

Area South Committee

Wednesday 4th December 2019

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:

John Clark
Nicola Clark
Karl Gill
David Gubbins
Peter Gubbins
Kaysar Hussain
Andy Kendall

Mike Lock
Pauline Lock
Tony Lock
Graham Oakes
Wes Read
David Recardo
Gina Seaton

Peter Seib
Alan Smith
Jeny Snell
Andy Soughton
Rob Stickland

Consideration of planning applications will commence no earlier than **2.30pm**.

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

This Agenda was issued on Tuesday 26 November 2019.

Alex Parmley, *Chief Executive Officer*



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

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
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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.

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

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Area South Committee

Wednesday 4 December 2019

Agenda

Preliminary Items

- 1. Apologies for absence**
- 2. 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, Tony Lock, David Recardo and Andy Soughton.

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.

- 3. Public question time**
- 4. Chairman's announcements**
- 5. 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

- 6. Request for Area Funding to support the Work of Leisure and Recreation Service (Executive Decision) (Pages 6 - 9)**

- 7. Heart of Wessex Rail Partnership Update (Executive Decision)** (Pages 10 - 16)
- 8. Area South Forward Plan** (Pages 17 - 18)
- 9. Schedule of Planning Applications to be Determined by Committee** (Pages 19 - 20)
- 10. Planning Application 19/02080/FUL - 41 Percy Road Yeovil BA21 5AJ** (Pages 21 - 27)
- 11. Planning Application 19/02184/FUL - Land Adjacent Hillview Yeovil Marsh Road Yeovil Without** (Pages 28 - 31)
- 12. Planning Application 19/02614/FUL - Westland Helicopters Ltd Lysander Road Yeovil** (Pages 32 - 44)
- 13. Planning Application 19/02954/LBC - Higher Burton Farmhouse Burton Lane East Coker** (Pages 45 - 48)

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 6

Request for Area Funding to support the work of Leisure and Recreation Service (Executive Decision)

Director: Clare Pestell, Commercial Services and Income Generation
Manager / Lead Specialist: Katy Munday, Leisure and Recreation Manager
Lead Officer: Katy Munday, Leisure and Recreation Manager
Contact Details: Katy.munday@southsomerset.gov.uk or 01935 462522

Purpose of the Report

To request funding towards a health and well-being project at Yeovil Country Park and to give an overview of service delivery by Leisure and Recreation across the past year.

Public Interest

The Leisure and Recreation service manages a range of high quality services and facilities across the district, including Country Parks at Ham Hill and in Yeovil, Tourist Information Centres at Cartgate and in Petters Way, a small accredited museum in Yeovil and a large regional sporting venue; Yeovil Recreation Centre. The service aims to secure grant funding to enhance delivery for residents and visitors and where appropriate generate income to ensure that the facilities and services are sustainable.

Recommendations

- (1) That Members note the report and the work of the Leisure and Recreation Service.
- (2) That Members consider the application for funding of £500 from Area South discretionary budget to the Local MIND group towards a series of sessions to be delivered in Yeovil Country Park.

Background to Leisure and Recreation

The Leisure and Recreation service pulls together the service areas of Countryside, Heritage, Tourism and Yeovil Recreation Centre. The Countryside service manages a number of strategic South Somerset sites at Ham Hill Country Park, Yeovil Country Park and Chard Reservoir Local Nature Reserve. Yeovil Recreation Centre offers outstanding sports and open space leisure facilities. The Tourism service operates the Tourist Information Centre (TIC) at Cartgate on the A303 and a further TIC from Petters Way, it also delivers a range of services to support local tourism businesses and destination marketing projects. The Community Heritage Access Centre (CHAC) in Yeovil is an accredited museum which cares for around 30,000 objects and 6,000 photographs. The Leisure and Recreation service has a strong record of working with volunteers, delivering successful events and accessing grant funding.

Overall the Leisure and Recreation Service manages, safeguards and enhances strategic recreational, heritage and tourism facilities in South Somerset. Its work enables residents and visitors to access, enjoy and learn about South Somerset. Consequently people love where they live and

South Somerset is a visitor destination of choice. Overall the team's delivery contributes to a financially sustainable future for the service.

The work of the service is in line with a three year business plan (2018 – 2021) which sets out the direction and objectives of the Leisure and Recreation Service. The plan measures the success of the service annually and aims to reduce the overall cost of running the existing teams as part of the Council's wider commercial strategy. The plan includes ambitious projects that deliver enhanced health and wellbeing outcomes for residents and visitors and also commercial gains to create a sustainable future for the service.

Service Delivery 2019

Heritage Service – Community Heritage Access Centre (CHAC)

CHAC has developed its outreach materials with the help of skilled volunteers including an annual calendar, a WWII walking leaflet and leaflets describing the collections. Over the year they have welcomed 371 visitors to view the collection and carry out research and through outreach talks and events met a further 990 adults and children. Nearly 200 hundred days of volunteering were donated and two volunteers celebrated thirty years of volunteering with the Heritage service. A grant enabled the purchase of a new museum grade display case for Yeovil library that has a program of exhibitions that are both locally relevant and nationally pertinent. With the help of the new Community Heritage Officer new projects to work with the NHS and to develop the digital archive for CHAC are progressing.

Countryside Service

In January 30 acres of land at Ham Hill were purchased with a £233,000 grant from the National Heritage Memorial Fund and following on from this the team have recently submitted a 1.6 million project proposal to the National Lottery Heritage Fund. The project seeks funding to ensure the future protection of the Scheduled Monument, enhance biodiversity and deliver a sustainable countryside site. The Ham Hill rangers and volunteers delivered a six week pop up activity centre for the school summer holidays which welcomed 2622 people across 42 days with 334 visitor feedback surveys completed. Further grant funding totalling c.£11K was secured for projects like a new children's leaflet at Ham Hill and Park Yoga enabled by the sites Friends Groups. The ranger team have delivered a successful series of events across the sites totalling 78 events with 3524 participants. Despite persistent vandalism at Yeovil Country Park a successful crowd funding campaign and business donations enabled the site team to repair and replaced damaged infrastructure. The Yeovil Country Park Heritage Lottery Fund project was completed after three years of delivery and submission of a successful evaluation report. Planning permission for an extension to the Ninesprings building was secured to enable the expansion of the café, better access for groups to a community space and the move of the Petters Way TIC to Ninesprings. The greenspaces have flourished as spaces for improved well-being with free Park Yoga sessions (1723 participants) running from May – September and multiple exercise classes using the spaces. In excess of 2400 volunteering days were donated across regular weekly groups at the three largest sites but also including sessions with lighter duties to enable those with specific physical or mental health needs to participate. Over 200 trees were planted working with these volunteers. The Ninesprings café has ensured that all cups and straws are recyclable and now offers 10% off all drinks supplied in reusable mugs.

Tourism

By diversifying and increasing the quantity and quality of retail lines stocked we have increased sales (against the same period for last year) by 31% at Cartgate Tourist Information Centre. The center still delivers its primary function of visitor information but through retail and ticket sales has improved income generation. The Centre now stocks products from twenty local suppliers. A project to restore the River Parrett Trail was started and is ongoing through this winter, with a planned launch for April 2020. A new partnership with Visit Somerset was launched to ensure a joined up destination offer for South Somerset. The team delivered a leaflet exchange in March to support local tourism businesses.

Yeovil Recreation Centre

The team welcomed Junior Parkrun every Sunday morning and the annual race for life event in June. It hosted the school cross country championships and a variety of athletics and hockey development courses and sessions in partnership with Clubs. The Activity Officer ensured that there were trail activities available at each school holiday and improved engagement across social media. Planning permission and Football Foundation approval were granted to make internal changes to the John O'Donnell pavilion to reduce the number of changing rooms and create a multipurpose studio and community space and a high quality indoor café. Fundraising continues towards a 2020 delivery phase. In the current winter season we have welcomed new junior football clubs to the site and our superb grounds maintenance team secured the runners up prize in the national industry awards.

Budget Request

Members are asked to consider granting £500 from the Area South discretionary budget towards a series of sessions to be delivered in Yeovil Country Park to the local MIND group by our Community Heritage Officer Becky Russell. The group have an established a positive relationship with the Park, engaging with forest school and mindfulness activities, by funding and offering this extra series of sessions participants will experience the benefit of ongoing support within a known environment with an officer they trust; delivering health and wellbeing benefits for an estimated 20 individuals.

Financial Implications

£500 funding to be awarded from Area South discretionary revenue budget (previously Area South Initiatives and transport schemes) to enable support to projects within Area South.

Council Plan Implications

The work of the Leisure and Recreation Service delivers across the Environment and Healthy Self-reliant Communities themes of the Council Plan.

Environment – to keep south Somerset clean, green, attractive and sustainable we will:

- Maintain and improve the provision and quality of open spaces and parks.
- Be a leading council in developing and adopting a Green Agenda to promote sustainable environment, economy and communities.

Healthy Self-reliant Communities - to enable healthy communities which are cohesive, sustainable and enjoy a high quality of life we will:

- Work with partners to reduce the impact of social isolation and create a feeling of community.

- Work with partners to support people in improving their own physical and mental health and wellbeing.

In the Area South Chapter under Environment –

- Maintain and develop Yeovil Country Park as a destination.
- Deliver sessions that celebrate the heritage and natural history of Yeovil and Ham Hill whilst also increasing and diversifying volunteering opportunities.

In the Area South chapter under Healthy Self-reliant Communities –

- Target support with partners to tackle health inequality.

Carbon Emissions and Climate Change Implications

The countryside service manages over 700 acres of land, to five year land management plans, that consider the priority habitats and species supported by the unique sites. As far as possible conservation work is carried out in a traditional manner reducing the need for use of power tools and chemicals. The ranger team are investigating the use of battery powered power tools and will replace their fleet once grant funding has been secured to enable this. Annually the service plants on average 500 trees and plans more for future years. At Yeovil Recreation Centre the floodlights on the AGP and Athletics track are the largest user of electricity and both replacement LED bulbs and Solar PV for the pavilion roof are currently subject to a business case to replace them. Once the carbon footprint for each site or team are available the teams will work to reduce them.

Equality and Diversity Implications

Overall the Service provides a variety of opportunities for people to engage with the work of the teams. Where possible a range of activities are offered that enable people with differing physical and mental health to engage with the work of the teams e.g. countryside volunteering. The Passport to Leisure scheme is valid for all countryside events and bookings at Yeovil Recreation Centre. All front line staff have received dementia friends training including those in our café outlets. When events are planned access and alternative routes are considered to ensure physical access is available for wheelchairs and pushchairs wherever possible. The main countryside sites have easy access trails published on the websites and the country parks have audio trails and Yeovil has a tactile map including braille text. Additionally Ham Hill has a tramper vehicle for hire at no charge.

Background Papers

None

Agenda Item 7

Heart of Wessex Rail Partnership Update (Executive Decision)

Director:	Netta Meadows, Director, Strategy and Support Services
anager / Lead Specialist:	Jan Gamon, Lead Specialist (Strategic Planning)
Lead Officer:	Lynda Pincombe, Specialist (Strategic Planning)
Contact Details:	Lynda.pincombe@southsomerset.gov.uk or 01935 462614

Purpose of the Report

To receive an annual summary of the work undertaken by the Heart of Wessex Rail Partnership during the last 12 months and the proposed changes to the structure of the Partnership. To consider making a partnership contribution for 2019/20.

Public Interest

The Heart of Wessex Line is an 87 mile route running from Weymouth to Bristol. The Heart of Wessex Rail Partnership actively supports community involvement in improving the stations and encouraging local communities and visitors to utilise the Heart of Wessex line for a wide range of trips and journeys thus supporting cohesive communities and promoting economic growth through tourism. The Partnership is resourced by contributions from local authorities and the rail operator, Great Western Railway, and a large group of community volunteers who offer their time and expertise.

Recommendations

That members:

- 1) Note the work undertaken by the Partnership in the last 12 months and the proposed changes to the partnership and that a similar report will be taken to Area East Committee.
- 2) Approve a funding contribution of £1,000 from Area South revenue discretionary projects grants budget for 2019/20.
- 3) Agree in principle that the Council's share of the Heart of Wessex Rail Partnership Reserve and share of any surplus from the 2019/20 revenue budget is transferred to the new Somerset and Dorset CRP to assist with start-up costs and appointment of a new community rail officer.

Background

The current Heart of Wessex Partnership was formed when seven local authorities (Bristol City Council, BANES, Wiltshire Council, Somerset County Council, SSDC and the former Dorset authorities (West Dorset and Dorset County Council)) originally came together with train operators with the objective of increasing rail passenger journeys to contribute to their sustainable transport objectives.

Historically the Partnership has employed a Community Rail Officer to deliver its's objectives. South Somerset District Council hosted this post and holds the Partnership budget.

There are three stations along the line in South Somerset; Castle Cary, Bruton and Yeovil Pen Mill. Accountability and financial support for the Heart of Wessex Rail Partnership has historically been shared between Area East and South Committees.

The Partnership supports the dedicated voluntary work of around a hundred local people delivering their own projects to improve the stations and promote local economies.

The Partnership acts as a conduit for the ideas and aspirations of local communities, and almost all of the stations have been adopted by local voluntary groups who have created gardens, help to keep the stations clean and welcoming and have initiated local projects to improve customer facilities, access and information. The Wessex Wanderers attract additional new visitors with their annual programme of free guided walks, and altogether in the region of 13,000 hours of voluntary time and talent are gifted to the line and its stations each year.

The national objectives for community rail development are to increase revenue, manage down costs and encourage greater community involvement in the local railway

Report

Current Challenges for Community Rail on the Heart of Wessex Route

The Community Rail Officer, hosted by SSDC, retired due to ill health in January 2019. This has had an adverse impact on delivery during 2019 not least the temporary halt in the production of the popular Heart of Wessex Line Guide. Chairman of the Partnership (from SCC), the Council's Specialist (Strategic Planning) and GWR Community Rail Officers have however, worked together to help sustain the work of volunteer groups during this period of transition and continue to provide grants to volunteer groups.

The departure of the Community Rail officer and local government reorganisation in Dorset has forced the Heart of Wessex Community Rail Partnership (CRP) to review its structure. The key challenges and issues facing the existing Partnership can be summarised as follows:

- The absence of a Community Rail Officer;
- External funding pressures in local authorities driving a continuing need for efficiency;
- Local government reorganisation, leading to potentially changing priorities and uncertainty over future resources;
- Diverse market profiles and priorities between sections of the route (North/South);
- An absence of an independent Chair/figurehead to drive forward strategic issues and galvanise and co-ordinate the efforts of individual authority partners
- A geographical overlap with other CRP's providing inefficient use of resources

Proposed changes to bring greater sustainability

Partners have agreed to restructure CRP's connected with the Heart of Wessex Line to remove duplication. It is proposed that The Heart of Wessex line will be served by Severside CRP, TransWilts CRP to the north of Westbury with the new Somerset and Dorset CRP covering stations from Westbury to Weymouth. The new partnership will be formed as a Community Interest Company (CIC) so that there are more formal governance arrangements in place and this will allow SSDC to relinquish its role as host authority. This will also allow the new CRP to achieve accreditation to The Association of Community Rail Partnerships (ACoRP) and unlock access to new funding streams.

Again it is anticipated that there will be local authority representation on the new Somerset and Dorset CRP Partnership Board (with independent chair) including representation from South Somerset.

Local stakeholders will be engaged through the establishment of a Heart of Wessex Line Forum which will include volunteer representatives. The new CRP will seek to engage with the Blackmoor Vale CRP (either formally or informally) in order to pool resources.

It is also proposed that a new overarching Heart of Wessex Line Strategy Group is established (meeting twice yearly) to co-ordinate longer term planning for the route. Membership to consist of

local authority partners, GWR, LEP's, WECA and Network Rail. This group along with the new Partnership will help to retain (and grow) the Heart of Wessex brand.

Close collaboration with volunteer groups will be retained through the continued hosting of working party meetings by GWR (2-3 times per year). A summary of the proposed governance structure is outlined in Appendix 1.

Work is underway to complete the paperwork required to transition to a CIC. It is anticipated that the new body will be created by February 2020. The new partnership aspires to appoint a new Community Rail Officer as soon as possible after becoming established.

Summary of Local Activity in the last 12 months and Proposed New Activity

In addition to the restructure and the ongoing excellent gardening work delivered by volunteers, the following local activity has taken place:

Castle Cary Station

Replacement toilet facilities and a complete modernisation of lighting for the 3 platforms and the pedestrian over-bridge have considerably increased comfort and safety for passengers.

GWR are to expand the station car park in the next few months with nearly 200 extra parking spaces becoming available.

The conversion of a historic building next to the station forecourt into a new visitor attraction is planned, where traditional hand-crafted cheese making operations can be viewed. This complex will form part of the multi-million pound enterprise known as The Newt in Somerset.

Due to an increase in passengers, the local volunteer group will be seeking to secure additional waiting shelters on the island platform, and also for a bus shelter for travellers using interconnected bus services.

Bruton

As part of GWR's customer Information Project, new information screens have been installed at the station at Bruton.

Wessex Wanderers

Wessex Wanders provide an annual programme of around 34 free guided walks from stations along the Heart of Wessex line between May and October. The group is financially supported by the Heart of Wessex Partnership. Walks this year have taken place at Yeovil Pen Mill, Castle Cary and Bruton stations.

Next year marks 25 years since the start of the walks and therefore the leaders are currently planning special events to celebrate this remarkable achievement including the production of a special programme (covering all stations) with history, pictures, local information and also celebratory events at some stations

GWR Performance during the last 12 months

Last year Members noted a period of declining performance in the train services on the Bristol – Weymouth line and the response from the Managing Director of GWR. The last few years have seen

an unprecedented programme of infrastructure improvements in the region and across the network, introduction of new train fleets and a substantial programme of recruitment and staff training and investment in stations and depots. Through 2018 punctuality at times averaged less than 70% (and as low as 57% at times) on a line that had previously seen over 80% of trains on time.

This year has seen a steady improvement in punctuality and reliability across the network and on the line, with performance on Bristol – Weymouth services back up towards 80%. GWR has implemented a joint performance plan with Network Rail on the route and the investments in the train fleet and in recruitment and training, combined with better infrastructure is starting to bear fruit. The Bristol – Weymouth line is vulnerable to imported late running from north of Westbury, which can be exacerbated by single line working south of Castle Cary and short turn rounds at Weymouth. Infrastructure improvements such as the re-quadrupling of Filton Bank (last December) has undoubtedly had a large beneficial impact on train times through Bristol and onwards towards Weymouth.

The December 2019 timetable change represents the largest timetable upgrade since the 1970s, with over 75% of train times across the network changing. Castle Cary will benefit from an improved service, with two hourly Exeter – London Paddington semi fast services connecting key towns and settlements across Devon, Somerset and Wiltshire.

The Heart of Wessex line timetable will stay largely the same, although the structure will support the future extension of Metro West services to Westbury, with opportunities for an improved service south thereof.

In terms of passenger numbers, 2019 has seen a return to positive growth, especially through the summer. In the six months from April to October, average growth on the same period in 2018 was 2%, with some periods in the summer over 5%. A summary of passenger numbers can be found at Appendix B.

GWR remain committed to realising the benefits of the investment in the last few years. There will be further benefits from cascaded rolling stock through next year and from modifications to existing trains to improve operation, which is an ongoing programme.

Funding Support

The annual running cost of the Partnership in 2018/19 was £73,722, which covered salary, printing, marketing costs and a local grants scheme to support local community-led station initiatives.

A formal Partnership Agreement sets out annual local authority contributions. Authorities with responsibility for Local Transport Plans put in the greatest contribution and district councils a lesser amount.

Great Western Railway has contributed £34,132 to the partnership for 2019/20.

In addition to the annual funding of £3,000 provided by Area East and South Committees (if agreed), funding of £11,890 is expected for 2019/20 from other local authority partners (of which £5,528 has been received to date).

Any annual revenue budget surpluses have historically gone into a reserve account. As of the end of 2018/2019 there was £27,917.80 being held in reserve for the Partnership. It is likely that this reserve will be split between the 7 local authority partners with the recommendation that the Somerset and Dorset authorities reinvest their share of the reserve (plus any underspend from the 2019/20 revenue budget) in the new Somerset and Dorset CRP. South Somerset's share of the current reserve is expected to be about £2,600.

Financial Implications

If approved, the grant of £1,000, amount can be funded from the Area South revenue discretionary projects grants budget.

Corporate Priority Implications

The Heart of Wessex Community Rail Partnership supports delivery in the following Council Plan focus areas:

Healthy, Self-reliant Communities
Economy
Environment

Carbon Emissions & Climate Change Implications

Maximising train travel reduces car journeys and congestion and therefore has a beneficial effect on reducing carbon emissions

Equality and Diversity Implications

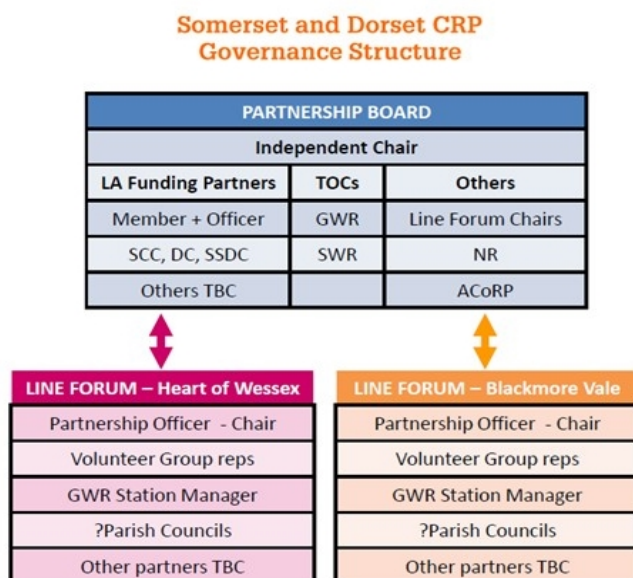
A local train service provides these towns with an alternative to car travel for people without their own independent transport. The Partnership has produced its line guide in large format type for easy reading and this is replicated on its website. The train stations themselves have limited access for those with mobility problems on certain platforms.

Background papers

None

Appendix 1

Table to illustrate the proposed governance arrangement for the new Somerset and Dorset CRP



Appendix 2

GWR journey summary for the Bristol to Weymouth Line

Period	2017/2018 journeys	% increase/ decrease	2018/2019 journeys	% increase/ decrease	2019/20 journeys
1	145,843	-1.90%	143,067	-4.90%	136,052
2	159,833	-4.96%	151,906	-5.36%	143,768
3	165,974	-12.03%	146,002	1.59%	148,326
4	167,761	-8.48%	153,533	4.57%	160,556
5	165,338	-9.86%	149,041	1.88%	151,842
6	159,882	-11.39%	141,666	5.28%	149,143
7	174,225	-15.96%	146,427	5.87%	155,019
8 (4 weeks ending 9 th Nov)	170,692	-14.55%	145,857	4.46%	152,364
9	194,059	-15.45%	164,086		
10	121,425	-8.68%	110,889		
11	140,116	-4.92%	133,218		
12	139,545	6.20%	148,200		
13	142,173	6.78%	151,817		
Totals	2,046,866	-7.87%	1,885,709		1,197,070

Agenda Item 8

Area South Committee Forward Plan

Director: Netta Meadows, Strategy and Support Services
Agenda Co-ordinator: Jo Boucher, Case Officer – Strategy and Commissioning
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 Agenda Coordinator.

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 Case Officer – Strategy and Commissioning; Jo Boucher.

Meeting Date	Agenda Item	Background/ Purpose	Lead Officer
8 th January 2020		<i>This committee will only take place if there are planning applications to be determined.</i>	
TBC	<i>Somerset Highways – maintenance programme</i>	<i>A six monthly update report on the current and expected highways maintenance programme in Area South</i>	<i>Assistant Highway Service Manager, SCC Highways</i>
TBC	<i>Future demand and requirements for Education in Yeovil</i>	<i>To discuss future demand and requirements for education, in particular the requirement for future secondary school places.</i>	<i>Somerset County Council, Education</i>
TBC	<i>Yeovil District Hospital</i>	<i>Yeovil District Hospital Annual Report</i>	<i>Chief Executive, Yeovil District Hospital</i>

Agenda Item 9

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 2.30 pm.

Members of the public who wish to speak about a particular planning item are recommended to arrive for 2.15pm.

SCHEDULE					
Agenda Number	Ward	Application	Brief Summary of Proposal	Site Address	Applicant
10	YEOVIL LYDE	19/02080/FUL	The change of use of existing dwelling into a HMO, the erection of a new dwelling and conversion of existing garage into a new dwelling	41 Percy Road Yeovil BA21 5AJ	RPS Asset Management Ltd
11	YEOVIL WITHOUT	19/02184/FUL	Erection of a modular building for use as an ancillary sales office for the approved mobile home park extension (Ref: 18/00116/FUL)	Land Adjacent Hillview Yeovil Marsh Road Yeovil Without	Mr A Hill
12	YEOVIL WESTLAND	19/02614/FUL	The formation of a hard surface airstrip, associated lighting and ancillary lighting control building	Westland Helicopters Ltd Lysander Road Yeovil	Leonardo Helicopters
13	COKER	19/02954/LBC	Replacement of 2 No. rear windows and 1 No. front window	Higher Burton Farmhouse Burton Lane East Coker	Mr M Woods

Further information about planning applications is shown below and at the beginning of the main agenda document.

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

Referral to the Regulation Committee

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

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

Human Rights Act Statement

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

Agenda Item 10

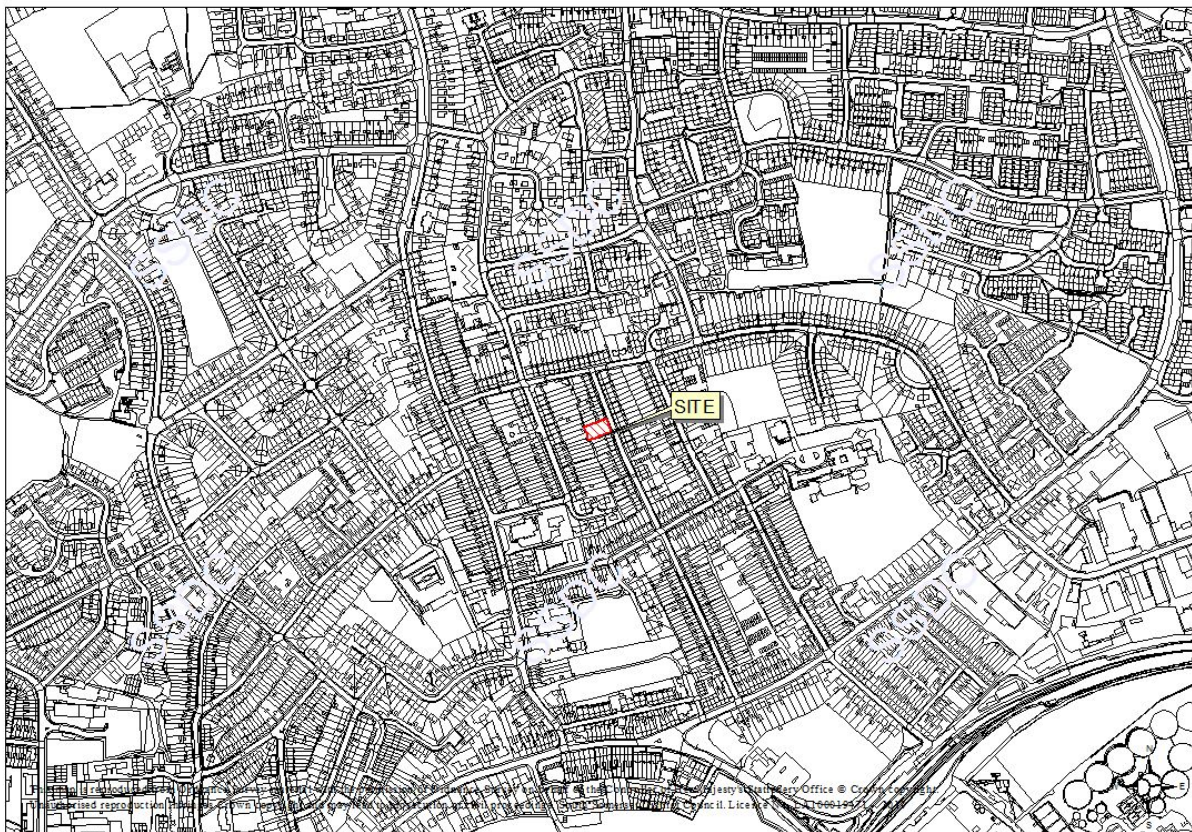
Officer Report On Planning Application: 19/02080/FUL

Proposal :	The change of use of existing dwelling into a HMO, the erection of a new dwelling and conversion of existing garage into a new dwelling.
Site Address:	41 Percy Road Yeovil BA21 5AJ
Parish:	Yeovil
YEOVIL LYDE Ward (SSDC Member)	Cllr D Recardo Cllr T Lock
Recommending Officer:	Case Linda Hayden – Specialist (Planning)
Target date :	29th October 2019
Applicant :	RPS Asset Management Ltd
Agent: (no agent if blank)	Mr Drummond Craggs Melbury Road Yetminster DT9 6LY
Application Type :	Minor Dwellings 1-9 site less than 1ha

REASON FOR REFERRAL TO COMMITTEE

This application is referred for Committee consideration at the request of the Ward Member with the agreement of the Area Chairman in order to allow the planning issues to be debated.

SITE DESCRIPTION AND PROPOSAL





The site lies on the west side of Percy Road, a densely developed residential street comprising terraced or semi-detached houses. No. 41 Percy Road is unique as the largest detached house in the road. The largest of the outbuildings to the rear has been used for a commercial motor repair business.

The application proposes the change of use of No. 41 Percy Road into a six person HMO (House of Multiple Occupation), a new 3 bedroom dwelling fronting onto Percy Road (to be attached to No. 37 Percy Road) and the conversion of the single storey workshop at the rear of the site into a one-bedroom property. Each unit would be provided with a small area of outdoor space and 6 parking spaces are proposed on the site to serve the units. Access would be via the existing entrance to the side of No. 41.

HISTORY

07/04548/FUL - Demolition of existing buildings and the erection of 5 No. two bedroomed flats and 1 No. studio flat. Refused, but subsequently allowed on appeal (27/2/2009)

852313 - Use of workshop/garage for the carrying out of light mechanical repairs. Approved 1985.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, and 12 of the NPPF indicate it is a matter of law that applications are determined in accordance with the development plan unless material considerations indicate otherwise
South Somerset Local Plan (2006 - 2028)

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

Policy SD1 - Sustainable Development

Policy SS1 - Settlement Strategy, Yeovil is defined as a Strategically Significant Town and the prime focus for development in South Somerset.

Policy SS4 - District Wide Housing Provision

Policy HG5 - Achieving a Mix of Market Housing

Policy EQ1 - Addressing Climate Change in South Somerset

Policy EQ2 - General Development

Policy EQ4 - Biodiversity

Policy TA3 - Sustainable Travel at Chard and Yeovil

Policy TA5 - Transport Impact of New Development

Policy TA6 - Parking Standards

National Planning Policy Framework

4. Decision-making

5. Delivering a sufficient supply of homes

8. Promoting healthy and safe communities

9. Promoting sustainable transport

11. Making effective use of land

12. Achieving well-designed places

14. Meeting the challenge of climate change, flooding and coastal change

National Design Guide - September 2019

National Planning Practice Guidance

Climate change

Design

Somerset County Council Parking Strategy (March 2012)

Somerset County Council Highways Development Control - Standing Advice (June 2013)

CONSULTATIONS

Yeovil Town Council:

Recommend approval

County Highway Authority:

Confirm that the parking provision is in general accordance with the Parking Strategy and do not consider that the proposed level of development is such that there would be a significant or severe impact on the highway network. They recommend the levels of visibility that should be provided at the site.

Environmental Protection Officer:

Advises that as the development is within a residential area and therefore there is the potential for significant disturbance to neighbours during the construction and demolition phase that conditions should be attached regarding hours of construction etc.

REPRESENTATIONS

Five letters of objection have been received raising the following concerns (summarised):

- On-street parking is already problem in the area and the proposals will exacerbate the situation

- There is a well in the rear of the property which is not shown on the plans
- Impact of development upon No.37 Percy Road
- Level of development should be reduced
- Concerned if there are overlooking windows
- No development should be allowed in the rear
- Impact of construction traffic
- Concerned about disturbance from HMO

CONSIDERATIONS

Principle

The site is located within an established residential area and within the development area and is therefore considered to be, in principle, a sustainable location for new development.

Visual Impact

It is considered that this proposal would result in a development in keeping with the streetscene by respecting the proportions, form and design of existing buildings in the road. In particular, the front elevation would be sympathetic to the character and appearance of the existing houses. The ridge height would be higher than no. 37, Percy Road but lower than no.41 to follow the slightly sloping nature of the road.

The proposed conversion of the rear would allow for visual improvement of the current ramshackle appearance of the outbuildings.

The proposals are therefore considered to be acceptable in relation to visual impact and in accordance with policy EQ2 of the Local Plan.

Highways and parking

The neighbours' concerns are appreciated and parking space is clearly at a premium in the area. However, the scheme would provide 6 off street parking bays with ample turning space, and as advised by the Highway Authority, this is in line with the relevant Parking Standards. Given the recent appeal decision at the Great Western public house where the Inspector considered parking provision in locations such as the application site it is not considered that the proposals could reasonably be refused on the grounds of lack of parking provision.

Given that this site would still benefit from a commercial use it is not considered that the proposals are any more harmful in relation to highway safety than the lawful use that exists at the site.

The proposals are therefore considered to accord with policies TA5 and TA6 of the Local Plan.

Residential Amenity

It is considered that there would be some overlooking towards the rear from the proposed two storey dwelling but bearing in mind the significant distance between the properties in Glenville Road and Percy Road, and the fact that there are existing first floor windows all along the rear of the houses in Percy Road, it is not felt that there would be any significant adverse increase in overlooking resulting from this scheme.

The proposed unit at the rear of the site would be single storey and as such it is not considered that it would result in unacceptable overlooking of adjacent properties.

It is therefore considered that the proposals do not result in demonstrable harm to neighbouring amenity and accord with Policy EQ2 of the Local Plan in this regard.

Other issues raised by neighbours

Well in rear - This will be a matter for Building Control when dealing with the Building Regulations for the development.

Disturbance during building work - a condition has been recommended by the Environmental Protection Officer.

Disturbance from HMO - such issues can be addressed through other legislation such environmental protection and it is not considered that planning permission could reasonably be refused on these grounds.

Summary

This is a sustainable location for residential development, and the proposal is considered to respect the character of the area that will not result in demonstrable harm to residential amenity or highway safety.

RECOMMENDATION

Approve

01. It is considered that due to their siting, scale, form, design and materials, the proposed development would safeguard the character and appearance of the area and cause no demonstrable harm to residential amenity or highway safety in accordance with the aims and objectives of policies SD1, SS1, SS4, HG5, EQ1, EQ2, EQ4, TA3, TA5 and TA6 of the South Somerset Local Plan 2006-2028 and advice contained within the NPPF.

SUBJECT TO THE FOLLOWING:

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

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

02. The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing No.'s:

A801_00
A801_01
A801_02
A801_03
A801_04
A801_05
A801_06
A801_07
A801_08
A801_09
A801_10
A801_11

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

03. Prior to first occupation of the dwellings hereby permitted, electric charging points (of a minimum 16amps) for electric vehicles shall be provided for each dwelling adjacent to their designated parking spaces or garages shown on the approved plan. Once installed such charging points shall be retained and maintained in working order, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development is resilient and sustainable in accordance with Policy TA1 (Low Carbon Travel) of the adopted South Somerset Local Plan and the provisions of the NPPF.

04. No later than within the first planting season following first occupation of any of the dwelling(s) hereby approved, a hard and soft landscaping scheme shall be carried out and completed in accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity to accord with policy EQ2 of the South Somerset Local Plan (2006-2028).

05. No building operations above damp proof course level of the dwellings shall take place until details of the materials to be used in the construction of the external surfaces (doors/windows/stonework/render/brick/roof finish) of the dwellings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of visual amenity and to accord with policy EQ2 of the South Somerset Local Plan.

06. No work shall be carried out to erect any boundary treatment unless full details of the boundary treatments, including walls, fences, railings, gates, gateposts have been submitted to and approved in writing by the Local Planning Authority. The work shall be carried out in accordance with the agreed details, and permanently retained and maintained.

Reason: In the interests of visual amenity and in accordance with policy EQ2 of the South Somerset Local Plan.

07. Noise emissions from the site during the development of the site i.e. the demolition, clearance and redevelopment of the site, shall be limited to the following hours where noise is audible at any point at the boundary of any noise sensitive dwelling:

Mon - Fri	08.00 - 18.00
Sat	08.00 - 13.00

All other times, including Sundays, Bank and Public Holidays there shall be no noisy activities.

Reason: In the interests of residential amenity and in accordance with policy EQ2 of the South Somerset Local Plan.

08. There shall be no burning of materials arising on site during any phase of the demolition, site clearance and redevelopment.

Reason: In the interests of residential amenity and in accordance with policy EQ2 of the South Somerset Local Plan.

09. Prior to the development commencing, the applicant shall submit a method statement for written approval by the Local Planning Authority which shall detail the working methods to be employed

on site during the construction (and preparation associated with construction) of the site. Measures (including screening) to be taken to minimise emissions of dust, fumes, odour, noise, vibration etc. shall be included in the method statement. Details for the safe disposal of waste materials shall also be included.

Reason: In the interests of residential amenity and in accordance with policy EQ2 of the South Somerset Local Plan.

10. 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 occupation of dwellings and thereafter maintained at all times.

Reason: In the interests of highway safety and in accordance with Policy TA5 of the South Somerset Local Plan (2006-2028).

11. The dwellings hereby permitted shall not be occupied until a properly consolidated and surfaced turning space and sufficient parking spaces for vehicles have been constructed within the site in accordance with details, which shall have been submitted to and approved in writing by the Local Planning Authority. Such turning space shall be kept clear of obstruction at all times and not used other than for the turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety and in accordance with Policy TA5 of the South Somerset Local Plan (2006-2028).

12. Any entrance gates erected shall be hung to open inwards, shall be set back a minimum distance of 6 metres from the carriageway edge and shall thereafter be maintained in that condition at all times.

Reason: In the interests of highway safety and in accordance with Policy TA5 of the South Somerset Local Plan (2006-2028).

13. There shall be no obstruction to visibility greater than 900 millimetres above adjoining road level in advance of lines drawn 2.0 metres back from the carriageway edge on the centre line of the access and extending to points on the nearside carriageway edge (24m) 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 and in accordance with Policy TA5 of the South Somerset Local Plan (2006-2028).

Informatives:

01. The applicant will be required to enter into a suitable legal agreement with the Highway Authority to secure the construction of any highway works necessary as part of this development. Please ensure that an advisory note is attached requesting that the developer contact the Highway Authority to progress this agreement well in advance of commencement of development.
02. The Developer will be held responsible for any damage caused to public highways by construction traffic proceeding to or from the site. Construction traffic will be classed as 'extra-ordinary traffic' on public highways. Photographs will be taken by the Developer representative in the presence of the SCC representative showing the condition of the existing public highway adjacent to the site, and a schedule of defects agreed prior to works commencing on site.

Agenda Item 11

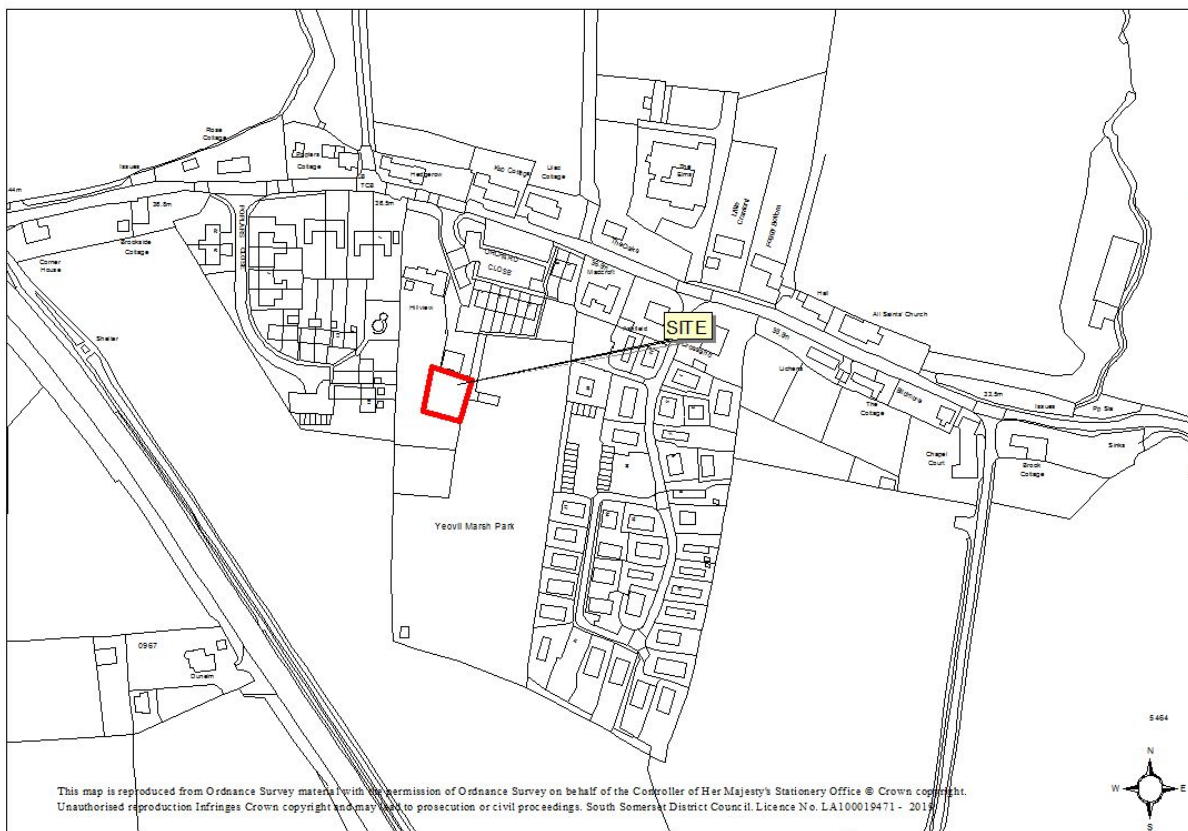
Officer Report On Planning Application: 19/02184/FUL

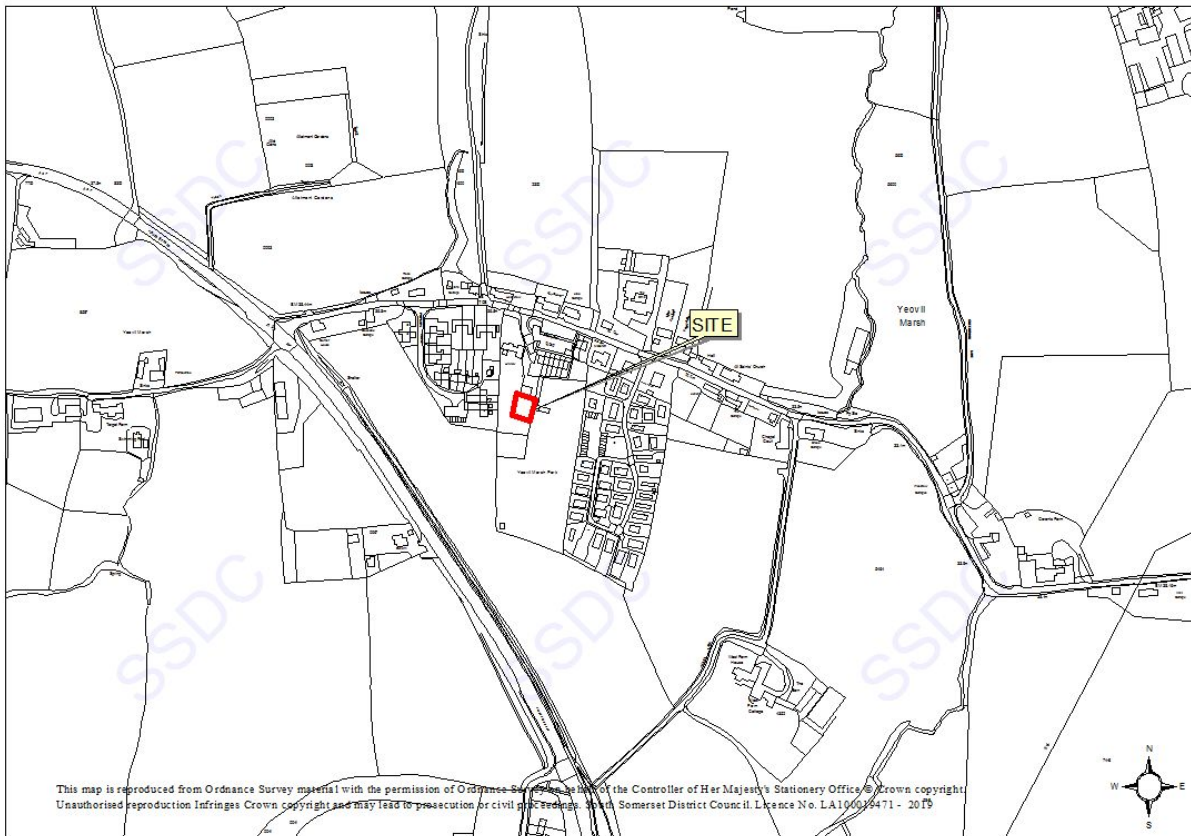
Proposal :	Erection of a modular building for use as an ancillary sales office for the approved mobile home park extension (Ref: 18/00116/FUL)
Site Address:	Land Adjacent Hillview Yeovil Marsh Road Yeovil Without
Parish:	Yeovil Without
YEOVIL WITHOUT Ward (SSDC Member)	Cllr R Stickland Cllr M Lock Cllr G J Oakes
Recommending Case Officer:	Jacqui Churchill – Case Officer (Service Delivery)
Target date :	30th October 2019
Applicant :	Mr A Hill
Agent: (no agent if blank)	Mr Nayan Gandhi RPS 20 Western Avenue Milton Park ABINGDON OX14 4SH
Application Type :	Minor Offices less thn 1,000 sq.m or 1ha

REASON FOR REFERRAL TO COMMITTEE

At the request of the Ward Members and with the agreement of the Area Chairman, this application is referred to Area Committee for full consideration around Policy EQ2 (Design and General Development) of the South Somerset Local Plan 2006-28.

SITE DESCRIPTION AND PROPOSAL





The application site is an open field situated to the west of the existing mobile home park 'Yeovil Marsh Park' within Yeovil Marsh, 1km north of Yeovil. The site has secured planning permission as part of 18/00116/FUL dated 15.06.2018, for the change of use of land for siting of additional residential park homes, construction of access road, parking spaces, hardstanding bases and associated landscape planting and infrastructure and demolition of existing structures.

This application seeks permission for the erection of a modular building measuring 20ft x 10ft for use as an ancillary sales office for the approved mobile home park extension.

HISTORY

Most recent and relevant:

18/00116/FUL - Change of use of land to caravan park for the siting of additional residential park homes, construction of access road, parking spaces, hardstanding bases and associated landscape planting and infrastructure and demolition of existing structures - permitted with conditions 20.06.2018

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.

For the purposes of determining current applications the local planning authority considers that the adopted development plan comprises the policies of the South Somerset Local Plan 2006-2028 (adopted March 2015).

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

SD1 Sustainable Development
SS1 Settlement Strategy
SS2 Development in Rural Settlements
TA5 Transport Impact of New Development
TA6 Parking Standards
EQ2 General Development

National Planning Policy Framework

Chapter 4 - Promoting Sustainable Transport
Chapter 6 - Delivering a Wide Choice of High Quality Homes
Chapter 7 - Requiring Good Design

Planning Policy Guidance

Somerset County Council Parking Strategy (September 2013) and Standing Advice (June 2017)

CONSULTATIONS

Yeovil Without Parish Council: Recommend Refusal - the location is designated for an alternative purpose and isn't meeting community use, the structure should only be temporary.

County Highway Authority: Standing advice applies

Highways Consultant: No highways issues, no objection.

REPRESENTATIONS

No representations received.

CONSIDERATIONS

The application seeks permission for an ancillary sales office following approval of application 18/00116/FUL which included the provision of a further 14 park homes.

It is noted that the Parish Council have recommended refusal as the location is designated for an alternative purpose and isn't meeting community use.

There is an area of green space to the north of proposed Unit 1 measuring approx. 30m x 40m. A further area of green space of a similar size is available on the opposite side of the access road creating a sense of openness. The proposed modular sales office measuring approx. 6m x 3m is located in the bottom south east corner with three parking spaces annotated on the plan. This takes up a small fraction of the open space which is not considered to be harmful to visual amenity.

The Parish Council stated that the structure should only be temporary. It is considered reasonable to impose a condition to restrict the permission for a temporary period of five years to allow for the sales of the approved park homes. The agent also put forward that this is a temporary structure and that permission is only sought for a period of five years. In addition, to protect the amenity of the residents as they move in, a condition will be imposed to restrict the hours of operation for the sales office to 8am - 7pm on weekdays, 8am - 6pm on Saturdays and 10am - 4pm on Sundays and Bank Holidays.

Therefore, the proposed sales office is considered to not introduce significant harm to visual or residential amenity in accordance with Policy EQ2 of the South Somerset local Plan and the provisions of the National Planning Policy Framework 2019.

RECOMMENDATION

Approve

01. The proposal, by reason of its size, scale and location, respects the character of the area and causes no demonstrable harm to residential amenity in accordance with the aims and objectives of Policies EQ2, TA5 and TA6 of the South Somerset Local Plan (2006-28) and the provisions of the National Planning Policy Framework 2019.

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 reference:

1022-0005-01 - Site Plan for Temporary New Office Building

1022-0006-01 - Site Location Plan

1022-0009-03 - Sales Office Floor Plans and Elevations

and the external surfaces of the development shall be of materials as indicated in the application form and no other materials shall be used without the prior written consent of the local planning authority.

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

03. The temporary sales office hereby permitted shall be removed and the land restored to its former condition (grassed amenity land) on or before five years from the date of this permission.

Reason: In the interests of visual amenity to accord with Policy EQ2 of the South Somerset Local Plan 2006-2028.

04. The temporary sales office hereby permitted shall only be operated between the following hours: 08.00 - 19.00 on Monday to Fridays, 08.00 - 18.00 on Saturdays and 10.00 - 16.00 on Sundays and Bank holidays, unless otherwise agreed in writing by the District Planning Authority.

Reason: In the interests of residential amenity to accord with policy EQ2 of the South Somerset Local Plan 2006-2028.

Agenda Item 12

Officer Report On Planning Application: 19/02614/FUL

Proposal :	The formation of a hard surface airstrip, associated lighting and ancillary lighting control building.
Site Address:	Westland Helicopters Ltd Lysander Road Yeovil
Parish:	Yeovil
YEOVIL WESTLAND Ward (SSDC Member)	Cllr D Gubbins Cllr A Soughton Cllr K Gill
Recommending Case Officer:	Linda Hayden – Specialist (Service Delivery)
Target date :	23rd December 2019
Applicant :	Leonardo Helicopters
Agent: (no agent if blank)	Boon Brown Architects Motivo Alvington Yeovil BA20 2FG
Application Type :	Major Other f/space 1,000 sq.m or 1 ha+

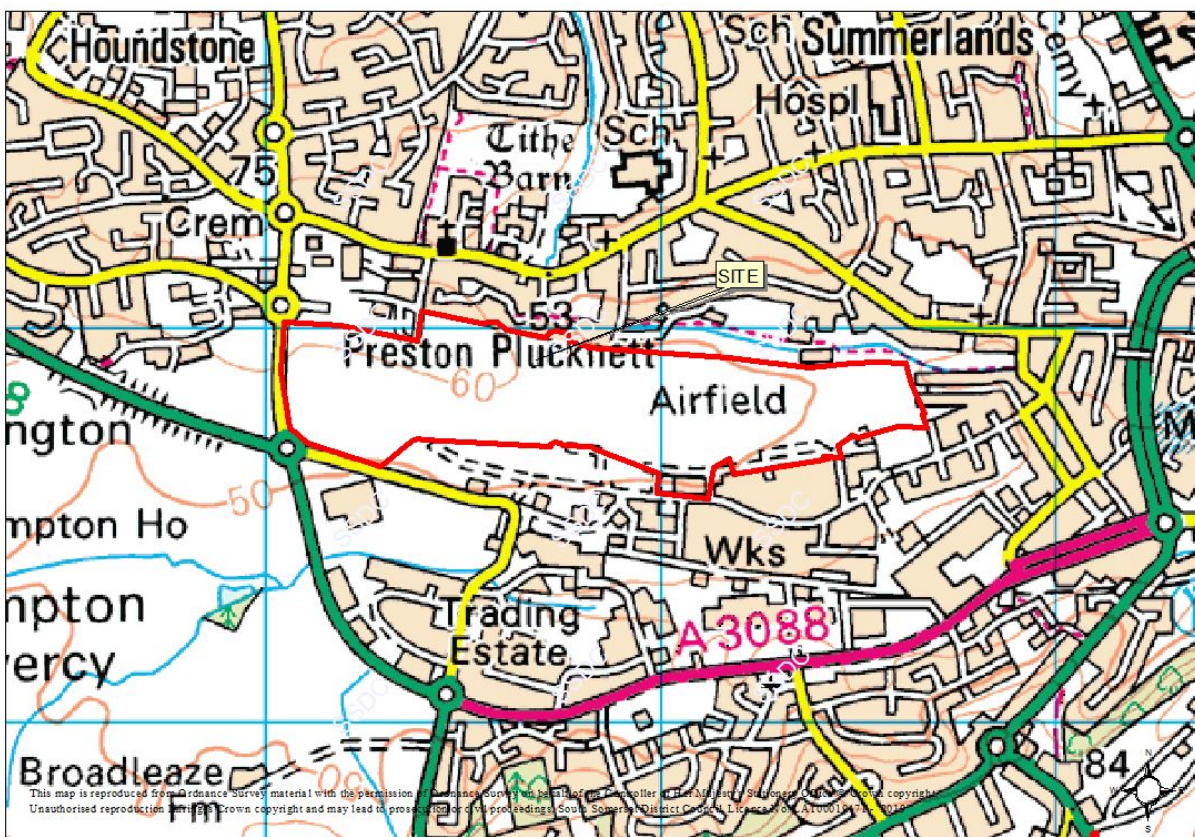
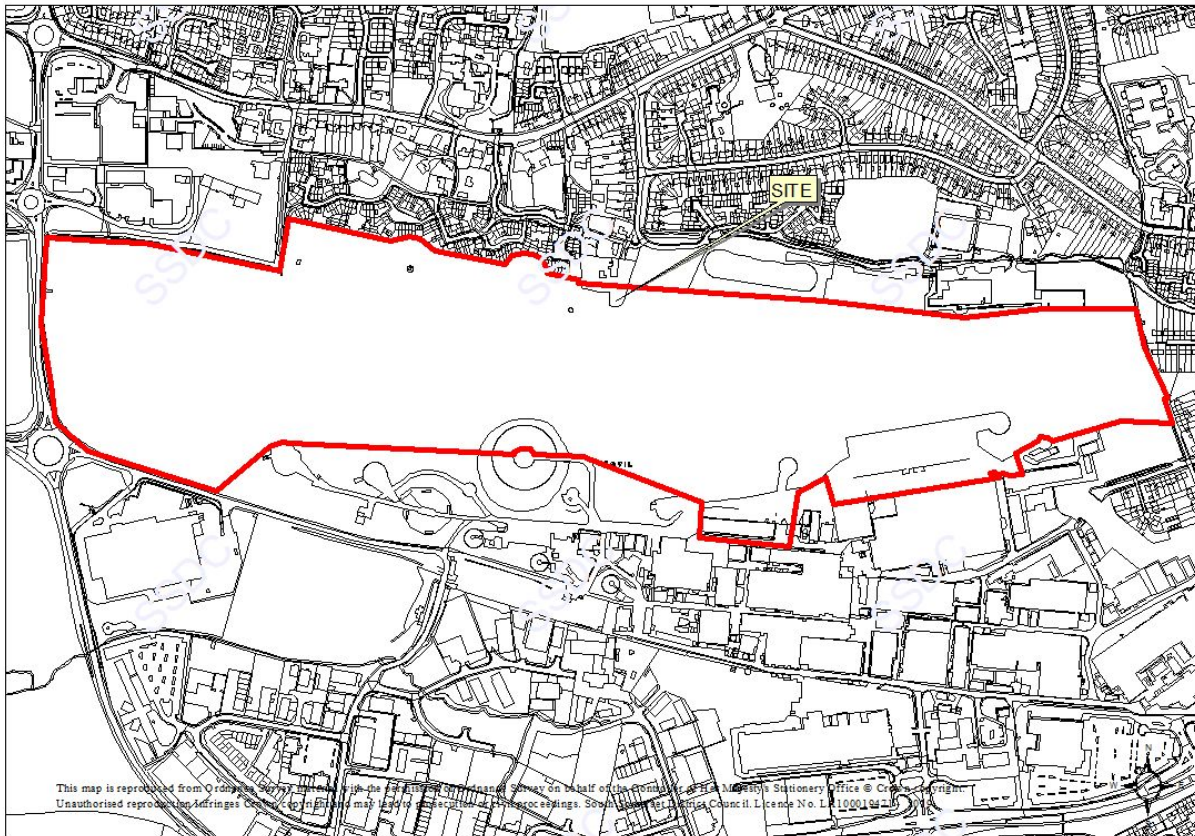
REASON FOR REFERRAL TO COMMITTEE

This application is referred for Committee consideration in accordance with the Scheme of Delegation as the application is a 'major' application (largescale major development where the site area is 2 hectares or more) and recommended for approval.

This application has also been 2-starred under the Scheme of Delegation - referral of applications to the Regulation Committee for determination. In collective agreement with the Leader, Portfolio Holder, Area Chairs, Director (Service Delivery), Monitoring Officer, and Lead Specialist (Planning) all major applications will be 2-starred for the immediate future to safeguard the Council's performance, pending a more substantive review.

The Area Committees will still be able to approve and condition major applications. However, if a committee is minded to refuse a major application, whilst it will be able to debate the issues and indicate grounds for refusal, the final determination will be made by the Regulation Committee.

SITE DESCRIPTION AND PROPOSAL



The site is located on the site of the existing grass airstrip at Leonardo Helicopters, Yeovil. The northern boundary is to a set of commercial uses to the north west, comprising of self-storage

shed, garden centre and restaurant and takeaway/restaurant building. The central-northern section adjoins the residential development of Bell Chase and Yeovil Model Engineering Society and Westlands Allotment and Horticultural Society and Westland Leisure Centre. To the east lies the residential areas of Seaton and Westland Road. To the south is the Leonardo and Garador factory areas. The western boundary is formed by Bunford Lane (part of the Western Corridor link road network).

There is one listed building adjacent to the application site, Watercombe Farmhouse Grade II. The Cottage (Grade II) lies 50m to the north of the airfield and next door to Watercombe Farm House. Bunford Railway Bridge to the southern boundary is also Grade II Listed. A number of trees along the northern boundary are protected by way of a Tree Preservation Order. The site is within Flood Zone 1.

The application proposes the formation of a hard surface airstrip, associated aviation lighting and ancillary control building to facilitate all operational and flight testing associated with Leonardo Helicopters. The proposal will require engineering works to even out the levels along the airstrip. The planning statement advises that the current reinforced grass runway was installed during World War II (around 1940) and has reached the end of its serviceable life. The proposed runway will be in the same location as the current grass runway and will be over 300 metres shorter than the existing.

The application includes the following supporting documentation:

- Air Quality Report
- Archaeological Report
- Flood Risk Analysis and Drainage Strategy
- Noise Statement
- Transport Statement
- Ecology Report
- Statement of Community Involvement
- Planning Statement

HISTORY

There is an extremely lengthy planning history for the Leonardo site. The airstrip itself is historic and existed prior to the introduction of the original Town and Country Planning Act in 1947, the use is therefore not restricted by any planning conditions.

The most recent applications include:

19/01740/EIASS - Request for a screening opinion in respect of a full planning application for a hard surface airstrip and associated aviation lighting and ancillary control building. Determined that EIA not required.

19/03143/FUL - Demolition of existing building and the erection of a new warehouse and distribution centre. Pending consideration.

19/02456/FUL - The formation of hardstandings and installation of 2 No. aircraft with associated landscaping. Approved 25/10/2019.

18/03866/FUL - The siting of 1 No. two storey temporary portakabin building to be used as a flight training centre (Part retrospective). Approved 21/02/2019

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. Approved 5/7/2018.

17/00658/FUL - The installation of 3 No. air receiver tanks with associated works to the roof of premises. Approved 31/03/2017.

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

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, and 12 of the NPPF indicate it is a matter of law that applications are determined in accordance with the development plan unless material considerations indicate otherwise
South Somerset Local Plan (2006 - 2028)

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

SD1 - Sustainable Development
SS1 - Settlement Strategy
YV4 - Yeovil Airfield Flight Safety Zone
TA5 - Transport Impact of New Development
EQ2 - General Development
EQ3 - Historic Environment
EQ4 - Biodiversity
EQ7 - Pollution Control

National Planning Policy Framework

4. Decision-making
6. Building a strong competitive economy
8. Promoting healthy and safe communities
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

National Planning Practice Guidance

Air quality
Conserving and enhancing the historic environment
Design
Flood Risk and Coastal Change
Health and Wellbeing
Light pollution
Natural Environment
Noise
Tree Preservation Orders and trees in conservation areas
Use of planning conditions

CONSULTATIONS

Yeovil Town Council:
Recommend approval.

Brympton Parish Council (adjacent Parish):
Recommend approval.

West Coker Parish Council (adjacent Parish):
Support the application.

County Highway Authority:

'Primary access to the airfield is gained via Bunford Lane, which is a private road. Access can also be gained through the industrial estate which lies between Lysander Road and the application site. These roads are also private beyond Lysander Road.'

The development proposals consist of the formation of a hard-surfaced air strip and associated lighting. This is unlikely to result in a material increase in traffic generation, therefore an assessment of traffic impact, car parking or site access would not be required.

The planning application includes an indicative contractors site compound location plan. This shows a haul road within the site, security hoarding and the indicative location of the contractors compound. A note on the plan indicates that construction vehicle access would be via Bunford Lane, and gates would be erected on-site without obstructing Bunford Lane. Although this is considered to be acceptable, information relating to construction vehicle movements has not been provided. As such, a Construction Environmental Management Plan is required in order to control construction vehicle routing, construction traffic generation and access to the site. This can be secured by planning condition.

Given that the proposals will create a hard surface within the site, consideration has been given to the potential drainage implications of the development proposals and the submitted FRA. Having reviewed the above referenced document we would advise you of the requirement of the developer to obtain a licence / consent to construct the headwall within the Ordinary Watercourse from Somerset County Council, as Lead Local Flood Authority.'

In the event of permission being granted, the County Highway Authority recommend conditions are imposed to secure wheel washing of construction traffic and a Construction Environmental Management Plan (CEMP).

Environmental Protection:

Have no comments to make on the application.

MOD:

Verbal update to be provided at Committee.

Ecologist (Somerset Ecology Services):

Advises:

'Crossman Associates undertook an ecological appraisal of the airfield at Leonardo Helicopters, Yeovil in May 2019. The results of the survey were as follows:

- Habitats: The site consists of an existing airfield comprising species-poor, mown amenity grassland to the west of Yeovil town centre, surrounded by residential development to the north and south. Bunford Lane and the A3088 lie to the west with open farmland beyond.*
- Birds: Rough grassland strips adjacent to the runway and native scrub at the north*

eastern corner of the site provide some potential for nesting birds, although measures in place at the site to actively discourage birds for health and safety purposes is likely to reduce suitability.

- *Badgers: An active, main badger sett is present approximately 100 m to the north of the proposed runway strip.*
- *Bats: The site is likely to offer limited habitat for foraging and commuting bats in conjunction with surrounding landscape. The site itself is unlikely to form a significant habitat component for the local bat population as it is species poor and intensively mown habitat with only small patches of scrub vegetation.*
- *Reptiles and Amphibians: The grassland as well as hardstanding and built areas offer negligible suitability for sheltering amphibians or reptiles. Scrub at the northern boundary offers some small areas of suitable terrestrial habitat for common and widespread amphibians such as common toad Bufo bufo and possibly for small numbers of slow-worm Anguis fragilis or grass snake*
- *Great Crested Newt: Due to the presence of amenity grassland providing sub-optimal habitat, distance to ponds and hard standing barriers it is unlikely that GCN are present on the amenity grassland. Scrub habitat is to be retained.*
- *Water voles have been recorded along a section of the stream approximately 100 m the north of the proposal site; this section of stream has been identified as a Local Wildlife Site. There is no suitable habitat for water vole on site, however proposed drainage infrastructure off-site to the north (if required) could affect riparian habitat with some suitability for this species.'*

The ecologist therefore recommends a number of conditions/informatives to address the above issues.

Natural England:

'We do not consider it likely that the proposals would harm designated wildlife sites or landscapes and therefore have no objection. There are potential effects on wider wildlife interests identified in the ecology report and while reasonable steps appear to be in place to limit effects, such as minimising impacts of artificial lighting, we would encourage the applicant and the Council to seek a 'net biodiversity gain' at a site with clear opportunity to achieve that. The extensive areas of grassland at the site has the potential to be managed more positively for nature and this could be secured at little cost.'

South West Heritage Trust:

Advise that the submitted Heritage Impact Assessment identifies the potential for archaeology relating to the Romano-British period to be impacted by this proposal. They agree with the conclusion that these remains are likely to be of local significance and that due to the nature of the site pre-determination evaluation as described in the NPPF paragraph 189 is impractical.

For this reason they recommend that the developer be required to archaeologically investigate the heritage asset and provide a report on any discoveries made as indicated in the National Planning Policy Framework (Paragraph 199). This should be secured by the use of a condition to require the submission of a Written Scheme of Investigation.

Local Lead Flood Authority (LLFA):

In their original response the LLFA advised:

'We engaged with the pre-application discussions on this site. It has been noted that there are constraints associated with the development, as this is an airfield and therefore features containing open water, particularly where birds may choose to land and nest, is prohibited on

safety grounds. Further constraints exist with the existing drainage network to the south of the site, and within the Wessex sewer system. There is little formal drainage for the existing grassed runway.

Therefore, we are not adverse to the preferred option to utilise a single connection for the site to the watercourse to the north. However, the FRA states that the assumption is that approximately half of the existing site currently drains to the northern watercourse, and the remaining half to the existing drainage network to the south. As this arrangement will not be mirrored in the preferred solution, it is imperative that the risk of putting any additional flows (even those restricted to greenfield) into the northern watercourse is fully considered. As such I am not fully supportive of the comments made in Section 14.4 (d) of the FRA. There would appear to be properties already at risk along the northern watercourse, between the proposed point of outfall from the development and the convergence with the southern watercourse.'

In response to additional information submitted by the applicant's engineers, the LLFA have commented:

'Thank you for this more detailed analysis of the risk associated with these watercourses and the effect that backing up of the culvert has on the property flooding upstream. I am content that the proposed discharge arrangement will therefore be acceptable.'

(Any requirements for conditions from the LLFA will be confirmed at the Committee meeting.)

Wales and West Utilities:

Advise that they have infrastructure in the area and their apparatus may be affected and at risk during construction works, they require that plant is not built over or apparatus enclosed. They advise that should the works be approved the promoter must contact Wales and West Utilities direct to discuss their requirements.

REPRESENTATIONS

562 letters were sent to local residents, a number of site notices were displayed around the site and an advert placed within the local newspaper. 8 letters of objection (including one from the Yeovil Rivers Community Trust) have been received their comments are summarised as follows:

- Impact on local residents from noise, light and air pollution
- Concerned about the drainage proposals within the Flood Risk Assessment, increased surface water run-off/flooding
- Increased risk of subsidence
- Impact on house prices
- Flight path can go over neighbouring houses
- Increase in flights
- Suggest applicants be required to renew roofs and upgrade glazing in neighbouring properties or provide a 25 year guarantee that there will be no additional air traffic
- Concerned about potential increase in night flights

CONSIDERATIONS

Principle

The airstrip is a historic use that is unfettered by any planning restrictions having been in existence before the introduction of the planning acts. The foreword to Local Plan Policy YV4 advises:

'The aerospace company 'Agusta Westland' is Yeovil's main employer and is of key strategic

importance to the economy of the town. The company expressed concerns about the impact of development around Yeovil upon the safe operation and continued use of the airfield, which is vital for helicopter manufacture and design. Agusta Westland have explained their requirements to carry out test and development flying of both civil and military aircraft.'

As such, given the fact the airstrip is historic and there is support for this important employer within the Local Plan, it is considered that the principle of development can be supported in this case.

Residential Amenity

As mentioned above, the airstrip is a historic use and therefore there are no planning conditions in relation to number or timing of flights. However, the Civil Aviation Authority (CAA) currently govern the permissible flight patterns, timings and boundaries based on a number of criteria including residential amenity. As such the concern raised in respect of residential amenity by neighbours are, in this instance, regulated by another body.

The agent advises that Leonardo Helicopters continues to develop state of the art military, para-public and civil aircraft, as it has done for over a century, and the comprehensive flight testing of those products remains an essential part of the success of that business, including night flying. They state that the business is also very mindful that it supports Ministry of Defence (MoD) helicopter assets that are of critical importance to national defence and it must retain the capability to support urgent operational requirements unhindered. They believe that the CAA and MoD are perhaps better placed to balance the national interest with neighbour amenity in this instance.

The agent has advised that any restrictions on hours of operation or number/timing of flights would not be acceptable and could have a significant negative impact on the continued success of the Yeovil site. They emphasise that increased flight activity is not proposed as a consequence of the application and such a condition is unlikely to pass the tests of "necessary" and "reasonable in all other respects".

It is also important to note that the airstrip will be shortened in length in order to allow for the installation of lighting at either end. This reduction in length means that currently only small fixed wing aircraft will be able to land and take off at the airfield.

The noise and air quality assessments submitted with the application advise that there are no grounds to refuse the application with regard to noise or air quality and the Environmental Protection Officer has not objected to the scheme.

In the circumstances, given the historic use, controls of other authorities and the inability of the airstrip to cater for larger aircraft, it is not considered that it would be reasonable to impose conditions on flights at the site. The use is historic and, as such, all occupiers of housing within the vicinity would have been purchased in the knowledge that there was an active airstrip at the site. It is not considered that it would be reasonable to refuse the application on the grounds of impact upon residential amenity and the proposal is therefore acceptable in relation to the requirements of Policies EQ2 and EQ7 of the South Somerset Local Plan 2006-2028.

Highway Safety

The proposals will not lead to any significant increase in traffic once complete however there will clearly be an impact during construction. As such, the County Highway Authority have no objection to the works in principle but have required the imposition of a Construction Environmental Management Plan (CEMP) to ensure that details relating to construction traffic

are agreed before works commence at the site.

Therefore, with the imposition of a condition to require a CEMP, the application is considered to accord with policy TA5 of the South Somerset Local Plan 2006-2028.

Setting of Listed buildings and impact upon visual amenity

The setting of the listed buildings/structure is already compromised by the existing airstrip and commercial activity at the site. Given the nature of the proposed works, and the environment within which the works are proposed, it is not felt that the proposals have the capacity to adversely affect the setting or significance of the listed buildings/structure beyond that already occurring. The proposed works do not introduce any significant new buildings to the site and the nature of the Leonardo site, which forms a significant element of their setting, will not be altered in any meaningful way.

In terms of visual amenity, the plans do include changes to levels at the site in order to even out the airstrip (the spoil is to be re-distributed throughout the site). However, it is not considered that these changes will result in adverse impact upon the visual amenity of the area as this is a grassed area with no historic landscape features. The proposal building is very small and to be located adjacent to the existing complex of buildings.

The proposals are therefore in accordance with Policies EQ2 and EQ3 of the South Somerset Local Plan 2006-2028.

Drainage

The application is accompanied by detailed drainage proposals that have been assessed by the LLFA and additional information has been supplied as requested by the LLFA to ensure that the proposal drainage solution does not adversely impact upon surface water issues within the vicinity. The LLFA have now confirmed that, on the basis of the additional details supplied, they are content with the proposed discharge arrangements.

As such, the proposals are considered to be acceptable in regard to drainage.

Ecology

The application is accompanied by an Ecological Impact Assessment that has not raised any significant concerns about the implications of the development upon ecology within the site. The assessment has been considered by the Council's consultant ecologist who has made a number of recommendations regarding conditions and informatives. Unfortunately, due to operational reasons associated with controlling wildlife on an active airfield, the agent has advised that it is not possible to agree all of the proposed conditions. As such, where possible, the relevant conditions will become informatives as the wildlife on the site is already protected by other legislation.

Given the operational restrictions that exist at the site, the proposal is therefore considered to accord with Policy EQ4 of the South Somerset Local Plan 2006-2028.

Other issues

Subsidence - There has been no submitted evidence to indicate that the proposals will cause subsidence to neighbouring properties. It is not considered that the proposal could reasonably be refused on these grounds.

House prices - This is not an issue that can be given any significant weight in determining a planning application.

Conclusions

The proposals are required to improve the existing failing grassed airstrip at the site. The airstrip provides an integral part of the ongoing commercial activities associated with this important local business. The airstrip is historic and an accepted part of Yeovil's character. As such, it is not considered that the proposals could reasonably be refused on the grounds of impact upon residential or visual amenities and the proposals will not result in harm to the setting of nearby listed buildings/structures. Given the operational restrictions at the site, the proposals are also considered to be acceptable in relation to highway safety, drainage and ecology.

RECOMMENDATION

Approve

01. The proposal supports the essential infrastructure of an important local employer which will not unacceptably impact upon residential and visual amenities, the setting of adjacent listed buildings/structure, highway safety, drainage and ecology. As such, the proposals comply with Policies SD1, SS1, YV4, TA5, EQ2, EQ3, EQ4 and EQ7 of the South Somerset Local Plan 2006-2028.

SUBJECT TO THE FOLLOWING:

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

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

02. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan	3980-BB-XX-XXX-DR-A0001	
16/09/19		
General Arrangement	129792/1000/D	
05/02/19		
Construction Phasing General Arrangement	129792/1001	26/09/19
Runway Plan and Long Sections 1 of 3	129792/1100/B	
18/04/19		
Runway Plan and Long Sections 2 of 3	129792/1101/B	
18/04/19		
Runway Plan and Long Sections 3 of 3	129792/1102/B	
18/04/19		
Taxiway and Access Road Plan and Long Section	129792/1103/B	
18/04/19		
Proposed grading contours	129792/1104/B	
18/04/19		
Runway Cross Sections Sheet 1 of 5	129792/1105/B	
18/04/19		
Runway Cross Sections Sheet 2 of 6	129792/1106/A	
28/06/19		
Runway Cross Sections Sheet 3 of 5	129792/1106/A	
28/06/19		

Runway Cross Sections Sheet 4 of 5	129792/1108/A	
28/06/19		
Runway Cross Sections Sheet 5 of 5	129792/1109/A	
28/06/19		
Taxiways and Access Road Cross Sections	129792/1110/A	
28/06/19		
External Works General Arrangement	129792/1200/B	
28/06/19		
External Works Sections	129792/1201/B	
28/06/19		
Proposed Sloping Ground Test Area General Arrangement	129792/1202/A	28/06/19
Proposed Runway External Works Details	129792/1203/B	
28/06/19		
Vehicle Tracking	129792/1250/B	
03/06/19		
Proposed Runway White Lining General Arrangement	129792/1500/B	
28/06/19		
Runway Plan AGL Ducting Layout Sheet 2 of 4	129792/2201/A	
28/06/19		
Drainage Standard Details Sheet 1 of 2	129792/2002/B	
24/06/19		
Drainage Standard Details Sheet 2 of 2	129792/2003/A	
24/06/19		
Manhole Schedule	129792/2004/A	
24/06/19		
Drainage Outfall	129792/2005/B	
24/06/19		
Indicative Contractors Site Compound Location	129792/2100/B	
23/05/19		
Runway Plan AGL Ducting Layout Sheet 1 of 4	129792/2200/A	
28/06/19		
Runway Plan AGL Ducting Layout Sheet 4 of 4	129792/2203/B	
28/06/19		
B-Centre Building Proposed External Works General Arrangements (sic)	129792/4000/B	03/06/19
B-Centre Building Proposed General Arrangement	129792/4001/B	
03/06/19		

- Reason: For the avoidance of doubt and in the interests of proper planning.
03. Prior to the first use of the airstrip hereby approved a detailed plan for the restoration of the site to include landscaping details shall be submitted to and approved in writing by the Local Planning Authority. All planting, seeding, turfing or earth moulding comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first use of the development hereby permitted or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

- Reason: In the interests of visual amenity, in accordance with policy EQ2 of the South Somerset Local Plan 2006.
04. No development shall commence unless a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved plan. The plan shall include:
- Construction vehicle movements;

- Construction operation hours;
- Construction vehicular routes to and from site;
- Construction delivery hours;
- Expected number of construction vehicles per day;
- Car parking for contractors;
- Efficient means for cleaning the wheels of all lorries leaving the site;
- Specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice;
- A scheme to encourage the use of Public Transport amongst contractors; and
- Measures to avoid traffic congestion impacting upon the Strategic Road Network.

Reason: In the interests of highway safety and residential amenity in accordance with Policies EQ2 and TA5 of the South Somerset Local Plan 2006-2028.

05. Before the commencement of the development hereby permitted the applicant, or their agents or successors in title, shall have secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation (WSI) which has been submitted and approved in writing by the Planning Authority. The WSI shall include details of archaeological evaluation and subsequent excavation, the recording of the heritage asset, the analysis of evidence recovered from the site and publication of the results. The development hereby permitted shall be carried out in accordance with the approved scheme.

Reason: To ensure appropriate recording of archaeological remains in accordance with Policy EQ3 of the South Somerset Local Plan 2006-2028.

06. Prior to the installation of any lighting associated with the airstrip details shall be submitted to and approved by the Local Planning Authority. The development hereby permitted shall be carried out in accordance with the approved scheme and retained and maintained in the agreed manner unless otherwise agreed in writing by the Local Planning Authority.

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

07. Prior to the commencement of the development hereby permitted, a Dust Management Plan to follow the advice contained in the Air Quality Assessment (prepared by Air Quality Consultants Ltd dated April 2019) shall be submitted to and approved in writing by the Local Planning Authority. The development shall take place in full accordance with the approved plan.

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

Informatives:

01. Attention is drawn to the response from Wales and West Utilities dated 23/10/2019.
02. The developers are reminded of the legal protection afforded to badgers and their resting places under the Protection of Badgers Act 1992 (as amended). It is advised that during construction, excavations or large pipes (>200mm diameter) must be covered at night. Any open excavations will need a means of escape, for example a plank or sloped end, to allow any animals to escape. In the event that badgers or signs of badgers are unexpectedly encountered during implementation of this permission it is recommended that works stop until advice is sought from a suitably qualified and experienced ecologist at the earliest possible opportunity.
03. Nesting birds are afforded protection under the Wildlife and Countryside Act 1981 (as amended). As such, no vegetation removal works around the site should take place

between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of the shrubs and scrub and tall ruderal vegetation to be cleared for active birds' nests immediately before works proceed and ensure that appropriate measures are in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

04. Water voles are fully protected under the Wildlife and Countryside Act 1981 (as amended). A riparian survey of stream banks for water voles and other notable and protected riparian species should be carried out prior to the final design of the drainage infrastructure proposed off-site to the north of the proposal. The results of the survey should inform the final drainage design, ensuring negative impacts are avoided. A copy of the survey report should be issued to South Somerset District Council before any drainage infrastructure is constructed.
05. It is recommended that the applicant consider a biodiversity and mitigation plan which could include (if in accordance with operational constraints at the site):
 - Installation of 4 X Kent bat box, purchased or built, on to mature trees along the northern end on site, facing south or west, at a height above 3m.
 - Planting of Three 10x2 metre stretches of wildflower beds along the northern boundary. All new plants must be high nectar producing to encourage a range of invertebrates to the site, to provide continued foraging for bats. The shrubs must also appeal to night-flying moths which are a key food source for bats. The Royal Horticultural Society guide, "RHS Perfect for Pollinators, www.rhs.org.uk/perfectforpollinators" provides a list of suitable plants both native and non-native.

Agenda Item 13

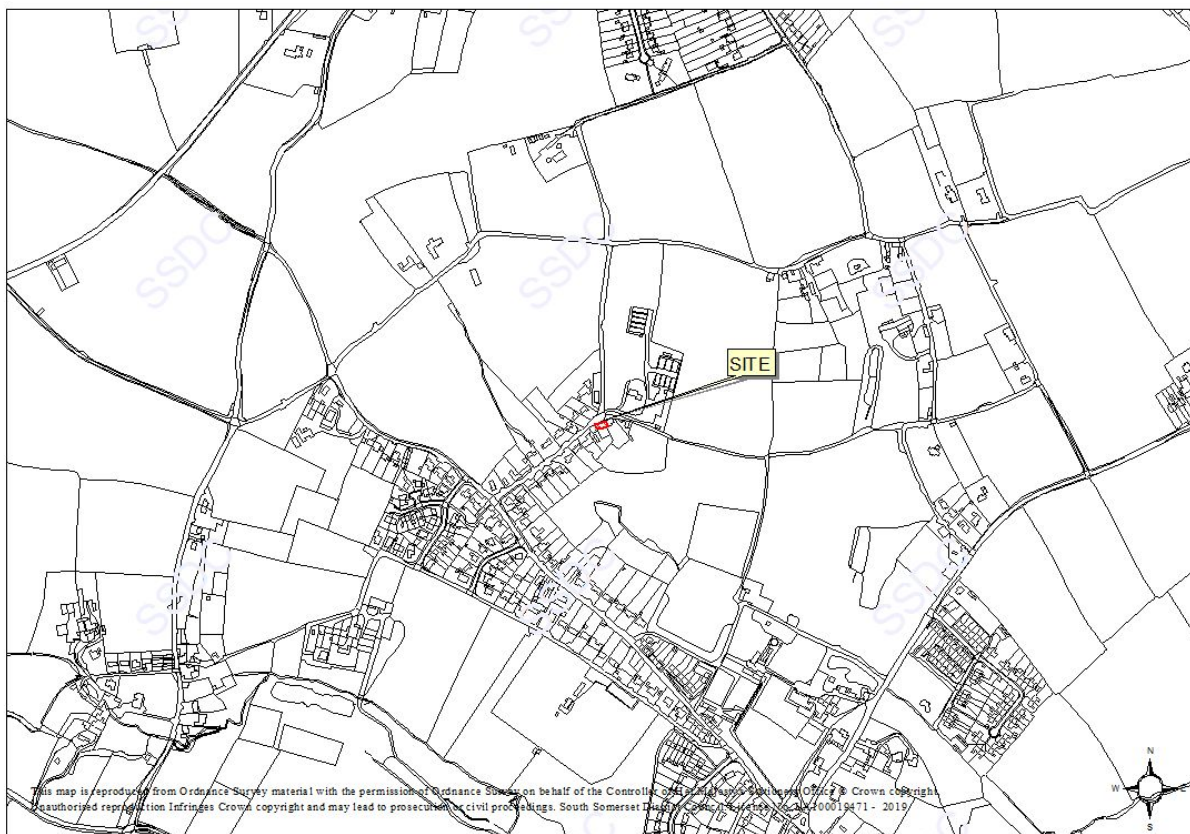
Officer Report On Planning Application: 19/02954/LBC

Proposal :	Replacement of 2 No. rear windows and 1 No. front window.
Site Address:	Higher Burton Farmhouse Burton Lane East Coker
Parish:	East Coker
COKER Ward (SSDC Member)	Cllr G Seaton Cllr N Clark
Recommending Case Officer:	Jane Green – Case Officer (Service Delivery)
Target date :	23rd December 2019
Applicant :	Mr M Woods
Agent: (no agent if blank)	
Application Type :	Other LBC Alteration

REASON FOR REFERRAL TO COMMITTEE

This application is referred to Area South Committee in the interests of transparency, as the applicant is the Director of Service Delivery and therefore has a direct involvement with the planning process.

SITE DESCRIPTION AND PROPOSAL





Date of site visit: 14/11/2019

Policy:

Section 16 of the Listed Building and Conservation Areas Act is the starting point for the exercise of listed building control. This places a statutory requirement on local planning authorities to 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'

NPPF: Chapter 16 - Conserving and Enhancing Historic Environment is applicable. This advises that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building; park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

Whilst Section 38(6) of the 2004 Planning Act is not relevant to this listed building application, the following policies should be considered in the context of the application:

Policies of the South Somerset Local Plan (2006-2028)
Policy EQ3 - Historic Environment

Town/Parish Council: : Awaiting comments from East Coker Parish Council (due 12 December 2019)

Other Consultees:

SSDC Conservation Specialist - "This is an application for Double Glazing at a Grade II Listed Building. In normal circumstances this would be unacceptable however, the application meets special circumstances where permission can be granted.

Currently the windows at the front of the building are of a low grade modern design and affect the buildings visual historic appeal and the visual appeal of the adjacent neighbour's property. There is sufficient public benefit in reinstating the historic design to offset the harm caused by the Double Glazing.

We need to ensure that there is a condition that ensures that the front windows are completed before the back. I am happy for you to word this accordingly.

Subject to the above I support the application"

Other Comments:

A site notice was displayed, no representations were received.

Impact upon Heritage Asset:

It is considered that the proposal is acceptable and will not have an adverse impact upon the listed building.

Proposed Conditions:

See below

Summary:

The Conservation Officer has, in his comments, indicated that he is content with the proposal and the details provided. It is considered that there will be no demonstrable harm caused to the historic character of the building by these proposals. Therefore it is considered that the proposals are in accordance with Section 16 of the Listed Building and Conservation Areas Act, policy EQ3 of the South Somerset Local Plan and Chapter 16 of the NPPF.

Recommendation

That Listed Building Consent be granted subject to no contrary comments from the Parish Council by 14th December 2019.

01. The proposal by reason of its limited/informed intervention into the historic fabric of this listed building is considered to respect the historic and architectural interests of the building in accordance with the policy EQ3 of the South Somerset Local Plan 2006-28, and the provisions of Chapter 16 of the National Planning Policy Framework 2019.

SUBJECT TO THE FOLLOWING:

01. The works hereby granted consent shall be begun before the expiration of three years from the date of this consent.

Reason: As required by Section 16(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

02. The development hereby permitted shall be carried out in accordance with the following approved plans, received by South Somerset District Council dated on the electronic file 07/11/19:

Additional information from applicant
Design and Access statement
Ordnance Survey site plan (1:1250)

- Reason: For the avoidance of doubt and in the interests of proper planning.
03. The installation of the proposed front window shall be completed in full prior to the installation of the proposed rear windows.

Reason: To safeguard the character of the listed building in accordance with policy EQ3 of the South Somerset Local Plan (2006-2028).