

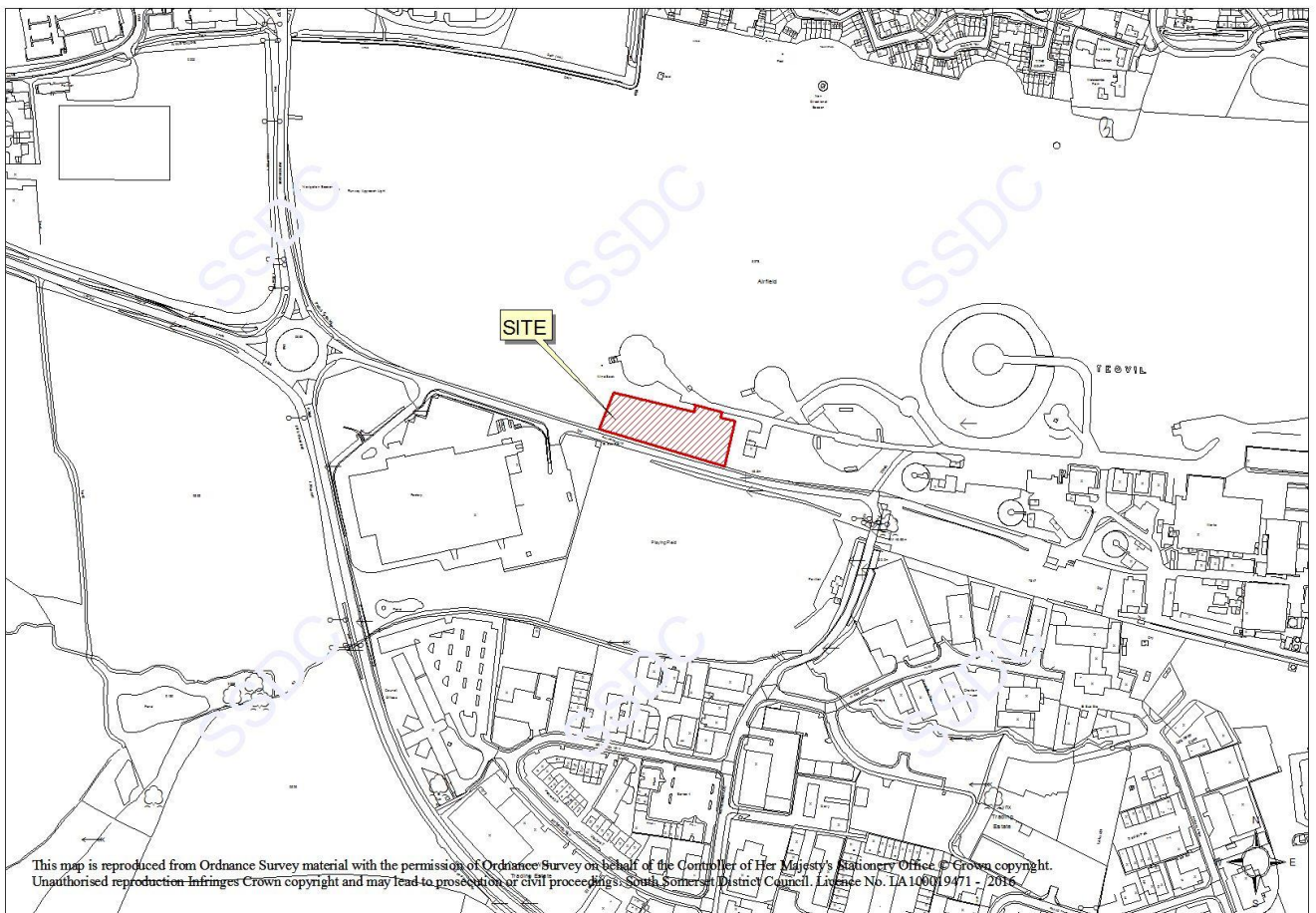
Officer Report On Planning Application: 16/03628/FUL

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

Reason for Referral to Committee

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

Site Description and Proposal





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

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

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

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

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

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

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

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

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

HISTORY

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

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

SEAFIRE PARK (opposite the site):

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

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

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

POLICY

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

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

On this basis the following policies are considered relevant:-

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

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

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

National Guidance - National Planning Policy Framework:

In particular-

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

Other

Somerset County Council Parking Strategy (March 2012)

CONSULTATIONS

Yeovil Town Council:

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

Neighbouring Parish Council's:

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

Highways Authority (Somerset County Council):

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

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

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

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

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

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

proposal.

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

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

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

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

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

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

SSDC Highway Consultant:

Refer to SCC comments.

SSDC Planning Policy:

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

SSDC Economic Development Team:

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

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

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

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

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

SSDC Ecologist:

No comments nor recommendations to make.

SSDC Environmental Protection Team:

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

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

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

South West Heritage Trust (Archaeology):

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

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

Ministry of Defence Safeguarding:

No safeguarding objections.

Crime Prevention Design Advisor:

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

REPRESENTATIONS

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

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

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

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

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

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

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

CONSIDERATIONS

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

Project Outline and Principle of Development

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

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

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

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

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

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

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

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

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

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

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

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

Design and Layout

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

approach, these include:

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

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

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

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

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

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

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

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

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

Historic Environment and Archaeology

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

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

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

Highways

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

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

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

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

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

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

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

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

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

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

Pollution Control

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

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

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

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

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

Airfield Safety

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

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

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

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

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

Consultation

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

Conclusion

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

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

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

SECTION 106 PLANNING OBLIGATION

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

RECOMMENDATION:

Grant planning permission for the following reason:

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

SUBJECT TO THE FOLLOWING:

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

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

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

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

Informatives:

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