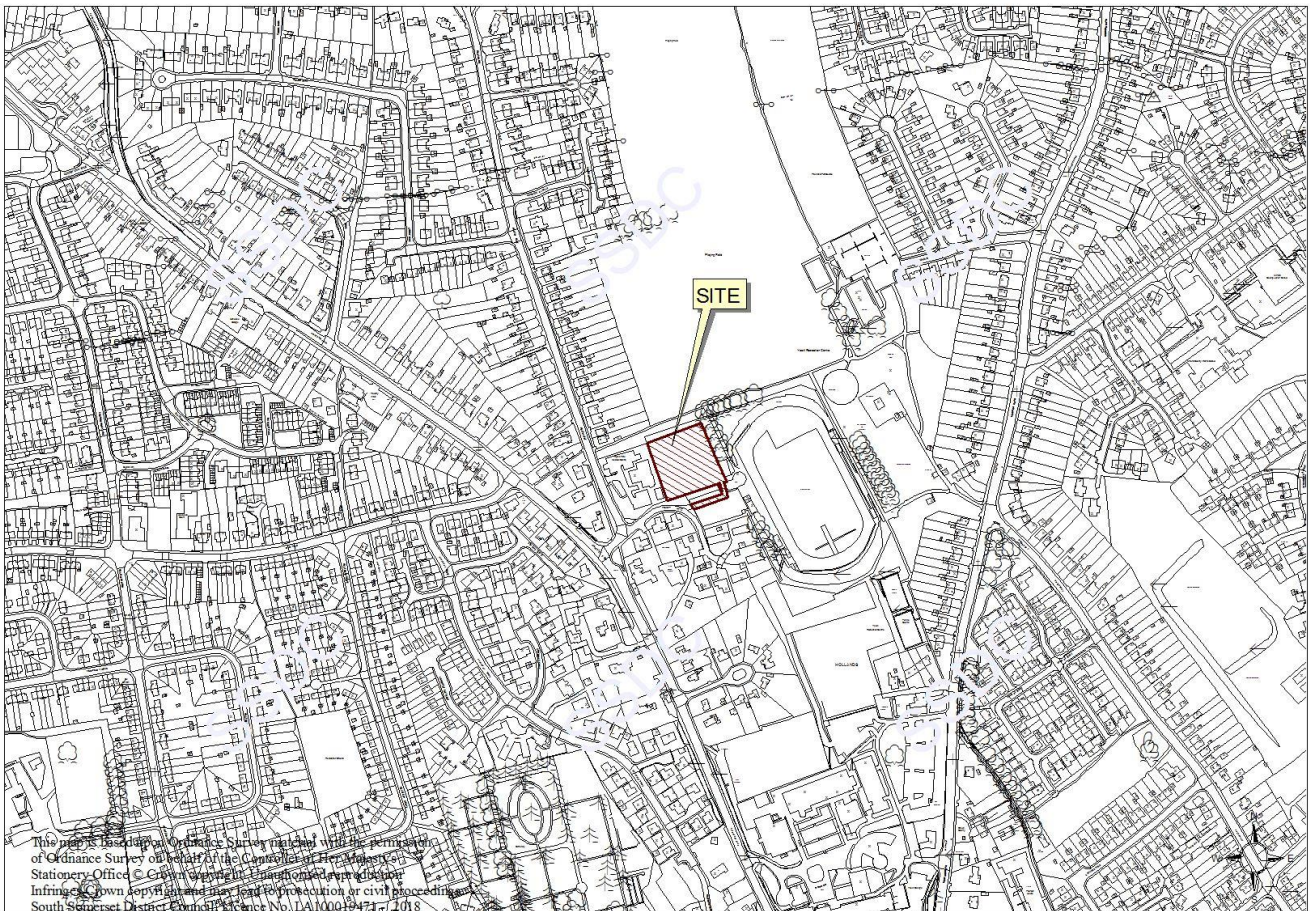
Officer Report On Planning Application: 18/01765/R3D

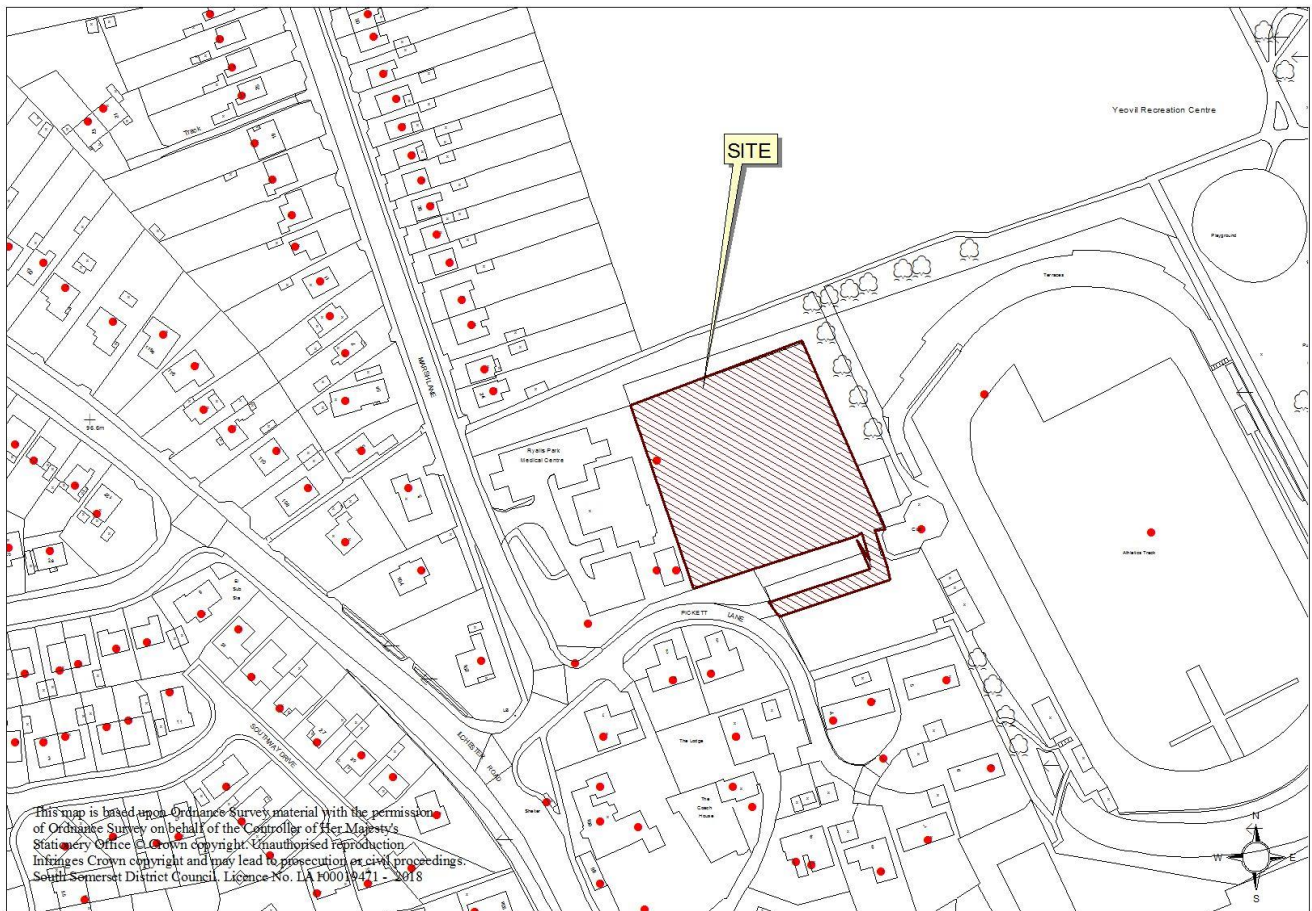
Proposal :	Application to formalise the use of existing overflow car park to allow use by Yeovil College including 3 No. 5m high lighting columns(with double lamps) and 2.4m high fencing.
Site Address:	Land At Yeovil Recreation Centre Pickett Lane Yeovil
Parish:	Yeovil
Yeovil (West) Ward (SSDC Member)	Cllr J Clark Cllr W Read Cllr A Smith
Recommending Officer:	Linda Hayden Tel: 01935 462534 Email: linda.hayden@southsomerset.gov.uk
Target date :	27th July 2018
Applicant :	South Somerset District Council
Agent: (no agent if blank)	
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 due to the nature of the proposals and at the discretion of the Lead Specialist for Planning due to SSDC being the applicant.

Site Description and Proposal





The application site comprises the overflow car park that is used in association with Yeovil Athletics track. The site was previously used as a hockey pitch/tennis court but the land has been used for parking in association with the athletics track for at least 10 years and is therefore lawful.

The application proposes the use of the car park by Yeovil College along with the erection of 3 double lamp columns (5m high) and a 2.5m high fence. The area would also remain available for parking in association with the athletics track. It is anticipated that the college would use the car park mainly between the hours of 8.45 am and 6.15pm but there will continue to be evening use in association with the athletics track as well as the college. The car park will be shut overnight as is the existing situation.

HISTORY

Planning history at the Recreation Ground/Athletics track dates back to the 1950s but there is no specific application or applications that refer to this part of the site. Permission was granted for floodlighting on the athletics track in 2001 which allows illumination until 10pm (01/01010/R3D).

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

The policies of most relevance to the proposal are:

South Somerset Local Plan (2006-2028):

SD1 - Sustainable Development

SS1 - Settlement Strategy

TA5 - Traffic Impacts of New Development

TA6 - Parking Standards

EQ2 - General Development

National Planning Policy Framework (March 2012):

4. Promoting sustainable transport

7. Requiring good design

Planning Practice Guidance

o Design

CONSULTATIONS

Yeovil Town Council :

Recommend refusal on the grounds of highways safety.

County Highway Authority

Advise that Standing Advice is applicable in this instance.

Highways Consultant (SSDC):

Requested additional information to justify the need for the parking and to show visibility splays.

Upon receipt of the additional information the Highways Consultant has provided the following comments:

'There are two main transportation and highways issues to consider in this case - (a) the principle of the scheme (i.e. the justification) and (b) the highways technical issues.

With regards to the principle of the development, the applicant has provided a document which sets out the background to the application and why the additional parking provision is required for the college. When assessed against the Somerset Parking Strategy (SPS) optimum standards, it would appear that the current premises already accommodates in excess of the number of spaces prescribed within the SPS. I note that the current level of parking will be reducing in the future in order to address health and safety issues at the main college site, yet the resultant level would still exceed the SPS levels. However, I am fully aware that on-road parking on Mudford Road and the surrounding highway network can be quite prolific which would provide an element of justification for the additional parking area. I note that the college already promotes sustainable transport initiatives and I believe this should continue and be enhanced as a consequence of this scheme, and with this in mind either the college should prepare a detailed Travel Plan for this purpose (if a Travel Plan does not exist at present) or if one does exist, the Travel Plan should be updated and expanded upon to encourage students and staff to travel by sustainable modes of transport. Such a requirement can be conditioned with the Travel Plan being submitted to the County Council for review and approval.

On the basis that the planning use of the land is already as a car park (albeit for a less frequent use), I believe it would be unreasonable to raise an objection in principle to the scheme but I am of the opinion that the use of the car park could be minimised through the implementation of a successful and robust Travel Plan.

With regards to the latter issue, now that I have visited the site, I can confirm that the extent of the

visibility splays from the site onto Pickett Lane are acceptable. The width of Pickett lane (at a minimum of 5m) is sufficient, and the extent of visibility splays at the junction of Pickett Lane with the A37 are acceptable. I anticipate that the volume of traffic requiring to access the site in the morning peak hour could lead to some queuing and delay on the A37 for northbound traffic, as vehicles seeking to turn right into Pickett Lane look for gaps in the southbound traffic flow to make the manoeuvre, and with this in mind the provision of a formal right turn lane could be considered. However, the A37 is a very wide highway at the Pickett Lane junction with the northbound lane alone measuring 4.6m. On the basis that a width of 4.1m is generally accepted as being wide enough for two cars to pass each other, it is likely to be possible for a car to pass on the inside of another car waiting to turn right. Such a right turning demand is only likely to occur in the morning (given the anticipated nature of the travel patterns) and therefore in this urban area, I am not sure a full right turn lane facility could be warranted. In addition, I am mindful that the southbound traffic flow would be interrupted by the traffic signals located further to the north on the A37 at the Stiby Road junction. Therefore, overall, I believe the technical aspects of the scheme are acceptable.

To maximise the use of the car park and to ensure that it is used as efficiently as possible, the individual spaces should be marked out in accordance with appropriate standards with each space measuring a minimum of 4.8m x 2.4m and the aisle widths being a minimum of 6m as indicated on the submitted plan.'

Environmental Protection Unit:

No comments.

REPRESENTATIONS

Six letters of representation/objection have been received making the following comments (summarised):

- o Brought property on the basis that the car park for the athletics arena would only be used when events took place and locked at all other times
- o Can be congestion when events take place, this will worsen if the car park is used by the college
- o There can be conflicts between cars/pedestrians/cyclists using Pickett Lane and those leaving the car park/Marsh Lane
- o Pickett Lane is not suitable for another 160 cars and their passengers
- o Concerned about anti-social behaviour if gates are not locked until 10pm
- o Properties in area will be devalued by extra traffic and noise that will be created
- o Council should look at other solutions for the college such as promoting cycling, walking, public transport and car sharing
- o Difficult to turn right onto Ilchester Road
- o Query if entrance gates will be locked overnight and what time the car park will open/close
- o Lighting standards should be located in way that they do not impact on properties in Pickett Lane
- o Yellow lines may need to be extended throughout Pickett Lane to prevent parking and disrupting traffic flow
- o Query how the parking will be controlled to restrict use to Yeovil College staff/students and prevent use by the general public
- o Would expect to see a highways assessment

CONSIDERATIONS

Principle

The site is currently in use as a car park so there is no objection in principle to its continued use for

that purpose.

Need for additional parking for Yeovil College

Additional information has been supplied to support the application which states:

- o Only 600 of the 3000 students are under 17 and a considerable number of students use cars rather than public transport.
- o The proposal intends to encourage staff to use the proposed car park instead of the campus to free up parking space and relieve some of the demand for on street parking which causes complaints.
- o The college site has 374 spaces but this will be reduced to 323 from September in order to address health and safety issues caused by 'over' parking.
- o The college fully supports the cycle to work scheme and promotes it by providing on-site facilities but this is not suitable for all due to the catchment area of the college.
- o The college will be introducing improved management of its existing parking by introducing a permit system which will also be implemented on the application site.
- o The college offers subsidised bus travel to encourage the use of public transport but there are issues with bus travel as some routes have been affected by budget cuts
- o Timetabling includes parking as a consideration in an attempt to even out peaks
- o The provision of the parking will not dampen the enthusiasm for sustainable transport solutions and this will continue to be pursued with vigour.

As described by the Highways Consultant, the college is technically already over provided with car parking which is in excess of the amount required by the relevant parking standards. However, as noted by the Highways Consultant, there is an issue with on-road parking on Mudford Road and the surrounding highway network which can be quite prolific. He is therefore content that there is justification for the provision of additional parking spaces as this will help to alleviate highways issues associated with parked cars in the vicinity of the college site. In addition, it is recommended that the college be required to update or prepare a Travel Plan to encourage staff and students to travel by sustainable modes of transport, this can be required through the imposition of a condition.

Overall, whilst it is recognised that the college is overprovided with parking, it is accepted that there is still a problem with on-road parking within the vicinity of the college that this application seeks to resolve. Provided the applicant submits the relevant Travel Plan to show how sustainable modes of transport will be encouraged it is felt that the need has been justified.

Highway Safety

The Highways Consultant has visited the site and confirmed that the visibility splays are acceptable and that the width of Picketts Lane is sufficient. Whilst recognising that the proposal may lead to some queueing and delay on the A37 during the morning peak hour he does not consider that this presents a highway safety issue considering the width of the A37 at the junction which allows two cars to pass on the northbound lane. In the circumstances, he does not consider that the creation of a full right turn lane facility is warranted. With regard to south bound traffic on the A37 it is noted that this is interrupted by the traffic signals at the Stiby Road junction. In light of these facts, the highways consultant believes that the technical aspects of the scheme are acceptable.

In terms of pedestrian safety, there is a pavement from the site to the college which is short walk from the site. Given the pavement provision and low traffic speeds within the vicinity, it is not considered that the proposal could be refused on the basis of the impact upon pedestrian safety.

Therefore, the proposal complies with policy TA5 of the South Somerset Local Plan 2006-2028.

Impact upon Residential Amenity

In terms of residential amenity, the car park will mainly be used during the normal working day for the college with occasional use during the evening. It has been confirmed that the car park will be closed overnight as is the existing situation. In the circumstances, it is not considered that the proposal will result in acceptable levels of noise or disturbance to residents within the vicinity.

In terms of the proposed lighting this has been amended from the six columns that were to be placed around the boundary of the site to three double lamp columns to be sited in the centre of the site. The lighting will be of a design that seeks to reduce light spillage and the lighting can be switched off when the gates are closed in the evenings. As such, it is not considered that the lighting proposals are unacceptable given the distance to local residents and the presence of street lighting within Picketts Lane.

The proposal is therefore considered to comply with Policy EQ2 of the South Somerset Local Plan 2006-2028.

Other matters

The detailed concerns of local residents have been carefully considered and the main issues are dealt with in the report above. However, the following additional points can be addressed:

o Anti-social behaviour

The site is well contained by fencing and will be locked overnight, in addition there will now be floodlighting. Given the area is already a car park; it is not considered that the application could reasonably be refused on the basis that it may lead to anti-social behaviour.

o Devaluation

This is not a matter that can be accorded weight in the consideration of a planning application.

o Highways Assessment

The application has been thoroughly assessed by the council's highways consultant who required the submission of additional details (justification and details of visibility splay) before commenting upon the application.

Summary

This is an existing car park and as such the principle is established. It is recognised that the proposed use by the college would lead to additional movements at the site but there is no objection to the proposal on highway safety grounds given the existing highways infrastructure. It is not considered that the three double lighting columns will result in unacceptable light pollution to neighbouring properties.

RECOMMENDATION:

Grant planning permission for the following reason:

01. The proposed development, due to its location, scale and nature, is not considered to result in any demonstrable harm to the highway safety or residential amenity and therefore accords with the aims and objectives of TA5 and EQ2 of the South Somerset Local Plan (2006-2028) and the principles of the National Planning Policy Framework (2012).

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; Drawing No.'s AS-115-1, AS-115-3, AS-115-2B; and details of lighting received 5/6/2018.

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

03. The floodlights hereby approved shall only be operated when the car park is open and will be switched off when the car park is closed. No other means of illumination shall be installed unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the character of the area and to protect residential amenity to accord with policy EQ2 of the South Somerset Local Plan (2006-2028).

04. Prior to the first use of the car park, a travel plan shall be submitted to and approved in writing by the Local Planning Authority. This should include measures to promote sustainable travel along with a timetable for the implementation of the measures. The development shall not be used unless the agreed measures are being implemented in accordance with the agreed timetable. The measures should then continue to be implemented as long as any part of the development is used.

Reasons: In order to promote alternative means of travel in the interests of sustainability.

Agenda Item 13

Officer Report On Planning Application: 17/04400/REM**

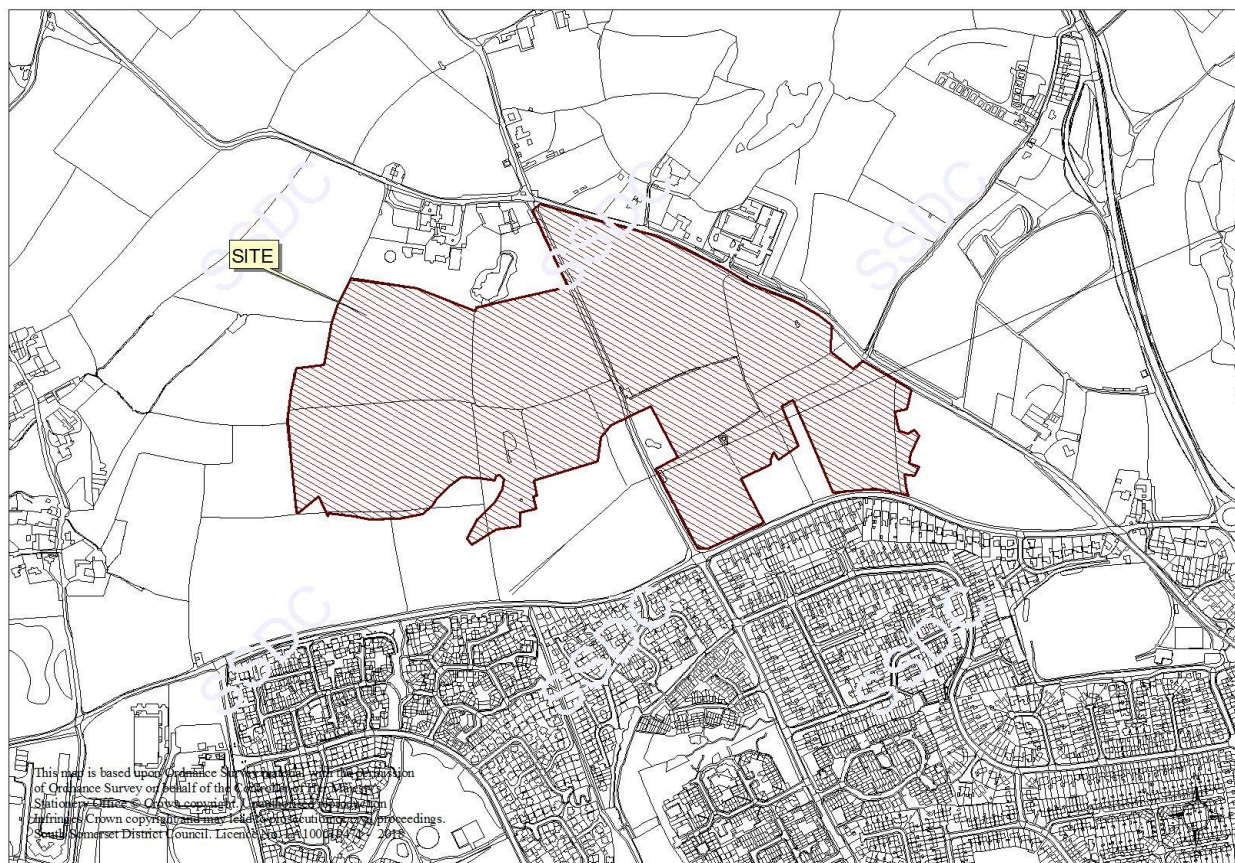
Site Address:	Brimsmore Key Site, Land to the North of Thorne Lane Yeovil (GR:353498/117877)
Ward :	WARD OF YEOVIL WITHOUT
Proposal :	The erection of 642 dwellings with associated landscaping and infrastructure works, access for local centre and primary school, amendment to link road design between Eastgate Square and Tintinhull Road, provision of sports and play areas, public open space and structural landscaping (Reserved Matters of 05/00753/OUT) EIA development.
Recommending Case Officer:	Simon Fox/Marc Dorfman Tel: 01935 462110 Email: marc.dorfman@southsomerset.gov.uk
Target date :	19 th February 2018
Applicant :	Charles Bishop Ltd & Brimsmore Landowners
Type :	Major Dwellings of 10 or more or site 0.5ha+

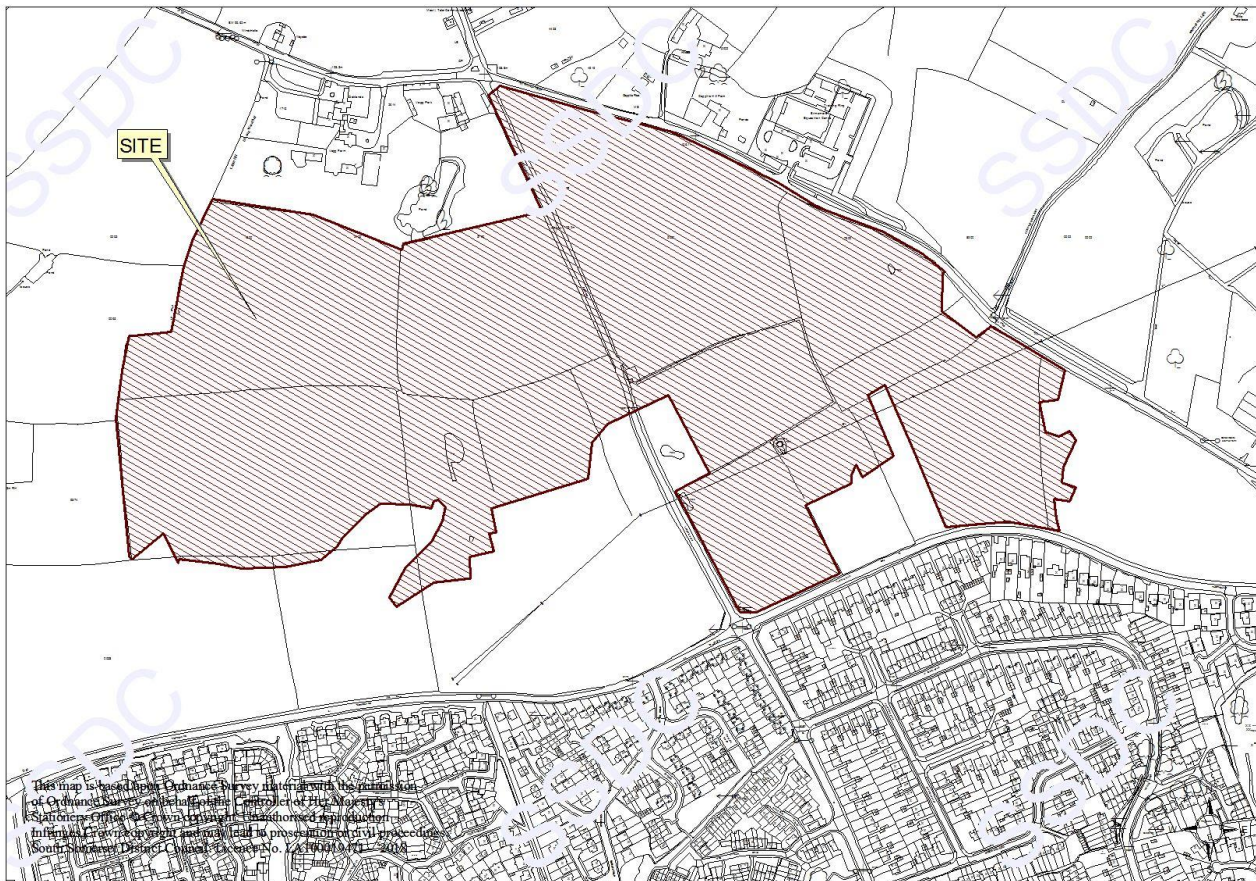
Reason for Referral to Committee

This application is referred for Committee consideration as it is a larger scale major application and cannot be determined under the Council's Scheme of Delegation.

This application is 2-starred under the scheme of Delegation.

Site Description and Proposal





The application site, commonly known as the Brimsore Key site, lies on the northern edge of Yeovil's built limits off Thorne Lane. The site is subject of a Local Plan allocation and related outline planning permission for approximately 830 dwellings, primary school a local centre with shops, community hall, sports provision, open space and community woodland. Significant related off-site highway improvement works and financial contributions are secured by means of a planning obligation.

An initial application for Reserved Matters was submitted in February 2011 and approved in April 2012. It was then superseded by a similar Reserved Matters application that agreed a number of amendments. These applications concerned the southern part of the site and included 298 dwellings and the east-west internal link road from Tintinhull Road to Western Avenue.

The current REM application proposes the approval of 642 homes and associated development, effectively north of Thorne Lane and new access points onto the previously approved Link Road, but excluding a range of central hub community and commercial development and some further residential development associated with the local centre, that will be the subject of a future REM.

This REM seeks approval of:

- 642 homes of which 35% will be affordable (20% permanent and 15% additional as set out in the S106 Affordable Housing Agreement and in the separately submitted "Affordable Provision Plan")
- Associated Highway, cycle and pedestrian network, including access to the proposed local centre and primary school
- Changes to the road design between the proposed Eastgate Square and Coppit's Hill Lane Roundabout/Tintinhull Road were originally part of this REM submission, but as a result of 3-5-18 amendments, (which were re consulted on), the highway design now remains as approved

under the extant and first REM 11/00361 (2012), and the link between the proposed Eastgate Square and Titinhull Road will stay as a single lane dual arrangement.

- Sports pitches, including a “sports oval”, play areas, and a multi - use games area
- A range of parks and open spaces to service the residential, community and commercial areas
- Boundary landscaping and additional woodlands and the management and support of wildlife
- An updated and extended drainage strategy

Over the whole site, and over some 10 years, it is proposed to bring forward some 975 homes.

Proposed Overall Dwelling Numbers:

a) Approved under 11/00361/REM (2012) and 16/00978REM (2016)	298
b) Less 31 plots not built under a)	262
c) Add 642 plots proposed by current REM 17/04400	904
d) Reduction of 2 dwellings in amendment letter 3 May 2018	902
e) Add projected 73 plots subject to possible future application	975

The overall proposed increase from 830 to 975 is supported by the original assessment made by the Inspector at the Local Plan Inquiry that considered this as a key site (KS/YEW1/2).

HISTORY

The key site is allocated in the Local Plan as Policy KS/YEW1/2.

05/00753/OUT – 5/2007 Approved with Conditions. Mixed use development for 830 dwellings, community infrastructure, commercial, perimeter link road, other residential, POS and sports, woodland and structural landscaping

11/00361/REM (2012) and 16/00978REM (2016) Approved with Conditions. Detail of 298 dwellings, primary school and new internal link road between Western Ave and Brimsmore House

17/03214/REM – 9/2017. Approved with Conditions. 31 dwellings and associated access and development.

17/04400/REM Current application for 642 dwellings – this application includes and duplicates the 31 units in 17/03214/REM above.

The outline planning permission, granted in 2007, is in line with the Local Plan allocation. Given the scale of the development the normal time limit for the permission was extended to allow development across the site over a 10-year period. There are however, triggers within the various signed S106 legal agreements to ensure that the provision of affordable housing, community facilities, education and highways are provided for alongside the new development.

The reserved matters approval granted in 2012 - 11/00361/REM, covers the southern section of the outline approved site and permits the erection of 298 houses and works to secure a new link road between Western Avenue and Brimsmore House. This application amended the route of the previous perimeter link road to a new internal alignment.

The housing approved in 2012 is all open market with the affordable provision set for delivery in later phases, including the current proposed application for 642 dwellings (17/04400/REM).

The currently agreed s106 obligation seeks 35% overall affordable housing, with 20% permanent, (split 50% social rent and 50% intermediate, (80:20 in favour of social rent if grant is obtainable) and

15% “additional affordable housing” (a temporary provision which includes some flexibility between the number of units delivered and the length of time for which each temporary unit is provided). Note: The S106 Affordable Housing Agreement for the site dated 9 August 2007 makes reference to the affordable provision requirement for 980 dwellings on the site, and beyond.

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: -

{ul South Somerset Local Plan (2006-2028):}

SD1 - Sustainable Development

SS1 - Settlement Hierarchy

SS4 - District-wide Housing Provision

SS5 - Delivering New Housing Growth

SS6 - Infrastructure Delivery

EQ2 - Design & General Development

EQ4 - Biodiversity

EQ5 - Green Infrastructure

EQ6 - Woodland and Forests

EQ7 - Pollution Control

HG3 - Provision of Affordable Housing

HG5 - Achieving a Mix Market Housing

TA3 - Sustainable Travel at Chard and Yeovil

TA4 - Travel Plans

TA5 - Transport Impact of New Development

TA6 - Parking Standards

HW1 - Provision of Open Space, Outdoor Playing Space, Sports, Cultural and Community Facilities in New Development.

Land at Brimsmore (Thorne Lane) under proposal KS/YEWI/2 is allocated for housing and urban centre with appropriate infrastructure.

Brimsmore Development Framework February 2005 (which accompanied the Outline Application, approved in 2007).

National Guidance - National Planning Policy Framework

Chapter 6 - Delivering a Wide Choice of High Quality Homes

Chapter 7 - Requiring Good Design

Chapter 11 - Conserving and Enhancing the Natural Environment

Other

Somerset County Council Parking Strategy (March 2012)

CONSULTATIONS

This application is an Environmental Impact Assessment scheme. 360 neighbour letter notifications were sent out and 6 site notices were erected, in addition to the normal internal and external consultation with key stakeholders.

Yeovil Without Parish Council

(29-5-18) Recommend Approval

Brympton Parish Council

(21-12-17) Recommend Approval

Highway Authority (Somerset County Council)

(13-12-17) Support the principle of development in this location and up to some 980 dwellings.

Concerns:

- Assessment of peak hour traffic flows; trip generation methodology and junction design and geometry
- Checking the scheme complies with the County Parking Strategy
- Checking the scheme complies with Safety Audit with regard to roundabout visibility splays; swept paths; possible TRO requirements
- Vulnerable road user and cycling and pedestrian access issues
- Drainage at Larkhill Road, Tintinhull Road and existing on - site ponds
- Housing estate road layouts.

RESPONSE: These issues have been addressed by the applicant's revisions to submitted plans and the submission of further information on 3/5/17 and 11/5/17. The outline condition to seek detailed approval of all highway design and delivery matters in advance of construction (Condition 6 Outline 05/00753/OUT – 5/2007) is still in place. An Informative is proposed to be added relating to the need for either a Section 38 or Section 278 legal agreement to be in place with the Highway Authority before any highway works start on site.

SSDC Highway Consultant

(5-12-18) No comments.

Natural England

(12-12-17) No objection subject to measures being put in place to protect local nature sites; enhance biodiversity and landscapes through standing advice.

RESPONSE: These measures and conditions are in place.

Crime Prevention Officer

(5-12-18) No Objection subject to a review of design safety issues set out consultation comments.

RESPONSE: A condition is proposed, (nos 13) to deal with reviewing comments made on 5-12-18, relating to the design of footpaths; gating; gaps between buildings; boundary treatments; and public open space.

Lead Local Flood Authority

(16-1-18) No objections, subject to appropriate condition being in place.

RESPONSE: Drainage scheme and programme for the lifetime of the development to be agreed by the LLFA. To ensure the surface water runoff is attenuated on site and discharged at a rate and volume no greater than greenfield rates and volumes. This condition is already in place. (05/00753/OUT – 5/2007 Conditions 11-13).

Wessex Water

(22-1-18) No objection, subject to appropriate conditions.

RESPONSE: Condition relating to the Sewer Layout Plans, foul storage sewers and their locations are in place (05/00753/OUT – 5/2007 Condition 1-13).

SSDC Environmental Protection

(11-12-17) No comments.

Archaeologist (Somerset Heritage Centre)

(12-12-17) No objection. Archaeological matters are controlled by the outline approval condition nos 5. A Written Scheme of Investigation was submitted in January 2013 and approved by the County Archaeologist.

Historic England

(4-12-17) No comment

Sport England

(10-1-18) No objection, subject to conditions.

RESPONSE: proposed condition, (Nos 14) relating to the assessment of the size, location and suitability of the proposed sports pitches, and an agreement of the design and future use, including community use and changing facilities.

Somerset Waste Partnership

(20-12-18) No objection, subject to a review of key plots and bin routes.

RESPONSE: This is covered by an additional condition nos 11.

Rights of Way – Definitive Map

(20/12/18) The current proposal will obstruct part of PROW Y31/4. Need for a diversion order. County Council does not object to the proposal subject to a diversion being agreed and the PROW being maintained.

RESPONSE: The applicant understands that a diversion order will be prepared for the part of the route affected and the PROW maintained

Climate Change Officer SSDC

(12-12-17) Concerns about sustainable design and decentralised energy.

RESPONSE: In the applicant's amended plans response on 3-5-18, the "400m walk distance estate layout scheme design" is explained, i.e. to support walking and cycling. This form of estate layout also offers a range of homes the opportunity to have south facing slopes to support PV energy generation.

Conservation SSDC

(20-12-18) Concerns about woodland development and the absence of "Ridge Field" to the west of the proposed scheme to be included in the planning application site

RESPONSE: The Ridge Field is currently controlled by the applicant but did not form part of either the red-line outline application area or this reserved matters application. However, it does form part of the s106 requiring the applicant to provide the field as part the Woodland Area. There are triggers in the s106 agreement to implement woodland planting relating to Ridge Field along with other woodland planting in the northwest part of the application site.

Ecology SSDC

(6-2-18) No objection.

RESPONSE: Conditions are in place to manage bats and the relocation of a badger sett (which latter work has been carried out and the relevant Conditions discharged by SSDC on 13 September 2010). There is also an existing condition for a "construction environmental management plan", 05/00753/OUT – 5/2007 Condition 10.

REPRESENTATIONS

Neighbouring householders who responded to the original consultation have been notified of the officer's report and prospective Committee date.

Neighbour representations received, covered the following 7 issues:

- a) Lack of street trees
- b) Green corridor reduction along Larkhill Road
- c) Reduction in edible woodland area along the western boundary (*It is possible that this objection relates to the neighbour's belief that the Ridge Field is not part of the application. If this is the case please see above*).

RESPONSE: because the site is allocated for housing there will be a reduction of green corridor. However, the overall plan creates a network of open spaces and street trees across the proposed development. Land on the western boundary will be planted as a natural woodland area.

- d) Site Construction and mud on the road

RESPONSE: The existing site has been extensively visited and the LPA is satisfied the contractor is carrying out the development with reasonable due neighbourly care. The Construction Environmental Management Plan condition at the outline stage can be used to manage this issue.

- e) Increased traffic in Tintinhull Road, and proposal to close Tintinhull Road at the proposed double mini roundabouts, (similar to Thorne Lane) – so that all traffic to and from the new development would have to use the A37 rather than Tintinhull Road south of the junction with Thorne Lane

RESPONSE: This suggestion is outside the planning application boundary. The SCC Highway authority have no principle objection to the proposed development and its location. Traffic assessments have been carried out and the overall scheme has been planned to appropriately manage new traffic, both locally and across Yeovil's network. An agreed travel plan will encourage travel modes other than the car and a bus scheme for the site is being promoted.

- f) Further measures to prevent "traffic rat running" in Coppits Hill Lane
- g) Surface Water Drainage – Coppits Hill Lane

RESPONSE: The existing s106 Highways agreement includes a "rat running" prevention plan which will allow access to the bottom of Coppits Hill Lane but no exit. Overall the SCC Highway authority have no objection in principle to the development and its location. An agreed travel plan will encourage travel modes other than the car and a bus scheme for the site is being promoted. Drainage matters are covered by appropriate conditions and the applicant is constrained to ensure that future surface water run-off rates from the development do not exceed current Greenfield run-off rates without the proposed development.

CONSIDERATIONS

The principle of developing the Brimsmore Key Site is well established.

Matters concerning ecology, public transport, education, community facilities, highways, noise and pollution, archaeology, ground conditions, play and open space were all considered at the outline and original 2011 REM. The conditions and the s106 agreement from the outline application persist and the original Reserved Matters conditions will be brought forward and updated in light of current circumstances.

Design and Layout

This application seeks approval for the bulk of the housing that will be delivered over a 10-year period. It also provides the rural and urban design framework for the whole scheme, apart from the new Link Road that runs parallel to Thorne Lane. The overall scheme has been designed to be a walking local neighbourhood, with bus and cycle provision – along with parking provision that seeks to meet the County's Parking Strategy. There are few cul de sacs – instead a network of roads circulates around the site providing good legibility and good access by car or on foot to the proposed community hub just north of Thorne Lane and the new Link Road. The Committee will be aware of the Link Road concept – it has been designed to manage and mitigate larger traffic flows and Thorne Lane will be downgraded and appropriately closed at the eastern end, where it joins onto Tintinhull Road.

The proposal provides a wide range of “traditional house types”, taking aspects of Georgian, Victorian and Arts and Crafts architecture and places these in a strongly landscaped setting. Density is higher close to the centre and lower out towards the proposed sports oval and Tintinhull Road.

A network of small parks and open spaces cross the site. Whilst there are substantial open spaces along the northern edge of the scheme, involving the sports oval and woodland to the west and north and open space buffers along Tintinhull Road to the north and east – residential streets are supported with a necklace of smaller open spaces across the middle of the scheme and linking homes to the proposed community hub and town square. Officers believe that the intentions contained within the Local Plan allocation and Development Framework document dated February 2005 are maintained.

Highways

The Highway Authority has not raised any substantial issues with regard to the road design and traffic capacity. Amended traffic flows and issues relating to Technical and Safety audit matters have been raised. These will be resolved through conditions and highways legal agreements before any highway work starts on any site related to this scheme if approved.

The layout also provides more on-plot parking compared to the original Reserved Matters approval.

Drainage

The arrangements regarding surface water drainage remains as agreed in the original Reserved Matters approval and the LLFA is being asked to reconfirm acceptance of the approach, through appropriate conditions

Conclusion

This application is recommended to the Area South Committee for approval. Officers believe that the intentions contained within the Local Plan allocation and Development Framework document dated February 2005 are maintained. The quality of the early Brimsmore phase, north of Western Avenue at the junction of Thorne Lane is clear and the scheme has already ready won a number of design awards. The proposed 642 homes will be supported by a new community hub which will also be accessible to the existing community to the south of Thorne Lane. Conditions are in place to deal with the construction disruption that will occur for a relatively short period. The scheme will support the District's need for well design new homes located in sustainable neighbourhoods.

RECOMMENDATION:

Grant permission for the following reason

This application is a reserved matters application following the grant of Outline permission ref no 05/00753/OUT and the revised details accord with the principles set out in the outline application and in the Local Plan allocation for this site and with the relevant planning policies, including the NPPF.

SUBJECT TO THE FOLLOWING:

01. **Built According to Approved Plans:** The development hereby permitted shall be carried out in accordance with the plans as set out on the originally submitted application schedule dated 7-11-17, updated by amendments and a revised schedule dated 3-5-18.
Reason: For the avoidance of doubt and in the interests of proper planning.
02. **Housing Design Details:** Prior to the commencement of any dwelling in any phase or part thereof, full details of the following shall be submitted to and approved in writing by the Local Planning Authority for each plot in the phase, or part thereof, to be constructed: -
- specific external wall materials, finishes and colours including sample panels for approval on site to show masonry coursing, jointing, bond and pointing and render finishes.
 - details of any proposed parapets, string courses, plinths and mouldings
 - specific window and door design details including sections and wall opening details including arch. lintel, cill, window/door surround and reveal depth.
 - details of any porches and door hoods
 - position and details of meter boxes and any external flue, vent and extract terminals
 - roof materials, including samples
 - roof ridge, hip, eaves, verge and rainwater goods details
 - any chimney, dormer and roof light details.
 - external works details of any steps, walls and copings, railings and fencing.
 - details of any permanent external lighting proposed on building including any street lighting to be mounted on buildings (not including individual security lighting).
- Reason:** To ensure that attention to detail is given to provide quality of design in the proposed development in accordance with the Design masterplan and planning statement in accordance with Policy EQ2 of the South Somerset Local Plan.
03. **The Woodland Area:** (as defined in the Section 106 Community Agreement dated 7 August 2007), shall be completed in accordance with the details pursuant to application 11/00361/REM (14/03596/S73) and 14/05665/DOC agreed by the letter from the Local Planning Authority dated 24/07/2015, **plus all details contained in this application.**
The implementation of this shall be in accordance with the procedures and timescales as set out in the Section 106 Agreement.
Reason: To ensure appropriate planting is carried out to the woodland edge of the development in accordance with Policies EQ2, EQ4, EQ5 and EQ6 of the South Somerset Local Plan.
04. **Hard and Soft Landscaping and Boundary Treatments:** Prior to the occupation of any dwelling on any phase or part thereof full details of hard and soft landscape and boundary proposals for that phase (or part thereof) shall be submitted to and approved in writing by the local planning authority. Such details shall include:
- maintenance prescriptions for existing landscape features to be retained e.g.;
 - trees and hedgerows,
 - attenuation and swale elements within public open space,
 - full details of all tree and hedgerow planting including street trees/shrubs.
- Reason:** To ensure a meaningful contribution to the urban design and open space elements in accordance with Policy EQ2 and EQ5 of the South Somerset Local Plan.
05. **Trees, hedges and hedgerows:** All existing trees, hedges or hedgerows shall be retained, unless shown on the approved drawings as being removed. All trees, hedges and hedgerows on and immediately adjoining any phase or part thereof of that part of the site being developed shall be protected from damage for the duration of works on that area to the satisfaction of the Local Planning Authority in accordance with the recommendations in British Standard 5837 1991. Any

part(s) of trees, hedges or hedgerows removed without the Local Planning Authority's consent or which die or become, in the opinion of the Local Planning Authority, seriously diseased or otherwise damaged within ten years following contractual practicable completion of the approved development shall be replaced as soon as is reasonably practicable and, in any event, by not later than the end of the first available planting season, with plants of such size and species and in such positions as may be agreed in writing with the Local Planning Authority.

Reason: In the interests of the amenity of the area and to ensure proper planning of the development in accordance with Policy EQ2 and EQ5 of the South Somerset Local Plan.

06. **Balancing Pond Design and Management:** Prior to the occupation of any dwelling hereby permitted, detailed proposals for any proposed balancing pond and any other attenuation features serving the area of development in which such dwelling is situated shall be submitted to and approved in writing by the Local Planning Authority. These details shall include cross sections, ground levels, details of invert and outlet structures, and proposed marginal planting. Such ponds/attenuation features shall be completed in accordance with a timescale to be agreed in writing by the local planning authority.

Reason: In the interest of the amenity of the area and to ensure proper planning of the development in accordance with Policy EQ2 of the South Somerset Local Plan and the provisions of the NPPF.

07. **Flood Risk Assessment:** The development hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment as amended and surface water drainage strategy, particularly limiting the surface water run-off discharge to be no greater than agreed in writing by the Local Planning Authority in consultation with the LLFA, Wessex Water and the Environment Agency.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with the NPPF.

08. **Surface Water Drainage:** Prior to the commencement of any phase or part thereof on the site, a surface water drainage scheme, for that phase or part thereof, including a full operation and maintenance strategy shall be submitted to and formally approved in writing by the Local Planning Authority. The strategy shall identify all future land use limitations; identify the ownership, operational and maintenance arrangements for the works over the lifetime of the scheme.

Reason: To ensure that the works provide the necessary mitigation against flooding for the lifetime of the existing and proposed development in accordance with the NPPF.

09. **Acoustic Assessment and Insulation:** Prior to the commencement of any dwelling an assessment of those properties which are likely to be subjected to noise shall be submitted to and approved in writing by the Local Planning Authority. For those properties identified, a scheme of acoustic insulation should be submitted to the Local Planning Authority for approval before the commencement of construction of these plots. Any mitigation works identified shall be carried out prior to occupation of the dwellings affected.

Dwellings shall be built in accordance with the details pursuant to applications 11/00361/REM (14/03596/S73), 14/05665/DOC and 15/03328/DOC agreed by the letters from the Local Planning Authority dated 24/07/2015 and 03/12/2015 plus the details contained within this application.

Reason: To ensure proper planning of properties potentially affected by noise in the interests of amenities of occupiers and in accordance with saved Policy EQ7 of the South Somerset Local Plan.

10. **Delivery of the Master Plan:** Prior to the commencement of any dwelling on any phase or part thereof, details of the internal ground floor levels of the buildings to be erected on that specific

phase or part thereof, shall be submitted to and approved in writing by the Local Planning Authority.

To be built in accordance with the details pursuant to applications 11/00361/REM (14/03596/S73), 14/05665/DOC and 15/03328/DOC agreed by the letters from the Local Planning Authority dated 24/07/2015 and 03/12/2015 plus the details contained within this application.

Reason: To ensure that attention to detail is given to provide quality of design in the proposed development in accordance with the Design masterplan and planning statement in accordance with Policy EQ2 of the South Somerset Local Plan.

11. **Domestic Waste Storage and Routes:** Prior to the commencement of any dwelling on any phase or part thereof, a strategy for the storage and collection of domestic recycling and refuse for that phase or part thereof shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include the locations of collection points (communal if necessary).
Reason: To promote sustainable construction as advocated by the National Planning Policy Framework.
12. **Long Term Landscape Management Plan:** Prior to the occupation of any phase or part thereof, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas within that phase or part thereof, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority for its permitted use. The agreed landscape management plans shall be carried out as approved.
Reason: In the interests of visual amenity and to accord with Policies EQ2, EQ4, EQ5 and EQ6 of the South Somerset Local Plan 2006.
13. **Secure by Design:** Prior to the commencement of any dwelling referred to in the comments of the Crime Prevention Design Advisor on the application (dated 5-12-17) a strategy should be submitted and agreed in writing with the Local Planning Authority to address the specific crime prevention comments raised.
Reason: to ensure the scheme as built will be as seen as a safe environment EQ2 South Somerset Local Plan 2006
14. **Sports and play areas design and management:** In advance of any of trigger points set out in the Community S106 Agreement dated 9 August 2007 in respect of the delivery of Sports Facilities, Playing Pitches, Play Areas or the Sports Pavilion a strategy should be submitted and then agreed in writing with the Local Planning Authority to address the comments by Sport England (dated 10-1-18) on these elements of the application
Reason: to ensure the scheme as built will be as seen as a safe and healthy and active environment EQ2 South Somerset Local Plan 2006

Informatives:

01. You are reminded that four legal Agreements under S106 of the Town and Country Planning Act accompany this application and remain applicable in addition to the two Supplemental S106 Agreements agreed relating to community and highways.
02. You are reminded that there are informatives on the Outline Planning Permission 05/00753/OUT which remain of relevance for this and future phases of development.
03. There must be no interruption to the surface water drainage system of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage

systems continue to operate effectively and that riparian owners upstream and downstream of the site are not adversely affected.

04. You are reminded of the Duty of Care for dealing with waste which is set out in detail in the response from the Environment Agency from whom additional guidance can be gained.
05. You are reminded that a Right of Way crosses this site which will require a formal Diversion Order. Advice can be gained from the Rights of Way Officer.
06. You are reminded to ensure that any works carried out do not adversely affect third party properties particularly when working in close proximity to existing houses or boundaries to residential properties.
07. With regards to Condition 12 the Local Planning Authority is seeking a plan that shows the intended land to be conveyed to private households, to the Highway Authority, to the Local Authority and/or Management Co. if applicable.
08. All Highway, footway and cycleway works will require a legal agreement with SCC Highway Authority well in advance of works and before they start. Requirement to secure an agreement under Sect 278 Highways Act 1980 for the necessary works.

Agenda Item 14

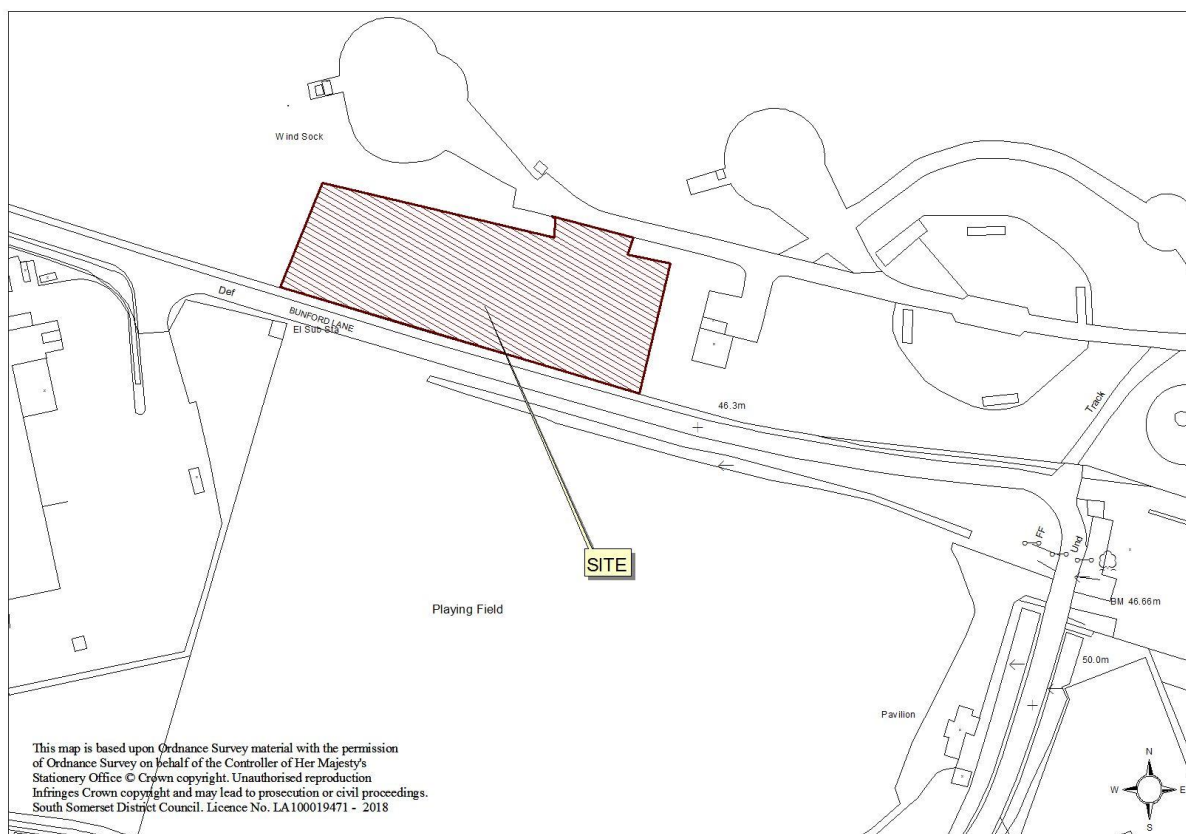
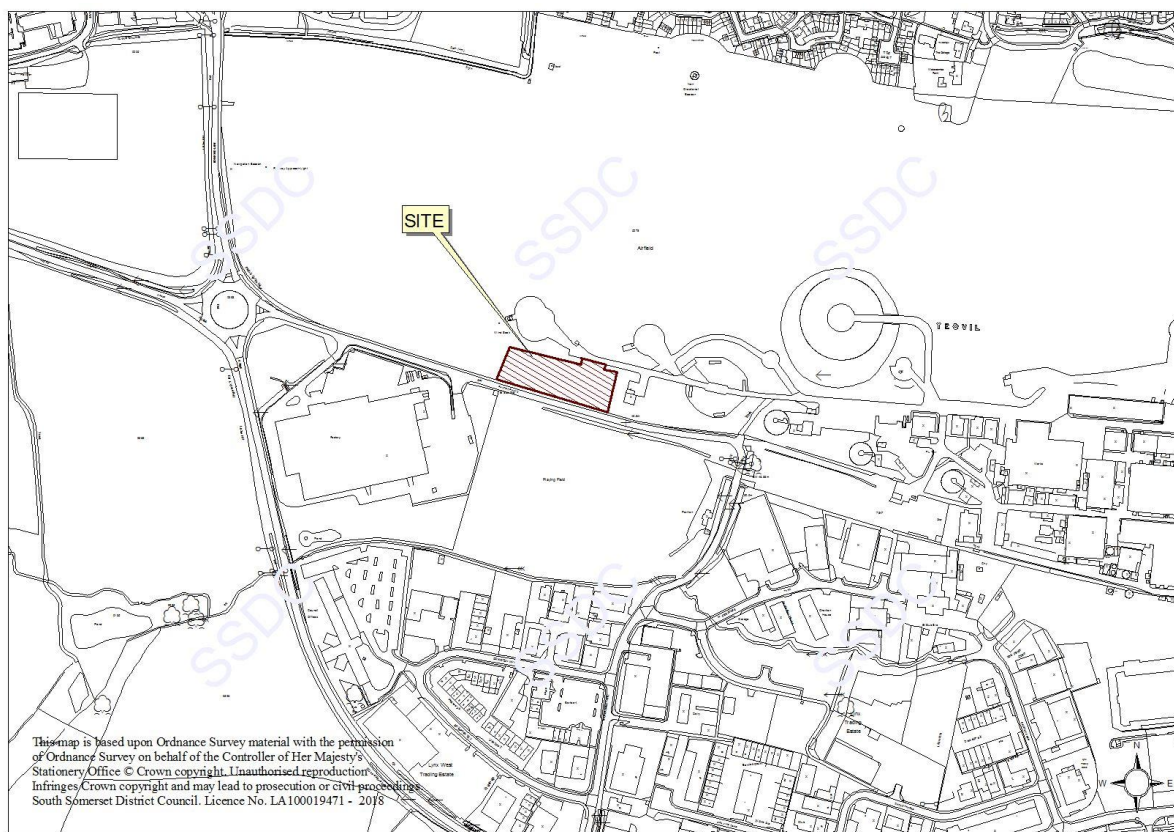
Officer Report On Planning Application: 18/01630/S73

Proposal :	Application to vary conditions 2 (approved plans), 16 (noise mitigation), and 17 (travel plan) and remove conditions 4 (finished floor levels) and 8 (access arrangements) of approval 16/03628/FUL
Site Address:	Land North Of Bunford Lane Yeovil
Parish:	Yeovil
Yeovil (South) Ward (SSDC Member)	Cllr J Field Cllr N J Gage Cllr S McAllister
Recommending Case Officer:	Linda Hayden Tel: 01935 462534 Email: linda.hayden@southsomerset.gov.uk
Target date :	20th August 2018
Applicant :	Somerset County Council
Agent: (no agent if blank)	Stride Treglown Promenade House The Promenade Clifton Down Bristol BS8 3NE
Application Type :	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 Lead Specialist for Planning with the agreement of the Area Chairman in accordance with the scheme of delegation due to the fact that Somerset County Council is the applicant and the previous scheme was considered by the Committee.

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.

Planning permission was granted on 2 December 2016 for the erection of a research and development, incubator office and light engineering facility (Use Class B1) with associated car parking, landscape, access and security facilities. This application proposes alterations/amendments to the approved plans via a variation of the approved plans condition 02 to allow for:

- o Design changes to exterior
- o Rework the floor plan including repositioning of the building's main visitor and staff entrance to the south west corner with revised entrance to the building
- o Provision of a fenced area with storage containers within service yard
- o Reworked landscape proposal to provide an immediate link between the adjacent car park and the building entrance.
- o Decrease in floor area from the approved gross external area (GEA) of 3,055m² to a GEA of 2,548m². The reduction in the GEA of the amended scheme of 507m² has been achieved through the reduction in the length of the building by 5.5m and the width by 1.5m.

The Design and Access Statement advises that the operations that will take place within the building remain unchanged from the approved scheme; small and medium sized enterprises will be accommodated to bring forward, either in isolation or via a collaborative working environment, a prototype product or engineering method which can be tested on various air platforms (including, but not limited to, rotary and small fixed wing aircraft).

In addition it is proposed that:

- o Condition 04 (finished floor levels) is removed as the details have been submitted.
- o Condition 08 (cycle link/pedestrian access) is removed as the necessary details have now been submitted.
- o Condition 16 (Noise mitigation scheme) be varied to refer to the submitted scheme rather than requiring submission of a scheme.
- o Condition 17 (Travel Plan) be amended to require submission and approval of the Travel Plan prior to occupation rather than commencement.

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

HISTORY

16/03628/FUL: 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. Approved 2/12/2016

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:

Recommend approval.

Neighbouring Parish Council's:

Brympton PC - Recommend approval

West Coker PC - No response at time of report preparation (any comments to be reported verbally to the Committee)

East Coker PC - Next meeting is not until 12 July 2018 so an extension of time for their comments was not possible.

County Highways Authority (in response to original application):

"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 an 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).

Any further comments received from the County Highway Authority will be reported at the meeting.

SSDC Highway Consultant:

Refer to SCC comments.

SSDC Economic Development Team (in response to original application) :

"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) (in response to original application):

"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".

SSDC Ecologist (in response to original application):

No comments nor recommendations to make.

SSDC Environmental Protection Team

Has no concerns about the proposal.

(In response to original application):

"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)

South West Heritage Trust (Archaeology):

No objection to the proposed variations/removal of conditions as they do not impact on archaeology.

(In response to original application):

"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".

Ministry of Defence Safeguarding (in response to original application):

No safeguarding objections.

Crime Prevention Design Advisor (in response to original application):

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

Civil Aviation Authority (in response to original application):

No comments, left comment to the airfield operator.

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).

CONSIDERATIONS

Approval was granted in 2017 for this scheme but works have not yet commenced. With an existing permission remaining extant, the principle of development is considered to be established. The only matters that need to be considered here are those that the current application seeks to amend which relate to changes to the design and layout along with variations/removal of conditions where the requisite information has been supplied.

Design and Layout

The application advises that the proposed changes to the development have largely been brought about as a result of a value engineering exercise to reduce the total cost of the proposed development to ensure it is within budget. The principles of procurement have remained unchanged with most of the

project funding allocated from the European Regional Development Fund.

The site location, context and constraints are largely unchanged from the approved scheme with the key access points remaining the same. The site boundary and site area are also unchanged from the approved scheme. The main changes are to the elevations with some simplification of the external treatment along with minor changes to the layout to form a more open entrance into the building. The building is slightly smaller than that approved but the lettable floor space remains as approved, this has been achieved through the rationalisation of the communal spaces and the removal of some double height spaces to provide additional floorspace at the first floor.

The operations that will take place within the building remain unchanged from the approved scheme; small and medium sized enterprises will be accommodated to bring forward, either in isolation or via a collaborative working environment, a prototype product or engineering method which can be tested on various air platforms (including, but not limited to, rotary and small fixed wing aircraft).

The roof plan has been significantly altered from the approved scheme that provided accommodation and access for staff and visitors. The current proposals simplify the roof plan with access being limited to maintenance and service personnel. Photovoltaics will be located at roof level as a contribution to the scheme's aspirations to achieve BREEAM Excellent.

Materials are unchanged with the exception of the removal of the perforated metal cladding to include curtain walling, flat faced metal cladding and brickwork.

In general terms the concept for the hard and soft landscaping has remained the same as that approved by the original application.

Whilst simplified the proposal is still for a building that will be distinctive and which contribute positively to surrounding environment.

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

Historic Environment and Archaeology

The South West Heritage Trust previously advised that the site lies in an area where archaeological remains are likely as described in the submitted archaeological desk based assessment. As such the developer will be required to archaeologically excavate the heritage asset and provide a report on any discoveries made. This can be secured by the imposition of a condition as with the original consent.

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

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

The proposal is for a slightly smaller building but with the same amount of lettable floor space, as such it is considered that the previous comments of the Highway Authority (HA) can be applied to the revised proposal. 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 the original proposal was the closure of Bunford Lane to through traffic. As such the HA commented that traffic on Bunford Lane will actually decrease and it would be unreasonable to raise an objection based on traffic impact grounds. In light of this the HA concluded it would be unreasonable to seek a contribution to the planned improvement works to the Cartgate roundabout on Western Avenue.

The HA also confirmed that the points of access and the amount of parking accorded with the relevant standards. The plans now show the access points redesigned to give priority to the cycle path as required by Condition 08 of the original consent and as such there is no requirement for this condition to be re-imposed. Condition 9 will be retained which requires a scheme of signage to promote and navigate the existing cycle links in the area and a scheme for secure sheltered cycle parking/storage before the building is occupied.

It is considered that the proposal complies with the requirements of Policies TA1, TA4, TA5, TA6 and SS6 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 previously confirmed that they had no objections.

The Facilities Manager of the Leonardo site was contacted as part of the original application and advised that the company is fully aware of the proposal (as landowner) and no issues were raised.

The Civil Aviation Authority (CAA) had no comments on the original scheme and was content to leave comment to the airfield operator.

Variation/removal of conditions

- Condition 04 (finished floor levels)

There is no objection to the removal of this condition as the relevant details have been submitted and will form part of the approved plans.

- Condition 08 (cycle link/pedestrian access)

There is no objection to the removal of this condition as the necessary details have now been submitted and will form part of the approved plans.

- Condition 16 (Noise mitigation scheme)

The Environmental Protection Team has no objection to the proposal and as such it is recommended that this condition be amended to refer to the submitted scheme rather than requiring a further scheme to be submitted.

- Condition 17 (Travel Plan)

There is no objection to the amendment of the condition to require submission and approval of the Travel Plan prior to occupation rather than commencement as the Travel Plan only becomes relevant upon occupation of the building.

Conclusion

The proposed amendments are considered to be relatively modest and are required to ensure the building is within budget. The design whilst simplified is still of high quality and will make a positive contribution to the area. The overall layout changes are considered to be positive and will make the building entrance more legible. It is worth noting that the Principal Spatial Planner advised 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 project's location adjacent to a major aerospace business means that it will benefit from direct access to their skills, expertise and business activity and is of clear benefit.

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 proposed variations to the approved plans are considered to respect the character of the area and cause no demonstrable harm to visual amenity or highway safety. The development 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 on or before the 02/12/2019 (three years from the expiration of the original 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 as set out in the agent's covering letter of 18 May 2018 with the amendment of the Landscape Masterplan drawing to Drawing No. T01578-STL-XX-00-DR-L-XXXX-01001-P02.

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. 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.

- 05. 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.

- 06. 6. Any PV panels installed on the roof shall be first fitted with an anti-reflection coating.

Reason: In the interests of airfield safety.

- 07. 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.

- 08. 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 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.

- 09. 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.

- 10. 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.

- 11. 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.

- 12. 12. 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).

13. 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.

14. The development shall be used/occupied fully in accordance with the Noise Assessment Report (Revision 02 - May 2018), there shall be no changes to the approved details without the prior written consent 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.

15. Prior to the occupation 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. 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.
02. 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.

Agenda Item 15

Planning Appeals (For information)

Director: Martin Woods, Service Delivery
Lead Officer: Martin Woods, Service Delivery
Contact Details: martin.woods@southsomerset.gov.uk or (01935) 462071

Purpose of the Report

To inform members of the appeals that have been lodged, decided upon or withdrawn.

Recommendation

That the report be noted.

Background

The Area Chairmen have asked that a monthly report relating to the number of appeals received, decided upon or withdrawn be submitted to the committee.

Appeals Received

Ward: Yeovil Central
Proposal: The erection of a boundary fence (Retrospective)
Appellant: Mr Mark Burwood
Site: 59 Birchfield Road Yeovil Somerset BA21 5RW

Ward: Yeovil East
Proposal: The erection of a dwelling
Appellant: Mr F Harris
Site: Land Adj 2 Monmouth Road Yeovil Somerset

Financial Implications

None

Implications for Corporate Priorities

None

Other Implications

None

Background Papers: Planning application files