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DISTRICT EXECUTIVE

Thursday 5TH MARCH 2015

Agenda No **Item**

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The Planning Inspectorate

Report to South Somerset District Council

by David Hogger BA MA MRTPI MCIHT

an Inspector appointed by the Secretary of State for Communities and Local Government

Date 8 January 2015

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION INTO THE SOUTH SOMERSET

LOCAL PLAN 2006 - 2028

Document submitted for examination on 21 January 2013

Examination hearings held between 7 May and 23 May 2013; on 18 June 2013 and between 10 June and 13 June 2014

File Ref: PINS/R3325/429/1

Abbreviations Used in this Report

ABI	Annual Business Inquiry
AMR	Authority Monitoring Report
AONB	Area of Outstanding Natural Beauty
APS	Annual Population Survey
BR	Baker Report
BRES	Business Register and Employment Survey
CD	Core Document *
DPD	Development Plan Document
LDS	Local Development Scheme
LP	Local Plan
MM	Main Modification
MoD	Ministry of Defence
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SHLAA	Strategic Housing Land Availability Assessment
SoCG	Statement of Common Ground
SUE	Sustainable Urban Extension
SZ	Sports Zone

* To be found in the Council's Evidence Base

For the avoidance of doubt I describe the hearings held between 7 and 23 May and on 18 June 2013 as the *initial hearings*. The hearings between 10 and 13 June 2014 are referred to as the *resumed* hearings.

Non-Technical Summary

This report concludes that the South Somerset Local Plan provides an appropriate basis for the planning of the District over the next 14 years providing a number of modifications are made to the Plan. The Council has specifically requested that I recommend any modifications necessary to enable them to adopt the Plan. All the modifications were proposed by the LPA, and I have recommended their inclusion after full consideration of the representations from other parties on the issues raised.

The modifications are summarised as follows:

- The replacement of a single Sustainable Urban Extension (SUE) to the south and west of Yeovil by two SUEs – approximately 800 dwellings to the south and approximately 765 dwellings to the north east of the town; and overall updated housing figures;
- The inclusion of a requirement relating to the provision of structural planting at the NE Yeovil SUE;
- Changes to the sustainable transport objectives in policy YV6 in order to reflect the most appropriate strategy to follow;
- The identification of the direction of growth at Ilminster to the south west of the town (rather than to the south east);
- Clarification with regard to the employment land provision proposed for Wincanton, the local market towns, rural centres and rural settlements;
- Clarification with regard to a permissive approach towards housing delivery (including in Crewkerne and Wincanton) and employment delivery;
- Confirmation of an early review regarding housing and employment provision in Wincanton;
- Up-dating the Council's approach to gypsies and travellers; and
- The deletion of the East Coker and North Coker Buffer Zone.

Introduction

1. This report contains my assessment of the South Somerset Local Plan in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (NPPF), in paragraph 182, makes clear that to be sound, a Local Plan should be positively prepared; justified; effective and consistent with national policy.

2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The basis for my examination is the Proposed Submission Local Plan (June 2012).

3. There has been over a year since the Examination commenced but it would not be reasonable to expect the Council to have reacted over that time to every nuance in terms of up-dates to the evidence base. If that approach was to have been adopted there is the risk that the cycle would be never-ending and that there would be further delay to the conclusion of the Examination process. I have therefore taken a pragmatic approach and based my conclusions primarily, but not exclusively, on the evidence submitted with the Local Plan (LP) in 2013. I accept that the NPPF advises that plans should be based on up-to-date evidence but prior to the resumption of the hearings in June 2014 the Council confirmed that in its view there had been no substantive change to the evidence base since the first hearing sessions were held in 2013 and I am satisfied that there have been no changes of such significance that would threaten the soundness of the LP. Even if that was not the case the NPPF also makes it clear that a plan can be reviewed in whole or in part to respond flexibly to changing circumstances[1]. To that end it should be recorded that the Council is proposing a six-monthly cycle of monitoring[2] and a review of the LP in part within three years, so the mechanisms are in place to ensure that any significant change in circumstances can be acted upon as appropriate.

4. Following the initial hearing sessions in May and June 2013, I wrote to the Council on 3rd July 2013 identifying a number of significant concerns regarding the soundness of the submission LP (2012)[3]. In summary these primarily related to the Sustainability Appraisal (SA) with regard to the Yeovil Sustainable Urban Extension; the direction of growth at Ilminster and the delivery of new employment land. In my letter I referred to three options – the withdrawal of the plan; the suspension of the Examination to enable further work to be undertaken; and the completion of my Report but with the risk that in that scenario the local plan may not be found sound.

5. The Council decided to request that the Examination be suspended for 6 months in order that further work, including in relation to the SA, could be undertaken. A very detailed work programme was drawn up which

[1] Paragraph 153
[2] Minutes of the District Executive on 06.02.14
[3] Inspector's Preliminary Findings

demonstrated the Council's commitment to following an agreed timetable and which provided the appropriate assurance that a suspension of the Examination could be justified. That additional work was completed and following public consultation the Council proposed main modifications (MM) to the LP. These MMs, which were subject to SA and public consultation, formed the basis for the resumed hearing sessions in June 2014 and the debate at those sessions led to four additional MMs being proposed which were also subject to SA and public consultation in August/October 2014. I have taken all the consultation responses and the up-dated sustainability evidence into account in writing this report.

6. This report deals with all the MMs that are needed to make the LP sound and legally compliant and they are identified in bold (**MM**). In the interests of consistency I have used the same reference numbers as the Council. In accordance with section 20(7C) of the 2004 Act the Council requested that I should make any modifications needed to rectify matters that make the Plan unsound/not legally compliant and thus incapable of being adopted and these MMs are set out in the Appendix.

Public Consultation

7. Concern was expressed regarding the public consultation that was undertaken by the Council, particularly but not exclusively in Ilminster. Although I understand the criticisms that have been made, I am satisfied that the requirements of the Statement of Community Involvement have been met.

Assessment of Duty to Co-operate

8. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A of the 2004 Act in relation to the Plan's preparation. It is a requirement that the Council engages constructively, actively and on an on-going basis with neighbouring local planning authorities, the County Council and a range of other organisations.

9. The Council submitted a Duty to Co-operate Report[4] that satisfactorily demonstrates that there has been constructive engagement between the relevant parties. However, following concerns raised at the initial hearing sessions the Report was amended to more accurately reflect the requirement that co-operation should be an on-going activity[5]. Also a Duty to Co-operate Memorandum of Understanding was submitted[6] which confirms that there will continue to be co-operation between the Council and neighbouring local planning authorities. Overall I conclude that the evidence demonstrates that the duty to co-operate has been met.

[4] CD10
[5] Mid Hearing Document SSDC H002
[6] H055

Assessment of Soundness

Preamble

10. An order to revoke the Regional Strategy for the South West came into force on 20 May 2013 and it is therefore not part of the statutory Development Plan, although I have had regard to the evidence that supported it where relevant.

Main Issues

11. Taking into account all the representations, written evidence and the discussions that took place at the examination hearings, as well as the site visits that I undertook, I have identified 13 main issues upon which the soundness of the Plan depends.

Issue 1 – The Sustainability Appraisal with Regard to Yeovil and Ilminster

The Sustainability Appraisal (SA)

12. The SA process commenced in 2007 and has been undertaken for each stage of the plan preparation process. The final iteration of the SA, prior to the initial hearings, was published in June 2012. It is on the conclusions of this SA that the policies and proposals in the submitted LP are based. As referred to in paragraph 5 above, further sustainability work was undertaken by the Council in order to overcome some of my initial concerns.

13. In general terms the Council had adopted a comprehensive approach to the SA prior to the submission of the Local Plan (LP) but there were a number of areas where the scoring for certain issues lacked sufficient justification; where the requirements of the NPPF were not adequately embraced; and where there were factual errors in the documentation. This is particularly the case in relation to the Yeovil Sustainable Urban Extension and Ilminster. My Preliminary findings set out in detail my concerns but they can be summarised as:

- The lack of weight attached to the need to seek to use areas of poorer quality agricultural land in preference to that of higher quality (bearing in mind that once lost such high quality land cannot be retrieved);

- The lack of substantive evidence to demonstrate that there are significant differences in terms of landscape impact between several of the options that have been considered. Opportunities for mitigation, primarily through layout and design do not appear to have been sufficiently addressed;

- Lack of consistency regarding the consideration of protecting and enhancing the historic environment; and

- Lack of clarity regarding the scoring for SA objective 14 – conserving and enhancing biodiversity and geodiversity.

14. Following the consideration of my Preliminary Findings the Council commissioned an independent company to undertake a compliance review of

the sustainability work that had been carried out[7]. This review included recommendations to improve the process (section 3.2), up-date information and clarify the Council's approach. Further detailed documentation was prepared to strengthen the Council's evidence base on sustainability[8] and this consequently resulted in the change to the Council's approach to development in Yeovil and Ilminster, which I consider in the paragraphs below.

15. The up-dated evidence is comprehensive, proportionate and robust. It addresses my earlier concerns and provides the Council with the appropriate level of detail on which to base the LP.

Yeovil SA

16. The consideration of potential sites for development around Yeovil has been long and thorough. Initially a 360 degree area of search was undertaken which identified 11 broad areas[9] and this was refined to 6 separate geographic areas[10]. This in turn led to the identification of three options[11]. Initially it was proposed that the urban extension would accommodate 5,000 dwellings to reflect the draft Regional Strategy. In light of the proposed revocation of Regional Strategies[12] the Council consulted on proposals for an urban extension of 3,700 dwellings[13]. Following consideration of the consultation responses to the 'preferred options' version of the LP, this was reduced to 2,500 dwellings (plus associated development). Finally, as a consequence of the reduced scale of the extension, the Council considered three additional options[14]. The submission LP, in policy YV2, identifies a single site for a 2,500 dwelling sustainable urban extension (SUE) to the south and west of the town.

17. Following consideration of my Preliminary Findings the Council reconsidered the evidence and identified 6 potential directions of growth around the town[15], four of which were progressed and appraised. Following the appraisal it was concluded that reduced levels of development on parts of Area B (Coker) and Area D (Upper Mudford) would be sustainable. Table 4.1 of CD 161b provides a reasonable summary of the reasons for selecting these areas and for rejecting the other options considered. The up-dated SA with regard to Yeovil has been adequately justified by the Council and provides a firm foundation on which decisions about the future growth of the town can be based. Throughout the process there has been engagement with local communities in the consideration of sustainability requirements.

18. It was suggested by a number of representors that the Council should have placed greater weight on dispersing the proposed growth around the periphery of the town, in what was described as a necklace. A multi-site option was considered by the Council but I agree with the conclusions that such an approach would not offer the same economies of scale associated with one or

[7] CD 161a
[8] CD 161b, CD161c, CD161d and CD161e
[9] CD 16e
[10] See figure 5.5 in CD 16a
[11] See figure 5.6 in CD 16a
[12] CD 6
[13] CD 1
[14] See figure 5.7 in CD 16a
[15] CD 161b (page 13)

two larger sites; would not enable the provision of appropriate facilities and services; would not significantly reduce the need to travel; and cumulatively may have undesirable impacts on the character of the landscape and on a number of historic assets.

Ilminster SA

19. Initially the Canal Way site was the Council's preferred direction of growth for the town but this was changed to the area described as Shudrick Valley following a review of the SA. However, at the hearing sessions in 2013 it was confirmed by the Council that the SA in relation to Ilminster was not robust and I agreed with its conclusion that on the evidence available the Direction of Growth at Shudrick Valley was not the most sustainable option. The Council consequently re-assessed its SA for the three potential development options for the town. The review was quality assured by independent consultants.

20. It is recognised by the Council that there is little to differentiate between the sites at Canal Way and Shudrick Valley. However, the Canal Way option has no significant negative impacts, whereas the Shudrick Valley option has disadvantages in terms of the loss of high quality agricultural land and the effect that development would have on the landscape and the historic environment. I consider that the most damaging of these impacts would be on the landscape of this part of the valley, which enjoys a feeling of enclosure and is typified by small fields, hedgerows and trees. They provide an attractive setting for Pretwood Hill. It is argued that the Canal Way site also displays attractive features which are enjoyed from a number of footpaths and that development here would have a detrimental impact on the setting of Herne Hill. However, the proposed development here would be at a lower level than the hill and the location of the existing playing fields would mean that the impact on the hill, in views from the east, would not be unduly detrimental and the visual impact from elsewhere could be minimised through appropriate planting and site layout. I accept that views from a number of footpaths in the area would change but that alone is not a sufficient reason to reject the proposal and there is no reason to conclude that where necessary such routes could not be satisfactorily assimilated into the development through appropriate layout and planting.

21. The landowner at Shudrick Valley submitted a Landscape and Visual Appraisal which concludes that although the site 'has more trees, hedgeline and a stream' (than Canal Way) the development of the area would enable those features to be managed and embellished. In my view it is those features which contribute significantly to the landscape value of the area and because of the topography and richness of character this would be a demanding site to develop successfully. In comparison Canal Way has few such features although there is no reason to conclude that appropriate significant new planting could not be provided as part of any development proposals. It was suggested that any built form at Canal Way would be 'of ubiquitous housing estate design' and would not enhance the wider town but on the evidence before me I cannot draw such a conclusion and consider there is no reason why a high quality development, both in terms of appearance and functionality, could not be achieved (as advocated in section 7 of the NPPF).

22. In terms of positive impacts it is correct that the Shudrick Valley site scores

marginally higher than the Canal Way site in terms of services and facilities, economy and traffic. The Shudrick Valley site is closer to the town centre and its associated facilities but I walked to the town from Canal Way and although it is a longer distance, the route is level and relatively straightforward (and is also suitable for cyclists). In terms of economy the Council considers that the proximity of the Canal Way site may encourage out-commuting along the A303. However, that site is also closest to the town's main employment areas so it could contribute towards reducing the need to travel by car. In any event there is no conclusive evidence that residents in a Shudrick Valley development would be more likely to work in the town. With regard to traffic it is proposed by the landowner that development at Shudrick Valley would include an alternative route for traffic to and from Long Orchard Hill which would avoid much of the town centre. Although this may be a tangible benefit of the development I was told that, although desirable, it is not a pre-requisite of any scheme. Therefore the benefits of Shudrick Valley are not, in my opinion, sufficient to outweigh the negatives.

23. As well as the elements of the SA referred to above the owners of the Shudrick Valley site also raised concerns regarding the scoring in relation to health and well-being; the historic environment; and the quality of agricultural land. It was suggested that more weight should have been given to access to greenspace from the Shudrick Valley site and the proximity of dentists and pharmacies in the town centre. However, the Canal Way site is adjacent to the new Medical Centre and also enjoys good access to greenspace. In terms of the historic environment I saw that views of the Shudrick Valley site can be enjoyed from a small number of locations along East Street and Townsend (several from within the conservation area) and that the setting of the conservation area would be harmed by development at this location. Canal Way is a significant distance away from the conservation area and development there would not affect its setting. In terms of agricultural land, development at Shudrick Valley would result in the loss of high quality land. Whilst it is also possible that development could infringe on high quality land to the south of the direction of growth at Canal Way, the Council considers it unlikely that development would extend this far[16] but in any event the loss would be greater at Shudrick Valley.

24. A number of other issues were raised relating for example to flood risk, wildlife, crime and listed buildings but no evidence was submitted that would lead me to alter the conclusion that the revised SA, which has been independently assured, provides a satisfactory basis on which decisions about the direction of growth for Ilminster can be taken. For the avoidance of doubt I have attached no weight to the potential for a new school to be located at Canal Way because it is currently not a commitment of the Education Authority.

Conclusion on Issue 1

25. The review of the SA for Yeovil and Ilminster has been thorough and the conclusions that are reached are justified. It is inevitable that in a process such as this there may be an element of subjectivity and with regard to some elements of the SA there may be little to differentiate potential development

[16] CD 161d Appendix II

sites but it is clear that the Council has taken into account the potential environmental, economic and social impacts of the proposals; has considered reasonable alternatives; and has demonstrated that the LP appropriately reflects sustainability objectives. In this respect the LP is therefore sound.

Issue 2 – The Settlement Hierarchy

26. The South Somerset Settlement Role and Function Study[17] sets out the rationale behind the settlement hierarchy, which includes Yeovil at the top, followed by primary market towns, local market towns, rural centres and rural settlements. In terms of Yeovil, the Study also provides the justification for directing the largest proportion of growth to the town because it already acts as a focal point for employment, education, retailing, leisure and other activities. New development would consolidate and strengthen the town's role and would enable a higher level of self-containment to be achieved. The Council advocate that just below 50% of the proposed employment growth in the District should be directed towards Yeovil and there is no substantive evidence that would lead me to conclude that such an approach is not sustainable and sound.

27. The Council has identified two categories of market town – primary and local, based largely on the size and function of the settlements. There has been some criticism of this approach by representors but the Role and Function Study, in Table 6.4: Settlement Classification Summary, concludes that the three local market towns (Ansford/Castle Cary; Langport/Huish Episcopi; and Somerton) do not demonstrate self-containment or provide sustainable travel opportunities (unlike the primary market towns). The population of Somerton is slightly higher than the other two local market towns and it was suggested that the town should be a primary market town or indeed that there should be no differentiation between the two types of market town. However, having visited the settlements and considered the evidence submitted it can be concluded that the Council's overall approach is justified and in all other respects sound.

28. Six rural centres are identified by the Council where limited development would be supported to meet local needs. Other smaller settlements are classified as rural settlements (e.g. Templecombe), which are considered to be part of the countryside and are therefore afforded protection from any significant growth, although policy SS2 would enable some development to take place, for example if a proposal would meet identified housing need and/or would provide employment opportunities appropriate to the scale of the settlement.

29. It was suggested that East Coker should be classified as a rural centre rather than a rural settlement, thus potentially enabling a higher level of growth in the village. However, the Council's classification of settlements based on the themes of strong employment role, important retail and community services, sustainable travel opportunities and self-containment (CD34) is sound and on that basis the classification for East Coker is appropriate. In any event policy SS2 would allow for the development needs of such settlements to be met, subject to certain criteria.

[17] CD34

Conclusion on Issue 2

30. The approach proposed by the Council would be sustainable and would ensure that any growth was commensurate with the size and function of the settlement concerned. No substantive evidence was presented to demonstrate conclusively that the Council's approach is not sound.

Issue 3 – The Housing Requirement

31. The Council is promoting an economic-led approach to housing growth in the District and among the issues that it has taken into account are demographic projections, the economic potential of the District, affordable housing need, environmental capacity, vacant homes and housing delivery. It is inevitable that there will be difficulties in undertaking this comprehensive approach, for example in terms of evidence availability and currency, the assessment of likely future trends, the weight to be given to various sustainability factors and the uncertainty regarding the current economic conditions. The Council has undertaken a significant amount of evidence gathering and assessment and I am satisfied that a proportionate evidence base is available and that the local plan is based on an integrated approach to future development. The issue is whether the evidence upon which the housing element of the plan is based is sound.

32. The Council is proposing at least 15,950 dwellings between 2006 and 2028 and the methodology used is summarised in section 4 of the Housing Topic Paper (CD14). The identification of housing need has broadly been approached from two directions - projections based primarily in relation to economic development objectives; and a demographic projection based approach. The consequences of affordable housing need, environmental capacity, bringing empty homes back into use and housing delivery have all been added to the equation. In these circumstances this is an acceptable approach to defining housing need.

(a) housing projections based on economic development objectives

33. Initially there was a lack of clarity regarding certain aspects of the Council's approach to employment provision and consequently more work was undertaken and a further hearing session was held in June 2013. Despite the further clarification a wide range of views regarding the Council's approach continued to be expressed. Some respondents consider the Council's approach to be overly optimistic while others suggested that it is unnecessarily cautious. There was also criticism of the Council's evidence base and inappropriate use of statistics. A very significant amount of evidence was submitted with regard to this Issue (some of it being contradictory) and it would be inappropriate to repeat it or comment on every aspect of it in this Report. Suffice it to say I have read all the submissions and I have understood the concerns that have been raised.

34. The starting point must be the objectives of the NPPF, which include securing economic growth by building a strong, responsive and competitive economy. The planning system should do everything it can to support sustainable economic growth and significant weight should be placed on the need to

support economic growth through the planning system[18]. Also to be taken into account is the advice that local plans should be aspirational but realistic and that a proportionate but robust evidence base should be used. The Council is required to positively seek opportunities to meet the development needs of its area and the NPPF makes it clear that securing economic growth and boosting significantly the supply of housing, are two principles to be followed.

35. The Council relies primarily on the document entitled 'Housing Requirement for South Somerset and Yeovil' - known as the Baker Report[19] (BR) which in summary considered three approaches to derive a range of housing figures: a demographic projection based approach; a purpose based approach; and a delivery based approach. This led to the consideration of two economic scenarios – positive economic growth (11,200 jobs) and faltering economic recovery (7,200 jobs). The BR originally covered the period between 2006 and 2026 but the data has been projected forward to 2028. Following refinement of the figures the Council has concluded that for the period up to 2028 faltering growth may result in a net gain of 8,650 jobs and positive growth a net gain of 12,750 jobs. These figures would translate into housing requirements of 13,600 and 17,650 dwellings respectively. The Council has decided to base its economic growth target on a mid-way point between the two scenarios – identifying a minimum of 11,250 jobs to be delivered over the plan period, with a resultant requirement for 15,950 dwellings (including 300 dwellings for service personnel). The selection of the mid-way point was based on the length and depth of the recession and continuing economic uncertainty and bearing in mind recent signs of economic recovery, the identification of this minimum figure is reasonable.

36. There were significant differences of opinion, regarding economic growth, between the Council and a small number of representors and the issue was addressed by all the parties in a high level of detail. Among the issues raised were:

    - The combining of ABI (Annual Business Inquiry) and BRES (Business Register and Employment Survey) data

37. Although combining ABI and BRES data is not recommended[20], it is confirmed by ONS that given the lack of appropriate data it 'would seem logical to combine ABI/BRES with APS (Annual Population Survey) to get a view of the economic make-up of the District'[21]. If that approach is to be followed it is necessary to make discontinuity adjustments to the data and that has been done by the Council[22].

38. Concerns were expressed regarding the Council's assessment of the 2011 BRES data and the fact that the 2012 data had not been used. I understand these concerns but as referred to in my Introduction, having submitted the plan, it would not have been reasonable to expect the Council to 'change tack' every time new figures are published unless they demonstrate that the Council is significantly awry in its approach. A balance needs to be struck bearing in

[18] NPPF paragraph 19
[19] CD30
[20] SSDC H037
[21] SSDC H018
[22] SSDC H039

mind that the biannual monitoring and review process[23] will inform the Council as to whether or not a change in direction is required.

- Historic growth patterns

39. The Council confirmed that between 1991 and 2008 the level of economic growth in the District was comparatively high and this trend provides a justification for the Council's continued support for a thriving local economy. It is also relevant that unemployment levels in the District have been consistently below the regional average, thus indicating a reasonably healthy economic situation. The evidence demonstrates that the Council has taken into account historic employment growth patterns.

- The number of Agricultural workers

40. It was suggested by interested parties that the reduction in the number of agricultural workers in recent years has not been taken into account by the Council. However, the Council's evidence in SSDC H040 satisfactorily explains the situation and the figure of 1,000 people working on farms is reasonable.

- Changes in the number of Ministry of Defence (MoD) personnel

41. There was debate about the likely future number of MoD civilian and service personnel but although there cannot be certainty over MoD numbers in the current circumstances, there is no compelling reason to doubt the current figure of 300 families that may need off-site accommodation[24].

- Job provision in Yeovil

42. Representors suggested that the 49% of the total jobs growth in the District being proposed for Yeovil was an over-estimate and that 42.7% would be statistically more appropriate. The Council, however, has satisfactorily justified its approach to this matter, for example in SSDC H040, and bearing in mind NPPF paragraph 154 supports aspiration and advises that significant weight should be placed on the need to support economic growth (paragraph 19), it can be concluded that the Council's approach is justified.

- little demand for Yeovil employment sites

43. The Council has confirmed that interest in employment sites in Yeovil remains strong[25] and no substantive evidence was submitted to the contrary.

- employment in rural areas

44. Policies SS2, SS3, EP4, EP5 and EP8 support rural employment and in the right circumstances there are opportunities for some residential development in the rural areas. However, Yeovil is the main settlement in the District and the Council's decision to focus sustainable development in the town is sound. There is no conclusive evidence to demonstrate that the Council's approach

[23] Minutes of District Executive on 06.02.14
[24] SSDC H007
[25] SSDC H040 page 14

would significantly disadvantage rural businesses.

- the self-employed

45. Initially the Council concluded that 11.4% of the workforce would be self-employed but following a more detailed analysis[26] this was increased to 15.21%[27] and the evidence confirms that this is an appropriate figure to include in the formulation of policy SS3.

- strategic employment sites

46. It was argued by representors that there may be the potential for identified strategic employment sites to accommodate sufficient employment growth up to 2028 and therefore additional employment land need not be identified. However, this would result in the loss of the opportunity to provide employment in the smaller settlements which may reduce their self-containment and would be contrary to the principles of sustainability.

47. Having considered all the evidence, including the Council's Supplementary Statement on Issue 3: Economic Prosperity and Employment Provision (SSDC HO36) and the evidence in the Employment Background and Further Evidence Base Report (CD167) I am satisfied that the contribution that economic assumptions have made towards justifying the requirement for 15,950 dwellings, is sound.

(b) demographic projection based approach

48. The Baker Report considered population and household projections and concluded that based on past trends 16,000 dwellings would be required up to 2026 – increased by the Council to 17,200 to take into account the extra two years of the plan period. However, in order to take into account lower employment projections[28] this figure was reduced to 15,950 dwellings as referred to in the previous section. It is this figure that I interpret as being the Council's objectively assessed need. A range of permutations were considered by the Council[29] but the figure of 15,950 is with in the range of household and economic growth projections

49. The household projections published on 9 April 2013 (which are up to 2021 but have been projected forward to 2028 by the Council) conclude that the number of dwellings required in the District would be 13,200[30]. Housing requirements based on population projections would result in a requirement for 15,450 dwellings[31]. NPPF paragraph 159 refers to meeting 'household and population projections' and on this basis I am satisfied that the Council's allocation of 15,950 dwellings would be meeting need.

50. There was some criticism from representors about the way the Council has undertaken some of the calculations, for example with regard to the household

[26] CD117 – Workshop 19 and Workshop 20 papers
[27] SSDC HO36
[28] CD11
[29] CD14
[30] Council's response to Inspector's Question 5
[31] M48 in CD3b

occupancy rate. The Council has concluded that the average occupancy rate at 2028 will be 2.10 people per dwelling (based on 2008 projections). If the April 2013 figures are used the occupancy rate would be about 2.19 persons per dwelling. A figure of 2.144 is also suggested to be the evidence based figure[32].

51. The Council argues that it is justified in using the 2.10 figure because the economic circumstances at the time the census was undertaken were abnormal and not long-term. It is clear that there is no certainty regarding the household figure and the planning practice guidance confirms that housing assessments are not rendered outdated every time new projections are issued. Bearing in mind the Government's objectives of boosting the supply of housing and building a strong competitive economy and the Council's objective of securing Yeovil as the prime economic driver within the District and beyond, then the Council's approach is reasonable. Again this is an area where the Council's monitoring framework will enable changes in the housing situation to be identified and acted upon, bearing in mind the need to keep the LP as up-to-date as possible.

52. Concerns were also expressed regarding the currency of some of the data used. However, the Council did review its evidence on a number of occasions and bearing in mind the process of establishing need is not an exact science it can be concluded that the approach adopted by the Council has been sufficiently thorough and proportionate.

53. In terms of the demographic projection based approach, the figure of 15,950 dwellings will ensure that identified need is met.

(c) provision in relation to affordable housing need, environmental capacity, the use of empty homes and the five year housing land supply

54. In terms of **affordable housing** the Strategic Market Housing Assessment (2009) estimates that there is a net need for affordable housing within the District of 659 dwellings a year. It would not be realistic to expect such a high level of provision to be made, especially as there are viability considerations. The Council sets out a 35% target for affordable housing provision on all but small sites, where a reduced contribution would be expected and confirms that the viability of any proposals would be taken into account. This is a reasonable and justified approach.

55. The **environmental capacity** of the district to accommodate the proposed level of growth is evidenced through the Strategic Housing Land Availability Assessment (SHLAA) and the SA. Although there are a number of environmental constraints, for example the AONBs and the Somerset Levels and Moors, the SHLAA identifies a total potential housing supply in the District (up to 2026) of over 26,000 dwellings.

56. In 2007 there were about 1,600 **empty homes** in the District[33]. This represents about 2.7% of the housing stock and is lower (for both the public sector and the private sector) than the national average. The 2011 census

[32] HD 013
[33] CD30

identifies 3.6% of the total housing stock being empty but by taking a trend based approach (rather than relying on a single point in time) the number of empty homes in the District is not unduly high and in any event some level of vacancy is required in order to retain dynamism in the housing market. The Planning Practice Guidance confirms that any approach that counted bringing empty homes back into use against housing need would have to be robustly evidenced and no such detailed evidence was submitted. The Council is justified in not making a reduction to the overall housing requirement to take into account empty dwellings.

57. In order to reflect current circumstances the Council up-dated its evidence regarding the **five year housing land supply**. The conclusion is that a supply of 5 years and one month (including a 20% buffer) can be demonstrated. The requirement would be 5,230 dwellings and the supply would be 5,312 dwellings. No substantive evidence was submitted to contradict the credibility of the Council's figures and in any event the Council's bi-annual monitoring report will be able to identify and act upon any unforeseen change in circumstances. The housing trajectory for 2014/15 – 2028/29, as presented in the Council's response to Issue 1 of the resumed hearings, demonstrates the availability of housing land to meet objectively assessed need for five years and further indicates a supply of potentially developable sites for the latter part of the plan period. It was suggested that the Council may be overly optimistic with regard to the delivery of some of the sites but it must be accepted that precision cannot be guaranteed in any forecast and in any event the monitoring reports will ensue that any change in circumstances is identified at an early stage, thus enabling remedial action to be taken as necessary.

58. Concern was expressed regarding the assessment of household figures (including the 66,635 figure[34]) but I agree with the Council's assertion that demographic projections are only part of the approach to defining housing needs. The Council set out a comparison of household and population projections in SSDC HD013[35] which demonstrates the wide range of potential projections but confirms that the Council's housing figure sits comfortably within the identified range.

Gypsies and Travellers

59. The submitted LP sets out the broad approach to accommodating the needs of the gypsy and traveller communities in the District. However, following the initial hearing sessions the Gypsy and Traveller Accommodation Assessment Update was published, which identifies need in Somerset up to 2032. As a consequence the Council is proposing to modify policy HG7 by the inclusion of specific requirements for residential pitches, transit pitches and travelling showpeople plots. The criteria for the location of sites will be retained in the policy. This approach more appropriately reflects the advice in Planning Policy for Traveller Sites[36] and consequently I recommend **MM8**.

[34] Table 2 of HD013
[35] Demographic Projections for Population and Households (June 2014)
[36] DCLG – March 2012

Conclusion on Issue 3

60. In terms of economic development there is always a risk that statistics can be interpreted and analysed in different ways and it is clear that there are significant differences of opinion about the way the Council has approached the matter. Among the issues of disagreement between the parties is the justification for selecting the mid-point figure of 11,250 jobs, the data relating to the number of self-employed, and the distribution of jobs across the District. The Council has specifically responded to some of the criticisms made about its approach and the Council's rebuttal statement[37] satisfactorily explains the approach that it has taken and the reasons for the decisions the Council has made with regard to economic prosperity and employment provision.

61. The Council cannot be expected to project employment levels with pin-point accuracy because no-one knows the exact rate at which the economy will recover (although recent predictions indicate that recovery will be well underway by 2015[38]) and therefore precision cannot be assured (especially as calculations can be sensitive to small changes) and it is inevitable that assumptions will have to be made. The Council is expected to use a proportionate evidence base and I am satisfied that in the current economic climate the Council's approach to employment provision is sound.

62. Among the factors that strengthen the acceptability of the Council's approach are:

    • the 11,250 jobs are expressed as a minimum figure. Therefore should monitoring indicate that economic growth may be accelerating faster than is currently predicted then there would be no barrier to accommodating a higher level of such growth;

    • the figure of 11,250 jobs lies between 8,060 and 12,500[39], which have both been derived from appropriate evidence but it is significantly closer to the higher potential level of economic growth; and

    • securing sustainable economic growth is a key objective of the Government and NPPF paragraph 19 confirms that significant weight should be placed on the need to support economic growth through the planning system.

63. With regard to the overall housing provision, the evidence demonstrates that the proposed provision of 15,950 dwellings would meet objectively assessed need based on estimated population projections (15,450 dwellings) and would exceed the latest District household projection of 13,200 dwellings, thus being in compliance with one of the main requirements of the NPPF. The fact that the proposed housing figure exceeds the figures that are based on demographic projections is not a reason to find the LP not sound. Firstly the over-supply of 500 dwellings is not excessive and secondly it provides the Council with a level of flexibility should circumstances change. It was suggested that the Council agreed its housing policies prior to assessing need but there is no substantive evidence that would lead me to that conclusion.

[37] SSDC H039
[38] Office of Budget Responsibility statement referred to in SSDC H040
[39] CD115 – Extension of Population, Household and Employment Projections 2026-2028

64. The Council up-dated the 'previously developed land figures' and other housing figures[40] and consequently amended the figures in policy YV1. However, in the interests of clarity and flexibility the Council is also proposing to insert the words 'at least' before the dwelling numbers in policies YV1 and SS5. I consider this is necessary to ensure that the plan is effective and to demonstrate that it has been positively prepared. **MM1** is therefore recommended to make the LP sound.

65. By adopting an economically driven approach towards housing provision, the Council has demonstrated its commitment to delivering and supporting economic growth throughout the District. However, this has not been at the expense of meeting objectively assessed housing needs based on household and population forecasts and I am satisfied that in all respects the Council has taken a justified and positive approach which is based on proportionate and adequate evidence, consistent with national policy and is sound.

Issue 4 – Yeovil Urban Framework and Yeovil Summerhouse Village

66. Concerns were raised that the Council's reliance on the single SUE (as originally proposed) to provide a relatively high number of dwellings did not provide sufficient flexibility and it was argued that the town should accommodate a higher level of growth than is currently being proposed in order to secure greater self-containment.

67. In such a large District it is important that an appropriate balance is achieved between providing sustainable development in the smaller towns and villages and strengthening the role of the main town. The achievement of one of these objectives should not be at the expense of the other. The evidence[41] demonstrates that the status of the various settlements has been appropriately considered (see also my conclusions on Issue 2) and the Council's proposals will provide the framework within which that balance can be successfully achieved.

68. Policy YV1 provides for 7,441 dwellings at Yeovil, of which 5,876 (nearly 80%) would be within the existing urban area. There is no substantive evidence to demonstrate that the two proposed SUEs could not be delivered as anticipated by the Council and it can be concluded that there would be sufficient flexibility in terms of housing provision in the town. Similarly there is no substantive reason to conclude that this level of development within the town itself cannot be achieved.

69. Yeovil Summerhouse Village is an urban regeneration area where there is significant potential to deliver environmental and other improvements. A Masterplan for the area has been prepared but the Council confirms that it is unlikely to be fully delivered until later in the plan period. Nevertheless this is clearly part of the town that would benefit significantly from regeneration and the inclusion of policy YV4, which identifies the suitability of the area for a mixed use scheme and establishes the principle upon which further work can be based, is justified.

[40] Page 7 of Council's Response on Issue 4 (District Wide Housing Provision)
[41] CD34

Conclusion on Issue 4

70. The Council's approach to residential development within and adjoining Yeovil (policy YV1) and policy YV4 on Summerhouse Village are sound in all respects.

Issue 5 – Yeovil Sustainable Urban Extensions

71. The submitted local plan included a proposal for a single sustainable urban extension (SUE) to the south and west of Yeovil (2,500 dwellings). However, as explained earlier in this Report, the location of the SUE was not satisfactorily justified (primarily due to inadequacies in the SA). Consequently the Council reconsidered and up-dated its evidence on this matter, including in relation to sustainability[42], the Yeovil Peripheral landscape Study[43] and traffic modelling[44].

72. Having considered the evidence (including the relationship between the scale of development and the provision of infrastructure and services) the Council concluded that there should be two SUEs – one to the south (approximately 800 dwellings) and one to the north east of Yeovil (approximately 765 dwellings). The revised and up-dated evidence that I refer to under Issue 1 satisfactorily demonstrates that this is a sound approach and I recommend it accordingly (**MM2**).

South Yeovil SUE

73. The Council is proposing an urban extension, of about 800 dwellings, to the south of the town on a site that had been recommended for development by the Inspector who examined the Local Plan in 2003. A range of services and facilities are proposed which will boost the sustainability credentials of the urban extension. Concern was expressed regarding a number of issues, including landscape impact; loss of high quality agricultural land; highway safety; light pollution; impact on heritage assets (including a scheduled ancient monument); and impact on the enjoyment of public footpaths.

74. Any area of significant growth around Yeovil would have an impact on the landscape but the proposed direction of growth to the south of the town would appear comparatively contained within its setting and with the provision of appropriate planting, open space and layout, would sit reasonably comfortably in the landscape. It was suggested that the policy should be modified to refer to structural planting (as is being proposed for the North East SUE). However, the circumstances are not the same. The South Yeovil SUE does not display the same visual characteristics as the North East SUE and there is no reason to doubt that the normal development management process will ensure that the landscape elements referred to in the Statement of Common Ground - May 2014 (SoCG) will be taken into account.

75. It is correct that some high quality agricultural land would be lost but a balance has to be struck between seeking to boost significantly the supply of housing and protecting land of agricultural quality. Bearing in mind that much of the land around Yeovil is of high quality, the Council has achieved an

[42] CD161a, b, c, d and e
[43] CD68v
[44] CD164

appropriate balance through the reduction in the scale of the direction of growth to the south of the town.

76. There is insufficient evidence to demonstrate conclusively that development would have serious consequences in terms of light pollution and there is no substantive evidence that there would be any threat to the setting of the ancient monument (Roman Villa) or to any other heritage asset. In that regard there has been no objection to the proposal from English Heritage. Similarly there has been no objection from the Highway Authority in terms of highway safety. If any localised transport impacts are identified these can be addressed at the planning application stage.

77. It is inevitable that the character of footpaths that traverse the area will change but there is no reason to doubt that they can be satisfactorily assimilated into any development scheme. In terms of biodiversity and flood risk, the evidence demonstrates that they do not cause a serious impediment to the development of the direction of growth and none of the relevant Agencies have submitted objections to the LP.

78. The scale of the South Yeovil SUE as now proposed is significantly less than originally proposed in the submitted LP and consequently the level of self-containment is likely to be less. The Council considers that the ambitious requirements of policy YV6 in terms of sustainable travel are unlikely to be met in these changed circumstances and I agree. A reduced requirement of 30% travel by non-car modes is now proposed (from 50%) and requirements relating to an electric car pool scheme have been deleted. Conversely the requirement relating to a Quality Bus Partnership has been strengthened. For reasons of pragmatism these changes are justified and will ensure that policy YV6 is deliverable and I recommend them accordingly (**MM2**).

79. There is a strong commitment from the land owner to the delivery of this site and its associated infrastructure and although there remains some uncertainty regarding secondary school provision in the town (there is likely to be insufficient capacity by 2022/23), the Statement of Common Ground with Somerset County Council[45] confirms that the two Councils are working together to secure the provision of new secondary capacity, either through a new school or the expansion of capacity on existing school sites. Work is scheduled to be completed by Summer 2015.

East Coker and North Coker Buffer Zone

80. Policy YV3 identifies a buffer zone between the South Yeovil SUE and East and North Coker. Originally it was designated to prevent the coalescence of the settlements with the proposed development and/or to protect the setting of historic assets. However, following the reduction in the size of the SUE there would now be a 'gap' of countryside between the identified buffer and the urban extension and therefore the function of the buffer has become unclear. Indeed there is no justification for the buffer and there is no substantive evidence that there is any threat to the identity or setting of East and North Coker or to any historic asset. Policy YV3 is not sound and it is therefore recommended that it is deleted (**MM10**).

[45] Dated 27th May 2014

North East Yeovil SUE

81. The proposed urban extension to the north east of Yeovil would be for approximately 765 dwellings and would include a similar range of services and facilities as the South Yeovil SUE. Issues raised by respondents include highway safety, the availability of public transport, provision of education and health facilities, flooding, impact on the landscape and potential anthrax contamination.

82. In terms of highway constraints there was no objection to the proposal from the Highway Authority and there is no reason to doubt that as part of the development management process appropriate access to the site can be satisfactorily achieved without detriment to the existing network. Similarly there is no reason to believe that appropriate public transport services to the area could not be provided. Indications are that medical and education facilities would be provided and although (as referred to in paragraph 79 above) the Education Authority has not made any formal decisions on the future of education provision in the town, the SoCG demonstrates that there is a commitment to determining the way forward very soon. It was suggested that the gas pipeline that traverses part of the proposed SUE may be an impediment to development. However, it is clear that the level of development proposed could be satisfactorily accommodated in the area without any impact on the pipeline.

83. With regard to the impact of the proposed development on the landscape, it is inevitable that because of the topography of the area, almost any strategic development site would have a visual impact on the setting of the town. However, as you travel south from Marston Magna it is clear that development already breaks the skyline at the top of the escarpment and in some locations it progresses down the slope. Whilst I have attached some weight to the visual consequences of development at North East Yeovil, landscape quality is only one element for consideration and in any event I am satisfied that appropriate mitigation measures in the form of substantial perimeter planting, would significantly soften the appearance of the development in views from the north and east. The Peripheral Landscape Study (Final Report)[46], whilst recording that the sensitivity of the skyline in this location is a notable concern, nevertheless concludes that the 40% open space standard and structural landscape provision should 'convincingly assimilate the site into its wider context' and I agree. In order to ensure that due weight is given to the need for substantial planting the Council is proposing an addition to policy YV2 that sets out the Council's expectations in this regard. I endorse this addition and recommend it accordingly (**MM9**).

84. In terms of flood risk concerns were raised regarding the consequences of surface water, particularly draining into the River Yeo. However, the Environment Agency expressed no objection to the proposed SUE and there is no reason to suppose that appropriate mitigation measures would not be included as part of any development proposal.

85. Reference was made to the conclusions of the Inspector who examined the South Somerset Local Plan. In his Report dated June 2003 he makes

[46] CD 68v and 68w

reference to a number of sites to the north of Yeovil but I do not know what evidence he had before him, what arguments he heard at the Inquiry or whether he considered the potential for mitigation measures to be implemented. He does refer to 'not breaching the scarp head that encloses Yeovil on its northern side without very strong grounds'[47] but he made that judgement in the knowledge that there were three key sites elsewhere (plus a fourth at Keyford) that he considered could be supported for development. Clearly the opportunities for growth on the edge of the town have now diminished by virtue of his recommendations.

86. Therefore the circumstances under which I am examining the LP have changed since 2003, not only in terms of the availability of sites but also with the publication of the NPPF and the significant development at Wyndham Park which is adjacent to the proposed North East Yeovil SUE. I am satisfied that the situation is now such that the identification of this SUE is supported by 'very strong grounds'.

87. Turning now to the potentially serious issue of anthrax contamination, which I raised with the Council prior to the resumed hearing sessions. It is clear that the Council is well aware of the concerns that have been raised and work has already been carried out to investigate whether or not anthrax spores are present. This approach accords with the advice in the Planning Practice Guidance that early engagement between the developer and the local planning and environmental health departments should occur. Five soil samples were taken from the site and no spores were detected. It was confirmed at the hearing session that further surveys would be required as part of any planning application process. There is no reason to doubt that a collaborative approach will be adopted and that the findings of any survey work would be taken into account by the Council. It was suggested at the hearing that the location where the tests were undertaken may not be where the carcasses were disposed of. The Council will have made a note of those comments and there is no reason to doubt that it will continue to undertake appropriate liaison to ensure that it is completely satisfied that development to the north east of the town would not put at risk the health of residents.

Conclusion on Issue 5

88. The Council has significantly reviewed its evidence base and I am satisfied that the most appropriate strategy with regard to the SUEs is now being proposed and that it is a strategy that is consistent with national policy and in all other respects sound.

Issue 6 – Delivery of Housing and Employment Growth

89. In my Preliminary Findings I raised concerns regarding the delivery of housing and employment prior to the adoption of the Site Allocations Development Plan Document (DPD). Decisions on planning applications should be made with a high degree of predictability and efficiency[48] and in order to achieve that objective the Council is now proposing to add paragraphs to policies SS3 and SS5 explaining that in appropriate circumstances it will take a permissive approach to housing (including in Crewkerne and Wincanton) and employment

[47] Paragraph 7.5.1 (Chapter 14A)
[48] Para 17 of NPPF

land proposals prior to the adoption of the aforementioned DPD. I conclude that such an approach accords with the presumption in favour of sustainable development, is consistent with national policy and is justified. **MM4, MM5** and **MM6** are therefore recommended.

Issue 7 – Primary Market Towns of Chard, Crewkerne, Ilminster and Wincanton

90. **Chard** is the second largest settlement in the District and the Chard Regeneration Scheme sets out a framework for sustainable growth in the town. The SoCG between the Council and the East Chard Development Consortium confirms that in principle the proposed development, including highways infrastructure, can be satisfactorily delivered. Of the 1,852 dwellings proposed, 1,750 are already committed.

91. Nevertheless concerns about the delivery of dwellings over the plan period were raised. The Council suggests that a figure of 120 dwellings per year is achievable between 2017/18 and 2028. This is a significant increase on past completion rates but the figure is confirmed as being achievable by the Development Consortium and there is no substantive evidence to the contrary.

92. There are risks to delivery at Chard, for example in relation to the provision of highway infrastructure and more particularly the Millfield Link Road. However, the SoCG confirms that there is agreement with the landowner to enable the delivery of the link road and in any event the SoCG suggests that there may be an alternative route for a link between the A30 and the A358. The evidence demonstrates that in principle a link between the two roads can be achieved and there is no reason to doubt that a more detailed consideration of the matter will be undertaken as part of any planning application process.

93. There is a commitment to securing the proposed growth in the town and there is insufficient evidence to justify adopting another approach at this stage. There have been many initiatives in the past that have been aimed at securing economic regeneration for Chard but they have been piecemeal in terms of their success. Against this background there appears now to be a more robust commitment to achieving the vision for the town. It was suggested that the Council has no alternative strategy to fall back on should the current proposals fail or if delivery is slower than anticipated. However, there is no persuasive reason to conclude that the proposed approach will fail and in any event such a circumstance would become evident through the Council's monitoring procedures. Should a problem of delivery arise then the Council could take appropriate remedial action at that time as a matter of priority.

94. In terms of employment provision the quantum of proposed development has been adequately justified by the Council and it is right that a town of this size, bearing in mind the role that it plays in the area and the evidenced demand for employment land, should provide for an appropriate scale of sustainable economic growth.

95. Some very specific issues were raised (for example in relation to funding and legal agreements), which although important, would more appropriately be dealt with at the planning application stage.

96. It can therefore be concluded that policies PMT1 and PMT2 are sufficiently

flexible and provide the basis on which decisions about the future of the town can be taken.

97. At **Crewkerne** development of 961 dwellings is proposed, of which 916 are already committed. Concern has been expressed regarding the delivery of the single large site primarily because of the infrastructure requirements. However, the Council has confirmed that a Section 106 Legal Agreement, regarding the delivery of the site, was signed in February 2013 and also that a linked S106 Agreement with Somerset County Council has also been signed. This indicates a commitment to moving forward and I am satisfied that the policy is sound. Nevertheless monitoring of the situation will be required to ensure that should progress not occur as anticipated, other measures would be considered. It was argued that because there is only one identified site, the requirement of NPPF paragraph 47 regarding choice and competition would not be met. However, there would be choice within the site itself and elsewhere on smaller sites within the town. The Council proposes to take a permissive approach when considering housing proposals adjacent to the development area, prior to the adoption of the Site Allocations DPD. This accords with national policy and is therefore recommended (**MM5**). In the circumstances the Council's approach is sound.

98. In terms of affordable housing provision, it is clear that, as with elsewhere in the District, full need within the town will not be met. In the circumstances it would be unreasonable to expect such need to be fully met but it is an issue that will need to be monitored by the Council. With regard to employment provision in the town, the provision of 10.5ha has been adequately justified[49] and the safeguarding of existing sites (policy EP3) is sound in the interests of supporting sustainable economic growth.

99. I have already referred to the SA for **Ilminster** under Issue 1 and have concluded that it is reliable and appropriate evidence to take into account in the consideration of growth options for the town. The Council has concluded that the identification of a direction of growth at Canal Way is a sound proposal and it can be concluded that this strategy is justified and deliverable and in all other respects sound. It is therefore recommended that policy PMT3 be replaced by a proposal for growth on the Canal Way site (**MM3**).

100. In **Wincanton** there is a residual requirement for only 5 dwellings up to 2028 (698 being already committed). The LP provides no indication of how any longer-term development needs, including those for affordable housing, would be met and the Council confirmed that it would be relying on the AMR to identify needs. This approach is not sound because it does not reflect an appropriate strategy for the town and incorporates insufficient flexibility. Therefore it is recommended that additional text be included in the LP which sets out a commitment from the Council to undertake a review of the housing and employment policies for Wincanton within three years and to take a permissive approach towards the consideration of housing proposals prior to the adoption of the Site Allocations DPD (**MM5**, **MM7** and **MM12**). It was suggested that the direction of growth should encompass a mixed use scheme in order to increase the supply of housing but I am satisfied that there is currently no justification for increasing housing provision in the short term and

[49] CD50(i) page 19

it will only be as a result of monitoring the situation that the Council will be able to decide whether or not any corrective action is required with regard to the long term.

Conclusion on Issue 7

101. In order to ensure that the Council's policies in relation to the primary market towns are sound I recommend the four MMs referred to in the paragraphs above.

Issue 8 – Local Market Towns

102. The direction of growth at **Langport/Huish Episcopi** is to the north, east and south-east of the settlements but the policy makes it clear that any development to the north must avoid coalescence with Wearne and there is no reason to doubt the Council's commitment to this objective. There are constraints to development, particularly in relation to areas of flood risk, biodiversity and landscape quality. Nevertheless the settlements enjoy a range of facilities and services, including a secondary school, and the direction of growth would be within walking and/or cycling distance of many of them.

103. It was proposed by a representor that the direction of growth should be widened to include land to the west of Newtown Road. The Council argued that development in that location would have significant landscape implications. The issue, however, has largely been resolved by the granting of planning permission on appeal[50] for 36 dwellings and open space on the land in question. In these circumstances I am satisfied that the Council has adequately justified the proposed direction of growth and I am satisfied that in all respects it is sound.

104. With regard to issues of highway safety, these would be addressed initially in the preparation of the Site Allocations DPD, although they are currently adequately covered in LP policy TA5.

105. In **Somerton** the direction of growth is to the west of the town and although the town enjoys a range of facilities and services, opportunities for growth are constrained, particularly by flood risk and historic environment factors. It was suggested that the town should accommodate a higher level of growth and although a good range of facilities and services is available in the town, I am satisfied that policy LMT3 sits comfortably within the Council's broad approach to development across the District. The Council is committed to monitoring and review and should circumstances change there is no reason to doubt that the Council would reconsider the role that Somerton could play in meeting development needs. Currently the Council's approach is reasonable and justified.

106. The direction of growth at **Ansford/Castle Cary** would be to the north of Torbay Road and east and west of Station Road. It was suggested by representors that the option to the south of the school would be a better site for development and in the SA this direction of growth does demonstrate some positive effects. However, the proposed area of growth is well related to employment provision, town centre services and facilities, the railway station

[50] Appeal ref: APP/R3325/A/13/2197541

and schools and would not have a significantly adverse impact on the landscape setting of the town and it can be concluded that the proposed direction of growth is sound.

107. There was significant debate regarding the requirement for the provision of a road between Station Road and Torbay Road, which is a long standing aspiration of the Council and forms part of the proposal. The Highway Authority has no objection to the proposed road and I consider that it would be beneficial not only to the passage of traffic, for example from the employment area, but also in terms of providing good access to the proposed development itself.

Conclusion on Issue 8

108. The policies for sustainable development in the local market towns are reasonable, based on a proportionate evidence base and are sound in all respects.

Issue 9 – Rural Centres, Rural Settlements and the Countryside

109. Policies SS1, SS2, SS3 and SS5 establish the broad framework for growth in these settlements, particularly with regard to employment and housing provision. There are no other applicable settlement-specific policies. Representations were submitted that suggested that specific policies should be formulated for the rural centres and that there is the risk that the needs of these settlements, particularly in terms of housing and employment, may not be met. However, the policies that are referred to above establish the broad framework for sustainable growth in these settlements and will enable the Council to undertake appropriate monitoring. This approach is consistent with findings in the South Somerset Role and Function Study.

110. Particular concern was expressed regarding the employment land requirement for the Rural Centre of South Petherton and the consequent role of the Lopen Head site in this regard. The Employment Land Review Stage 1[51] confirms that the Council considers that development at Lopen Head would 'cater for South Petherton'. Having visited the area I consider that this is a reasonable conclusion to draw because although the site is not within the settlement, the distance between South Petherton and Lopen Head is not significant in a rural context. This source of employment land has therefore correctly been taken into account by the Council in its assessment of demand at South Petherton. The Council concludes that an additional 0.66ha of employment land is required in or adjoining the settlement. Such an aspiration (which supports the objective of self-containment) is justified and it can be concluded that the Council's approach to employment provision at South Petherton is reasonable and the most appropriate strategy.

111. In terms of employment land provision in rural settlements it was confirmed by the Council at the 2013 hearing sessions that the employment provision in these settlements had not been properly evidenced. The justification for the employment figures was provided by the Council but it lacked clarity. Consequently the Council proposes to remove the precise figures for employment land in Rural Settlements and rely primarily on other local plan

[51] CD 50

policies when considering proposals for such development. I am satisfied that this approach is justified in the circumstances and that it is based on appropriate and proportionate evidence and therefore **MM11** is recommended. However, as the Council confirmed, this is an issue which should be robustly monitored.

112. In terms of other development in rural settlements and the countryside, a number of other policies, including EP4, EP5, EP15 and HG8, establish the Council's approach towards sustainable development in these locations and they meet the advice in the NPPF and are sound.

113. A number of other settlement specific issues were raised, for example in relation to highway concerns, the maintenance of local services and facilities and the influence of service personnel but the Council's evidence is sufficiently robust to support the approach it is advocating.

Conclusion on Issue 9

114. I am satisfied that the Council's policies for rural centres, rural settlements and the countryside (including employment land provision in rural settlements as reflected in modified policy SS3) are justified and in all other respects sound.

Issue 10 - Transport

115. Transport policies have an important role in facilitating sustainable development and NPPF paragraph 35 sets out a number of considerations to be taken into account. The Council has translated national advice into several comparatively detailed policies, for example on low carbon travel and travel plans and there was criticism that some of the requirements would be too onerous. However, each of the requirements of policy TA1 (low carbon travel) is satisfactorily justified by the Council and no substantive evidence was submitted to demonstrate that the provision of the requirements, including the electric charging points and the travel plans (policy TA4), would render development unviable. With regard to policy TA3, that relates only to Chard and Yeovil, the Council's requirements in terms of sustainable travel for those settlements are sound.

Conclusion on Issue 10

116. The Council's requirements in terms of sustainable travel are justified, reflect national policy and are sound.

Issue 11 – Health and Well Being

117. A particular concern was the lack of a reference in the LP to the provision of health facilities in policy SS6 (Infrastructure Delivery). However, the provision of a health centre is proposed in both of the SUEs and such services are referred to in the Infrastructure Plan[52]. The primary issue related to the funding of such services but insufficient evidence was available to enable any definitive conclusions to be drawn. In any event policy SS6 makes it clear that the list of infrastructure in the policy is not exhaustive and when the situation

[52] CD36

regarding funding and provision becomes clearer there is no reason why the Council should not give due consideration, through its AMR, to any new evidence that becomes available.

118. In terms of public open space, sports and recreation provision, and other community facilities, the Council has undertaken a number of assessments, which together comprise an appropriate evidence base. Some concerns were expressed by respondents regarding the lack of detail about the proposed Sports Zone (SZ). It is correct that policy HW2 does not include specific requirements but the details of the SZ have not been finalised (although consideration has been given to it including a swimming pool, sports hall, indoor tennis centre, gym and other health facilities). This is an aspirational proposal but it is based on a considerable amount of work and there is no reason, at this stage, to conclude that it could not be achieved. Policy HW2 sets out the parameters regarding the location of any such facility (preference being given to a site within Yeovil town) and such an approach is sound.

Conclusion on Issue 11

119. In the current circumstances Health and Well Being have been satisfactorily addressed by the Council and this element of the LP is sound.

Issue 12 – Design and Environmental Quality

120. In terms of protecting heritage assets in the District, the Council is proposing a number of minor modifications which clarify the approach to be taken and further advice will be provided in the forthcoming Heritage Strategy Supplementary Planning Document. Policy EQ3 adequately establishes the framework within which decisions on proposals that relate to heritage assets can be taken.

121. Policy EQ2 provides appropriate guidance on general design matters and policy EQ1 addresses ways in which climate change mitigation and adaptation can be taken into account. Together they represent a strong approach to ensuring that sustainable development will be achieved.

Conclusion on Issue 12

122. The Council's approach to design and environmental quality is sound.

Issue 13 – Infrastructure Delivery and Monitoring

123. The infrastructure requirements for each settlement are summarised in the LP and are based on The Report on Infrastructure Planning in South Somerset[53]. This Report sets out a funding schedule and includes a phasing programme for each infrastructure item. Policy SS6 establishes the means of delivery through planning obligations or through a Community Infrastructure Levy, once the Charging Schedule has been adopted.

124. Monitoring will be an on-going process, but reports will be prepared every six months. Each policy includes monitoring indicators and targets and the appropriate delivery bodies are identified. Irrespective of the monitoring

[53] CD36

mechanisms in place, the Council is committed to a comprehensive review of the LP every 5 years (LP paragraph 13.5) and a review of affordable housing viability every 3 years (LP paragraph 9.28).

Conclusion on Issue 13

125. I conclude that the LP is supported by evidence regarding infrastructure delivery and that it is capable of being satisfactorily monitored and that in these respects it is sound.

Other Matters

126. A small number of concerns were raised regarding the Yeovil Airfield Flight Safety Zone (policy YV5). However, the evidence submitted[54] satisfactorily demonstrates the need for these zones and their location and policy YV5 is sound.

127. The Council has deleted reference to the provision of 935 dwellings after the end of the plan period (to be located at the original SUE). This deletion was not supported by some representors, however, I do not consider this to be an issue of soundness because it relates to development beyond the period of the submitted plan.

Assessment of Legal Compliance

128. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The Local Plan is identified within the approved LDS (January 2013) which sets out an expected adoption date of October 2013. The suspension of the Examination has resulted in a delay to the adoption date but up until the date of submission the Local Plan's timing was compliant with the LDS.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in July 2007 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed 'main modification' changes (MM)
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Habitats Regulations Assessment (HRA)	The Habitats Regulations HRA has been carried out and is adequate.
National Policy	The Local Plan complies with national policy except where indicated and modifications are recommended.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS (Shaping South Somerset: Strategy for Sustainable

[54] SSDC H030 to H032

	Communities).
Public Sector Equality Duty	The Local Plan complies with the Duty.
2004 Act (as amended) and 2012 Regulations.	The Local Plan complies with the Act and the Regulations.

Overall Conclusion and Recommendation

129. The Proposed Submission Local Plan (2012) has a number of deficiencies in relation to soundness and/or legal compliance for the reasons set out above which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.

130. The Council has requested that I recommend main modifications to make the Plan sound and/or legally compliant and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the South Somerset Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

David Hogger

Inspector

This Report is accompanied by the Appendix containing the Main Modifications

SOUTH SOMERSET LOCAL PLAN - Appendix – Main Modifications (8 January 2015)

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*. It should be noted that: some of the Main Modifications are inter-related; some have 'knock-on' implications for text elsewhere in the Local Plan, which will be included as part of the 'additional modifications' that are made by the Council upon adoption of the plan; and some result in the deletion/re-numbering of Local Plan policies.

Ref	Policy/ Paragraph	Main Modification
MM1	YV1 and SS5	(Up-date on housing figures and two urban extensions) **Policy YV1: Urban Framework and Greenfield Housing for Yeovil** Within the overall provision of at least ~~7,815~~ 7,441 dwellings at Yeovil, ~~6,250~~ 5,876 dwellings ~~should be located~~ are anticipated in the ~~u~~Urban ~~f~~Framework of the town, and ~~2,500~~ 1,565 dwellings at ~~a~~the ~~s~~Sustainable ~~u~~Urban ~~e~~Extensions. ~~1,565 dwellings in the sustainable urban extension should be built up to the year 2028, with the remaining 935 dwellings to be delivered after the plan period.~~ **Policy SS5: Delivering New Housing Growth** Housing requirement will make provision for at least 15,950 dwellings in the plan period 2006 – 2028. ~~of which~~ At least ~~7,815~~ 7,441 dwellings will be located within the Urban Framework of ~~or adjacent to~~ Yeovil~~, including a~~ and via two Sustainable Urban Extensions. ~~within the plan period, and a further 935 dwellings beyond the plan period~~. Footnotes to Policy: ~~* A further 935 dwellings are proposed at the Yeovil Urban Extension post 2028.~~ * 1,750 commitments at Chard reflects built and committed sites and that part of the strategic allocation proposed for Chard that is expected to be built out in the plan period. This latter is shown as committed as it is currently part of the saved proposal from South Somerset Local Plan 1991 – 2011. The additional provision is windfall development prior to April 2017 not currently consented (April 2012). The strategic allocation provides for 2,716 dwellings of which 1,220 are

Ref	Policy/ Paragraph	Main Modification
		anticipated in the Plan period with the rest, 1,496 expected post 2028. ~~** A total of 3,237 dwellings are proposed in Chard, of which 1,376 dwellings are proposed at the Chard Growth Area post 2028.~~ ~~*** 15,950 for the purposes of the overall provision is the District requirement to 2028. The cumulative total of 16,751 is 5% in excess of requirement but is considered in the context of development uncertainties and overall scale of provision, to be in broad agreement with the requirement.~~
MM2	YV2 and YV6 *(which becomes YV5)*	(Requirements for the two urban extensions including sustainable travel) **Policy YV2: Yeovil Sustainable Urban Extension<u>s</u>** The Yeovil Sustainable Urban Extension<u>s</u> should be located <u>in two areas</u> to the south ~~and west~~ <u>and north-east</u> of the town and should provide the following: The south area: • <u>Approximately</u> ~~11.0~~ <u>2.58</u> hectares of ~~'B' use class employment~~ land <u>for economic development</u>; ~~• 2,500 dwellings, 1,565 of which should be built in the plan period up to 2028,with the remaining 935 dwellings built after 2028;~~ • <u>Approximately 800 dwellings</u>; • ~~Two~~ <u>One</u> Primary school~~s~~ ~~and a Secondary school~~; • A health centre; <u>and</u> • <u>A neighbourhood centre</u>. <u>The north east area:</u> <u>• Approximately 2.58 hectares of land for economic development;</u> <u>• Approximately 765 dwellings;</u> <u>• One primary school;</u> <u>• A health centre;</u> <u>• A neighbourhood centre; and</u> • <u>Landscape mitigation to address:</u> ○ <u>Potential massing effects across the site's northward face; and</u>

Ref	Policy/ Paragraph	Main Modification
		○ Potential visual dominance at the site's edge and skyline. The Yeovil Sustainable Urban Extensions will be developed to the highest sustainability objectives and garden city principles, subject to viability. Development within the Yeovil Sustainable Urban Extensions will be permitted where features supporting bat movement are not severed and that access between feeding areas and roosts is maintained unless it can be proven that there would be no significant effect by the proposal on such features. **Policy YV~~6~~5: Delivering Sustainable Travel at the Yeovil Sustainable Urban Extensions** In order to deliver at least ~~50~~30% of travel originating from the Yeovil Sustainable Urban Extension by non-car modes, subject to viability, ~~(with the potential to increase this over time to at least 60%),~~ and in addition to the generic policies that support modal shift throughout the district and Yeovil, the Yeovil Sustainable Urban Extensions should seek to provide: i. Intrinsically linked well-designed infrastructure for footpaths and cycle ways ensuring filtered permeability that delivers journey times that are better or more comparable to those by car. ~~ii. Free deliveries for bulk shopping journeys using low emission/electric vans.~~ ii~~i~~. Car parking management at the Yeovil Sustainable Urban Extension's facilities, employment sites and ~~shopping~~ neighbourhood centre, which gives priority to electric vehicles, low emission and shared vehicles and non-car modes and which discourages car use for these short journeys. iii~~v. A~~ Encouragement for a traffic-free immediate environment with residential parking separated from the residential areas where it accords with the wider design principles established for the Yeovil Sustainable Urban Extensions. ~~Development at both of the Yeovil Sustainable Urban Extensions should also contribute to:~~ ~~iv. An Electric Car Pool scheme, with provision for on-going management.~~ ~~vi. Low emission bus routes that are designed to establish end-to-end journey times that are better or more comparable to those by private car.~~ ~~vii. A comprehensive network of real time public transport information for bus and train travel.~~

Ref	Policy/ Paragraph	Main Modification
		iv. Contributions to ~~A~~ a Quality Bus Partnership to deliver modern desirable bus routes with a frequent service that is designed to establish end to end journey times that are better or more comparable to those by private car together with ~~and~~ clean vehicle technology and improvements to public transport information. Planning obligations will be used to ensure proper phasing of transport provision to maximise provision prior to first occupation of individual elements of the development. These sustainable links shall be designed to enable easy access from the Yeovil Sustainable Urban Extensions to the town centre, main employment sites, transport interchanges, health and educational establishments and other community facilities. Proposals for infrastructure designed to support these measures will ensure that features supporting bat movement are retained and that access between feeding areas and roosts is not ~~served~~ severed and any proposed lighting is compatible with the conservation objectives of Natura 2000 site unless it can be proven that there would be no significant effect.
MM3	PMT3	(Ilminster Direction of Growth) The direction of strategic growth will be to the south ~~east~~ west of the town. ~~As part of any proposed development within the Direction of Growth, a road will be expected to be provided between Shudrick Lane and Townsend/Long Orchard Hill prior to its completion.~~
MM4 MM6 MM11	SS3 and Table 1: Employment Land Justifications	(Clarification of Council's approach, particularly with regard to employment land provision for Wincanton, the Local Market Towns, Rural Centres and Rural Settlements and the permissive approach to employment provision) **Table 1: Employment Land Justifications** [SEE PAGES 11 - 18 BELOW FOR FULL MODIFICATION] **Policy SS3: Delivering New Employment Land** The Local Plan will assist the delivery of ~~9,200~~ 11,250 jobs as a minimum, and ~~approximately 600,850 sq metres net/162~~ 149.51 hectares ~~gross of traditional employment land (Use Class B1, B2 and B8) to be directed to the following settlements~~ of land for economic development ~~for the~~

Ref	Policy/ Paragraph	Main Modification

~~period~~ between April 2006 and March 2028.

The identification of a B Use jobs figure for settlements establishes a target in line with the Council's forecast growth for the District over the plan period. Economic development of a main town centre type will be expected to comply with Policy EP11.

Prior to the adoption of the Site Allocations Development Plan Document, a permissive approach will be taken when considering employment land proposals in Yeovil (via the SUEs), and 'directions of growth' at the Market Towns. The overall scale of growth (set out below) will be a key consideration in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering employment land proposals adjacent to the development area at the Rural Centres.

The jobs target for Rural Settlements will be achieved through sustainable development, likely to be small-scale, which supports a prosperous rural economy and accords with Local Plan policies SS2, EP4 and EP5; and the NPPF.

Settlement	Local Plan 2006-2028 Total Employment Land Requirement	Existing Employment Land Commitments (as at April 2011)	Additional Employment Land Provision Required (total employment land less existing commitments) ~~(As at April 2011)~~	Total Jobs to be encouraged 2006-2028 ~~(numbers in brackets indicates jobs in traditional 'B' Uses as defined by the Use~~	B Use Jobs

Ref	Policy/ Paragraph	Main Modification

				~~Classes Order)~~	
Strategic Town					
Yeovil Town*	44.84	39.84	5.0	~~2,943 (1,942)~~ 3,948	2,408
Yeovil Urban Extensions	~~7.0~~ 5.16	0.0	~~7.0***~~ 5.16	1,565 ~~(1,033)~~	955
Market Towns					
Chard*	17.14	~~17.14~~ 4.14	~~0.0***~~ 13.0	~~886 (585)~~ 1,083	661
Crewkerne*	10.10	10.10	0.0	~~472~~ 577 ~~(312)~~	352
Ilminster*	23.05	23.05	0.0	~~343~~ 419 ~~(226)~~	256
Wincanton***	~~8.61~~ 7.94	~~3.61~~ 3.56	~~5.0~~ 4.38	~~490~~ 599 ~~(323)~~	365
Somerton	~~4.91~~ 6.63	~~1.91~~ 1.56	~~3.0~~ 5.07	~~251~~ 307 ~~(166)~~	187
Ansford/Castle Cary	~~13.19~~ 18.97	~~10.19~~ 10.07	~~3.0~~ 8.9	~~223~~ 273 ~~(147)~~	167
Langport/Huish Episcopi	~~3.44~~ 4.01	~~0.44~~ 0.34	~~3.0~~ 3.67	~~233~~ 284 ~~(154)~~	173

Ref	Policy/ Paragraph	Main Modification

Rural Centres					
Bruton	~~2.56~~ 3.06	0.56	~~2.0~~ 2.5	~~828 (546)~~ 156	95
Ilchester	~~2.02~~ 1.02	0.02	~~2.0~~ 1.0	433	264
Martock/Bower Hinton	~~4.79~~ 3.19	~~2.79~~ 1.45	~~2.0~~ 1.74	163	99
Milborne Port	~~2.04~~ 0.84	0.04	~~2.0~~ 0.80	77	47
South Petherton	~~3.80~~ 2.47	~~1.80~~ 1.81**	~~2.0~~ 0.66	141	86
Stoke sub Hamdon	~~2.0~~ 1.09	0.0	~~2.0~~ 1.09	43	26
Other					
Rural Settlements	~~12.36~~	~~7.86~~	~~4.5~~	1,181	720
Total	~~161.85~~ 149.51	~~119.35~~ 96.54	~~42.5~~ 52.97	~~9,200 (6,072)~~ 11,249	6,861

* Yeovil, Crewkerne and Ilminster have strategic employment sites which are saved from the previous South Somerset Local Plan and Chard's strategic allocation based around Chard Regeneration Plan also includes employment provision. These sites combined equate to a total of 46.35 hectares, and this figure has been included in the overall floorspace figure cited in Policy SS3 above.
** This figure relates to Lopen Head Nursery.
~~*** Yeovil and Chard will deliver additional employment land beyond the plan period. Chard will~~

Ref	Policy/ Paragraph	Main Modification
		~~deliver 6 hectares and Yeovil will deliver 4 hectares beyond 2028, in association with their strategic residential growth.~~ *** The Council will undertake and early review of Local Plan policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the Local Plan.
MM5 MM12	SS5 and para 4.103	(Permissive approach to housing delivery including at Crewkerne and Wincanton) Insert the following after para 4.103: Prior to the adoption of the Site Allocations Development Plan Document, a permissive approach will be taken when considering housing proposals in Yeovil (via the SUEs), and 'directions of growth' at the Market Towns. The overall scale of growth (set out below) and the wider policy framework will be key considerations in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering housing proposals adjacent to the development area at Crewkerne, Wincanton and the Rural Centres. Insert as third paragraph to Policy SS5: Delivering New Housing Growth: Prior to the adoption of the Site Allocations Development Plan Document, a permissive approach will be taken when considering housing proposals in Yeovil (via the SUEs), and 'directions of growth' at the Market Towns. The overall scale of growth (set out below) and the wider policy framework will be key considerations in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering housing proposals adjacent to the development area at Crewkerne, Wincanton and the Rural Centres.
MM7 and MM12	Para 6.94, Para 13.5 and Policy	(Approach to development at Wincanton) Insert the following after para 6.94: The Market Town of Wincanton is different from the other Market Towns by virtue of its high level

Ref	Policy/ Paragraph	Main Modification
	SS5	of commitments compared to the overall level of housing requirement considered appropriate for the settlement. As a consequence and given the expected build out rates set out in the housing trajectory, the latter years of the Plan offer limited levels of housing provision. It is considered likely given the front loading of development in Wincanton that the town will experience a subsequent period of assimilation of housing growth and slowing down of the local housing market. Should the housing market however remain locally strong and underpinned by employment growth in the settlement then the housing provision would need to be supplemented. Such a circumstance would be possible to evidence through the Council's on-going monitoring process which includes assessing housing and employment land delivery on a settlement by settlement basis. This will be reported six monthly via the Council's Authorities Monitoring Report. As well as the on-going monitoring process, the Council has committed to undertake an early review of Local Plan policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the Local Plan. Insert the following after para 13.5: The Council will undertake an early review of Local Plan policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the Local Plan. Insert the following after Policy SS5: ** The Council will undertake an early review of Local Plan policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the Local Plan.
MM8	HG7 and para 9.46	(Gypsies and Travellers up-date) Amend para 9.46 as below: The accommodation needs of gypsies and travellers and travelling showpeople should be considered along with the housing needs of the whole community. Government guidance makes it

Ref	Policy/ Paragraph	Main Modification
		clear that local authorities should consider the needs of the travelling community through the local plan process. A countywide assessment of the need for Gypsy, Traveller and Travelling Showpeople accommodation was ~~has been~~ undertaken in 2010 (final edit published in January 2011) which identifies need up until 2020. This has been further supplemented by the Gypsy and Traveller Needs Assessment Update, Somerset Local Planning Authorities (2013) which identifies need in Somerset up until 2032. The 2011 assessment identified a need for 10 residential pitches in South Somerset by 2015; this need has been met and exceed by 2 pitches. ~~This identifies that in South Somerset there is a need for 18 residential pitches between 2010 and 2020, 10 between 2010 and 2015 and 8 between 2015 and 2020. As well as the need for residential pitches there is also a need to provide transit capacity for 10 caravans within South Somerset by 2015 and for 4 additional Showmen's yards across Somerset. The Somerset Gypsy and Traveller Accommodation Assessment will need to be updated in order to establish need post 2020.~~ **Policy HG7: Gypsies, Travellers and Travelling Showpeople** The accommodation needs of Gypsies, Travellers and Travelling Showpeople will be met by ensuring that they are accommodated in sustainable locations where essential services are available. Site allocations will be made to accommodate at least: 23 Residential Pitches (from 2013 onwards) 10 Transit Pitches 6 Travelling Showpeople plots The following criteria …….

MM9	YV2	(Structural planting in North East SUE)
		Insert the following in (amended) Policy YV2 as the final bullet point under 'the north east area':
		
		• Landscape mitigation to address:
		  ○ Potential massing effects across the site's northward face; and
		  ○ Potential visual dominance at the site's edge and skyline.

MM10	YV3	(Deletion of Buffer Zone)

Ref	Policy/ Paragraph	Main Modification
		~~**Policy YV3: East Coker and North Coker Buffer Zone**~~ ~~An East Coker and North Coker Buffer Zone is identified to the west of the Yeovil Sustainable Urban Extension, within which development that results in coalescence with the settlements of East Coker and North Coker and/or adversely affects the setting of historic assets is precluded. Development (not of a built form) within the Buffer Zone may be acceptable as long as the coalescence of settlements is not caused as a result nor the setting of historic assets adversely affected. Existing development within the buffer zone will require special justification to add built development beyond existing permitted development rights.~~ ~~The development is compatible with features supporting bat movement; that access between feeding areas and roosts is maintained and any proposed lighting is compatible with the conservation objectives of a Natura 2000 site unless it can be proven that there would be no significant effect by the proposal.~~

Table 1: Employment Land Justifications

Location	Local Plan jobs growth (B Use jobs in brackets)	Employment land required for B Use jobs growth (ha)[1]	Existing employment land commitments (ha)	Quantitative and Qualitative justification for employment land	Local Plan additional employ-ment land require-ment (ha)
Yeovil Town	~~2,943~~ 3,948 ~~(1,942)~~ (2,408)	~~12.81~~ 20.49	39.84	Existing commitments more than provide for the quantitative requirement for land, however, given the significance of Yeovil and the fact that there are only two strategic sites (one of which is for a specific use, a high quality business park - 11.5 hectares, the other under construction) and the	5.0

				remaining sites are small scale commitments and vacant land it is suggested that an additional 5 hectares of land be provided in Yeovil. ~~This will be monitored and reviewed, as National Guidance is clear that Local Planning Authorities should facilitate economic growth in sustainable locations.~~ 5 hectare figure derives from the previous Local Plan's Inspectors report in which he recommended at least an additional 10 hectares of general employment land be provided in Yeovil. These 10 hectares were never allocated. In the context of the current economic climate, an additional 5 hectares of land is considered appropriate, to provide for a range and choice of sites. This will be monitored and reviewed, as National Guidance is clear that Local Planning Authorities should facilitate economic growth in sustainable locations.	
Yeovil Sustainable Urban Extensions	1,565 ~~(1,033)~~ (955)	~~6.81~~ 5.16	0	In the Yeovil Sustainable Urban Extensions the aspiration is to develop enough employment land to provide a job for each economically active resident, roughly one per dwelling. This land is location specific, so it all needs to be provided. ~~11~~ 5.16 hectares are required in total ~~with 7.0 5.0 hectares in the Plan period~~.	~~7.0~~ 5.16
Chard	~~886~~ 1,083 ~~(585)~~ (661)	~~3.86~~ 5.63	~~17.14~~ 4.14	Employment land allocation carried forward from saved Local Plan proposals. Chard provision of 13 ha is re-presented in the strategic allocation to be identified as	~~0~~ 13.0

				additional employment land requirement. ~~No additional need. 6 hectares of Chard provision will be built beyond the Plan period.~~	
Crewkerne	~~472~~ 577 ~~(312)~~ (352)	~~2.05~~ 3.0	10.10	Employment land allocation carried forward from saved Local Plan proposals.	0
Ilminster	~~343~~ 419 ~~(226)~~ (256)	~~1.49~~ 2.18	23.05	Employment land allocation carried forward from saved Local Plan proposals.	0
Wincanton	~~490~~ 599 ~~(323)~~ (365)	~~2.13~~ 3.11	~~3.61~~ 3.56	~~There is no quantitative argument for employment land, but from a qualitative perspective.~~ There is local concern that there is a lack of a balance between jobs and homes in Wincanton. The settlement has received a significant number of housing commitments but, unlike the other Primary Market Towns, it has no strategic employment allocation, yet its proximity to the A303 and the south east makes it well placed in terms of transport connectivity. Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in Wincanton (7.94ha as the highest identified source of demand).~~Whilst~~ Wincanton has a supply of ~~2.13~~ 3.56 hectares of employment land, with this in mind it is suggested that an additional ~~5~~ 4.38 hectares be provided as a minimum. This will make Wincanton more attractive to potential developers, providing the opportunity to have a range and choice of sites and help to support a more balanced, self-contained settlement.	~~5.0~~ 4.38

Somerton	~~251~~ 307 ~~(166)~~ (187)	~~1.09~~ 1.59	~~1.91~~ 1.56	~~There is no quantitative need for additional land, but to provide choice and aid self-containment, additional land is required. A minimum viable site size has been identified in consultation with Economic Development Officers, which will give scope for development to kick start employment growth - in the Local Market Towns the site size is considered to be 3 hectares.~~ Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in Somerton (6.63ha as the highest identified source of demand). Somerton has a supply of 1.56 hectares of employment land, with this in mind it is suggested that an additional 5.07 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in Somerton.	~~3.0~~ 5.07
Castle Cary/Ansford	~~223~~ 273 ~~(147)~~ (167)	~~0.97~~ 1.42	~~10.19~~ 10.07 (*please note this figure reduces to 1.97 hectares if the pet food factory development is removed)	~~Although there is no quantitative argument for an additional supply of land and it is over inflated by development of the pet food factory. To provide choice and alternatives to Torbay Road, additional land is identified as required. A minimum viable site size has been identified in consultation with Economic Development Officers, which will give scope for development to kick start employment growth - in the Local Market Towns the site size is considered to be 3 hectares. Discussions with the Parish Council concluded that there is a need for 3 hectares~~	~~3.0~~ 8.9

				~~of employment land to aid self-containment.~~ Demand has been identified from four different sources, the highest of which is derived from the demand arising from two specific companies articulated through the South Somerset Workspace Survey (July 2013). Both companies require a combined figure of 8.9 hectares of employment land. The existing supply of 1.97 hectares (minus the 8.10ha for the pet food factory) is not sufficient and therefore the Local Plan should assist in the delivery of 8.9 hectares of employment land. Both companies will vacate their existing sites and the relocation of these businesses would free up their existing sites to accommodate the demand for employment land articulated in survey responses from three other sources.	
Langport/ Huish Episcopi	~~233~~ 284 ~~(154)~~ (173)	~~1.01~~ 1.47	~~0.44~~ 0.34	~~There is no quantitative need for additional land, but to provide choice and aid self-containment, additional land is required. A minimum viable site size has been identified in consultation with Economic Development Officers, which will give scope for development to kick start employment growth - in the Local Market Towns the site size, is considered to be 3 hectares.~~ Demand has been identified from four different sources, the highest of which is derived from South Somerset Workspace Survey (July 2013) (4.01ha as the highest identified source of demand). This is made up of the (unique) need of one specific large	~~3.0~~ 3.67

				employer and other smaller (and more typical) local companies. Langport/Huish Episcopi has a supply of 0.34 hectares of employment land, with this in mind it is suggested that an additional 3.67 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in the settlement.	
Bruton	~~828~~ 156 ~~(546)~~ (95)	~~3.60~~ 0.81	0.56	~~It is difficult to accurately assess the amount of jobs growth that will occur individually in each Rural Centre, and therefore it is difficult to quantitatively assess the need for land in each settlement. From a qualitative perspective, to enable and support jobs growth and improve levels of self-containment, additional employment land should be supported in these settlements. A minimum viable site size has been identified in consultation with Economic Development Officers, which will give scope for development to kick start employment growth - in the Rural Centres the site size is considered to be 2 hectares.~~ Demand has been identified from four different sources, the highest of which is derived from a survey of local commercial agents (August 2013) (2.5ha as the highest identified source of demand). Whilst in theory Bruton has a supply of 0.56 hectares of employment land, this has been built and since local agents have made their assessment of future land requirements (2013 to 2028) in full knowledge of the land	~~2.0~~ 2.5

				already available in the town, 2.5 ha is supported. It will enable and support jobs growth and improve levels of self-containment in Bruton.	
Ilchester	433 (264)	2.25	0.02	Demand has been identified from four different sources of evidence. The highest figure is derived from the historic jobs growth figures, however, we know that a high proportion of historic jobs growth has taken place within the perimeter of RNAS Yeovilton, who confirm that any future jobs growth is likely to be accommodated within the existing air base. We therefore move to the second highest evidenced land demand figure for Ilchester which was provided by a survey of local commercial agents (August 2013). They recommend that 1 additional hectare be provided. This is considered to be a realistic figure given the potential pent up demand that has built up in the past due to a lack of existing development land in this settlement. Existing land supply in Ilchester is 0.02ha. We do not support that this should be deducted since local agents have made their assessment of future land requirements (2013 to 2028) in full knowledge of the land already available in the town. In view of this, we recommend that the Local Plan assist the delivery of an additional 1 hectare of employment land in Ilchester.	~~2.0~~ 1.0
Martock/	163 (99)	0.84	~~2.79~~ 1.45	Demand has been identified from four	~~2.0~~ 1.74

Bower Hinton				different sources of evidence. The highest figure is derived from the South Somerset Workspace Survey (July 2013) (3.19ha as the highest identified source of demand). The 3.19ha is made up of the (unique) need of one specific large employer and other smaller (and more typical) local companies. Martock/Bower Hinton has a supply of 1.45 hectares of employment land, with this in mind it is suggested that an additional 1.74 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in the settlement.	
Milborne Port	77 (47)	0.40	0.04	Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in Milborne Port (0.84ha as the highest identified source of demand). Milborne Port has a supply of 0.04 hectares of employment land, with this in mind it is suggested that an additional 0.80 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in Milborne Port.	~~2.0~~ 0.80
South Petherton	141 (86)	0.73	~~1.80~~ 1.81	Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in South Petherton (2.47ha as the highest identified source of demand). South Petherton has a supply of 1.81 hectares of employment land, with this in mind it is suggested that an additional 0.66	~~2.0~~ 0.66

				hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in South Petherton.	
Stoke sub Hamdon	43 (26)	0.22	0.0	Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in Stoke sub Hamdon (1.09ha as the highest identified source of demand). There is no supply of employment land, therefore with this in mind it is suggested that an additional 1.09 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in Stoke sub Hamdon.	~~2.0~~ 1.09
Rural Settlements	~~966~~ 1181 ~~(6072)~~ (720)	~~4.20~~	~~7.86~~	~~The additional employment land requirement will provide for the job growth (B Uses) identified for the Rural Settlements and given that the Rural Settlements are spread over a wide geographical area, the figure allows for some choice. Most development will be very small scale.~~ Any additional employment land required to support the jobs expected to come forward in the Rural Settlements will be small-scale and will be expected to accord with Local Plan Policies SS2, EP4 and EP5.	~~4.5~~

SOUTH SOMERSET LOCAL PLAN (2006 – 2028)

ADOPTED MARCH 2015

Foreword

This Local Plan is designed to provide the vision and framework that will shape the future of South Somerset for decades to come.

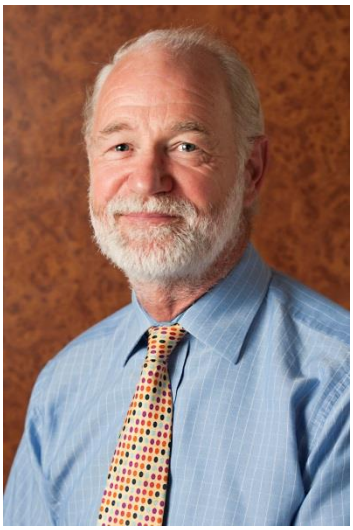
Despite having a focus on the period between now and 2028 it tries to place the need to accommodate growth within the wider context of how we want the District to look and feel as a place to live in 100 years from now and beyond.

Bygone eras, particularly the Victorians, designed, laid out and built in a way that would endure and form the base of what today we value as the feel and look of South Somerset. It is the core of our Hamstone villages and our distinctive Market towns that still represent the best of the built form of this District.

In the last 80 years we have not always done so well and demolition has often been the only answer. We need to and can do better despite difficult economic times and the starting point has to be a sound Local Plan that is visionary but based on realism.

Within the bounds of what is reasonable and realistic we should not settle for second best. Competing demands in relation to our Health, Homes, Jobs and the Environment all have to be balanced and at times there will be conflict as we try to ensure that we meet need in a way that is fair and broadly equitable to all our society, not just selected groups.

The National Planning Policy Framework states that delivering sustainable development means achieving *"better lives for ourselves that does not mean worse lives for future generations"*. This Local Plan seeks to endorse that statement for South Somerset.



Ric Pallister
Leader of the Council

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1. Introduction

What Is The Local Plan?

1.1 The South Somerset Local Plan (2006 – 2028) is a collection of policies which set out the long term vision and strategic context for managing and accommodating growth within South Somerset up to 2028.

1.2 The local plan represents a shift from the previous, rigid approach to development control in South Somerset. Instead it takes a more spatial approach to shaping the future of the district, responding to specific needs and delivering sustainable development that creates positive outcomes for people and places.

1.3 The local plan is a statutory, legal document with a status that is confirmed in planning law[1]. It forms part of the 'development plan' for South Somerset[2] and the policies provide a framework against which decisions on the future of the area will be taken. The policies in this local plan replace those previously set out in the South Somerset Local Plan (1991 – 2011), save for those outlined in Appendix 2.

1.4 A major part of the local plan is the identification of broad locations for employment and housing growth and accompanying policies for assessing development proposals. All policies include accompanying text, setting out the reason and need for the policy, and how the policy will be delivered and monitored where appropriate. It is important that the local plan be read as a whole. District-wide policies and policies for settlements, for example, elaborate on and add to the overall spatial strategy.

1.5 A Proposals Map is published alongside the local plan. It identifies the spatial proposals of the plan, with inset maps showing greater detail for individual settlements.

How Has The Council Prepared The Local Plan?

1.6 As required, the South Somerset Local Plan (2006 – 2028) takes account of the Government's National Planning Policy Framework (NPPF)[3] and the National Planning Practice Guidance (NPPG)[4].

1.7 A Sustainability Appraisal (SA) of the local plan has been undertaken, as required by Section 29(2) of the Planning and Compulsory Purchase Act 2004. This incorporates a Strategic Environmental Assessment (SEA) as required by the SEA Directive[5]. The SA Report has been published alongside the local plan and assesses the policies against sustainability criteria, which were created in light of the objectives in the South Somerset Sustainable Community Strategy (SCS)[6]. The local plan has been shaped by the SA, which outlines the reasons for selecting

[1] Formal, legal status is given through Section 38 of the Planning and Compulsory Purchase Act 2004 (as amended), and Section 70 of the Town and Country Planning Act 1990 (as amended).
[2] Which can include other formally adopted development plan documents, such as a Site Allocation development plan document, and neighbourhood plans.
[3] National Planning Policy Framework (March 2012). https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf
[4] National Planning Practice Guidance (March 2014). http://planningguidance.planningportal.gov.uk/blog/guidance/
[5] Planning and Compulsory Purchase Act 2004: European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" – the SEA Directive.
[6] Shaping South Somerset A Strategy for Sustainable Communities (2008-2026)

proposals from potential alternatives and the measures needed to prevent, reduce and offset any significant effects of implementing the local plan.

1.8 Similarly, the local plan has been subject to a Habitats Regulation Assessment (HRA) as required by the European Directive and Habitats Regulations[7]. Due to the potential impacts on the Somerset Levels and Moors Special Protection Area (SPA), a Ramsar site[8], and Brackett's Copse Special Area of Conservation (SAC) an Appropriate Assessment, which forms stage 2 of the HRA, has also been produced. This is published as separate report, alongside the local plan[9].

1.9 Throughout each stage of its preparation the local plan has been reviewed and signed off by the Council's internal Project Management Board, the District Executive Committee and Full Council.

1.10 In the future, the local plan will be supported by additional documents, such as the Site Allocations Development Plan Document, Community Infrastructure Levy Charging Schedule, and Neighbourhood Plans. Once finalised these will also form part of the Development Plan for South Somerset.

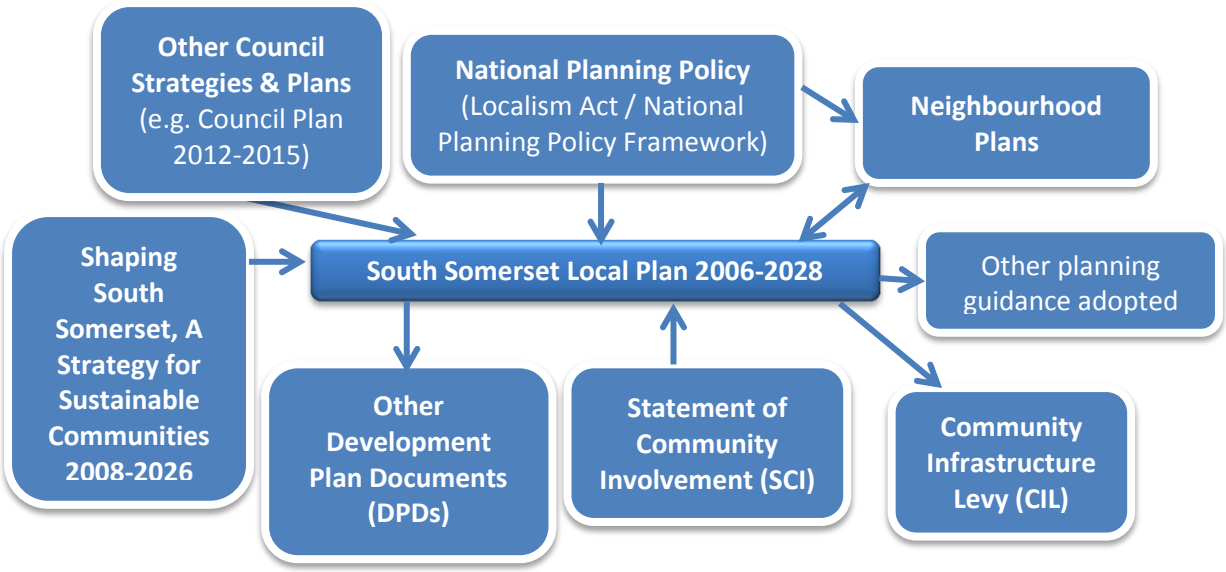
1.11 In order to keep the Development Plan up-to-date and responsive to the changing nature of the district, the Council will undertake regular monitoring of the effectiveness of its policies. A comprehensive review of the local plan is programmed to occur within five years, and the Council has committed to a specific 'early review' of policies in relation to housing and employment provision in Wincanton by March 2018.

[7] EC Habitats Directive (92/43/EEC)
[8] Wetlands of International importance designated under the RAMSAR Convention
[9] Habitats Regulation Assessment and Appropriate Assessment: https://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/evidence-base/district-wide-documents/

Policy Context

1.12 The role of the local plan is to set out a spatial strategy and policy agenda in the context of national policy as well as other strategies and programmes at District County, and Sub-regional level. Figure 1 shows the relationship between the South Somerset Local Plan (2006 – 2028) and other policy documents.

Figure 1: Relationship between local plan and other policy documents



National Context

1.13 The NPPFsets out the Government's planning policies for England and how these are expected to be applied. It provides a simplified framework which local authorities and local communities can use to shape their areas and identify priorities. The NPPF needs to be read in conjunction with other national policy statements for major infrastructure, energy, travellers' sites and waste.

1.14 A local plan must have regard to the NPPF and must be in general conformity with its principles. The local plan provides the opportunity to build upon the intentions in the NPPF and provide a more local perspective on how to address unique challenges and opportunities.

1.15 When a local plan is adopted, it forms part of the development plan, and becomes the starting point for decision-taking. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.16 Importantly, the NPPF does not change the statutory status of the development plan as the starting point for decision-making. Where development accords with an up-to-date local plan it should be approved; where development conflicts it should be refused unless material considerations indicate otherwise. The NPPF is however, a material consideration in decision-making[10].

[10] See Sections 19(2)(a) and 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

1.17 The NPPF is clear that the "overarching purpose of the planning system is to contribute to the achievement of sustainable development" (Paragraph 6). It goes on to describe the three dimensions of sustainable development: economic, social and environmental; advocating that the planning system must perform a number of roles:

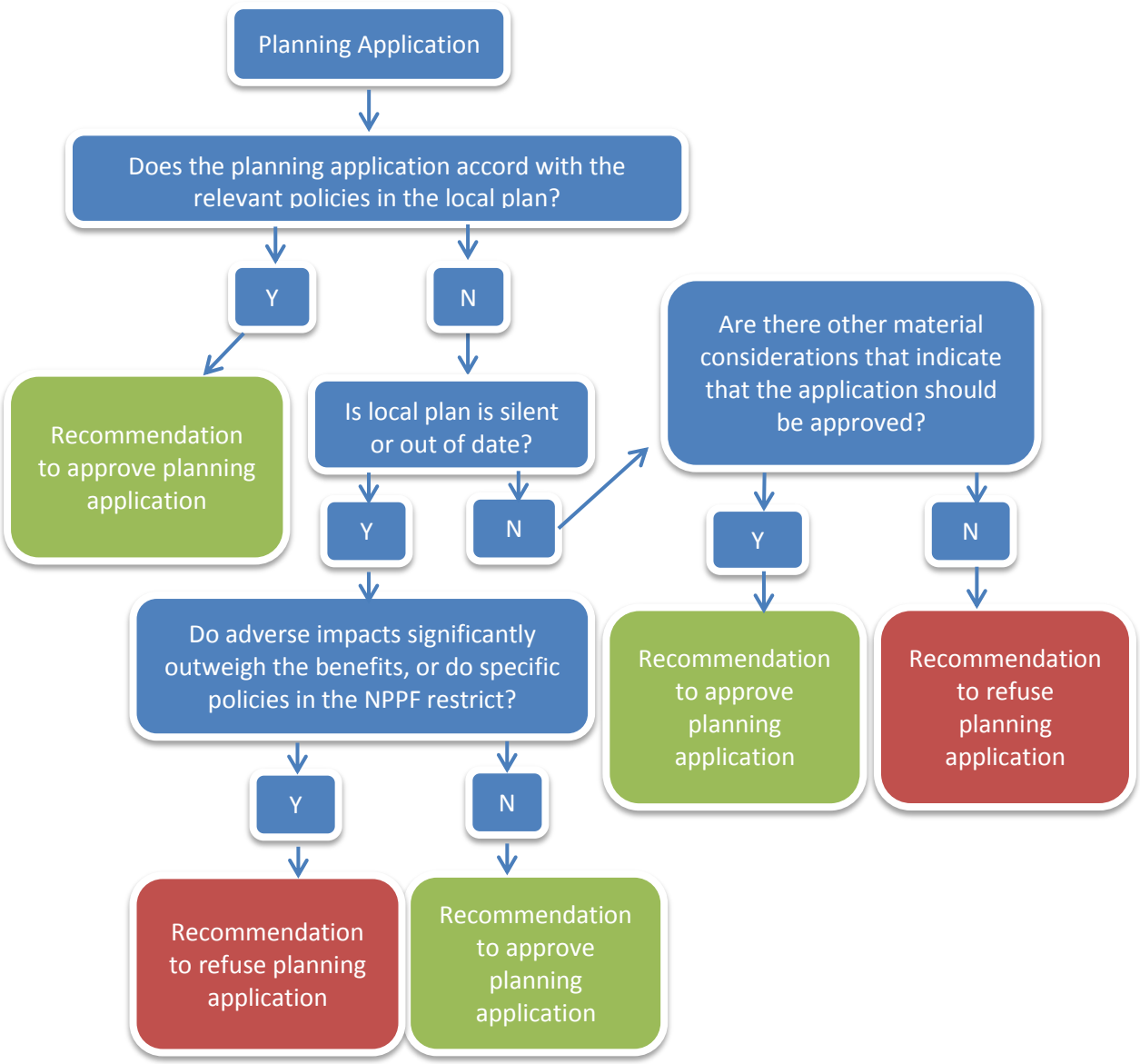
- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

1.18 To achieve sustainable development, the NPPF has, at its heart, "a presumption in favour of sustainable development" (Paragraph 14) which applies to both local plan-making and decision-taking.

1.19 The expectation when producing local plans is that local authorities should deliver sustainable development by positively meeting their objectively assessed needs. During decision-taking, local authorities should realise sustainable development by approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent, or out-of-date, grant permission unless impacts would significantly and demonstrably outweigh the benefits, or specific sections of the NPPF indicate development should be restricted.

1.20 This is a key determinant in the implementation and delivery of the local plan. Development applications will need to clearly show how they comply with local plan policies and, if they do not, show how the benefits of the proposal outweigh the impacts. In addition, it is likely that during the lifespan of the local plan that there will be occasions where it is silent on a particular issue, or is deemed out-of-date. In this instance it will need to be shown that adverse impacts significantly and demonstrably outweigh the benefits of the scheme. The flow diagram set out below outlines the decision-making process in simple terms.

Figure 2: Simplified flow diagram for how planning applications will be considered against the local plan



1.21 The NPPF also helps facilitate the Government's aspiration for communities to produce Neighbourhood Plans to shape their own areas[11]. It states that neighbourhoods should develop plans that support the strategic development needs set out in local plans, including policies for housing and economic development; support local development, shaping and directing development in their area that is outside the strategic elements of the local plan; and identify opportunities to use Neighbourhood Development Orders to enable developments that are consistent with their neighbourhood plan to proceed.

1.22 The Council supports communities seeking to put in place Neighbourhood Plans but recognises that there is a significant amount of time and effort involved in creating one. The Council advises that communities fully analyse the policies set out in the local plan to see whether their aspirations can be achieved through these existing

[11] In relation to neighbourhood plans, via section 38B and C and paragraph 8(2) of new Schedule 4B to the 2004 Act (inserted by the Localism Act 2011 section 116 and Schedules 9 and 10).

means. If communities wish to progress with a Neighbourhood Plan the Council will provide 'arms-length' support to ensure that statutory requirements and Government policy are met.

Sub-Regional Context

1.23 In producing the local plan, the Council has sought to be aspirational but realistic. Whilst defining the spatial implications of economic, social and environmental change it is a requirement to liaise with different organisations to ensure that strategic priorities that cross local authority boundaries are understood and solutions co-ordinated. This is known as the "Duty to Co-operate"[12].

1.24 It has been shown that South Somerset has met its duty to co-operate by working with others (especially Somerset County Council and neighbouring district councils) to develop a common evidence base where appropriate, and resolve issues of shared interest. This work has demonstrated that South Somerset can meet its development requirements within its own district[13].

1.25 During the implementation of the local plan, monitoring and further engagement with the same bodies and organisations will ensure that the co-operation is continuous and can highlight any varying requirements or emerging issues that could be addressed through the reviews of the local plan.

1.26 Elsewhere at the sub-regional level, the Council continues to influence and implement the objectives established by the Heart of the South West Local Enterprise Partnership (HoSW LEP). The HoSW LEP, formed in June 2011, has produced a Strategic Economic Plan[14] and secured a Growth Deal[15] with Government that provides a further sub-regional tier of planned investment, growth and change.

1.27 In order to bring about effective changes in the area, it will be necessary for local aims to be in step with those of the LEP (and vice versa). As a relatively new organisation, there remains the opportunity to express upon the LEP the ambition and possibility within South Somerset and ensure that the local opportunities are capitalised upon.

Local Context

1.28 The local plan replaces most of the 'saved' policies and proposals in the South Somerset Local Plan 1991-2011. Appendix 2 includes a list of all those replaced policies and proposals.

1.29 The appendix also shows those policies and proposals to remain saved because they continue to be in conformity with the NPPF but provide locally specific definition on unique issues in South Somerset.

[12] Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by Section 110 of the Localism Act 2011)
[13] South Somerset District Council Duty to Co-operate Report (March 2014)
[14] Heart of the South West Local Enterprise Partnership – Strategic Economic Plan 2014 - 2030 (March 2014): http://www.heartofswlep.co.uk/sites/default/files/user-88/SEP-%20Final%20draft%2031-03-14-website.pdf
[15] Heart of the South West Local Enterprise – Growth Deal 2014/2015 (March 2014): http://www.heartofswlep.co.uk/sites/default/files/user-1/Growth%20Deal%202015%20Heart%20of%20SW-Final%203-4.pdf

2. Spatial Portrait of South Somerset

Overview

2.1 To inform the Spatial Vision for 2028 and help shape the policies in the local plan it is important to understand the local characteristics that define the district. Wherever possible, data is aligned to the Census 2011. This helps to provide an agreed point in time and help monitor change over the plan period. Elsewhere, specific datasets derived from evidence base documents produced during the course of preparing the local plan have been used. Collectively these provide a baseline from which the implementation and delivery of the local plan can be judged.

Geography, Demography & Population

2.2 South Somerset is one of five district areas, which collectively form the administrative county of Somerset, which lies at the heart of the south-west peninsula of England.

2.3 South Somerset has borders with the administrative areas of Mendip, Taunton Deane, and Sedgemoor (in Somerset). It also shares borders with the administrative areas of North Dorset and West Dorset (in Dorset); East Devon (in Devon); and Wiltshire (unitary authority area only).

2.4 South Somerset is the largest district in the county covering an area of 958 square kilometres (370 square miles); and has the largest population in the county at approximately 161,243[16]. South Somerset is largely rural with the population distributed across many towns, villages and hamlets, resulting in a population density of 1.7 people per hectare, less than half the national average.

2.5 The 2011-Census records the population of the built-up area of Yeovil as 45,784[17], making it the largest town in the district and second largest town in the county (after Taunton). However, over 40% of the district's population live in settlements of fewer than 2,500 residents and the district is made up of a mixture of sparsely inhabited rural areas, a network of villages and a number of market towns of varying size and influence.

2.6 As at 2011, the median age profile within the district is slightly lower than that of the county, albeit the district has a greater percentage of those aged 60 – 90+[18]. Overall, much like the rest of the UK, the trend over the local plan period is for there to be an increasing proportion of people who are aged 60 – 90+ living in the district[19]. This poses a long term question about how best to ensure a robust local labour force which can secure the economic future of the district. Interestingly, however, as a counter-point to this overall trend there are spikes of growth (and forecast growth) in the population cohort aged 0 – 14, and 25 – 39. Therefore, it will be important for policy objectives to stimulate economic growth whilst also ensuring that the growing early-age and mid-age groups are retained within the district so as to help contribute towards its future economic competitiveness.

[16] Census (2011): Usual Resident Population, 2011 (KS101EW)
[17] Census (2011): Yeovil Built Up Area: Usual Resident Population, 2011 (KS101EW)
[18] Census (2011): Age Structure, 2011 (KS102EW)
[19] 2012-based Subnational Population Projections for Local Authorities in England. Table 2: Age by sex and 5 year age groups

Economic Prosperity

2.7 According to the 2011-Census, the South Somerset economy is the most valuable in the county contributing £2.86 billion Gross Value Added (GVA)[20], which represents over 32% of the county's total economic value. South Somerset also has the largest number of businesses (over 6,000) and employs the largest workforce (approximately 66,600)[21] in Somerset.

2.8 Manufacturing plays a specialist role in South Somerset's economy and in 2011 provided over 20% of the total employment in the district[22], which is twice the South-West and national average rate. This is helped, principally, because of the importance of defence-related industries and expenditure from Agusta Westland, Thales and other associated industries.

2.9 South Somerset accommodates three military establishments (RNAS Yeovilton, RNAS Merryfield and Langport Range and Training Area) thus making the district subject to the pressures, needs and benefits associated with the Defence Sector. These establishments vary greatly in their size and function, however, collectively they are considered to be of significant economic value to the district and community. Royal Naval Air Station Yeovilton, 5 miles north of Yeovil, near Ilchester has a major impact in particular and employs around 2,500 people on the base and draws employees from a wide catchment area including beyond the district boundary.

2.10 Whilst there are a number of large employers within the district, the majority of enterprises are small in terms of the number of people they employ. In 2011, approximately 90% of businesses employed fewer than 10 people; and by way of contrast, businesses employing over 50 people accounted for a little over 1% of the business stock. This is an important consideration when seeking to understand the unique type and nature of the economy in South Somerset and informs the strategy and decision-making on land allocations for employment. In balancing the needs of larger employers and small employers it will be crucial to identify the right employment sites and premises in the right locations, to maximise the latent potential, meet current and future business needs and help stimulate a competitive economy.

2.11 Yeovil is the prime economic driver within the district, with approximately 31,200 employees[23] (equating to around half the district's employment). It is the largest town and serves as the commercial and administrative centre, and provides facilities and services for a wider hinterland. The town itself has a niche role in terms of being the focus for aerospace and associated engineering, including around 3,500 employees at Agusta Westland.

2.12 Clearly Agusta Westland has a fundamental role in the future economic prosperity of Yeovil. But, the town also has concentrations of jobs in health, education, retail and public administration and defence. In line with wider trends at the national level the economy is diversifying to encompass a greater proportion of service sector jobs. Finding the appropriate balance between securing the manufacturing and defence related sectors, whilst also facilitating other activity will require a careful

[20] Census (2011): Gross Value Added, 2011
[21] BRES (2011) (released September 2012) – number of employees in the District (excludes self employed persons but includes an additional 1,000 people to the BRES record to take into account agricultural employees, not counted in BRES but were counted in ABI records)
[22] BRES (2011): Employees by Industry Sector
[23] BRES (2011): Employees in employment figures, 2011

plan-led approach for the town. Yeovil has a relatively high level of self-containment i.e. people living and working in the same settlement, 75%[24] - one of the highest levels in the South West - although there is notable in-commuting from the surrounding hinterland[25]. Yeovil is close to Sherborne in Dorset, due to both towns lying on the A30 and a main rail line and there is a notable interconnection between the two towns as a result.

Rural Employment

2.13 A large proportion of South Somerset's population live outside of Yeovil, with the district's Market Towns and Rural Centres acting as focal points for local employment, services, and facilities; and as such play a significant role in the functional economic make-up of the district.

2.14 Whilst each of the identified Market Towns and Rural Centres has a unique set of characteristics, each offers opportunities to build upon their complementary role as service and employment centres for their surrounding rural area. In addition, with the increasing technology now available, many people are able to work from home. Somerset is one of the locations which will benefit from the rollout of superfast broadband by 2016 for at least 90% of homes and businesses in mainly rural parts of the County[26]. In combination with wider trends in the economy and evolving work patterns, the nature of economic activity in smaller settlements and rural areas is set to change substantially over the local plan period. It is unlikely that it will reflect previous, traditional approaches to land use allocations, but will instead require a more proactive approach to positively enable innovative yet sustainable development to occur and engender a prosperous rural economy which is fit for the 21st century and responds to modern business requirements.

2.15 The smallest places in South Somerset, the Rural Settlements, vary widely in function and size, but generally are places that provide limited local services. These settlements often have a strong sense of community but face conditions that also pose challenges in terms of their economic provision of services, jobs and facilities. The pattern of Rural Settlements, and their social and economic relationships with each other, presents a real challenge in balancing the provision of good quality jobs and services across a diverse area, whilst protecting and enhancing the most sensitive rural areas for their intrinsic environmental quality.

2.16 Tourism is also an important factor with 5% of local employment in this sector[27]. The district has a wealth of environmental, industrial and cultural heritage with a varied landscape much valued by the residents. There are a number of visitor attractions within the district including museums, historic properties and an enviable natural environment all of which are a great draw to visitors.

Housing

2.17 Reflecting the geographical extent of the district, South Somerset has the largest supply of dwellings in Somerset. As at 2011 there are approximately 73,375 dwellings, which corresponds to 69,500 households. Of these households, 84% are

[24] Settlement Role & Function Study (2009) – Using 2001 Census Data
[25] Travel to Work and Urban Areas of the South West Region (Analysis of 2001 Census data) South West Observatory 2005
[26] Connecting Devon and Somerset project aims to bring superfast broadband to 90% of premises in the area covered by the programme. This means that most residents and businesses in Devon and Somerset will have broadband speeds of over 24Mbps by the end of 2016. Aim is also to ensure that every premise within the programme area has a broadband speed of at least 2Mbps.
[27] Value of Tourism 2010, South West Tourism Alliance 2011

under owner occupation or are privately rented and 14% are within the social rented sector[28].The housing stock is largely made up of detached (33.5%) and semi-detached dwellings (30.7%) followed by terraced dwellings (24.1%) and flats/maisonettes (10.9%). Other types of dwelling make up the remaining 1%[29].

2.18 In line with the rest of the UK and the south west, affordability is an issue within the district, with the ratio of lower quartile house prices to lower quartile earnings being over seven to one. The mean average house price in 2011 was just under £207,000[30]. This makes it very difficult for first time buyers to enter the housing market particularly in rural areas[31]. Whilst this ratio has actually improved recently, the challenge of matching housing need and housing supply remains highly problematic and is a key consideration in defining South Somerset's housing provision target over the local plan period.

2.19 Homelessness remains a relatively small but persistent problem in South Somerset. Fluctuations in absolutely numbers occur over time, and there is a wider debate about how best to classify and address the intricate issues associated with defining and being homeless. That being said, as at 2011, the number of households accepted as being homeless (i.e. households who have had a duty to re-house accepted by their local authority) averaged at 65 across the four quarters of the year[32]. This represents an increase from 2001, but figures have remained relatively stable since 2008.

2.20 More recent development has started to raise the design standards of housing and their environments but there is a need to continue to seek improvements in architectural quality and the creation of housing with local distinctive character and a sense of place, taking advantage of new construction techniques and technological advances to improve performance and sustainability.

2.21 There is a need to find accommodation for Gypsies and Travellers, both transit and permanent sites[33] within the district. This reflects the requirements of the Government's planning policy for travellers sites[34] published alongside the NPPF.

Transport and Accessibility

2.22 The district is situated just inside the entrance to the South West peninsula and is often seen as being on the way to and from the South West holiday counties of Devon and Cornwall.

2.23 The area is well linked to other areas with 3 major railway lines with regular daily services to London, Exeter, Bristol and Weymouth. The A303 Trunk Road and A30 run east to west through the district, linking it with London and the South West peninsula and have been recognised by the HOSW LEP and Government as priorities for investment. The cross country route from the Channel ports to the M5 motorway, via the A37/A358 dissects the district from south-east to north-west.

[28] Census (2011): Tenure, 2011 (KS402EW)
[29] Census (2011): Dwellings, household spaces and accommodation type, 2011 (KS401EW)
[30] Department for Communities and Local Government, Table 585 Housing market: mean house prices based on Land Registry data, by district, 2011
[31] Department for Communities and Local Government, Live Table 576, 2011
[32] Shelter – Housing Databank, accessing Department for Communities and Local Government P1e Returns
[33] Somerset Gypsy and Traveller Accommodation Assessment (January 2011)]
[34] Department for Communities and Local Government, Planning Policy for Traveller Sites, March 2012

2.24 Coverage of public transport bus services is poor reflecting the geographically dispersed population and services are infrequent in all but the largest settlements. This compounds difficulties in accessing key services and facilities for the more vulnerable elements of the community, namely the elderly, young parents, children and mobility impaired.

2.25 Congestion issues are particularly concerning for settlements the size of Yeovil and Chard. Parking has been highlighted as problematic in several smaller settlements. The infrastructure plan identifies a number of key road and junction improvements which will be needed within the plan period particularly within Yeovil and Chard. There is heavy reliance on the car for journeys to work and services. This is a challenge for the district to move to more carbon friendly modes of travel.

Health and Well Being

2.26 South Somerset is a relatively healthy district, with indicators used to measure health generally better than the England average. However there are general trends that bring health care challenges, such as increasing levels of obesity, declining physical activity levels and an ageing population.

2.27 Several wards in Yeovil and Chard are in the most deprived 20% in UK. 12% of the population of South Somerset lives in the most deprived 25% Local Super Output Areas[35] in England and 11% of children under 16 live in low-income households. Average house price to wage ratio is approximately 9:1 based on house price figures in 2011.

2.28 Some residents, particularly in rural areas do suffer from barriers to housing and services, including access to a GP surgery, supermarket or convenience store, primary school and post office.

2.29 South Somerset has historically recorded lower crime levels compared with the regional and national averages, with trend data showing decreases over recent years[36]. Perceived personal safety is in line with the County and region, but there is a much higher fear of crime in Yeovil and Chard. Overall perceptions of community spirit are similar to the Somerset average, but they are relatively negative in Chard[37].

Environmental Quality

2.30 The landscape is mainly undulating, agricultural land with some very fertile belts that have traditionally been farmed for top quality food production such as apples and dairy produce. Topography and agricultural practices have helped to secure special status for outstanding landscapes such as the rolling Blackdown Hills Area of Outstanding Natural Beauty (AONB) to the south west, a small part of the Cranborne Chase and West Wilts AONB to the north east, and Dorset AONB running along the southern boundary of the district.

2.31 South Somerset is well known for its areas of high nature conservation value. The European designation of Special Protection Area and Ramsar[38] site applies to parts of the Somerset Levels and Moors in the north of the district, renowned for its

[35] Super Output Areas are units of area used by the Office of National Statistics to gather and compare data
[36] SSDC Annual Monitoring Report 2010 – 2011
[37] SSDC Place Survey 2008
[38] Designated by the Ramsar Convention (The Convention on Wetland of International Importance, especially as Waterfowl Habitat) as a term to identify wetland sites of international importance

wetland interest and extensive bird populations, and there are two other National Nature Reserves, at Hardington Moor and Barrington Hill, near Ilminster. In addition there are currently 39 Sites of Special Scientific Interest covering 2789 hectares and around 570 County Wildlife Sites covering 6291 hectares of semi-natural habitat, and together these represent just over 6% of the district's area. Broad-leaved and mixed woodland accounts for about a third of this area, while unimproved grassland accounts for about 15%. A further 54 Private Nature Reserves, covering 203 ha, are registered with the Somerset Wildlife Trust, to add to the rich ecological diversity of the district. Just west of Yeovil is the heritage site of Ham Hill Country Park.

2.32 Reduced air quality is an issue associated with traffic congestion in the middle of Yeovil, with the entire town identified as an Air Quality Management Area.

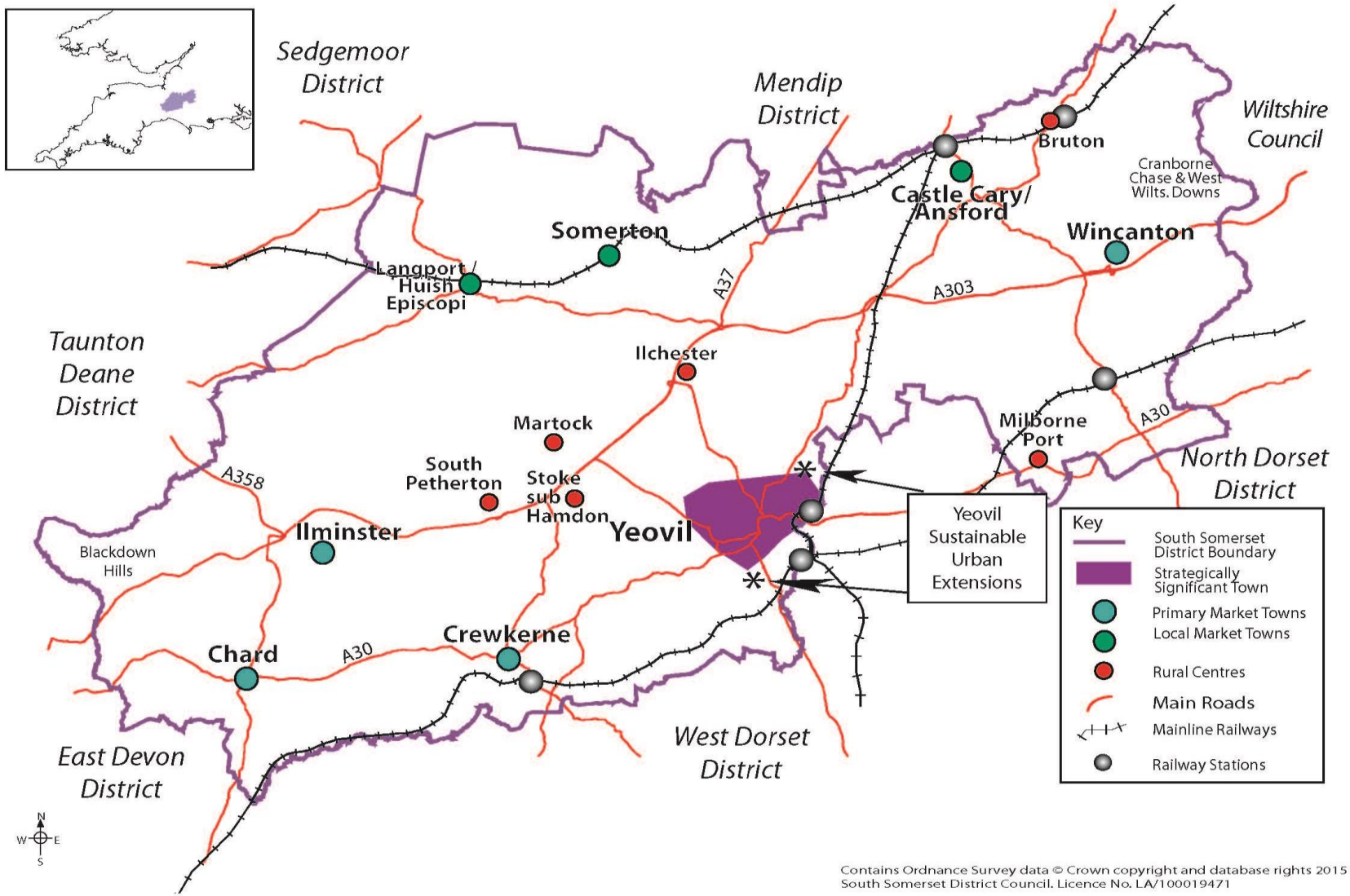
Historic Environment

2.33 South Somerset has a rich and diverse historic environment with evidence of settlement dating back to prehistoric times. There are many Iron Age and Bronze Age sites and the Fosse Way Roman Road dissects the district at the Roman settlement of Ilchester. The area has a rich heritage including important associations with the tanning, rope, glove and lace making industries. The wool industry has also played a major historic role in the development of the area.

2.34 The villages and historic parts of larger settlements are built with distinctive local stones, including Ham Hill and Blue lias, and the area has a high concentration of Listed Buildings and Conservation Areas as well as Country houses set in parkland. Large estates feature in the area including several owned by the National Trust. There are 97 Grade 1 listed buildings in South Somerset including many Norman or Medieval churches.

2.35 There is a strong link between the environmental quality and productivity of the area and the success of the local economy, through commerce, recreation, tourism and providing an environment where people want to work and live. The aim of the local plan is to ensure these are retained.

Figure 3: South Somerset Context Map



3. Strategic Objectives and Vision

Overview

3.1 The local plan must contain a long-term spatial vision that sets out what South Somerset should look like in the future and how places within it will change. The vision is an expression of where we want the district to be in 2028 and is derived principally from the South Somerset Sustainable Community Strategies[39].

3.2 The current SCS for South Somerset was adopted by the South Somerset Strategic Partnership and by the Council in 2008. This document is the focal point for co-ordinating the policies that will achieve this strategy and its objectives, setting out, in spatial terms, the vision of the SCS to meet the needs and aspirations of the people who live, work and visit the district.

3.3 National planning policy objectives also affect these strategic objectives both directly and indirectly through their consideration and integration into both the SCS and local plan.

The Vision for 2028

'South Somerset will be a thriving, attractive and affordable place to live and work in. It will be a far more sustainable place with more self-sufficient towns with much better public transport links within and between them, therefore more and better community facilities will be available in each of them. The move to a low carbon economy and low carbon living will have been secured together with adaptation to the changing climate of warmer, wetter winters and hotter, drier summers expressed through appropriate changes in the built form and enhanced green infrastructure.

The district will have grown in population with a larger Yeovil and expanded market towns based on economic, cultural and educational strengths. There will be continued protection of distinctive historic, urban and rural environments. The growth in population will be matched with growth in the economy in conjunction with the infrastructure provision needed to make this happen.

Residents will have greater opportunities to lead active and healthier lifestyles through greater access to open space and leisure opportunities and to facilities, services and jobs, without reliance on the car. The area will have a low crime rate and people will feel safe and happy in their environment.

New homes will be of the highest standard of design and locally distinctive. People can afford to either buy or rent and will want to live in these homes which can improve their quality of life, health and well-being. There will be economic growth in business and better wages will provide a more equitable standard of living and foster more socially inclusive communities throughout the district. Through promotion of the district, new inward investment will be attracted to South Somerset.

Yeovil will be the prime economic driver within the district and beyond, with a strong employment base and more high-tech and quality businesses. The town will have a better public transport network and be better linked to the district's Market Towns.

[39] Shaping South Somerset, a Strategy for Sustainable Communities 2008-2026

The town will be attractive for residents, workers, students and visitors. The workforce will be more highly skilled and motivated with improving higher education facilities including university level courses. Retailing will flourish in a thriving town centre which supports rather than competes with the role of the Market Towns. The night time economy in the town will flourish with quality social and leisure opportunities.

The Yeovil Sustainable Urban Extensions will be established and act as an exemplar of the benefits of more sustainable living with local job and service self-sufficiency, high quality design of buildings, a high level of attractive open space, leisure facilities and parkland. These aspirations are in accordance with the aims of Paragraph 52 of the NPPF which refers to large-scale extensions to settlements aiming to deliver on the principles of 'Garden Cities'[40].

South Somerset's Market Towns and Rural Centres will provide the basis of the thriving regenerated and diversified economy outside Yeovil. These places will have retained their distinctiveness and continue to provide a focus for their surrounding areas. They will have built upon their existing roles and functions and be thriving and vibrant places offering quality housing, job opportunities and a range of services to meet the needs of their communities and visitors and be more self-sufficient and with a better balance of jobs to dwellings.

The significant growth identified for Chard[41] will have addressed physical constraints to growth, economic regeneration and prosperity and moved the town to a higher level of service provision with much improved facilities throughout the town and better job opportunities.

The growth proposed at the other Market Towns and Rural Centres will provide economic regeneration, better housing and, with the maintenance and enhancement of commercial and community services across the district, allowing better access for all. The mix of employment, housing and associated land uses in these places will promote greater settlement self-containment.

Villages and smaller settlements will be able to provide for local provision of jobs, facilities and the affordable housing that they need which brings benefits to the rural economy. Farm diversification, more diverse local employment opportunities and support for tourism, tourism accommodation and attractions will also support a better experience of rural living, as will the ability to live and work from home through improved broadband provision.

South Somerset will have retained a viable agricultural base with high quality local food production reducing the need for imports and food miles.

Commitment to reducing the impact of climate change will be demonstrated by achieving high quality design and by the wider application of reduced CO2 emission targets for new development. Sustainable new development within Yeovil Urban Village (Summerhouse Village) and within the Sustainable Urban Extensions will provide exemplar development to act as a driver for change and innovation in design and energy efficiency. Focus will be on economic and housing growth in the most sustainable locations, avoiding areas of high flood risk.'

[40] NPPF (March 2012): Paragraph 52 and Re-imaging Garden Cities for the 21st Century, TCPA July 2011
[41] Chard Regeneration Framework, Implementation Plan LDA 2010

Strategic Objectives

3.4 The South Somerset SCS sets out 12 goals under 5 themes. Nine of these goals have a clear spatial element replicated in this local plan. Each goal of the SCS is a long-term aim to be achieved and there are close links between them. The objectives of the local plan are derived from these and from the national planning principles, as set out in the NPPF[42]. The Strategic Objectives by which the Vision for South Somerset will be achieved are as follows:-

3.5 Safe, resilient, socially just, inclusive and sustainable communities providing employment, homes and services in close proximity with strong networks and confident people sharing respect for each other.

1. A health enhancing environment, promoting walking, cycling and non-car based transport and access to leisure opportunities.
2. Access to quality services and facilities designed around the needs of the community, enabling everyone to have fair and equitable access to what they need in their local area.
3. An integrated sustainable transport system developed both within and between towns especially to and from Yeovil, whilst promoting enhanced delivery of services direct to rural areas through Information and Computer Technologies.
4. A comprehensive, high performing economy that is diverse, adaptable and provides jobs growth and inward investment through a thriving Yeovil, regenerated Chard and market towns and a diversified rural economy.
5. A natural and built environment able to attract and retain visitors, a vibrant tourism industry and encourage inward investment of high quality sustainable businesses.
6. A balanced housing market with a range of both general and affordable housing to meet the required growth and sited and built to support sustainable lifestyles with low carbon emissions, delivered through a sustainable district settlement strategy and hierarchy.
7. Address climate change through both mitigation and adaptation and move towards a Carbon Neutral economy by the Government target date of 2030 by delivering high quality and energy efficient development with exemplar development at Yeovil to move towards more sustainable, lower carbon consumption living and to provide a boost to new low carbon technologies.
8. Protection and enhancement of our natural environment, historic environment and biodiversity, retaining the distinctiveness of settlements and reflecting known environmental constraints, including flood risks in locating growth.

3.6 The next section sets out the Council's overarching objective to deliver sustainable development in the district. Following this the settlement strategy and settlement hierarchy are defined, through which the Strategic Objectives and Vision are to be implemented. The settlement strategy and hierarchy are fundamental to the delivery of the economic and housing growth at the heart of this local plan.

[42] NPPF (March 2012) Paragraph 17 sets out 12 overarching principles of the planning system.

4. Delivering Sustainable Development

Overview

4.1 The principles of 'sustainable development' are central to the planning system. A common definition of sustainable development is *"development that meets the needs of the present, without compromising the ability of future generations to meet their own needs"*[43].

4.2 As noted in Chapter 1, the NPPF sets out a *"presumption in favour of sustainable development"* and recommends that policies in a local plan should follow this presumption.

Presumption in Favour of Sustainable Development

4.3 The Framework recognises that sustainable development is about change for the better. It is about positive growth, making economic, environmental and social progress for this and future generations. To achieve sustainable development, economic, social and environmental gains should be sought jointly. They are mutually dependent.

4.4 In line with Government policy advice, the Council has adopted a positive approach in seeking to meet the objectively assessed development needs of the district. The policies in the local plan provide a clear framework to guide development that creates positive, sustainable growth, therefore following the presumption in favour of sustainable development, enabling proposals that accord with the local plan to be approved without delay. This policy is therefore at the heart of decision making when assessing planning applications.

4.5 The NPPF confirms the statutory status of the local plan as the starting point for decision-making. To this effect, development that accords with an up-to-date local plan should be approved, and development that conflicts should be refused unless other material considerations indicate otherwise. The NPPF, with its presumption in favour of sustainable development, is a material consideration in determining planning applications.

4.6 There may be instances where the local plan is silent or, in future years, policies may become out of date. To enable the Council to continue to take a sustainable, positive approach to decision making, applicants will need to assist by submitting evidence that demonstrates how proposed development accords with the local plan, and how the benefits of the proposal outweigh any adverse impacts. Where proposed development does not accord with the local plan the onus will be upon the applicant to show how material considerations indicate that the scheme should not be refused.

[43] World Commission on Environment and Development, 1987

POLICY SD1: SUSTAINABLE DEVELOPMENT

When considering development proposals the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework and seek to secure development that improves the economic, social and environmental conditions within the District.

Planning applications that accord with the policies in this local plan (and, where relevant, with polices in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:-

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted or refused.

Where necessary the Council will work with applicants to improve proposals so that they are capable of being approved.

Delivery

4.7 The following delivery bodies will be key in implementing Policy SD1:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Grant application within relevant target dates	Approved applications within target dates unless there are mitigating circumstances

5. Settlement Strategy

Overview

5.1 The settlement strategy for South Somerset consists of two key elements:-

- A hierarchy of settlements identified on the basis of their current and potential role and function, with future growth concentrated at the higher end of the hierarchy; and
- An established scale of growth for employment and housing and associated land uses for the main settlements identified within the hierarchy.

Settlement Hierarchy

5.2 The local plan makes clear spatial choices about where development should go in broad terms and identifies broad strategic locations for new development reflecting sustainable development principles.

5.3 In planning for new growth for both employment and housing there needs to be evidence of demand and need for the growth proposed and it should be located to develop and support mixed and sustainable communities, reflecting the spatial vision for local areas. New development also needs to be accessible by all forms of transport wherever practical, designed to reflect advances in technology for renewable and low carbon forms of energy, be able to address any physical constraints and provide any additional necessary infrastructure.

5.4 The South Somerset Settlement Role and Function Study[44] was commissioned by the Council to:

- Develop a methodology to identify the current role and functional relationship of settlements and their potential future roles; and
- Provide recommendations on settlement classification.

5.5 The methodology provided a statistical analysis of employment, housing, retail and community use provision within settlements and evidence of sustainable travel opportunities and self-containment (people living and working in the same place). Key indicators considered were:

- Settlements with a strong employment role;
- Identifying important retail and community services centres; and
- Sustainable travel opportunities and self-containment.

5.6 Population forecasts, employment growth and other anticipated changes have also been looked at to see how these indicators might change in the future.

5.7 The study reflected on previous evidence developed as part of the now revoked Regional Spatial Strategy. It underlined the Council's understanding that in terms of the scale of housing supply and economic activity; extent of travel to work and retail catchments; and provision of leisure, cultural, and transport services – Yeovil remains the principal settlement within South Somerset.

5.8 Accordingly, the main focus of the study was to identify the hierarchy of the lower tier settlements in the district. The outcome was a recommendation for settlements (known as Market Towns) to accommodate growth which has a wider than local

[44] Settlement Role and Function Study, Baker Associates (April 2009)

significance, and other settlements (known as Rural Centres) to meet growth which would cater more to local needs and nearby small settlements.

5.9 The Market Towns are identified as having a strong employment, retail and community role and were identified as:

- Chard;
- Crewkerne;
- Ilminster;
- Wincanton;
- Somerton;
- Langport/Huish Episcopi; and
- Ansford/Castle Cary.

5.10 Other settlements with a defined retail and community role were put forward as Rural Centres and identified as:

- Ilchester;
- South Petherton;
- Martock /Bower Hinton;
- Bruton;
- Milborne Port; and
- Stoke Sub Hamdon.

5.11 All other settlements would be considered to be within open countryside and identified in generic terms as 'Rural Settlements'.

5.12 This hierarchy forms the basis of the local plan as it is considered that the bulk of growth outside Yeovil should be in the Market Towns and Rural Centres in order to take advantage of employment and service opportunities available in these places, minimise the infrastructure investment required across the district, and increase the level of self-containment.

5.13 Alongside this study, it is important to ensure that the most sustainable options for growth were considered. Sustainability Appraisal of alternative settlement strategy options have been undertaken to ensure that the strategy is appropriate in terms of environmental, economic and social implications, and cost, benefit and risks. The Sustainability Appraisal for the whole local plan, including its policies, can be found within the local plan evidence base.

POLICY SS1: SETTLEMENT STRATEGY

Yeovil is a Strategically Significant Town and the prime focus for development in South Somerset.

The following are Market Towns where provision will be made for housing, employment, shopping and other services that increase their self-containment and enhance their roles as service centres:

- Primary Market Towns: Chard, Crewkerne, Ilminster and Wincanton
- Local Market Towns: Ansford/Castle Cary, Langport/Huish Episcopi and Somerton.

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

- Rural Centres: Bruton, Ilchester, Martock/Bower Hinton, Milborne Port, South Petherton, and Stoke sub Hamdon.

Rural Settlements will be considered as part of the countryside to which national countryside protection policies apply (subject to the exceptions identified in Policy SS2).

Yeovil

5.14 The evidence base relating to the size and scale of housing supply and economic activity; the extent of travel to work patterns and retail catchments; and the extent of leisure, cultural, and transport services highlights that Yeovil remains the principal settlement within South Somerset. Accordingly, most new development is proposed at Yeovil.

5.15 Yeovil can deliver further development sustainably and promote a better balance between jobs growth and where people choose to live. A critical mass, economies of scale and better use of existing infrastructure can be secured through Yeovil's continued designation as the primary focus for growth in this local plan.

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

Market Towns

5.17 Outside Yeovil, there is to be more limited growth in those other larger settlements within the district which act as focal points for their area. These are identified as Market Towns and Rural Centres.

5.18 Market Towns should provide locally significant development and meet the following criteria:-

- Have an existing concentration of business and employment with potential for expansion;
- Have shopping, cultural, faith, educational, health and public services; and

- Have sustainable transport potential.

5.19 Classifying a place as a 'Market Town' has been achieved through identifying the range of important roles a settlement fulfills in their local setting, in particular, where they provide jobs and services for their residents, and the residents of the surrounding areas and elsewhere[45]. These towns are the focal points for locally significant development including the bulk of the district's housing provision outside Yeovil. This growth aims to increase the self- containment of these settlements and enhance their service role, reflecting the aspirations of national policy in promoting stronger communities.

5.20 The types of Market Town do differ across the district, due to their current level of services, facilities and economic activity. Therefore, two tiers of market town have been identified: Primary Market Towns and Local Market Towns. The scale of future growth allocated to these two tiers is proportionate, with the larger Primary Market Towns planned to receive a higher level of growth, and the smaller Local Market Towns a lower level of growth. The specific amounts are set out in Policy SS5.

Rural Centres

5.21 Development in smaller but still sizeable settlements is likely to be less sustainable and so should be geared to meet local needs and address affordable housing issues. Small scale economic activity is not considered out of keeping in these settlements in order to:

- Support economic activity that is appropriate to the scale of the settlement;
- Extend the range of services to better meet the needs of the settlement and immediate surrounds; and
- Meet identified local needs.

5.22 These settlements are referred to as Rural Centres.

Rural Settlements

Overview

5.23 Rural Settlements are considered as locations where there will be a presumption against development unless key sustainability criteria can be met. This is explained in Policy SS2. These settlements will no longer have identified development areas and will be considered to be within the open countryside for planning purposes.

5.24 This approach does not preclude development; indeed the NPPF promotes sustainable development in rural areas, with housing and employment to be located where it enhances or maintains the vitality of rural communities.

5.25 Future delivery of housing and economic activity in rural locations needs to carefully balance the sustaining of communities against protecting and enhancing the rural environment. The rural lifestyle provided by the many small villages and hamlets in South Somerset is one of the unique qualities of the district, and in turn, creates a range of challenges and opportunities that require delicate management.

5.26 Evidence indicates that rural areas experience higher property prices and corresponding issues associated with housing affordability. These areas are usually populated by an increasingly aged population, and can suffer from socio-economic effects stemming from rural isolation, a low-wage economy, and poor transport

[45] Settlement Role and Function Study, Baker Associates (April 2009)

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

5.27 Reflecting on the Taylor Review (2008)[46] and the NPPF, it is clear that a thriving rural community in a living, working countryside depends, in part, on retaining local services and community facilities such as schools, local shops, cultural venues, public houses and places of worship. Rural housing plays a crucial role in maintaining the viability of these local facilities.

5.28 Furthermore, it is important that planning does not pre-determine the future of rural communities by only assessing communities as they are now and not what they could be. In too many places this approach writes off rural communities in a 'sustainability trap' where development can only occur in places already considered to be in narrow terms 'sustainable'. The question that should be asked is: *"how will development add to or diminish the sustainability of this community?"*. This requires a better balance of social, economic, and environmental factors together to form a long term vision for all scales of communities.

5.29 Policy SS2 seeks to ensure the development needs of Rural Settlements can be met, whilst restricting the scale of such growth to be consistent with the spatial strategy of focusing development at Yeovil, the Market Towns, and the Rural Centres.

5.30 The Rural Settlements tier of the settlement hierarchy covers a range of settlements that vary widely in size, role, function, local priorities, and constraints. Therefore, the interpretation of Policy SS2 will depend on applying these factors in considering proposals at each individual settlement; for example a proposal that is acceptable in one of the larger Rural Settlements such as Templecombe, which has a relatively strong employment function and good sustainable transport links with the presence of a railway station, will be different to a smaller Rural Settlement such as Compton Dundon which does not have these features.

5.31 Applications for new development in Rural Settlements will need to include necessary supporting evidence to justify that the criteria of Policy SS2 have been met. Such proposals should be based upon meeting the needs of the Rural Settlement in question, and should undergo early engagement and preferably demonstrate support from the community, consistent with the Government's 'localism' agenda. Clearly the more types of development a proposal contains the more broad based a case can be made for sustainable development.

5.32 Given that Policy SS2 is starting from the premise of no development unless certain conditions are met, the evidence for development being of a strong sustainable nature is particularly important to provide. Furthermore the local community is best placed to determine local need and what will make their settlement more sustainable and there will be an expectation that development proposals have either come from the local community, or been tested and checked through local consultation and engagement.

5.33 There may be occasions when nearby settlements effectively provide local services for each other, acting as a 'cluster', meaning a case can be made for development in one settlement to meet the needs of the cluster. In these cases, clear evidence of the functional service relationship between the settlements will be needed.

[46] Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing (2008)

5.34 The following sub-headings provide further explanation on meeting the three key criteria for the types of development that will be appropriate in Rural Settlements i.e. employment, local services and housing.

Employment Opportunities

5.35 The NPPF[47] states that policies should support sustainable economic growth in rural areas to help overcome the unfulfilled economic potential in rural communities, tackle an over-reliance on traditional low paid employment and under-employment, and help limit skilled workers having to move elsewhere for work. The Heart of the South West Local Enterprise Partnership has identified rural enterprise as a key workstream working in conjunction with the Rural Growth Network.

5.36 Some examples of employment opportunities that are likely to be acceptable in Rural Settlements include starter units to support individuals or small companies, workshops, and businesses that require a rural location e.g. farm diversification, tourism (see Policy EP5 and EP7 and EP8 for further detail).

5.37 The scale of employment development that is acceptable in Rural Settlements will vary depending on the size and nature of each settlement. Policies EP4 and EP5 provide further detail on how applications for economic development in the countryside will be assessed.

Local Services and Facilities

5.38 Accessible local services that meet community needs and support well-being are vital to creating strong, vibrant and healthy communities. The NPPF[48] supports the delivery and safeguarding of community facilities and services allowing established facilities to develop and modernise.

5.39 Policy SS2 therefore generally supports proposals to create or enhance community facilities and services in Rural Settlements – this could include local shops; community halls; pubs; health and social care facilities; cultural, sports, recreation, faith and education facilities. It should be noted that there is a clear link between the provision of housing and employment and securing current and future facilities and services. The inter-relationship should be clearly explained in any application for development in Rural Settlements.

Housing

5.40 The NPPF states that policies should take into account the need to provide housing in rural areas, in order to enhance or maintain their sustainability; and although the focus should be on existing towns and identified service centres, some new housing should be provided to meet identified local need in other villages[49].

5.41 It is important to ensure that the occupiers of new homes in Rural Settlements are able to live as sustainably as possible by having easy access to basic facilities that provide for their day to day needs. Therefore, new housing development should

[47] NPPF Paragraph 28 (March 2012)
[48] NPPF Paragraph 69 – 78 (March 2012)
[49] NPPF Paragraph 54 – 55 (March 2012)

only be located in those Rural Settlements that offer a range (i.e. two or more) of the following services, or that provide these within a cluster of settlements:-

- local convenience shop;
- post office;
- pub;
- children's play area/sports pitch;
- village hall/community centre;
- health centre;
- faith facility; and
- primary school.

5.42 In simple terms it is not realistic to expect a small hamlet with few services to be made a more sustainable location through new development.

5.43 Housing proposals should also, where possible, demonstrate how they would support existing facilities. The NPPF states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.

5.44 Housing proposals will need to fully explain how they contribute to meeting local need. This could be via delivering affordable housing, low cost market housing, or a different form or type of housing which is in limited supply for locals (e.g. small bungalows for elderly local households to move to and remain in the village, or two bedroom accommodation for young households). It will generally be expected that affordable housing is included as part of housing schemes proposed at Rural Settlements. The NPPF gives greater flexibility for local councils to set their own approach to delivering housing in rural areas. This includes considering whether allowing some market housing would enable the provision of significant additional affordable housing to meet local needs.

5.45 Residential proposals in Rural Settlements will be expected to achieve a better overall variety of housing in the settlement and result in a more balanced community with better prospects for local people to obtain affordable housing and/or access a wider range of market housing and have regard to Policy HG5, Policy HG3 and Policy HG4.

5.46 Policy SS5 sets out the scale of housing development that should be delivered in the Rural Settlements tier of the settlement hierarchy.

POLICY SS2: DEVELOPMENT IN RURAL SETTLEMENTS

Development in Rural Settlements (not Market Towns or Rural Centres) will be strictly controlled and limited to that which:

- Provides employment opportunities appropriate to the scale of the settlement; and/or
- Creates or enhances community facilities and services to serve the settlement; and/or
- Meets identified housing need, particularly for affordable housing.

Development will be permitted where it is commensurate with the scale and character of the settlement, provides for one or more of the types of development above, and increases the sustainability of a settlement in general.

Proposals should be consistent with relevant community led plans, and should generally have the support of the local community following robust engagement and consultation.

Proposals for housing development should only be permitted in Rural Settlements that have access to two or more key services listed at Paragraph 5.39.

Delivery

5.47 The following delivery bodies will be key in implementing Policy SS2:

- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Registered Providers.

Monitoring Indicator	Target
Net additional dwellings in Rural Settlements.	At least 2,242 dwellings built in Rural Settlements over the local plan period.
Housing developments in Rural Settlements.	New dwellings only permitted in Rural Settlements with two or more key services.
Level of community facilities or services in Rural Settlements (Rural Services Survey).	Addition of new community facilities and services in association with development.
Delivery of employment land in Rural Settlements.	6.13 hectares of employment land developed in Rural Settlements over the local plan period.

Scale of Growth for the District and the Main Settlements

Employment

5.48 The local plan is founded upon a sustainable economic-led strategy, with the aim to make the district more prosperous and build upon the fact that the South Somerset economy is the most productive and the largest (in terms of both jobs and businesses) in Somerset.

5.49 To deliver on this objective it is important that the local plan marries together the number of jobs created and the provision of new homes. Attracting and maintaining jobs in the district requires new homes to be built so that the supply of labour can be accommodated, and reduce the need for inward and outward commuting.

5.50 The evidence base used to inform the plan has assessed a range of data and developed scenarios reflecting upon previous rates of growth, current challenges, and future opportunities. A range of growth forecasts were explored and an employment growth figure of 11,250 has been identified as a sustainable target between 2006 and 2028[50].

5.51 South Somerset's economy remains robust even accounting for the recessionary impacts since 2008. Forecasts indicate that South Somerset's economy (along with Mendip's) will be the strongest performing in the county over the period 2011-2021, exceeding national average rates of growth in output (GVA). This is set to be complemented by the largest growth in jobs within the county over the same period. Should this growth be achieved, it will provide a platform for further strengthening in the economic fortunes of the district over the rest of the local plan period through to 2028.

5.52 Manufacturing (including aerospace); wholesale and retail trades; human health and social work activities; and administration and support service activities are the mainstay of the district in terms of number of jobs supported. From the perspective of contribution to the economy (GVA) manufacturing (including aerospace); wholesale and retail trades; and construction sectors are the most valuable.

5.53 Manufacturing and, in particular, that linked to the aerospace industry remains a locational economic advantage for South Somerset, and this is set to continue throughout the plan period. In line with national trends and general economic restructuring the district is also likely to see a shift towards more service sector jobs, and those associated with public sector administration. The implications in terms of the balance of the economy, the number of jobs created and the land requirements for these sectors of the economy will require careful monitoring so as to be flexible and responsive to business needs, whilst also achieving sustainable patterns of development.

5.54 Past economic success has been used to inform the distribution of these jobs across the district. The presumption is that the focus for economic growth will be

[50] Housing Requirement for South Somerset and Yeovil (January 2011) & Examination Core Document 167: Employment Policy SS3: Proposed Main Modifications Background and Further Evidence Base (November 2013)

Yeovil, followed by the Market Towns and Rural Centres. Additional employment land required to support the jobs likely to come forward in the Rural Settlements will be small-scale and will be expected to accord with local plan Policies SS2, EP4 and EP5.

5.55 The local plan's approach to balancing the distribution of jobs and homes seeks to ensure more sustainable and self-contained communities that are better placed to offer a range of opportunities to all of their residents. This approach will support the retention of strong, vibrant and healthy communities.

5.56 The allocation and distribution of jobs and employment land across the district is set out in Table 1 below. This is supported by a combination of quantitative and qualitative need justifications for each settlement.

5.57 The local plan carries forward a number of employment land sites from the South Somerset Local Plan (1991 – 2011)[51]. These sites continue to form part of the strategy set out in Policy SS3 and Policy EP1 for employment land delivery through to 2028. They are:

- Proposal KS/BRYM/1: Land at Lufton, Yeovil;
- Proposal KS/CREW/1: CLR Site, Crewkerne;
- Proposal ME/WECO/1: Land off Bunford Lane, Yeovil;
- Proposal ME/WINC/3: Land between Lawrence Hill and A303, Wincanton;
- Proposal ME/CACA/3(i): Torbay Road, Castle Cary;
- Proposal ME/MART/2: West of Ringwell Hill, Martock;
- Proposal ME/LOPE/1: Lopen Head Nursery, Lopen;
- Proposal ME/YEOV/4: Land South of Yeovil Airfield, Yeovil; and
- Proposal ME/CREW/4: Land North of Fire Station, Blacknell Lane, Crewkerne.

5.58 The jobs figure cited in Policy SS3 is expressed as a minimum and the Council will monitor performance against this target. Further employment opportunities are not automatically ruled out if and when the target is reached. There may be circumstances where additional economic growth is looked upon favourably to increase the viability and vitality of settlements across the district. Any further economic development will likely reflect wider macro-economic trends in the national and regional economy and be influenced by other factors which help drive a location's attractiveness to business and increase its competitiveness, such as major transport investment, an increased skills base, and wider quality of place issues, including the quality of the residential offer.

[51] See Appendix 2 for further clarification of how the South Somerset Local Plan (1991 -2011) policies are either 'saved' or 'replaced' depending upon their relationship with Policy SS3 and Policy EP1.

Table 1: Employment Land Justifications

Location	local plan jobs growth (B Use jobs in brackets)	Employment land required for B Use jobs growth (ha)[1]	Existing employment land commitments (ha)	Quantitative and Qualitative justification for employment land	local plan additional employment land requirement (ha)
Yeovil Town	3,948 (2,408)	20.49	39.84	Existing commitments more than provide for the quantitative requirement for land, however, given the significance of Yeovil and the fact that there are only two strategic sites (one of which is for a specific use, a high quality business park - 11.5 hectares, the other under construction) and the remaining sites are small scale commitments and vacant land it is suggested that an additional 5 hectares of land be provided in Yeovil. 5 hectare figure derives from the previous local plan's Inspectors report in which he recommended at least an additional 10 hectares of general employment land be provided in Yeovil. These 10 hectares were never allocated. In the context of the current economic climate, an additional 5 hectares of land is considered appropriate, to provide for a range and choice of sites. This will be monitored and reviewed, as National Guidance is clear that local planning Authorities should facilitate economic growth in sustainable locations.	5.0
Yeovil Sustainable Urban Extensions	1,565 (955)	5.16	0	In the Yeovil Sustainable Urban Extensions the aspiration is to develop enough employment land to provide a job for each economically active resident, roughly one per dwelling. This land is location specific, so it all needs to be provided. 5.16 hectares are required in total.	5.16
Chard	1,083 (661)	5.63	4.14	Employment land allocation carried forward from saved local plan proposals.	13.0

				Chard provision of 13 ha is re-presented in the strategic allocation to be identified as additional employment land requirement.	
Crewkerne	577 (352)	3.0	10.10	Employment land allocation carried forward from saved local plan proposals.	0
Ilminster	419 (256)	2.18	23.05	Employment land allocation carried forward from saved local plan proposals.	0
Wincanton	599 (365)	3.11	3.56	There is local concern that there is a lack of a balance between jobs and homes in Wincanton. The settlement has received a significant number of housing commitments but, unlike the other Primary Market Towns, it has no strategic employment allocation, yet its proximity to the A303 and the south east makes it well placed in terms of transport connectivity. Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in Wincanton (7.94ha as the highest identified source of demand). Wincanton has a supply of 3.56 hectares of employment land, with this in mind it is suggested that an additional 4.38 hectares be provided as a minimum. This will make Wincanton more attractive to potential developers, providing the opportunity to have a range and choice of sites and help to support a more balanced, self-contained settlement.	4.38
Somerton	307 (187)	1.59	1.56	Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in Somerton (6.63ha as the highest identified source of demand). Somerton has a supply of 1.56 hectares of employment land, with this in mind it is suggested that an additional 5.07 hectares be provided as a minimum in the settlement. This will	5.07

				provide choice and aid self-containment in Somerton.	
Castle Cary/Ansford	273 (167)	1.42	10.07 (*note this figure reduces to 1.97 hectares if the pet food factory development is removed)	Demand has been identified from four different sources, the highest of which is derived from the demand arising from two specific companies articulated through the South Somerset Workspace Survey (July 2013). Both companies require a combined figure of 8.9 hectares of employment land. The existing supply of 1.97 hectares (minus the 8.10ha for the pet food factory) is not sufficient and therefore the local plan should assist in the delivery of 8.9 hectares of employment land. Both companies will vacate their existing sites and the relocation of these businesses would free up their existing sites to accommodate the demand for employment land articulated in survey responses from three other sources.	8.9
Langport/ Huish Episcopi	284 (173)	.47	0.34	Demand has been identified from four different sources, the highest of which is derived from South Somerset Workspace Survey (July 2013) (4.01ha as the highest identified source of demand). This is made up of the (unique) need of one specific large employer and other smaller (and more typical) local companies. Langport/Huish Episcopi has a supply of 0.34 hectares of employment land, with this in mind it is suggested that an additional 3.67 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in the settlement.	3.67
Bruton	156 (95)	0.81	0.56	Demand has been identified from four different sources, the highest of which is derived from a survey of local commercial agents (August 2013) (2.5ha as the highest identified source of demand). Whilst in theory Bruton has a supply of 0.56	2.5

				hectares of employment land, this has been built and since local agents have made their assessment of future land requirements (2013 to 2028) in full knowledge of the land already available in the town, 2.5 ha is supported. It will enable and support jobs growth and improve levels of self-containment in Bruton.	
Ilchester	433 (264)	2.25	0.02	Demand has been identified from four different sources of evidence. The highest figure is derived from the historic jobs growth figures, however, we know that a high proportion of historic jobs growth has taken place within the perimeter of RNAS Yeovilton, who confirm that any future jobs growth is likely to be accommodated within the existing air base. We therefore move to the second highest evidenced land demand figure for Ilchester which was provided by a survey of local commercial agents (August 2013). They recommend that 1 additional hectare be provided. This is considered to be a realistic figure given the potential pent up demand that has built up in the past due to a lack of existing development land in this settlement. Existing land supply in Ilchester is 0.02ha. We do not support that this should be deducted since local agents have made their assessment of future land requirements (2013 to 2028) in full knowledge of the land already available in the town. In view of this, we recommend that the local plan assist the delivery of an additional 1 hectare of employment land in Ilchester.	1.0
Martock/ Bower Hinton	163 (99)	0.84	1.45	Demand has been identified from four different sources of evidence. The highest figure is derived from the South Somerset Workspace Survey (July 2013) (3.19ha as the highest identified source of	1.74

				demand). The 3.19ha is made up of the (unique) need of one specific large employer and other smaller (and more typical) local companies. Martock/Bower Hinton has a supply of 1.45 hectares of employment land, with this in mind it is suggested that an additional 1.74 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in the settlement.	
Milborne Port	77 (47)	0.40	0.04	Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in Milborne Port (0.84ha as the highest identified source of demand). Milborne Port has a supply of 0.04 hectares of employment land, with this in mind it is suggested that an additional 0.80 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in Milborne Port.	0.80
South Petherton	141 (86)	0.73	1.81	Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in South Petherton (2.47ha as the highest identified source of demand). South Petherton has a supply of 1.81 hectares of employment land, with this in mind it is suggested that an additional 0.66 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in South Petherton.	0.66
Stoke sub Hamdon	43 (26)	0.22	0.0	Demand has been identified from four different sources, the highest being derived from the forecast made on the basis of historic completions in Stoke sub Hamdon (1.09ha as the highest identified source of demand).	1.09

				There is no supply of employment land, therefore with this in mind it is suggested that an additional 1.09 hectares be provided as a minimum in the settlement. This will provide choice and aid self-containment in Stoke sub Hamdon.	
Rural Settlements	1181 (720)			Any additional employment land required to support the jobs expected to come forward in the Rural Settlements will be small-scale and will be expected to accord with local plan Policies SS2, EP4 and EP5.	

POLICY SS3: DELIVERING NEW EMPLOYMENT LAND

The local plan will assist the delivery of 11,250 jobs as a minimum, and 149.51 hectares of land for economic development between April 2006 and March 2028.

The identification of a B Use jobs figure for settlements establishes a target in line with the Council's forecast growth for the District over the plan period. Economic development of a main town centre type will be expected to comply with Policy EP11.

Prior to the adoption of the Site Allocations Development Plan Document, a permissive approach will be taken when considering employment land proposals in Yeovil (via the SUEs), and 'directions of growth' at the Market Towns. The overall scale of growth (set out below) will be a key consideration in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering employment land proposals adjacent to the development area at the Rural Centres.

The jobs target for Rural Settlements will be achieved through sustainable development, likely to be small-scale, which supports a prosperous rural economy and accords with local plan policies SS2, EP4 and EP5; and the NPPF.

* Yeovil, Crewkerne and Ilminster have strategic employment sites which are saved from the previous South Somerset Local Plan and Chard's strategic allocation based around Chard Regeneration Plan also includes employment provision. These sites combined equate to a total of 46.35 hectares, and this figure has been included in the overall floorspace figure cited in Policy SS3 above.
** This figure relates to Lopen Head Nursery.
*** The Council will undertake and early review of local plan policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the local plan.

POLICY SS3: DELIVERING NEW EMPLOYMENT LAND (Continued…)

Settlement	Local Plan 2006-2028 Total Employment Land Requirement	Existing Employment Land Commitments (as at April 2011)	Additional Employment Land Provision Required (total employment land less existing commitments)	Total Jobs to be encouraged 2006-2028	B Use Jobs
Yeovil Town*	44.84	39.84	5.0	3,948	2,408
Yeovil Urban Extensions	5.16	0.0	5.16	1,565	955
Chard*	17.14	4.14	13.0	1,083	661
Crewkerne*	10.10	10.10	0.0	577	352
Ilminster*	23.05	23.05	0.0	419	256
Wincanton***	7.94	3.56	4.38	599	365
Somerton	6.63	1.56	5.07	307	187
Ansford/Castle Cary	18.97	10.07	8.9	273	167
Langport/Huish Episcopi	4.01	0.34	3.67	284	173
Bruton	3.06	0.56	2.5	156	95
Ilchester	1.02	0.02	1.0	433	264
Martock/Bower Hinton	3.19	1.45	1.74	163	99
Milborne Port	0.84	0.04	0.80	77	47
South Petherton	2.47	1.81**	0.66	141	86
Stoke sub Hamdon	1.09	0.0	1.09	43	26
Rural Settlements				1,181	720
Total	149.51	96.54	52.97	11,249	6,861

Delivery

5.59 The following delivery bodies will be key in implementing Policy SS3:

- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Completed employment land in the district.	149.51 hectares of employment land will be made available in the district between 2006 and 2028.
Number of new jobs in the district.	11,250 new jobs between 2006 and 2028.

Housing

5.60 The evidence base prepared to inform the local plan has established that the full objectively assessed need for housing growth in South Somerset is 15,950 homes to be built over the period 2006 to 2028[52].

5.61 This figure has been calculated in light of the Council's overall economic-led strategy and the jobs target set out in Policy SS3. The approach seeks to ensure the district meets its objective to deliver sustainable growth that balances jobs and homes, whilst increasing the amount of people who both live and work within South Somerset. This is a complex challenge and is influenced by the needs and demands of individuals and businesses – not all of which are within the control of planning and policy-makers.

5.62 The proposed housing growth figure also seeks to help address those wider objectives outlined in Chapter 3, including:

- Maximising the economic potential of the district, by ensuring that an economically active labour force is maintained and increased;
- Managing and reducing commuting patterns to deliver balanced growth that strives for more self-containment;
- Align with national and sub-regional policy to 'boost significantly the supply of housing' against the backdrop of increasing need;
- Maximising opportunities to deliver 'affordable housing' to help manage pressures associated with high average house prices in the context of local wages; and
- Supporting the delivery of local and strategic infrastructure through use of Section 106 Agreement contributions and/or Community Infrastructure Levy receipts.

POLICY SS4: DISTRICT-WIDE HOUSING PROVISION

Provision will be made for sufficient development to meet an overall district requirement of at least 15,950 dwellings in the plan period April 2006 – March 2028 inclusive.

Delivery

5.63 The following delivery bodies will be key in implementing Policy SS4:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Development of dwellings	Completion of 15,950 dwellings between 2006 and 2028

[52] Housing Requirement for Yeovil and South Somerset, January 2011

Distribution of Housing Growth

5.64 The distribution of housing will be in accordance with Policy SS1. This results in the majority of housing being directed towards Yeovil as the principal town in the district, followed by a reduced level at each of the Market Towns, and a then a smaller allocation for each of the Rural Centres, A total housing requirement is allocated for the Rural Settlements, with decisions on how much, and where to be determined in conjunction with the aims of Policy SS2.

5.65 The evidence used to inform the apportionment of housing growth for each of the settlements includes the Strategic Housing Market Assessment, the Strategic Housing Land Availability Assessment, economic growth projections, the Infrastructure Delivery Plan, existing housing commitments, and settlement-specific development plans (e.g. the Chard Regeneration Framework).In simple terms the total housing growth for South Somerset between 2006 and 2028, is set out as follows:

- Yeovil (7,441) (47%);
- Market Towns (5,134) (32%);
- Rural Centres (1,133) (7%); and
- Rural Settlements (2,242) (14%).

5.66 It is important to reference the existing housing allocations which have been brought forward from the previous South Somerset Local Plan (1991 – 2011). These sites remain part of the strategy for housing delivery in the district, and are captured within objectives of Policy SS4 and Policy SS5. Those sites which have been completed are not carried forward, whereas those sites that are under construction, or are committed, or have planning permission are included in Table 2 below. Appendix 2 sets out how the policies relating to the sites have been saved. The sites are:

- KS/WINC/1 – Land at New Barns Farm, Wincanton;
- HG/ANSF/1 – Land at Hill Crest School, Ansford;
- HG/CACA/2 – Land West of Remalard Court, Castle Cary;
- HG/MIPO/1 – Land at Wheathill Lane, Milborne Port;
- HG/SOME/1 – Land North of Bancombe Road, Somerton;
- HG/SOME/3 – Land at Home Farm, West End, Somerton;
- KS/BRYM/1 – Land at Lufton, Yeovil;
- KS/YEWI/1 – Land East of Lyde Road, Yeovil;
- KS/YEWI/2 – Land North of Thorne Lane, Yeovil; and
- KS/CREW/1 – Land at Yeovil Road and Station Road, Crewkerne.

5.67 Prior to the adoption of the Site Allocations Development Plan Document, a permissive approach will be taken when considering housing proposals in Yeovil (via the SUEs), and ‘directions of growth’ at the Market Towns.The overall scale of growth (set out below) and the wider policy framework will be key considerations in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering housing proposals adjacent to the development area at Crewkerne, Wincanton and the Rural Centres.

Table 2: Settlement Hierarchy and Scale of Housing Growth (Data as at April 2012)

KEY: Primary Market Town (PMT), Local Market Town (LMT), Rural Centre (RC), Rural Settlements (RS)

	Yeovil	Chard	Crewkerne	Ilminster	Wincanton	Ansford/ Castle Cary	Langport/ Huish Episcopi	Somerton	Bruton	Ilchester	Martock	Milborne Port	South Petherton	Stoke Sub Hamdon	Rest of South Somerset	Area Total
Settlement Status		**PMT**	**PMT**	**PMT**	**PMT**	**LMT**	**LMT**	**LMT**	**RC**	**RC**	**RC**	**RC**	**RC**	**RC**	**RS**	
1. Housing Requirement	7441	1852	961	496	703	374	374	374	203	141	230	279	229	51	2242	15950
2. Completions	1371	383	262	144	297	42	163	24	92	0	60	141	114	5	810	3908
3. Under Construction	67	44	43	8	15	4	13	15	4	0	16	1	22	0	106	358
4. Commitments (Not Started)	2513	103	86	29	386	78	60	95	7	1	30	40	15	2	415	3860
5. Allocated (without permission)	0	1220	525	0	0	32	53	152	0	0	0	20	0	0	0	2002
6. Total	3951	1750	916	181	698	156	289	286	103	1	106	202	151	7	1331	10128
7. Residual Housing Requirement	3490	102	45	315	5	218	85	88	100	140	124	77	78	44	911	5822

POLICY SS5: DELIVERING NEW HOUSING GROWTH

Housing requirement will make provision for at least 15,950 dwellings in the plan period 2006 – 2028. At least 7,441 dwellings will be located within the Urban Framework of Yeovil and via two Sustainable Urban Extensions.
This provision will include development and redevelopment within development areas, greenfield development identified within this Plan or to come forward through conversions of existing buildings, residential mobile homes and buildings elsewhere in accordance with the policy on development in rural settlements.

Prior to the adoption of the Site Allocations Development Plan Document, a permissive approach will be taken when considering housing proposals in Yeovil (via the SUEs), and 'directions of growth' at the Market Towns. The overall scale of growth (set out below) and the wider policy framework will be key considerations in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering housing proposals adjacent to the development area at Crewkerne, Wincanton and the Rural Centres.

The distribution of development across the settlement hierarchy will be in line with the numbers below:

Settlement	Local Plan 2006-2028 Total Housing Requirement	Existing Housing Commitments 2006-2012 (at April 2012)	Additional Housing Provision required (Total Housing Less Existing Commitments) (at April 2012)
Yeovil	7,441	3,951	3,490
Chard	1,852	1,750*	102
Crewkerne	961	916	45
Ilminster	496	181	315
Wincanton**	703	698	5
Castle Cary / Ansford	374	156	218
Langport / Huish Episcopi	374	289	85
Somerton	374	286	88
Bruton	203	103	100
Ilchester	141	1	140
Martock	230	106	124
Milborne Port	279	202	77
South Petherton	229	151	78
Stoke Sub Hamdon	51	7	44
Rural Settlements	2,242	1,331	911
Total	**15,950**	**10,128**	**5,822**

* 1,750 commitments at Chard reflects built and committed sites and that part of the strategic allocation proposed for Chard that is expected to be built out in the plan period. This latter is shown as committed as it is currently part of the saved proposal from South Somerset Local Plan 1991 – 2011. The additional provision is windfall development prior to April 2017 not currently consented (April 2012). The strategic allocation provides for 2,716 dwellings of which 1,220 are anticipated in the Plan period with the rest, 1,496 expected post-2028.
** The Council will undertake an early review of local plan policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the local plan.

Delivery

5.68 The following delivery bodies will be key in implementing Policy SS5:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Net additional dwellings by settlement	Completion of additional housing provision between 2006 and 2028

Infrastructure Delivery

5.69 The growth planned in the local plan needs to be supported by infrastructure, community facilities, and services to ensure the development of sustainable places. If infrastructure and the needs of the community are not achieved alongside growth there will be unacceptable impacts on local areas and residents and the quality of the environment will be adversely affected. The local authority is committed to ensuring that this does not happen and has successfully sought and used planning obligations to obtain the necessary resources to assist in the delivery of this vital infrastructure.

5.70 Planning Obligations are currently delivered by Section 106 Agreements which are legally binding agreements between local authorities and applicants/landowners which can form part of planning applications. Through their use, proper provision can be made to ensure that new development meets, or contributes to meeting, the infrastructure requirements necessary to enable the development to go ahead.

5.71 The requirements of a planning obligation must meet the following tests:

- be necessary to make the development acceptable in planning terms;
- be directly related to the development; and
- be fairly and reasonably related in scale and kind to the development.[53]

5.72 The Council will use its Infrastructure Delivery Plan and regular monitoring of infrastructure capacity to understand the required infrastructure to ensure sustainable development. The report covers the existing status of infrastructure in individual settlements in terms of capacity for growth, the nature of additional infrastructure shown as needed to accommodate additional growth proposed, the likely costs of providing such infrastructure and any funding sources where known.

5.73 The Council is committed to working with other infrastructure providers to ensure timely delivery of services and to ensure that the Infrastructure Delivery Plan is kept up to date. It is a living document, and as changes to infrastructure requirements and funding arise the Council will work with the relevant stakeholders to regularly review requirements.

5.74 On adoption of the local plan it is evident that there are no overriding, or 'critical' infrastructure issues which would prevent new development associated with any of the proposed scale or locations of growth. Although, reflecting on their size and unique characteristics there are differing cost implications associated with infrastructure provision for Yeovil's two urban extensions and the strategic allocation for Chard Eastern Development Area (CEDA). Infrastructure provision in the case of Yeovil's urban extension will need to comply with the objectives set out in Policy YV1, Policy YV2, and Policy YV6. For Chard, the provision of infrastructure requires a holistic approach to be taken, to ensure that any piecemeal delivery of sites and infrastructure does not undermine the overall strategy.

5.75 In April 2010 the Government Introduced new legislation under the Community Infrastructure Levy Regulations[54] (as amended) which will affect the way in which strategic infrastructure can be funded in the future and modified the way in which planning obligations under Section 106 can be used. It is the intention to adopt a Community Infrastructure Levy (CIL) as soon as practicable after the adoption of the local plan to assist with the provision of strategic infrastructure. This will sit

[53] S.I. 2010/948 Community Infrastructure Levy Regulations
[54] S.I. 2010/948 Community Infrastructure Levy Regulations, S.I. 2011/987 CIL Amendment Regulations, 2012

alongside on-site mitigation which will be secure through the revised use of Section 106 planning obligations.

5.76 Once a CIL Charging Schedule is adopted, funding for strategic infrastructure (as identified by the Council under Regulation 123[55]) will be subject to the standard charges set out in that Charging Schedule. For infrastructure projects which are not to be funded through CIL and which are required as part of a planning application to mitigate site specific issues, planning obligations under Section 106 will continue to be required.

5.77 The viability of a proposed development will continue to be carefully considered. In the case of enabling development, or where the development is unable to deliver all the policy requirements for reasons of viability, taking into account CIL as well, an open book approach to viability will be required to accompany any planning application and planning obligations will be reviewed in the context of such an approach and in line with adopted Council procedures[56]. Where the Council is required to seek independent financial advice to assess the viability issues, this will be funded by the developer or promoter of the scheme.

5.78 Where a site forms part of a wider site on which planning obligations will be sought, the Council will seek to apportion the necessary planning obligations to ensure that the cumulative impact of such proposals are properly mitigated and to avoid piecemeal development.

[55] S.I. 2010/948 Community Infrastructure Levy Regulations , Regulation 123 requires the Council to publish a list of those types or individual infrastructure projects that will be funded or part funded b through CIL

[56] The current Council procedure is set out in the 'Development Control Protocol for identifying and prioritising planning Contributions' adopted 15 June 2006

POLICY SS6: INFRASTRUCTURE DELIVERY

The Council will secure the provision of (or financial contributions towards) affordable housing, social, physical and environmental infrastructure and community benefits which the council considers necessary to enable the development to proceed. Proposals that form part of potentially wider sites will be assessed in terms of the capacity of the site as a whole and such requirements sought on a pro rata basis.

Planning Obligations (through S106 legal agreements) will be used to cover those matters which would otherwise result in planning permission being refused for an individual development and will be negotiated on a site by site basis.

The Council, in line with current practice within this and other Councils, will obtain payment from developers for legal and monitoring fees in association with Section 106 Agreements.

Affordable housing and infrastructure required as a result of a site specific planning obligation will normally be expected to be provided for on site where appropriate and delivered in timely manner alongside growth but may, exceptionally, be provided nearby or through financial contribution.
The types of infrastructure required will be considered on a site by site basis and may include the following, where appropriate and not otherwise funded in full or part through CIL (not exhaustive):

- Affordable housing;
- Renewable and low carbon energy;
- Provision and enhancement of open space, sports facilities and play areas;
- Providing for and improving accessibility by a variety of modes of sustainable transport;
- Improvements to biodiversity assets and green infrastructure;
- Road and highway improvements; and
- Community facilities, including Early Years, Primary, and Secondary educational provision.

The level of developer contribution will be proportionate to the nature, scale and viability of the project having regard to the:

- Scale and form of development;
- Capacity of existing infrastructure; and
- Potential impact of the development upon the surrounding area and its facilities.

Where viability of a scheme is contested the Council will adopt an open book approach to negotiations in line with adopted Council procedures.

A Community Infrastructure Levy will be charged throughout the District in accordance with the adopted Charging Schedule for the provision of infrastructure in the area.

The Council will work in partnership with other authorities and infrastructure providers to ensure coordination of infrastructure delivery to support growth.

Delivery

5.79 The following delivery bodies will be key in implementing Policy SS6:

- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Achievement of identified infrastructure required with development	Delivery of identified infrastructure
CIL Payments	Collection of due payments

Phasing of Development

5.80 The viability of development is a complex issue which affects deliverability and the approach taken to build out a site. It is common, especially on larger schemes, that sites are completed in phases. This is usually due to local market conditions and the need to stagger development to balance supply and demand. It can also be a mechanism to minimise the impacts of development and deliver the right infrastructure requirements for the site at the right time.

5.81 Reflecting on this, it is important the local plan sets out a vision for an area which delivers sustainable growth that is grounded in the context of local market circumstances, yet maintains an element of flexibility so as to not overburden development and facilitate building.

5.82 Viability is a key part of decision-making on planning applications. Decisions on the order to how a site will be developed have an effect on cost and influence negotiations on planning obligations / CIL. It is possible that the local planning authority, the community, and a developer may have conflicting objectives for how the component parts of a site (infrastructure, housing, employment, open spaces, leisure facilities etc) are delivered. As such, a careful balance must be struck between requiring infrastructure provision at the beginning of a development, versus phasing their delivery throughout the overall build programme to ensuring realistic decisions are made.

5.83 To this extent, the NPPF and National Planning Practice Guidance (NPPG) indicate that where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible. The Council will work together with the community, the development industry, and statutory organisations (e.g. Environment Agency) to gain a clear picture on what is required to make a scheme acceptable (and when) so that viability is maintained, and the full benefits of a proposal are realised for the local community.

5.84 Where helpful, and as part of the Site Allocations DPD, site wide masterplans will be prepare to help manage competing demands, and help explain the approach being taken to create sustainable locations, identify cumulative infrastructure requirements, and assessing the impact on scheme viability.

Phasing of Previously Developed Land

5.85 The NPPF (Paragraph 17) re-confirms the Government's objective to encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

5.86 Policy SS7 and Policy HG2 work together to ensure that the Council maintains a focus on delivering development on 'brownfield sites'. This is part of the local plan's overall strategy to guide development towards the most sustainable locations available, which maximise social and economic benefits, minimise the loss of Greenfield sites, reduce the need to travel and make the best use of land and other resources.

5.87 The Council will also consider a range of incentives or interventions that could help to ensure that previously developed land is developed including addressing obstacles to the development of vacant and derelict sites and buildings and encouraging innovative housing schemes that make effective use of public sector previously-developed land.

5.88 A necessary caveat to the application of the policy is that it must not hinder needed development and in particular that there is sufficient housing land available for development.

POLICY SS7: PHASING OF PREVIOUSLY DEVELOPED LAND

The Council will encourage early development of previously developed land. A minimum target of 40% of new development should be on previously developed land and a 5-year land supply needs to pertain.

Delivery

5.89 The following delivery bodies will be key in implementing Policy SS7:

- South Somerset District Council; and
- Developers and Landowners.

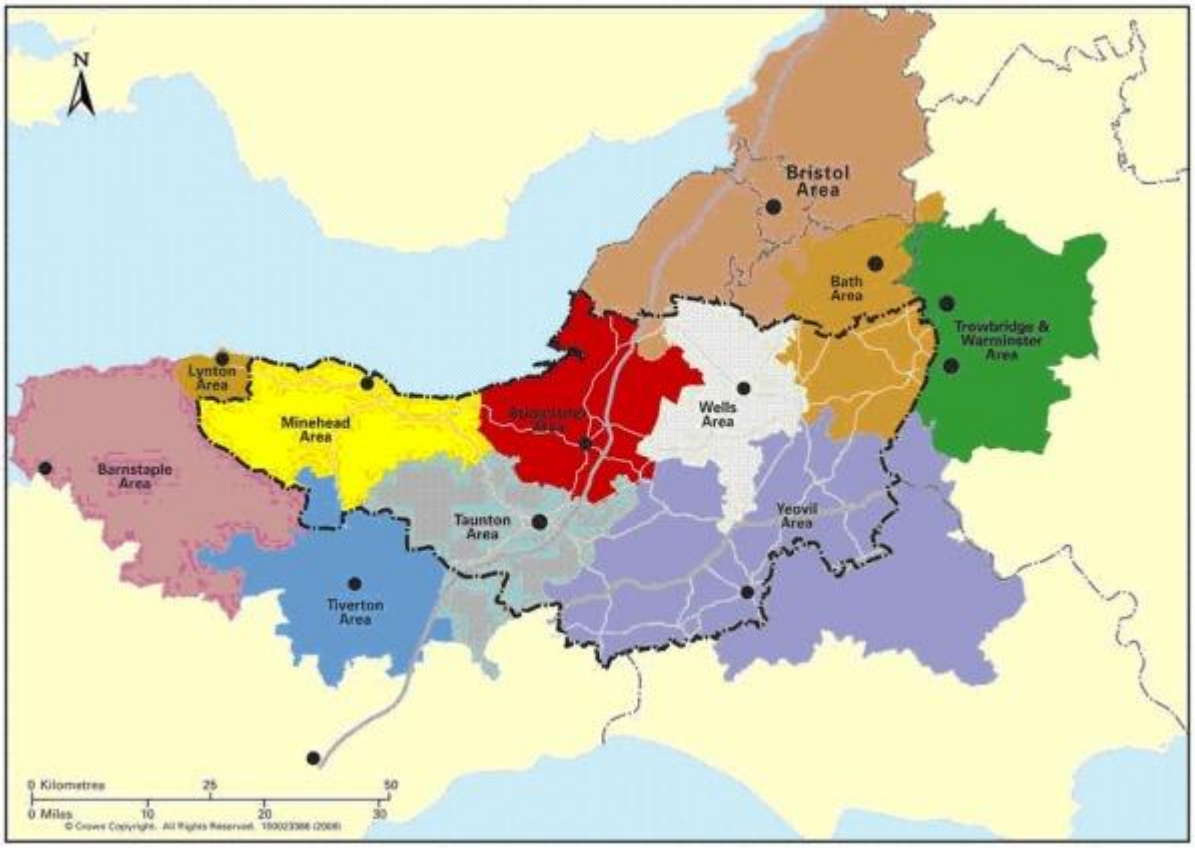
Monitoring Indicators	Target
Percentage of new development on PDL	40% of new development to be on PDL from the total number of applications approved in the district.

6. Yeovil – Vision and Proposals

Spatial Portrait

6.1 As set out in the Settlement Strategy, Yeovil is by far the largest settlement in the district, and is the focus for employment, retail, services, and housing in South Somerset. Yeovil is located on the south eastern boundary of Somerset, adjacent to the Dorset border, and is surrounded by a large rural hinterland of smaller market towns and villages that extends across South Somerset and into northern Dorset. Taunton is the nearest larger settlement, around 28 miles away to the west. The map below shows travel to work areas in the Somerset area.

Figure 4: Travel to Work Areas in Somerset[57]



6.2 Yeovil is closely linked to the A303 trunk road that runs east-west through the district, and the key routes of the A30 and A37 run through the town. The town has two mainline railway stations, Yeovil Pen Mill on the Weymouth - Bristol line, and Yeovil Junction on the Exeter - London Waterloo line. Neither station is in an ideal location, with Pen Mill on the eastern edge of the town and Junction two miles to the south of the town, but there is a regular (half hourly) bus service from the stations to the town centre, and Pen Mill has good pedestrian and cycle links with the town centre via an off road path.

6.3 Yeovil is an historic town with evidence of pre-Roman settlement, steady medieval growth, and a local economy based on cloth and leather manufacturing (with gloving a speciality) that promoted modest expansion into the 19th century.

[57] Somerset Economic Assessment, 2011

Increased growth came in the 20th century, with aerospace and its associated engineering becoming the town's main industry, and rapid housing development over the last 40 years which has now taken Yeovil's population to around 43,959 people[58]. This residential growth has primarily spread north and west of the town centre, absorbing the small hamlets of Preston Plucknett and Alvington, and now extending to the edge of Lufton hamlet to the west and Brimsmore to the north. Development to the southeast has been limited due to a combination of the River Yeo's flood plain, steep hills, and historic homes and estates.

6.4 Today, Yeovil plays a very significant economic role in the county,[59] and is the prime economic driver in South Somerset. It is estimated that Yeovil generated £1.5bn of Gross Value Added in 2007.[60] Yeovil has nearly half of the jobs in the district, despite being home to just over a quarter of the population. Yeovil has a relatively high proportion of manufacturing jobs, and is one of the most important aerospace engineering areas in the country, with "AgustaWestland" particularly prominent, employing around 3,500 people. There are also lots of jobs in health and social work, and retail in the town. Yeovil is under represented however in private sector services such as banking and finance. Prior to the late 2000's recession, there was strong economic growth at Yeovil driven by an increase in jobs in the business and financial services sector that easily outstripped national and regional growth rates – economic forecasts suggest that Yeovil will be less severely affected by the economic slow-down than other places, helped by the large manufacturing sector in the town which has proven more robust than other sectors. There is a requirement however to diversify the number of employees in the town.

6.5 Yeovil has a range of food and non-food shops, with numerous national multiple operators, and has four times the retail floor space of the next largest settlement in the district (Chard), although there are some empty shops in the town, evidence of the economic recession. The town has one of the highest levels of self-containment of any settlement in the region, with 75% of those living in Yeovil also working there.[61] However, there are also high levels of in-commuting with 1 in 3 workers in Yeovil travelling in to the town to work. Some of the key services and cultural activities in the town include Yeovil District Hospital, Yeovil College, the Octagon Theatre, and Yeovil Town Football Club. The town would benefit from greater provision of quality indoor sports and leisure facilities.

6.6 Some of the core town centre functions of Yeovil are currently located elsewhere in the town, which make trips to Yeovil more difficult than in a compact town centre where key functions are in one, walkable centre. For example, many offices (including the main District Council office) are now located outside the town centre, and neither of the towns' two train stations are within the town centre. The dispersal of some town centre functions, such as offices in the 'western business extension', is a further disaggregation of services and facilities.

6.7 The car currently dominates travel in the town, with 65% of Yeovil's residents driving to work. However two thirds of these trips are under 5km,[62] which is short enough to offer potential for these trips to be made on foot, bike or by bus. Key traffic routes across the town suffer from congestion at peak times, although it tends to disperse outside peak periods – the A30 Sherborne Road is the one location

[58] Office for National Statistics: 2010 urban area population estimates
[59] Somerset Economic Assessment, 2011
[60] An Economic profile of Yeovil, Ekosgen 2010
[61] A Functional Analysis of Settlements, SWRA, 2005
[62] 2001 Census

where congestion is visible for most of the day.[63] The A30 also acts as a barrier to pedestrian access to the town centre. As with most urban areas, traffic hotspots tend to be at the junctions. Road traffic is the prime cause of poor air quality in parts of Yeovil, which has led to the whole town being designated as an Air Quality Management Area. Although there are dedicated cycle routes around parts of Yeovil, much of this network is discontinuous meaning that it is difficult to cycle to key destinations across the town, particularly from northern parts of Yeovil.

6.8 Yeovil is located in an attractive rural setting, within a sensitive landscape defined by escarpments to both the north and south, which act to 'cradle' the town.[64] There is a particularly rich historic environment in close proximity to the town, including 5 registered Historic Parks and Gardens, 12 village Conservation Areas, numerous Grade I and II* Listed Buildings, and 9 Scheduled Ancient Monuments.[65] These offer important tourism opportunities. Other important natural assets include Best and Most Versatile agricultural land surrounding much of the town, several Local Wildlife Sites, European Protected Species (including dormice, bats, otters), and the River Yeo flood plain along the eastern edge of the town. The presence of Nine Springs Country Park just to the south of the town centre is one of Yeovil's key assets.

Local Aspirations – the 'Yeovil Vision'

6.9 The Yeovil Vision project involves a wide range of groups with an interest in the town, and is a statement of ambition reflecting the desire for the future development, regeneration, renewal of Yeovil to 2028 and beyond. It has the catch phrase *'Yeovil; the heart of the country… and the mind of a city'*, supported by the following objectives:

- Developing a positive, confident and distinct image;
- A town centre which is safe and clean;
- Delivering quality new developments which are locally distinctive, sustainable and contribute to the development of the town centre as a whole;
- Enhancing its close relationship with the country park and countryside beyond;
- Realising its full potential to meet the demands of its catchment area and in doing so attracting appropriate and quality inward investment;
- Developing distinct yet complimentary quarters to improve the vitality and diversity of the town centre;
- Using a quality transport system which provides choice;
- A mixture of uses and activities providing a safe and vibrant environment for both daytime and night-time economies;
- Developing a strong community involvement in its future development and improvement;
- A town that embraces and celebrates cultural diversity.

6.10 The Yeovil Urban Development Framework (2005) details specific projects in the town centre that would help deliver the objectives and aspirations of the Yeovil Vision – the local plan supports these projects as helping to regenerate the town:

1. Radial routes – the re-establishment of the historic radial routes into the town centre.

[63] Yeovil Transport Strategy Review, 2006
[64] Peripheral Landscape study of Yeovil, 2008
[65] Yeovil Historic Environmental Assessment, 2010

2. The Avenue – the transformation of the Reckleford/Queensway bypass into an urban boulevard.
3. Urban Village – rationalisation of the street pattern to the south and the creation of locations for high quality mixed use development.
4. Green Fingers – a series of green corridors and links between the town centre and Country Park.
5. Promenade – the creation of a strong urban frontage to the Country Park which strengthens its relationship with the town centre.
6. Green Transport Corridor – a corridor of future sustainable transport opportunities which connects the east end of Yeovil with the Country Park.
7. Development Opportunities – a schedule of major opportunities for development in the town centre.

6.11 An updated overview[66] of the some of the schemes proposed in the Yeovil Vision has identified two key factors as being critical to the success of the town centre: residual town centre functions should better meet local need to reverse the "leakage of spend" from the Yeovil catchment area; and connectivity should be maintained and enhanced both within the town centre, and to key destinations elsewhere in the town. In the longer term, office based employment should increase in the town centre in order to increase its vitality and viability.

What Will The Local Plan Deliver?

Housing

6.12 The spatial strategy proposes 7,441 new homes at Yeovil, based upon having an economic led approach to growth, as explained further in the Settlement Strategy section. This level of housing provision helps to maintain a balance with the town's potential job growth, will serve to maintain Yeovil as the focus for growth in the South Somerset economy, and will help to support a vibrant retail, leisure and service base for the town and wider area.

6.13 The extent to which housing development will occur within the existing urban framework[67] of Yeovil can be indicated by an assessment of the likely capacity of the town to accommodate growth. An initial assessment undertaken, taking into account the following sources, indicated a theoretical potential capacity of 5,876 (rounded) dwellings for Yeovil's urban framework for the plan period:

- Completions: 1371 dwellings
- Commitments: 2580 dwellings
- Intensification of key sites: 239 dwellings
- Yeovil urban village: 278 dwellings
- Windfall development after 2017 and flats above shops: 1408 dwellings

6.14 The strategy for 7,441 dwellings to be located at Yeovil, means that a residual figure of 1,565 dwellings should be located in Sustainable Urban Extensions to the town.

[66] Yeovil Place Review, Ekosgen, 2010
[67] In this context, Yeovil's 'urban framework' comprises the 'development area' and Key Sites as shown on Inset Map 15, and explained in paragraphs 9.3 – 9.6. This is reflected in Policy SS5.

POLICY YV1: URBAN FRAMEWORK AND GREENFIELD HOUSING FOR YEOVIL

Within the overall provision of at least 7,441 dwellings at Yeovil, 5,876 are anticipated in the Urban Framework of the town, and 1,565 dwellings at the Sustainable Urban Extensions.

Delivery

6.15 The following delivery bodies will be key in implementing Policy YV1:

- South Somerset District Council;
- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators	Target
Net additional housing delivered in Yeovil	At least 7,441 dwellings should be developed at Yeovil, including 1,565 dwellings in the sustainable urban extensions between 2006 and 2028.

Employment

6.16 As set out in the Vision, Strategic Objectives and Settlement Strategy, Yeovil will continue to be the prime economic driver in South Somerset, as well as parts of surrounding districts. The local plan proposes for around 5,313 jobs being created in Yeovil over the plan period, of which it is likely that 3,363 jobs will be within the 'B' use classes. An additional 10 ha of 'B' use employment land is required in Yeovil, just over 5.0 ha of which should be delivered as part of the Sustainable Urban Extensions in order to provide one job per household to meet the aspirations for a sustainable extensions.

Aerospace engineering is key to Yeovil's economy

6.17 The local plan seeks to build upon the strengths of Yeovil's economy, by encouraging new businesses that support aerospace and other high tech industries. Policy YV4 delivers an aspect of this through the designation of an 'airfield flight safety zone' that supports the continued use of the airfield for testing aircraft, and therefore supporting this key element of the town's economy. The strategic employment provision in Yeovil at Lufton and Bunford Lane continue to be regarded as strategically important and supported. The allocation at Bunford Lane in particular will provide a high quality business park that will support the objective to encourage high tech industries.

6.18 Yeovil does need to ensure diversification within the high tech sector to avoid its heavy and historic dependence on the defence industry, and so that it is more robust to future economic changes. A supply of employment land will be critical to maintaining the needs of a changing sector and the inevitable drift from traditional engineering to smaller, high-tech, IT driven development.

6.19 One issue that the local plan will seek to tackle in Yeovil is the expansion of office space outside the town centre – over the last 20 years much of the office based employment growth has occurred outside of the town centre, and between 2006-11 only 10% of the office development in Yeovil has occurred in the town centre[68]. Therefore, new office development will be directed to Yeovil town centre, as set out in Policy EP2.

Retail

6.20 Yeovil is the largest and most successful town centre in the district with a reasonable presence of 'High Street' brands, although there has been an increase in the number of vacant properties across the town centre in recent years. The proposals[69] for a 23,000 sq m gross expansion of the Quedam Shopping Centre will considerably improve the retail offer of the town and provide a range of modern shop units to attract new retailers.

[68] SSDC Employment Land Monitoring April 2006 to March 2010
[69] The scheme has a resolution to grant planning permission (as at February 2012)

Retail in Yeovil Town Centre

6.21 The South Somerset Retail Study Update (2012) recommends a strategy of retaining Yeovil's market share, which will secure its prominence in the retail hierarchy, whilst allowing sufficient retail provision in the Market Towns, District Centres and Local Centres. If Yeovil's market share were increased it would potentially unbalance this relationship at the expense of the other centres in the retail hierarchy. Therefore to retain Yeovil's market share in a managed way, an upper limit is placed on additional retail floorspace in Yeovil beyond existing retail provisions and commitments (see Policy EP10). The limits are 3,800sq m (or £47.7m retail expenditure) of convenience goods retail floorspace and 12,600 sq m (or £90.9m retail expenditure) of comparison goods retail floorspace to 2028.

6.22 The threshold at which retail proposals are required to prepare a Retail Impact Assessment is 2,500 sq m, which is in line with the NPPF.[70]

Yeovil Sustainable Urban Extensions

6.23 As discussed above, Sustainable Urban Extensions to Yeovil of some 1,565 dwellings and 5 ha of employment land are required to deliver the proposed level of growth for the town. This would equate to around 3,400 people living in the urban extensions when complete.

Locations

6.24 Strategic growth locations for the provision of 1,565 dwellings and accompanying employment land, community facilities and services were considered all around the edge of Yeovil.[71] Being strategic options for growth, a minimum size of 500 dwellings was identified in order to create a more sustainable community capable of accommodating a range of uses, consistent with national policy.[72] The evidence indicated that two Sustainable Urban Extensions, to the south and north east (as shown on Inset Map 15), provide a sound approach to delivering strategic development on the edge of Yeovil.[73]

6.25 The scale of growth being proposed is similar at each SUE, with approximately 800 dwellings in the south area and 765 dwellings in the north east. Sufficient land for economic development is provided to allow for one job per household, and a range of community facilities are included to ensure a mix of uses and more sustainable communities. The level of development in the SUEs alone does not generate sufficient education places to justify a new secondary school, although there is likely to be a lack of capacity at the existing secondary schools in Yeovil towards the end of the plan period. These capacity issues will be resolved in due course, with contributions being sought through Section 106 obligations and CIL in the meantime, as set out in Policy SS6.

Sustainability Objectives and Garden City Principles

6.26 The District Council aspires for the urban extensions and Summerhouse Village to achieve the highest sustainability standards possible. In particular the following standards are to be pursued for these strategic locations for Yeovil:

[70] NPPF March 2012
[71] Strategic Growth Options for Yeovil, Sustainability Appraisal Report, October 2013.
[72] NPPF para 17, 34, 37, 38, 58, 69, 70.
[73] Sustainability Appraisal Addendum Report, March 2014.

- 40% greenspace – an aspiration in keeping with the Yeovil Vision and the high quality urban edge landscape of Yeovil;
- A minimum of 30% affordable housing to achieve the garden town aspirations of the Council for the Urban Extensions – the Council's target is 35%;
- More options for non-car travel (30% of trips should be non-car) – the high usage levels of traffic on Yeovil's roads throughout the network point to retention of this standard to enable maximum development and development benefits at minimum adverse traffic impact;
- 1 job per household provided on site – this enables a new sustainable community less controlled by the need to use the car;
- Homes accessible to public transport – the need to promote viable public transport in Yeovil is clear.

6.27 The Government's aspiration in the NPPF[74] for extensions to existing towns that follow garden city principles is considered to fit well with the Sustainable Urban Extensions and these principles will be pursued.

6.28 Other standards for sustainable development should also be pursued where possible as set out below:

- minimise vulnerability to the changing climate;
- meet lifetime homes standards;
- access to one employment opportunity per dwelling that is easily reached by walking, cycling and/or public transport;
- homes should be within a 10 minute walk (400m) of a frequent bus service and neighbourhood services;
- designed and planned to support healthy and sustainable environments;
- complement and enhance existing landscape character;75
- conserve and, where appropriate, enhance heritage assets and their settings;76
- a net gain in local biodiversity;77 and contributes to the green infrastructure strategy and to the conservation objectives of nearby designated Natura 2000 sites.
- incorporate measures to ensure efficient use of water, improve water quality and prevent surface water flooding;
- include a sustainable waste and resources plan which sets ambitious targets for residual waste levels, recycling levels and landfill diversion.

6.29 Long term governance structures should be in place to ensure high sustainability standards are achieved and change is effectively managed.

6.30 The achievement of these standards will establish the urban extensions and Summerhouse Village as exemplars that will demonstrate the benefits of sustainable living.

Future Masterplanning

6.31 The urban extensions will require detailed masterplanning to develop the directions of growth into detailed schemes that can be implemented. This masterplanning is anticipated to be undertaken within the context of an area based development planning document and with the full engagement and ownership of the wider Yeovil community as well as the local communities immediately adjacent the directions of

[74] NPPF March 2012
[75] Further detail on this is included in the 'Yeovil Peripheral Landscape study' September 2008
[76] This is considered in the 'Yeovil Historic Environmental Assessment', July 2010
[77] This will be informed by the 'Yeovil Ecotown biodiversity baseline and scoping report' July 2010

growth. The heritage assets in the vicinity of the directions of growth will require particular consideration and assessment through the master planning process in order to ensure that these assets are conserved and, where possible, enhanced. The masterplan will be designed in such a way that will contribute to the green infrastructure strategy and will include potential links to and from the urban extensions, such as through the Aldon Estate for the South Yeovil SUE.

6.32 Policy YV2 includes landscape mitigation for the NE Yeovil SUE to address the impacts of built development in this area. Future masterplanning work should ensure development is assimilated into its surroundings by including the following key landscape prescriptions:

- Set development back from the line of the A359, and placed beyond a robust tree line;
- Retain the mature trees and robust hedgerows within the site;
- Counter general potential massing effects by breaking up development areas; locating buildings to avoid the steeper and highly visible slopes, and; incorporating open space and tree planting within these areas;
- Utilise woodland planting over the raised knoll to the east of the site;
- Create robust planting and open space corridor along the most prominent site hedgelines;
- Locate building growth adjacent to Wyndham Park in areas that are less conspicious to local view;
- Seek a sensitive integration of street patterns, corresponding open space, tree planting and material tones, with Wyndham Park;
- Locate bulkier forms of development on areas of lesser elevation, visually contained, or on level topography.

6.33 Further detail on all of the key issues in delivering the Yeovil Sustainable Urban Extensions will be addressed in the Area Action Plan/Site Allocations Development Plan Document to be produced after the local plan is adopted or through the development management process if planning applications are submitted in advance of preparing the DPD[78].

6.34 Masterplanning will pick up on issues identified in the Council's Habitat Regulations Assessment and ensure that the appropriate mitigation measures are taken in relation to the bat foraging features and routes from the Brackets Coppice Special Area for Conservation some 6 to 8 miles to the south west. The assessment identifies the masterplan as the appropriate means to address these matters.

[78] At the time of writing, outline application 14/02554/OUT for the North East Yeovil SUE was pending consideration.

POLICY YV2: YEOVIL SUSTAINABLE URBAN EXTENSIONS

The Yeovil Sustainable Urban Extensions should be located in two areas to the south and north-east of the town and should provide the following:

The south area:
- Approximately 2.58 hectares of land for economic development;
- Approximately 800 dwellings;
- One Primary school;
- A health centre; and
- A neighbourhood centre.

The north east area:
- Approximately 2.58 hectares of land for economic development;
- Approximately 765 dwellings;
- One Primary school;
- A health centre;
- A neighbourhood centre; and
- Landscape mitigation to address:
    - Potential massing effects across the site's northward face; and
    - Potential visual dominance at the site's edge and skyline.

The Yeovil Sustainable Urban Extensions will be developed to the highest sustainability objectives and garden city principles, subject to viability.

Development within the Yeovil Sustainable Urban Extensions will be permitted where features supporting bat movement are not severed and that access between feeding areas and roosts is maintained unless it can be proven that there would be no significant effect by the proposal on such features.

Delivery

6.35 The following delivery bodies will be key in implementing Policy YV2:
- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators	Target
Level of 'sustainability' achieved at the Yeovil Sustainable Urban Extensions	Subject to viability, achieve the highest feasible sustainability standards and in particular • 40% of total development as greenspace • 35% affordable housing provided on site and at the least 30% • At least 30% of trips by non car means • 1565 jobs provided by 2028 on employment areas

Amount of employment land delivered in the Yeovil Sustainable Urban Extensions.	5.16 ha of employment land between 2006 and 2028
Number of dwellings built in the Yeovil Sustainable Urban Extensions	1,565 dwellings developed in the Yeovil SUEs.
Masterplans	Publication of masterplans for Sustainable Urban Extensions

Yeovil Summerhouse Village

6.36 The Yeovil 'urban village' site lies between Stars Lane, Park Street/South Street and Dodham Brook in Yeovil town centre, and is regarded as a major opportunity to bring investment back into an underused part of the town centre that is of a strategic scale justifying inclusion in the local plan. The Yeovil Urban Development Framework (UDF 2005) identified the site as a priority for regeneration, on land that is currently used as a car park and primarily owned by the District Council.

6.37 The Yeovil UDF established the underlying principles that have informed the Summerhouse Village draft Masterplan (August 2011) - this examines the viability of developing an urban village to the highest sustainability standards, and includes a draft masterplan and outline design codes. A mixed-use scheme involving housing-led regeneration of the site is currently proposed. The key principles of the Summerhouse Village are:

- Develop a mixed use income development that appeals to a range of markets, including people already living in Yeovil in unsatisfactory accommodation;
- Create a balanced community over time in terms of ages and incomes, starting with young families and following on with senior living and larger individual eco homes, with some accommodation for rent, and also home workers through larger than usual homes;
- Provide a better than usual level of infrastructure in terms of energy, waste and water;
- Replicate models that have worked elsewhere including involvement of community enterprises.

6.38 There are key viability issues including funding the replacement of car parking spaces and finding appropriate alternative sites, with evidence indicating a shortfall of spaces at peak times on Saturdays by 2023[79]; affordable housing provision; flooding mitigation and further assessment of proposals for a hotel and access arrangements. There is the expectation that the initial phase of 150 dwellings will be built starting later this decade with the further development of other potential residential sites to be built towards the end of the plan period to reach a higher overall capacity of 278 dwellings.

POLICY YV3: YEOVIL SUMMERHOUSE VILLAGE

Yeovil Summerhouse Village is identified as a strategic location for a mixed-use scheme of at least 278 dwellings, retail and leisure uses in the town centre.
Summerhouse Village will be developed to the highest sustainability objectives, subject to viability.

[79] South Somerset District Council Car Parking Strategy, 2013.

Delivery

6.39 Given the scale of work still to be undertaken it is unlikely that the Summerhouse Village Masterplan will be deliverable until the later stages of the local plan period. The following issues will need to be resolved by the identified bodies in order to deliver the Summerhouse Village in full:

- Car park site search - South Somerset District Council; Yeovil Vision Board; landowners;
- Flood Risk Assessment (and subsequent mitigation measures) for sites on the edge of the flood plain and adjacent the Dodham Brook - developers; the Environment Agency; South Somerset District Council;
- The final Masterplan will need to be financially reappraised to assess project viability - South Somerset District Council; Yeovil Vision Board; developers.

Monitoring Indicators	Target
Delivery of the Yeovil urban village in line with the principles of the Summerhouse Village Masterplan	A mixed-use scheme of around 278 dwellings, retail and leisure uses on the urban village site delivered by 2028

Infrastructure

6.40 The Infrastructure Planning Report[80] identifies a number of infrastructure requirements for Yeovil and the Sustainable Urban Extensions:

- Transport - critical

There are several infrastructure requirements relating to transport that are identified as being 'critical' when delivering new development in Yeovil. Delivery of the highways infrastructure identified in the Eastern and Western Corridor studies are foremost among these highway improvements, including improvements to help alleviate congestion at the three major roundabouts in the town: Horsey, Hospital and Fiveways. Given the lack of public spending available for such schemes, it is likely that significant elements of 'critical' highways infrastructure will need to be funded from new development.

- Transport – necessary

Non-highways transport improvements are also proposed in Yeovil, often relating to promoting sustainable travel e.g. improving the walking and cycling network, although these are identified as being 'necessary' rather than 'critical'.

- Health – necessary

Replacement facilities are identified as being required for two surgeries, along with an extension of a medical centre. A new health centre is required for the urban extensions.

- Leisure – necessary

New synthetic turf pitches, sports ground, equipped play areas, youth facilities, community hall.

[80] Infrastructure Planning in South Somerset, 2012

- Education – necessary

2 new primary schools in the Yeovil Sustainable Urban Extensions.

- Open space – necessary

Open space and natural green space provision reflecting enhanced aspiration for the urban extensions.

6.41 In addition, many items of infrastructure are identified as being 'desirable' when delivering new development in Yeovil, relating to public realm improvements, green infrastructure, and non-highways transport improvements.

Yeovil Airfield Flight Safety Zone

6.42 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. This requires approval to operate aircraft from both the Civil and Military Aviation Authorities. If development was to take place on the main westerly and south westerly flight paths, the company could risk losing its aerodrome licenses (civil and military). Therefore, a flight safety zone has been set out to the south west and west of Yeovil (see Proposals Map - Yeovil Inset Map), where built development is precluded. This zone has been delineated on the basis of information supplied by Agusta Westland from simulation modelling of potential emergency procedures on take-off (primarily giving horizontal length of the safety zone) and pilot judgement on avoidance of obstacles and impact of wind (giving a lateral spread for the safety zone).

POLICY YV4: YEOVIL AIRFIELD FLIGHT SAFETY ZONE

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

Delivery

6.43 The following delivery bodies will be key in implementing Policy YV4:

- South Somerset District Council; and
- Agusta Westlands.

Monitoring Indicators	Target
Avoidance of development that will cause a hazard to the Yeovil Airfield Safety Zone	No built development in the Yeovil Airfield Flight Safety Zone

Delivering Sustainable Travel at Yeovil

6.44 With some key transport corridors already under significant pressure at peak times, it is important to ensure that Yeovil delivers its growth in a way that is as sustainable as possible to reduce the need for reliance on car movement in order to access vital goods and services. Access by sustainable travel modes to shops, jobs, education and health/leisure opportunities will be crucial if this expansion is to be achieved without further adding to the pressures that are already faced by the town, including issues of poor air quality, carbon dioxide emissions, severance and congestion at strategic junctions. Car traffic is the main cause of poor air quality that has meant the whole town being designated an Air Quality Management Area.

6.45 With an additional 7,441 dwellings envisaged for Yeovil between 2006 and 2028, and with the current highway network already close to capacity at peak times, there is a strong case for delivering sustainable transport alternatives to avoid the need for costly highway infrastructure improvements. Similarly there is huge potential to deliver health benefits.

6.46 The University of the West of England report on behalf of the Department of Health South West[81] advocates an innovative approach to integrated transport planning in Yeovil through eight 'seed project' proposals. The report recognises that local stakeholders do not alone have the capacity to act and that national and regional resources would need to be redirected to make this project a priority. At the same time it demonstrates that such investment can deliver a very high ratio of benefit to cost, which if implemented would be distributed across a wide range of objectives including improved access, social inclusion, health and well-being, economic development, traffic reduction, climate change, minimising noise and air pollution, and biodiversity.

6.47 The report recommends that a feasibility study be undertaken specifically focusing on determining the wider social benefits of implementation. Prior to such feasibility studies being carried out it is difficult to factor these projects into the local plan. However, there is a very strong case for building some of these seed projects into the Yeovil Sustainable Urban Extensions as these measures form an integral part in the delivery of the filtered permeability, infrastructure and routes/services required to deliver modal shift.

6.48 Since the Yeovil Sustainable Urban Extensions modal shift policies will require feasibility and transport assessment work, it would be desirable for this work to be carried out in tandem. Also the emerging Yeovil Transport Strategy Review 2 (YTSR2) will consider the feasibility of Park & Ride[82]. Any eventual project needs to be costed and, subject to the business case being made, contributions sought through planning obligations/CIL in accordance with relevant policies.

6.49 The Transport and Accessibility chapter contains a policy for delivering sustainable travel in the existing towns of Yeovil and Chard, as well as district wide sustainable transport policies. The sections below relate to Yeovil's Sustainable Urban Extensions.

[81] 'Active and Low Carbon Travel a transport vision for Yeovil' (May 2010)
[82] Park and Go' - Seed Project 2 'Active and Low Carbon Travel a transport vision for Yeovil' (May 2010)

Delivering Sustainable Travel at the Yeovil Sustainable Urban Extensions

6.50 The proposals for the Yeovil Sustainable Urban Extensions offer additional opportunities to deliver sustainable travel by further reducing the need and desire to use the private car. The policy aims for 30% of travel originating in the Urban Extensions to be by sustainable (i.e. non car) means. Many of these measures are recommended in the study 'Delivering 21st century Sustainable travel in Yeovil'[83]. Measures to achieve 30% modal shift include:

a. Through intrinsically linked well-designed infrastructure for footpaths and cycle ways ensuring filtered permeability (i.e. separating sustainable transport routes from those used by the car) within the site with journey times that are better or more comparable to those by car and in place from first occupancy. Sustainable links (walking, cycling and bus routes) beyond the site should enable easy access from the Yeovil Sustainable Urban Extensions to the town centre, main employment sites, transport interchanges, health and educational establishments. As set out above, homes should be within a 10 minute walk (400m) of a frequent bus service and neighbourhood services.

b. Car parking at the Urban Extension's facilities, employment sites and neighbourhood centre should incorporate car park management measures, commensurate with SCC's parking strategy[84] including a charging regime ensuring that:

- Priority is given to electric vehicles; and
- Car use for these short journeys is discouraged.

However charges need to be set at low rates to discourage the perverse incentive of travelling further in their car to access these services.

c. Offering a traffic-free immediate environment with residential parking separated from the residential areas and more distant than the nearest available public transport bus stop. This will need to overcome the anti-social behaviour issues common with 1970's style peripheral parking. One way forward could be to ensure that car parks are secure by design with access/egress using smartcard technology and with the cars being easily over looked. The cars also should be easily accessed by the owners on foot, whilst any actual journey by car to access facilities both in the Urban Extensions and in the town centre and the daily commute should take a longer route. The objective is to reduce the desirability of using the car for those short journeys, rather than restrict car ownership in itself.

d. Establishing a high quality bus service through a Quality Bus Partnership (QBP) to offer a frequent low emission bus service throughout the day with a demand responsive ('Nippybus' type) bus service to operate during the evenings at off-peak times. With the critical mass delivered with the Urban extensions there is likely to be a strong business case for the operation of these routes on a commercial basis. However initial contributions will be required from the development as pump priming will be necessary to kick start and ensure induced travel habits from the start.

6.51 These measures will need to be fully costed and tested for viability through a Transport Assessment (TA). Subject to outcomes of the TA, all residential and

[83] [Addison and Associates, 2011]
[84] [SCC's parking strategy (March 2011) - Policy PM 5 'Management of Private Parking Policy']

employment sites within the Yeovil Sustainable Urban Extensions would then be required to implement these policies.

6.52 In addition to the generic policies that support modal shift throughout the district (TA1 – TA6) and Policy YV5 below, specific schemes within the proposals for the SUE could include transport measures to ensure that an even greater number of journeys are by sustainable means through the incorporation of projects within the UWE report[85].

POLICY YV5: DELIVERING SUSTAINABLE TRAVEL AT THE YEOVIL SUSTAINABLE URBAN EXTENSIONS

In order to deliver at least 30% of travel originating from the Yeovil Sustainable Urban Extensions by non-car modes, subject to viability, and in addition to the generic policies that support modal shift throughout the district and Yeovil, the Yeovil Sustainable Urban Extensions should seek to provide:

i. Intrinsically linked well-designed infrastructure for footpaths and cycle ways ensuring filtered permeability that delivers journey times that are better or more comparable to those by car.

ii. Car parking management at the Yeovil Sustainable Urban Extensions' facilities, employment sites and neighbourhood centre, which gives priority to electric vehicles, low emission and shared vehicles and non-car modes and which discourages car use for these short journeys.

iii. Encouragement for a traffic-free immediate environment with residential parking separated from the residential areas where this is in accord with the wider design principles established for the Yeovil Sustainable Urban Extensions.

iv. Contributions to a Quality Bus Partnership to deliver modern desirable bus routes with a frequent service that is designed to establish end to end journey times that are better or more comparable to those by private car together with clean vehicle technology and improvements to public transport information.

Planning obligations will be used to ensure proper phasing of transport provision to maximise provision prior to first occupation of individual elements of the development.

These sustainable links shall be designed to enable easy access from the Yeovil Sustainable Urban Extensions to the town centre, main employment sites, transport interchanges, health and educational establishments and other community facilities. Proposals for infrastructure designed to support these measures will ensure that features supporting bat movement are retained and that access between feeding areas and roosts is not severed and any proposed lighting is compatible with the conservation objectives of a Natura 2000 site unless it can be proven that there would be no significant effect.

[85] [University of the West of England - 'Active and Low Carbon Travel a transport vision for Yeovil' (May 2010)]

Delivery

6.53 The following delivery bodies will be key in implementing Policy YV5;

- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators	Target
Travel modes from the Yeovil SUE	To deliver at least 30% of travel originating in the Yeovil SUEs by non-car means

7. Market Towns – Vision and Proposals

Overview

7.1 There are seven Market Towns within South Somerset established by the findings of the South Somerset Settlement Role and Function Study[86] and the outcomes of the engagements in earlier stages of the plan process with town and parish councils and other interested parties. These are the settlements that should be able to play an important role in providing jobs and services for their residents and the residents of the surrounding countryside. They should be the focal point of locally significant development including the bulk of provision outside Yeovil.

7.2 The seven identified settlements are Ansford/Castle Cary, Chard, Crewkerne, Ilminster, Langport/Huish Episcopi, Somerton and Wincanton. The settlement hierarchy section identifies a split between the 4 Primary Market Towns of Chard, Crewkerne, Ilminster and Wincanton and the other three Local Market towns.

7.3 The Market Town category has been split to ensure that the smaller towns of Ansford/Castle Cary, Langport/Huish Episcopi and Somerton are recognised as Local market towns with a level of growth more commensurate to their smaller size.

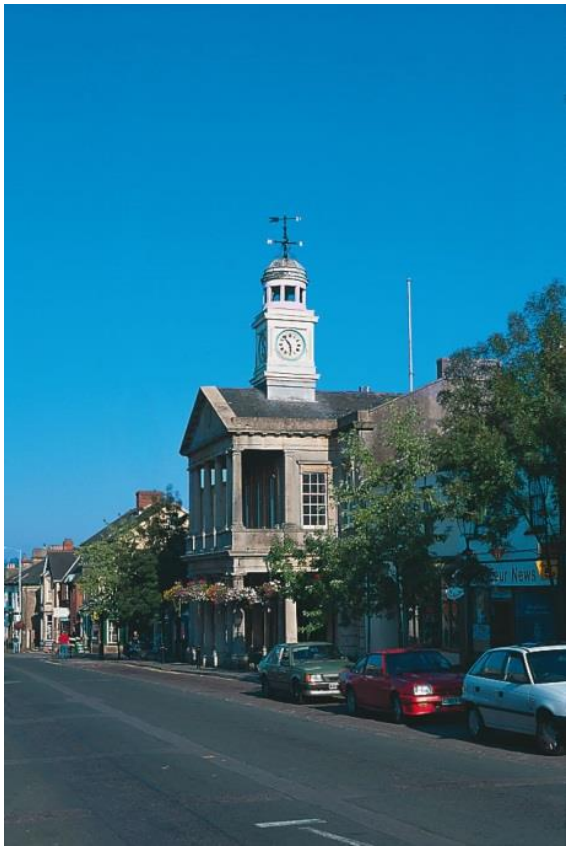
7.4 It is considered that whilst the local communities of Ansford/Castle Cary, Langport/ Huish Episcopi and Somerton have expressed a desire for a lower status than Market Town they clearly wish to maintain the community facilities already available in the settlements. Market Town status and a commensurate scale of growth are considered to be the mechanism to help ensure that these facilities are maintained.

7.5 The key issues, aspirations, challenges and indications of what the Local plan will deliver for each settlement are discussed below under the separate headings of Primary Market Town and Local Market Town.

[86] [South Somerset Settlement Role and Function Study]

Primary Market Towns – Chard

Spatial Portrait



Chard Guildhall, Fore Street

7.6 Chard is located in the west of South Somerset, close to the Devon and Dorset borders and only 12 miles from the English Channel. The town is surrounded by attractive countryside and in particular the Blackdown Hills AONB to the west and north which sets an important backdrop to the town and a contrast to development. It is South Somerset's second largest town with a population of 12,703[87] and has a strong heritage of innovation and manufacturing. The town is closely linked to the regional trunk road, the A303, and the A30 and A358.

7.7 Chard has a history of being closely involved in the wool trade. In 1819 the manufacture of lace arrived from Nottingham and soon there were mills in and around the town producing bobbin lace net which was exported worldwide. This industry continued into the middle of the 20th century. A thriving engineering industry grew up alongside the lace mills[88].

7.8 The ongoing recognition of Chard's employment heritage, coupled with the high proportion of major manufacturers still operating in Chard means that the town is still an important centre for employment and manufacturing. Chard has an employment density of 0.98 (number of jobs to economically active population).

[87] ONS Mid Year estimates 2010 - Urban Area
[88] www.chardmuseum.co.uk

Holyrood Lace Mill, Holyrood Street

7.9 A number of the traditional industries within Chard are however in decline and currently the office market is weak, primarily supplying small office suites of converted accommodation occupied by local firms[89]. There have been a number of schemes brought forward in recent years, which have resulted in the loss of employment land and community and leisure facilities have not kept pace[90]. There is a lack of immediately available employment land. There is a low wage/low skill employment profile. Parts of Chard are amongst the 20% most deprived in the United Kingdom.

7.10 Residential growth in Chard has spread primarily to the east and west, with growth to the north east contained by the Chard Reservoir Nature Reserve. Over the years the town has grown in a piecemeal fashion rather than as part of a strategic and planned approach. South Somerset Local Plan allocation KS/CHAR/1 has failed to be delivered therefore proposed new housing, employment and community facilities and supporting infrastructure have not come forward. A long standing issue at Chard has been to find a new location for Chard Town Football Club.

7.11 Traffic problems are a growing concern with certain elements of the town's highway network at or near capacity particularly the Convent traffic signals and Church Street. In order to accommodate further growth the creation of an alternative route between the A358 Furnham Road and the A358 Tatworth Road is required[91].

7.12 Chard town centre has a varied range of food and non-food retail concentrated around High Street and Fore Street with a large Tesco store in an edge of centre location. As a destination for shoppers and people seeking leisure activities, it is beginning to lose out to nearby towns such as Taunton and Yeovil where there are higher value retailers[92].

[89] Chard Regeneration Plan (2009)
[90] Chard Regeneration Plan and SSDC Employment Land Review - Stage 2, 2009
[91] Chard Regeneration Plan (2009)
[92] Chard Regeneration Plan (2009)

7.13 The town has a good range of visitor attractions in the surrounding area including Cricket St Thomas Hotel, Ferne Animal Sanctuary, Forde Abbey and Chard Reservoir Nature Reserve.

7.14 Chard Junction railway station no longer operates but main line train connections are available at nearby Axminster.

7.15 Some of the key environmental issues at Chard include areas of high flood risk to the north east (around Chard Reservoir) and to the south east with delineated groundwater protection zones to the south. There is a high quality historic environment within the Conservation Area and European Protected Species are present.[93]

Local Aspirations

7.16 The strategic approach to development in Chard is underpinned by the Chard Regeneration Plan (2009), this forms part of a master planning process[94] to prepare long term plans for the town that address the issues set out in the 'Chard Regeneration Framework'[95].

7.17 A vision for Chard has been developed in conjunction with the local community and stakeholders through the Chard Regeneration Framework; it presents a clear and concise Vision Statement:

'Make it in Chard' was promoted as an idea encapsulating the possibilities of simply making your life in the town, or as an exhortation to businesses to invest and develop. Chard offers a combination of qualities that make it a unique and special place. As a self contained working community where more than 50% of people live and work in a wonderful environmental setting, the town has everything needed for everyday life. Its local economy makes the best use of local produce and resources. Growth of the town will provide new housing and jobs and provide the investment needed to make it an even better place to live. The town will compete internationally and develop its strong tradition of innovation to build businesses that provide stable, skilled and well paid jobs. Chard will be successful because of what it does, and what it makes - you can 'make it in Chard'. Over time the town will come to be seen as a place of invention, craft and manufacture - from the agricultural produce sold in the town's market to high value added technological products.'

7.18 Underlying this Vision Statement are 3 key aims:

Aim 1: Chard should build on its long tradition of innovation and manufacturing excellence to develop and attract businesses associated with products and services of the highest quality that offer well paid, skilled jobs.

Aim 2: Regeneration and investment should strengthen the community and make the town increasingly self-sufficient with all the services, facilities and events necessary to make it a great place to live.

[93] The Distribution of European Protected Species in South Somerset, Guidance for Spatial Planning, November 2009
[94] Prepared by LDA Design, consultants employed by South Somerset District Council
[95] An autonomous planning exercise in the form of the Chard Regeneration Framework. The Chard Regeneration Framework is the result of many detailed discussions over a number of years about the challenges that face Chard and the regeneration opportunities that could be available. In January 2007 the District Council agreed the need to lead the development of a Chard Vision project that would allow the challenges to be met and the regeneration opportunities to be taken. Extensive negotiations with the South West Regional Development Agency (SWRDA), Somerset County Council and Chard Town Council were concluded in October 2008. These established the Chard Regeneration Scheme.

Aim 3: Chard should develop and enhance its urban environment so that it has a quality that is comparable to its stunning natural setting and rich cultural heritage.

The Chard Regeneration Plan presents, in more detail, specific objectives and aspirations to help achieve these aims.

What Will The Local Plan Deliver?

Settlement Status

7.19 The South Somerset Role and Function Study (April 2009) identifies Chard as performing an employment function, an identified retail and community role for the town and surrounding area and having self containment and sustainable travel opportunities. Chard is designated a Primary Market Town in this local plan and such designation will enable the settlement to grow and continue to expand its identified role.

7.20 Attention is drawn to the different scale of growth proposed for Chard, compared with the other Primary Market Towns, which is justified due to its size, economic self containment and the work undertaken by LDA Consultants for the District Council in establishing a Regeneration Framework for the town.

Strategic Growth

7.21 The Chard Regeneration Plan[96] presented 4 options for the future growth of Chard. Option 3 (Chard Eastern Development Area - CEDA) has been chosen as the most appropriate location for the strategic growth. This option presents the benefits of large scale growth, associated community and highway infrastructure and regeneration without the emerging dis-benefits of undue traffic congestion and pollution. The strategic growth area provides a scale of growth that will enable Chard to achieve and maximise its need for employment, housing, retail and associated amenities as well as improved highway infrastructure. The strategic growth for Chard will be delivered within and beyond the plan period as part of a cohesive plan to regenerate the town and achieve build out. The number of homes expected to come forward within the plan period reflects market deliverability.

7.22 In summary the growth proposals include:

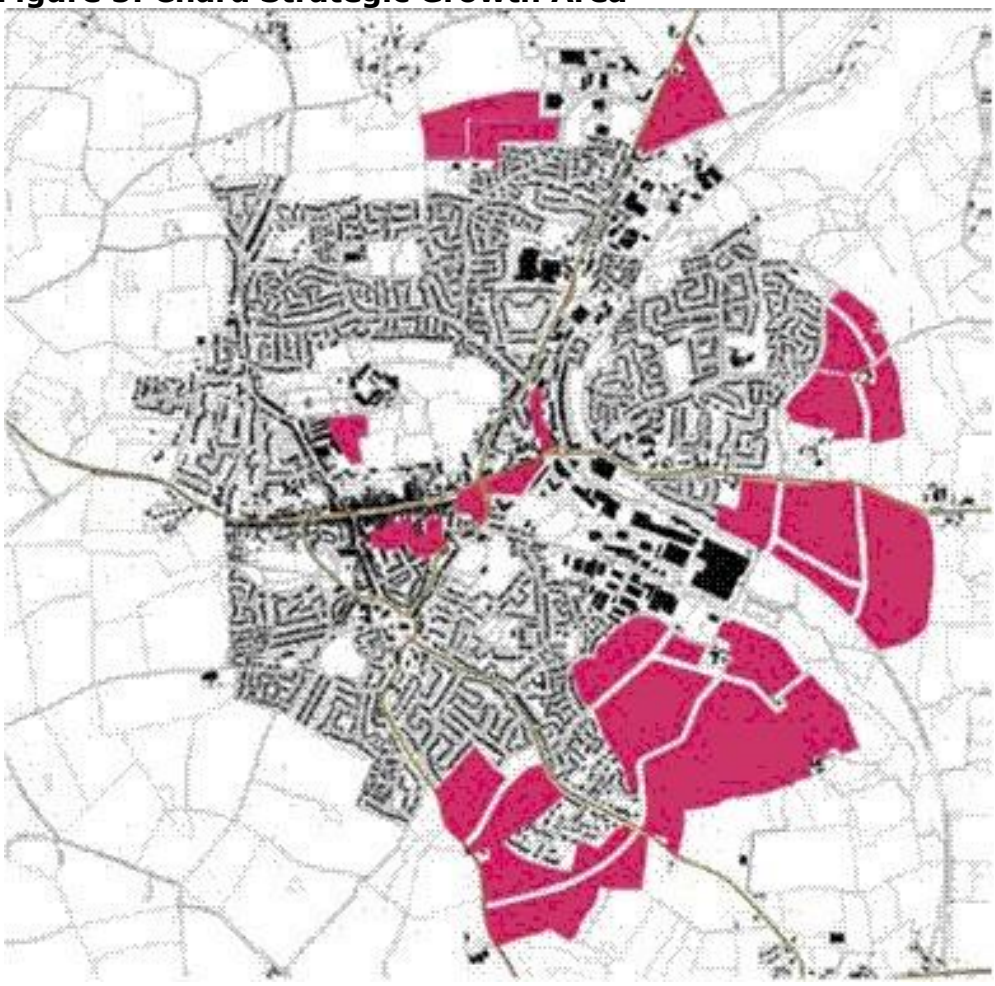
- Approximately 2,716 dwellings (within and beyond the plan period)97
- 7.14 hectares of employment land of which 13 ha is included in existing commitments within the strategic growth area;
- 2 new primary schools (within and beyond the plan period);
- 4 neighbourhood centres (Avishayes, Stop Line Slopes, Millfield and Holbear - within and beyond the plan period);
- Highway infrastructure and improvements; and
- Sports and open space provision.

[96] Chard Regeneration Plan, October 2009, LDA Design
[97] Includes Chard Regeneration Plan (2009) proposal for Option 3 and existing commitments

7.23 The growth will also deliver:

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

Figure 5: Chard Strategic Growth Area[98]



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

[98] Chard Regeneration Plan (LDA 2009)

POLICY PMT1: CHARD STRATEGIC GROWTH AREA

Land at Chard is allocated for strategic growth to provide the following within the plan period and beyond:

- At least 2,716 dwellings;
- Approximately 13 hectares of employment land;
- 2 new primary schools;
- 4 neighbourhood centres (Avishayes, Stop Line Slopes, Millfields and Holbear);
- Highway infrastructure and improvements;
- Sports and open space provision.

Employment

7.25 Chard is the second largest settlement in the district. It has a substantial strategic employment land allocation and through the Chard Regeneration Framework is expected to deliver more jobs than in the past. Over the plan period 1,083 jobs are to be sought with 661 of those being in traditional 'B' Uses as defined by the Use Classes Order.

7.26 The Employment Land Review[99] identifies that the employment need in Chard will arise from within the local market where there is a hub of well-established local manufacturing and food processing industries. Manufacturing in Chard will remain important but it may experience changes in form and intensity. It is likely that in the future, smaller industrial ventures will spawn from the current larger operations. It is important that once this occurs, the town is in a position to offer the space and support for accommodating these new ventures. Chard Regeneration Framework seeks to attract businesses into the town to increase the range of well-paid, skilled jobs on offer.

7.27 Over the plan period it is proposed to deliver 13 additional hectares of employment land within the CEDA.

Retailing

7.28 Chard currently accommodates a good range of convenience floorspace provision and it is not considered that there is a strong qualitative deficiency in provision or a need to plan for a substantially increased convenience shopping market share. As a consequence, the Retail Capacity Study Update 2012 quantitative assessment predicts there to be no additional convenience floorspace capacity necessary for Chard until after 2021. Any increases in convenience floorspace are likely to be based on the ability to provide increased competition and focusing new development within the town centre.

7.29 There is a qualitative need for improved comparison floorspace within Chard, in order to improve the retention rate for this type of shopping, including the potential redevelopment of the Saved Plan[100] allocated site adjacent to Boden Street. The Boden Street site should be the focus for improving retail provision within Chard Town Centre, although it is important that development in this location does not harm the provision of adequate levels of car parking in the town centre and provides retail accommodation which can act as an extension to the town centre and not impact negatively upon existing provision.

[99] South Somerset District Council Employment Land review (Revised November 2011) Stage 3
[100] Adopted South Somerset Local Plan, March 2006

7.30 The Retail Study's quantitative assessment indicates future comparison floorspace capacity for growth beyond existing provision and commitment of 469sq m (£1.9M expenditure capacity) net by 2017, rising to 1,688sq m (£8.2m expenditure capacity) net by 2028[101] on the basis of a constant market share, although this could be increased if suitable town centre sites are made available to facilitate the clawback of leaked expenditure. It is considered that this growth is best accommodated through the Development Management process.

Rail

7.31 The potential re-opening of Chard Junction is considered within the Chard Regeneration Framework (CRF) and the Transport Assessment (TA) report recommends that the proposal be developed with more detailed costings and a viability assessment. Somerset County Council (SCC) as the transport authority would need to undertake such a study. However, SCC's decision not to purchase the land from the British Rail Board (Residuary) (BRBR) Ltd[102] and the absence of a viability study indicating that there is a business case for the reopening of Chard Junction, mean that there is not sufficient evidence to protect the land for future rail use within the local plan. The land in question has now been sold. Policy TA2 will allow for protection of land for rail infrastructure where an economic case is made together with the existence of a sponsor(s) with access to appropriate finance.

Local Bus Services

7.32 A bespoke town bus service in Chard is unlikely to be commercially viable[103], although it is feasible to enhance existing bus services to ensure that any new development has effective access to services, and to fill gaps in existing provision such that all areas of Chard reach the similar levels of public transport accessibility. To do this the Chard Regeneration Framework Transport Assessment (TA) advocates:

- Doubling the frequency of most services to neighbouring towns, thus making hourly services into half hourly services; and
- Improving bus access within Chard by appropriate routing of those parts of the services that are in the built up area with the new doubled frequency services, having two route options within Chard where one bus takes more or less the existing route and one serves the new area.

7.33 The TA also recommends Chard Town Centre as a transport hub, where all routes stop within a short distance of each other providing ease of interchange between both bus routes and between other travel modes. Reference to a transport interchange is shown on the proposals map (see Proposals Maps 3 & 3a Chard).

Walking and Cycling

7.34 Chard is a compact settlement with an existing centre offering access to local services, facilities, education and jobs within walking and cycle distance thresholds of the main residential areas. However, the impermeable layout of residential areas currently serves to discourage walking and cycling.

7.35 The CEDA will require strong sustainable transport connections with the centre if it is to be fully integrated as an extension to the existing settlement form. It is

[101] Retail Study Update, November 2010
[102] Decision by SCC in February 2010. SCC state 'Whilst the re-opening of a rail station at this location is a stated long-term aspiration of the Council in its current Local Transport Plan, at present there is no agreed business case demonstrating that the re-opening of the station would be a viable proposition; there is no funding allocated for development or construction of such a scheme; and no obvious prospect of such funding being allocated in the foreseeable future as it would be likely to cost several million pounds.
[103] Chard Regeneration Framework Strategic Transport Assessment (TA), Peter Brett Associates, 2010

important therefore to ensure that journeys on foot or by bike are attractive in comparison to car journeys, and contribute to, and form part of a coherent network of attractive-to-use pedestrian and cycle routes. With linkages, further increases in levels of cycling should be achievable[104].

7.36 In residential areas new homes should be designed to make cycle storage secure and convenient and there should be adequate levels of cycle parking at retail and employment areas. Cycle parking at the main public transport nodes should also be provided.

7.37 For Modal Shift see Transport Section Policy TA3.

Implementation

7.38 The Chard Regeneration Framework[105] sets out a phased approach for growth. It presents logical stages at which development in the town can conclude or simply pause if necessary before further growth or regeneration takes place[106]. Unlocking the growth and regeneration opportunities highlighted in the report is complex and requires a phased approach to ensure viability and deliverability. In order to ensure timely delivery of infrastructure it is important that any deviation from the phasing sequence set out in the Chard Implementation Plan (2010) is justified and it is demonstrated that the proposal will not compromise the delivery of the total growth.

7.39 In support of the work produced as part of the Chard Regeneration Plan, the Chard Project Delivery Group commissioned a Feasibility Report[107] to demonstrate that the vision for Chard is both viable and deliverable. This included development appraisal, financial modelling and consultation and discussion with landowners and developers. Market Assessment work undertaken as part of this Feasibility Report suggests that residential development in the eastern area of Chard should be viable taking into account both CIL and Section 106 contributions/requirements. This position is supported through appraisal work undertaken as part of the study.

7.40 The key driver of the phasing sequence is the need to incrementally increase the capacity of the highways infrastructure to accommodate the traffic flows as the town grows. Initial improvements to the Convent Link traffic lights have taken place and this is expected to create some additional capacity for strategic growth. This should be followed by a phased delivery of a continuous route to the east of the town from the A358 Furnham Road to the A358 Tatworth Road and connections into adjacent urban areas in order to achieve the capacity to allow Chard to grow. To achieve the strategic growth, four more steps are required to complete the necessary highway infrastructure:

- A new link from the A30 near Oaklands House to the end of Millfield Avenue a new route to/from the town centre from the east which also delivers access to the growth area. (Millfield Link road).
- A connection south from Millfield Road to Forton Road, allowing for greater permeability and linkage between the growth area and the town centre.
- Linkage north from the A30 using Oaklands Avenue but also involving the creation of a new/upgraded route around the north east of the town as far as the A358 Furnham Road.
- Completion of the link south between Forton Road and the A358 Tatworth Road to provide a continuous linkage around the eastern edge of the town.

[104] Supports SCC's Cycling Policy SUS4 - SCC schedule of Policies - Transport Policies March 2011
[105] Chard Regeneration Framework, Implementation Plan, October 2010
[106] Detailed phasing is set out in the Chard Regeneration Framework, Implementation Plan, October 2010
[107] Feasibility Report in respect of Chard Eastern Development Area, January 2012, Thomas Lister Ltd

7.41 As a first step towards the implementation of the wider plan, the Millfield Link road between the A30 and the Millfield Industrial Estate must come forward as it will help create capacity for initial growth. The Millfield Link provides access to Chard for people entering the town from the east and if implemented together with other highway improvements creates the capacity for additional homes, employment growth and retail development.

7.42 It is considered that the LDA Consultant's work and that of the Chard Project Board establishes overall viability and a governance framework to address implementation concerns in the long term. The key to delivery is seen to be the commencement of Phase II of the allocation, identified by LDA Consultants for some 446 dwellings, 1.24 ha of employment land, 0.43ha of retail and a link road between the A30 and Millfield Lane. Thomas Lister Consultants, working to the Economic Development Manager and the Chard delivery officer team have sought to bring forward definite proposals for Phase II with developers and landowners.

7.43 The key findings of the Feasibility Report are set out below:

- The principle of SCC and SSDC seeking to deliver the Millfield Link, through acquisition of those interests necessary to provide the highways infrastructure. Identification of those enabling powers to be adopted would determine the lead partner.
- Detailed research and investigations be carried out to confirm the viability and anticipated costs associated with construction of the Millfield Link in the location and design as identified in the Chard Regeneration Framework or some alternative suitable location.
- Ensure that budgetary provision is made to procure an Environmental Impact Assessment, acquire land and property interests, obtain planning permission and procure construction of the highways infrastructure.
- The principle of utilising those funding mechanisms available to offset initial expenditure, considered most likely to be in the form of CIL contributions but with other sources potentially identified.
- Seek to progress land acquisitions through negotiated settlements.
- Seek to progress acquisition through the Compulsory Acquisition process in the event that negotiated settlements are not achievable within a reasonable timescale.

7.44 In the absence of private sector take up over a number of years the Consultants advocate intervention by South Somerset District Council in order to enable development. This would be by way of Compulsory Purchase Order (CPO) proceedings.

7.45 The Council has concluded on the feasibility work as follows:

- That the CEDA be affirmed by virtue of an appropriate mechanism for delivery being established by the Feasibility Report.
- Note that the use of CPO powers may need to be considered to ensure the delivery of the Millfield Link road in Chard with further details to be presented once the local plan Examination Inspector's report has been received.
- That the resources (financial and officer resources) required as part of any consideration of the use of CPO powers (as outlined in 2 above) are fully costed and considered as part of the Medium Term Financial plan process in close co-operation with the Council's Solicitor.
- Negotiations to continue with perspective developers of Phase II to secure an agreed private sector development.

7.46 It is considered that a clear and workable mechanism to deliver the key immediate phase of the CEDA has been established and in recognition that there are risks in this, a risk mitigation strategy is also proposed. It is therefore affirmed that the Chard strategic allocation can be delivered if necessary through Council intervention and as such should be supported because of the local support it has received and the benefits that it brings to Chard.

7.47 Delivery of dwellings for Chard Eastern Development Area is likely to commence in 2016 meaning that in the Plan period approximately 1220 dwellings (including 632 already committed) will be delivered with a further approximately 1496 after 2028.

7.48 The removal of the no development designations saved from the previous local plan removes the potential conflict between that designation and proposals for development from the Chard Regeneration Framework around Holyrood School.

Infrastructure

7.49 The Infrastructure Plan[108] (IP) reflects the infrastructure requirements set out in the Chard Regeneration Plan.

POLICY PMT2: CHARD PHASING

To ensure the timely delivery of highway and other infrastructure to support the proposed growth of Chard Eastern Development Area, a phased approach to delivery will be taken with the following to be delivered:

Within the plan period:
- At least 1,220 dwellings
- Approximately 13 hectares of employment land
- 1 new primary school
- 2 neighbourhood centres (Millfields & Holbear)
- Sports and open space provision

Post 2028:
- At least 1496 dwellings
- 1 new primary school
- 2 neighbourhood centres (Avishayes & Stop Line Slopes)

In order to ensure the timely delivery of the necessary infrastructure to support the growth, phasing sequences should be justified and it should be demonstrated that the proposal will not compromise the delivery of the total growth.

[108] South Somerset Infrastructure Plan, Tym and Partners, 2012

Delivery

7.50 The following delivery bodies will be key in implementing Policy PMT2:

- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators[109]	Target
Net additional housing in Chard	At least 1220 dwellings between 2006 and 2028
Amount of employment land delivered in Chard	17.14 ha of employment land between 2006 and 2028
New primary school in Chard	1 new primary school built at Chard between 2006 and 2028
New neighbourhood centres in Chard	2 new neighbourhood centres built at Chard between 2006 and 2028
Sports and open space provision	Relocation of Chard Town Football Club, creation of 'Green Heart' between 2006 and 2028

[109] Monitoring indicators are provided for the plan period only

Primary Market Towns - Crewkerne

Spatial Portrait

7.51 Crewkerne is a market town with Saxon origins. Its strategic location on the intersection of the A30 (London to Exeter) and A356 (Martock to Dorchester) encouraged steady and prosperous commercial growth from the 11th century onwards. Over time its commercial strength grew from an agricultural base to a successful cloth-manufacturing base by the 19th century.

The Market Square, Crewkerne

7.52 Today Crewkerne is the third largest settlement in South Somerset with a population of approximately 7406 people[110]. From its medieval market place origins the town spread south, east and north, with residential growth spreading along the main arterial roads from the late 18th Century. The past 60 years, however, has seen the infill of the land between these roads, primarily in the form of large housing estates to the north (Wadham Park) and south east (Kithill and Park View). The main employment area (Blacknell Industrial Estate) lies to the east of the town centre, concentrated to the north side of the A356 road to Dorchester.

7.53 Crewkerne is located in the south west of the district close to the county boundary with Dorset, 9 miles south west of Yeovil and 7 miles east of Chard. The town acts as a strong functional and service centre for the surrounding area, providing some 2950 jobs[111]. In retail terms, the centre is healthy and includes a variety of national retailers. There are a variety of community services and facilities, including for example a library, doctor's surgery, banks, a range of education facilities, a hospital and swimming pool.

7.54 In addition to a regular bus service, residents in Crewkerne have access to rail services. The railway station, located in the parish of Misterton, just over a mile from Crewkerne town centre is served by South West Trains on the main south western railway line, and trains operate regularly to Yeovil, London and Exeter. A national

[110] ONS Mid-Year estimates 2010 - Urban Area
[111] BRES Employment Data 2010

cycle route passes through the town. The level of self-containment is satisfactory compared to the district as a whole with 49% of local residents working locally (district average 51%)[112]. Crewkerne is one of the few settlements in the district that acts as a destination for work. Analysis of Travel to Work data illustrates that 3.7% of people who work in the town, commute in from other settlements, this is the fourth largest figure for the district (for comparison - Yeovil's figure is 33% and Chard 5.9%).

7.55 Key environmental issues include Crewkerne's attractive historic environment (the majority of the town centre is covered by Conservation Area status, and includes over 140 Listed Buildings), rich natural environment (there are numerous designated wildlife sites in close proximity to the centre, including Bincombe Hill Local Nature Reserve, on the northern outskirts of the town and Millwater Site of Special Scientific Interest by Westover Lane) and the presence of protected species in the town. There are delineated groundwater source protection zones in Crewkerne and a potential flood risk from the River Parrett and its tributaries, particularly in the Goulds Brook vicinity.

Local Aspirations

7.56 The Community Plan for Crewkerne and District (2006), produced by the community partnership 'A Better Crewkerne and District' (ABCD), recognises the economic benefits of developing the saved local plan Key Site. It also highlights that the movement of traffic through Crewkerne is of major concern to the community, and the ABCD group has been working in partnership with Somerset County Council to implement traffic management proposals. Other community aspirations include a greater range of shops, increased parking and the enhancement of the town centre, which would also improve the visitor experience.

What Will The Local Plan Deliver?

Settlement Status

7.57 As set out in Policy SS1, Crewkerne is classified as a Primary Market Town due to its strong employment, retail and community role[113].

Housing

7.58 It is important to sustain and enhance Crewkerne's role as a Primary Market Town, with a level of development that is commensurate with the size, character, environmental constraints and accessibility of the town. The local plan will therefore support the development of at least 961 dwellings over the plan period, up to 2028. Of these 961 dwellings, 916 are already committed[114], including 525 which are part of the saved local plan allocation, which received a resolution to grant planning permission, subject to completion of the Section 106 planning agreement, at Area West committee on the 14th December 2011. The residual requirement for 45 new dwellings is considered to be deliverable through the Development Management process.

Employment

7.59 Crewkerne has a broad employment base for a Market Town of its size. There is a strong retail centre which plays host to various business services and an

[112] Settlement Role and Function Study 2009
[113] South Somerset Settlement Role and Function Study, 2009
[114] Council's annual housing monitoring data, as at April 201

established industrial estate with a number of advanced engineering firms based there. This wider employment 'offer' underpins a more varied local socio-economic demographic. Despite good rail links with Waterloo and Exeter, vehicular congestion in the town is an issue to be addressed in bringing additional employment and housing forward through development of the CLR site.

7.60 As set out in Policy SS3, a minimum of 577 jobs should be delivered in Crewkerne to 2028, and approximately 10 hectares of employment land, of which the majority has been carried forward as part of the CLR site allocation. Whilst the employment element of the CLR site will deliver a sufficient supply of land in Crewkerne to cater for the identified employment land need, this should not prevent further land coming forward, especially in the short-term if the market requires and this can be delivered through the Development Management process.

Retailing

7.61 As set out in Policy EP9, Crewkerne is a Market Town in retail terms and the focus for any new retail development should be in the defined Town Centre. Given the recent supermarket developments that have taken place in the town, there is no additional capacity to accommodate any substantial net increase in convenience goods (food) retail floorspace by 2028.

7.62 There is however additional capacity to accommodate a net increase in comparison goods retail floorspace beyond existing provisions and commitments, as there has been a loss of such uses from town centre over the past few years. Given the loss of comparison uses, there is a qualitative deficiency in current provision, which produces capacity for 120sq m net (or £0.5m retail expenditure) of additional comparison goods floorspace by 2017, rising to approx 570sq m net (or £2.7m retail expenditure) by 2028. The retail study also notes that consideration should also be given to the attractiveness of the existing units and whether they are the correct format for retailer requirements. Any additional provision can come forward under the Development Management process.

Infrastructure

7.63 The Infrastructure Delivery Plan (IDP) does not indicate the need for any 'critical' infrastructure[115] requirements to be provided in Crewkerne as a result of the proposed new development, because it is anticipated that the developer will deliver a new primary school, a link road between the A356 (Station Road) and the A30 (Yeovil Road), a link road between Blacknell Lane and the new A356/A30 link road and a dormouse bridge, through the CLR Section 106 Agreement. Should these requirements not form part of the Section 106 Agreement for any reason, they will become critical infrastructure, without which the development cannot go ahead. The IDP identifies a number of 'necessary' infrastructure[116] requirements, which generally relate to open space and sports facilities.

Direction of Growth

7.64 Unlike the other Primary Market Towns, there is no new direction of growth to be identified for Crewkerne, as the location of the 'growth' has been predetermined by the planning permission for CLR and this is recognised in Policy HG1. Furthermore Policy SS5 recognises that the residual housing requirement for the settlement

[115] Critical infrastructure is defined as infrastructure that is critically needed to be able to deliver the proposed development. Without the infrastructure the development cannot go ahead.
[116] Necessary infrastructure is defined as infrastructure that is necessary to be able to deliver the proposed development, it does not prevent development coming forward.

should come forward adjacent to the development area and enabled by the Development Management process.

Delivery

7.65 The following delivery bodies will be key in implementing the proposed development at Crewkerne:

- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils;
- Developers and Landowners;
- Environment Agency; and
- Natural England.

Monitoring Indicators	Target
Net additional housing in Crewkerne	At least 961 dwellings in Crewkerne between 2006 and 2028
Amount of employment land delivered in Crewkerne	10.10 ha of employment land in Crewkerne between 2006 and 2028
New Jobs in Crewkerne	577 jobs between 2006 and 2028
New Primary School	Somerset County Council to deliver by 2028
New link road between the A356 (Station Road) and the A30 (Yeovil Road)	Developer to deliver in conjunction with Somerset County Council prior to occupation of 200th house or 7 years from occupation of first house.

Primary Market Towns – Ilminster

Spatial Portrait

7.66 Ilminster is situated in the west of the district, close to the Devon, Dorset and Somerset border. The town centre is approximately one mile to the east of both the course of the River Isle, and the major road intersection of the A303 and the A358, which provides links to the regional road network. It is an historic market town of Saxon origin, which prospered on cloth manufacture in the 17th century.

7.67 The town is primarily a linear settlement running along the east to west through route (Station Road to Bay Hill), settled in the Shudrick Stream valley. The core of the town is concentrated upon the Market Place and church, which lie between the stream and lower slopes of Beacon Hill. Whilst the settlement grew around this core, recent residential development has seen the town spread to the north, south and southwest. A large employment area exists to the west of the town, and due to its proximity to the A303/A358, additional employment growth was proposed here in the South Somerset Local Plan 1991-2011, because of its strategic importance and potential to generate jobs, these allocations have been carried forward as Strategic Employment Sites in Policy EP1.

St Mary's Church (The Minster), Ilminster

7.68 Ilminster is the fifth largest settlement in South Somerset with a population of approximately 4,499 people.[117] This population has grown considerably in recent years, reflected in the fact that in seven years (2001-2008) the number of people living in the town increased by almost 20%.

[117] ONS Mid Year estimates 2010 - Urban Area

7.69 Ilminster is located 12 miles from Taunton and 15 miles from Yeovil. The town acts as a strong functional and service centre for the surrounding area, providing some 2,000 jobs[118]. In retail terms, the centre is healthy and includes a range of national retailers, including a large supermarket, which opened in 2007. There are a range of community services and facilities, including for example a library, doctor's surgery, banks and primary education (a first and middle school).

7.70 The immediate landscape setting of the town is defined by three hills, Beacon Hill to the north, and Herne Hill to the southwest and Pretwood Hill to the southeast. These hills broadly contain the spread of the town and its immediate rural edge. To the west, the setting is less defined, with the town extending toward the open land of the River Isle valley, and an edge that is reinforced by the A303 corridor.

7.71 There is a regular, albeit limited bus service in Ilminster to Taunton, Yeovil, Chard and Crewkerne. The South Somerset Cycle Route passes though the town. The level of self-containment is satisfactory, with 48% of residents working locally (district average 51%). In order to help retain and build upon this self-containment it will be important that additional housing growth is balanced with employment growth.

7.72 Like other settlements in South Somerset, a key environmental issue is the value of Ilminster's historic environment - the historic layout and rich building styles, which are prominent in the town centre, and dominated by the Minster and its tower, form part of the Conservation Area designated in 1973.

7.73 Flooding is also an issue for the town. It is constrained by flood zone 3B along the length of the River Isle and to the north and south of the A303.

Local Aspirations

Ilminster Town Centre

[118] BRES Employment Data 2010

7.74 The Town Council is currently in the process of completing a Strategic Vision for Ilminster. Of concern is the unbalanced nature of past growth in the settlement, and the Town Council would like the local plan to redress this by supporting the development of employment land and seeking community infrastructure, particularly a road linking Shudrick Lane to Townsend, which could alleviate some of the local concern regarding traffic in the town centre and indoor sports provision.

What Will The Local Plan Deliver?

Settlement Status

7.75 As set out in Policy SS1, Ilminster is classified as a Primary Market Town due to its strong employment, retail and community role[119].

Housing

7.76 It is important to sustain and enhance Ilminster's role as a Primary Market Town, with a level of development that is appropriate to the size, character, environmental constraints and accessibility of the town. The local plan will therefore support the development of around 496 dwellings over the plan period, up to 2028. As shown in Table 1, 181 dwellings are already committed, of which 144 dwellings have already been completed. As such, the residual requirement is for 315 dwellings.

Employment

7.77 Ilminster displays a strong employment role relative to other settlements, it is host to a small cluster of high-tech businesses and key employers include Powrmatic, Daido and the Dillington Estate.

7.78 As set out in Policy SS3, a minimum of 419 jobs and approximately 23 hectares of employment land should be delivered in Ilminster over the plan period, this will be in association with the Strategic Employment Sites. Ilminster's strong locational advantage, being adjacent to A303 and in close proximity to the M5, should support the delivery of these jobs, and a challenge will be to increase the number of micro-businesses in the town and adding to the town's existing employment base will be key.

7.79 Whilst the employment land identified for the Strategic Employment Sites will deliver a sufficient supply of land in Ilminster to cater for the identified employment land need, this should not prevent further land coming forward, especially in the short term if the market requires and this can be delivered through the Development Management process.

Retailing

7.80 Ilminster is a healthy and attractive centre with a Primary Shopping Area dominated by small-scale local independent traders and businesses. As set out in Policy EP9, it is a market town in retail terms and the focus for any new retail development should be in the defined Town Centre. Given the recent supermarket developments that have taken place in the town, there is no additional capacity to accommodate any substantial net increase in convenience goods (food) retail floorspace by 2028.

7.81 There is however additional capacity to accommodate a net increase in comparison goods retail floorspace above existing and committed retail provision. There is capacity for approximately 982sq m (£4.8m expenditure capacity) net of additional

[119] South Somerset Settlement Role and Function Study, 2009

comparison goods floorspace by 2028, which should assist in the retention of shopping trips from the local population and benefit the health of the town centre. Any additional provision can come forward under the Development Management process.

Infrastructure

7.82 The Infrastructure Plan does not indicate the need for any 'critical' infrastructure[120] requirements to be provided in Ilminster as a result of the proposed new development. It does however identify a number of 'necessary' infrastructure[121] requirements, which generally relate to open space and leisure facilities. There has been an identified need for a new replacement first school for Ilminster associated with the overall scale of growth identified for the town to which it is appropriate for further growth to contribute.

Direction of Growth

7.83 In order to accommodate the proposed level of residential development in Ilminster, a 'Direction of Growth' has been identified to the south west of the town (see Proposals Map).

POLICY PMT3: ILMINSTER DIRECTION OF GROWTH

The direction of strategic growth will be to the south west of the town.

Delivery

7.84 The following delivery bodies will be key in implementing the proposed development at Ilminster:

- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Net additional housing in Ilminster	At least 496 dwellings in Ilminster between 2006 and 2028
Amount of employment land delivered in Ilminster	23.05 ha of employment land made available in Ilminster between 2006 and 2028.
New Jobs in Ilminster	419 jobs between 2006 and 2028

[120] See Glossary
[121] See Glossary

Primary Market Towns – Wincanton

Spatial Portrait

7.85 Wincanton is situated in the east of the district towards the north of the Blackmore Vale overlooking the Cale valley. The town originated in Saxon times on the east bank of the River Cale, in the vicinity of the Church, and spread up the hill to the current High Street where burgage plots were established in the 13th Century. The town's location on the main Exeter to London medieval coach route encouraged steady growth from the Middle Ages onwards, and cloth manufacture, clock making and the dairy industry further boosted the local economy.

High Street, Wincanton

7.86 The A303 trunk road now defines the south edge of Wincanton and gives the town good road links to London and the south west of England. Nearby towns include Bruton, Castle Cary, Gillingham and Milborne Port within 10 miles, and Yeovil and Sherborne about 15 miles away. Wincanton's population of 4,978[122] makes it the fourth largest settlement in the district in terms of population. An area around the town centre and extending to the north is designated as a Conservation Area. Recent residential growth has taken place to the east of the town centre and on the Key Site at New Barns Farm to the south west, the main employment areas of the town are located to the south and south west of the town.

7.87 Wincanton is located within a rural setting and alongside nearby Castle Cary and Gillingham in North Dorset District, is important in serving the needs of residents in

[122] ONS Mid Year estimates 2010 - Urban Area

the rural east of South Somerset. In terms of retail, Wincanton has a range of independent stores as well as a couple national retailers in the town centre and a large supermarket to the south west. Other key services to be found in the town include a doctor's surgery, a hospital, a leisure centre, a library, banks and primary and secondary schools. There is a local desire to retain and build upon the existing town centre services. Local plan policies clearly promote the vitality and viability of the town centre.

7.88 Wincanton has historic connections with logistics and distribution and continues to feature elements of the dairy industry and food production. The town enjoys some particular tourism assets with its famous racecourse and connections with 'Discworld'. Growth in lifestyle business has occurred in the last decade, associated with proximity to the South East and good connectivity. However the town is not overly dependent on any one single employer. Wincanton Racecourse plays a role in the local economy by bringing people to the town.

7.89 Public transport to the larger settlements of Yeovil, Taunton and Gillingham is relatively good with a regular bus service, although links to other parts of the district are less good. However, self-containment is reasonably high with just over half the population living and working in the town[123].

7.90 Some of the key environmental issues at Wincanton include areas of high flood risk to the south and to the north east, a high quality historic environment within the Conservation Area and the presence of European Protected Species.[124]

Local Aspirations

7.91 The Wincanton People's Plan (2007)[125] provides a vision for the town over the period 2006-2026. The plan identifies six themes under each of which is a goal to be achieved through the delivery of priority projects, some of which have already been completed. The themes and goals are set out below.

Table 3: Wincanton - Local Aspirations

Theme	Goal
Employment and Business	Full employment, well paid jobs and thriving businesses
Shops	A wealth of interesting shops in a bustling High Street
Tourism & Leisure	A vibrant market town which is a hub for visitors
Health	A healthy population with well-resourced healthcare
Community	An active, caring and inclusive population with facilities for all
Housing	Diverse housing to meet local needs, new build sympathetic to our heritage

[123] South Somerset Settlement Role and Function Study Final report April 2009
[124] The Distribution of European Protected Species in South Somerset, Guidance for Spatial Planning, November 2009
[125] Wincanton's People's Plan 2006-2016, The Wincanton People's Plan Steering Group, 2007

What Will The Local Plan Deliver?

Settlement Status

7.92 The South Somerset Role and Function Study (April 2009) identifies Wincanton as performing an employment function and identified retail and community role for the town and surrounding area. Wincanton is designated a Market Town in this local plan and such designation will enable the settlement to grow and continue to expand its identified role.

Housing

7.93 It is important to sustain and enhance Wincanton's role as a Market Town in the rural east of the district, with a level of development that is relative to the size, accessibility, character and environmental constraints of the town. When compared with other Market Towns, as set out in Table 1, Wincanton already has a significant number of existing commitments with 698 dwellings having planning permission or already built as at April 2012. It is therefore recommended that at least 703 dwellings are built in the town over the local plan period. This is to ensure housing growth reflects the scale of Wincanton and allows assimilation of significant past growth. It should be noted that as at April 2012, only 297 dwellings have been completed in the town, however, given the scale of additional commitments it leaves a residual additional housing requirement of 5 dwellings. The past build out rate indicates that this overall level of provision should last the plan period. These dwellings could be accommodated within the existing Development Area.

7.94 The Market Town of Wincanton is different from the other Market Towns by virtue of its high level of commitments compared to the overall level of housing requirement considered appropriate for the settlement. As a consequence and given the expected build rates set out in the Housing trajectory, the latter years of the Plan offer limited levels of housing provision. It is considered given the front loading of development in Wincanton that the town will experience a subsequent period of assimilation of housing growth and slowing down of the local housing market. Should the housing market however remain locally strong and underpinned by employment growth then the housing provision would need to be supplemented. Such a circumstance would be possible to evidence through the Council's on going monitoring process which includes assessing housing and employment land delivery on a settlement by settlement basis. This will be reported six monthly via the Council's Authorities Monitoring Report**.**

7.95 As well as the on-going monitoring process, the Council has committed to undertake an early review of local plan Policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the local plan.

Employment

7.96 Demand for land is quite high, due to the good transport connections and being the eastern outpost of South Somerset. It is a key route to the economic hubs of London and the south east, whereas other parts of the county rely more on the M5 and routes to the Midlands and the North. Recent discussions with Somerset County Council have underlined an ambition to see the dualling of the entire A303 route, further improving Wincanton's connectivity 'offer' to potential inward investors. As well as bringing forward employment land (required to keep self-containment levels high), the type of employment usage also needs to be considered carefully, or logistics could bring a sparser number of jobs to the available land supply.

7.97 As set out in Policy SS3, a total of 7.94 ha of land for economic development should be delivered in Wincanton over the local plan period. 3.56 ha of this is already committed, leaving 4.38 ha to be located within the direction of strategic employment growth to the south west of the town. This should provide around 365 jobs in traditional 'B' uses, as part of a total of 599 jobs that should be delivered to provide the opportunity for residents to both live and work in the town.

Retail

7.98 Regarding new retail development, the Retail Study's quantitative assessment indicates future comparison floorspace capacity in Wincanton beyond existing retail provision and commitments of 156 sq m (£0.6m retail expenditure) net by 2017, rising to 687 sq m (£3.3m retail expenditure) net by 2028, with future convenience floorspace capacity of 1,003 sq m (£12.3m retail expenditure) net by 2017 rising to 1,314sq m (£16.4m retail expenditure) net by 2028[126]. In order to achieve the goal of having a wealth of shops in a bustling High Street it will be important to retain and build upon existing retail provision and ensure that the potential for retail growth which does exist is directed towards the town centre given the past bias in provision towards out-of-centre locations.

7.99 There is also potential to improve the level and type of comparison retail provision in Wincanton, both in terms of quality and quantity however given the role of the centre, its catchment area and the level of retailer requirements, such improvements are likely to be modest.

Infrastructure

7.100 The Infrastructure Plan[127] (IDP) identifies several items of infrastructure that are considered 'necessary' to provide at Wincanton. These include education, health, recreation and open space facilities. There are some flood issues relating to the River Cale so Sustainable Urban Drainage (SUDS) will be required for development in order that the situation is not made worse.

Direction of Growth

7.101 In order to accommodate the proposed level of employment development at Wincanton, a preferred 'direction of growth' has been identified to the south west of the town (see Proposals Map). This direction has been derived using evidence in the Sustainability Appraisal, access to the strategic road network, proximity to other business uses and avoidance of HGV impact on the town and the potential deliverability of sites for development. Given the limited supply of development opportunities within the existing urban area of the town, it is expected that the bulk of the remaining development requirements for Wincanton will be delivered within the direction of growth.

[126] Retail Study Update, November 2010
[127] Infrastructure Plan 2011

POLICY PMT4: WINCANTON DIRECTION OF GROWTH

The direction of strategic employment growth will be to the south west of the town, north of Lawrence Hill and west of Wincanton Business Park.

Delivery

7.102 The following delivery bodies will be key in implementing the proposed development at Wincanton:

- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners

Monitoring Indicators	Target
Amount of employment land delivered in Wincanton	7.94 ha of employment land between 2006 and 2028
Net additional dwellings in Wincanton	At least 703 dwellings between 2006 and 2028

Local Market Towns – Ansford/Castle Cary

Spatial Portrait

7.103 The settlements of Ansford and Castle Cary lie adjacent to each other on the southern edge of the Somerset Levels beside the River Cary. Ansford/Castle Cary has a rich historic environment that has been recognised by the towns four designated Conservation Areas and many Listed Buildings including most notably the Grade II* listed All Saints Church. The area around the settlement has high archaeological potential and the remains of a motte and bailey castle.

Castle Cary High Street

7.104 The combined settlements have a population of 3,421[128] . The isolated nature of the town and its largely rural surroundings mean that it serves a more strategic service role than expected.

7.105 The town supports a full range of services including a secondary school, doctor's surgery, pharmacy, dentist, library, bank, convenience store, post office and public houses. The town's economically active population is half that of the town's total population and largely matches the town's 1,200 jobs[129]. The town's major employers are based on the Torbay Road Industrial estate and include Centaur Services, Royal Canin and Snell 2000 Ltd. Travel to work data shows that 54% of the population 'out commute' and that this is principally to Yeovil, Wincanton and Bruton.

[128] ONS Mid 2010 estimate - Urban Area
[129] BRES Employment data 2010

7.106 The town centre provides quality shopping with many niche and independent traders and a range of supplementary services. It is accessible by bus and has parking provision but there is congestion at peak times on Fore Street. The choice of convenience shopping is limited. The town centre is liable to flooding.

7.107 To the north of the town Ansford/Castle Cary benefits from access to its railway station located on the West of England and Heart of Wessex lines.

Local Aspirations

7.108 Consultation in 2005 for the Castle Cary and Ansford Community Plan (CanPlan) identified a number of issues for action including better facilities for young people; better traffic flow through the town; the resolution of parking problems (without charging); affordable housing for young families; only small scale appropriate industrial, retail and business development; maintaining the quality of the local environment; and improving the Market House to provide a comfortable multi-use centre for the whole community.

7.109 There is a local aspiration for employment opportunities such as light and high tech industry to increase settlement self-containment, one-bedroom and a range of family housing to address current imbalance in housing type and size, improvements to road and drainage infrastructure (including parking and the alleviation of congestion) and the protection of retail and educational facilities.

7.110 Rail connections are excellent in Ansford/Castle Cary, but road connections much less so. The town remains an important local employment centre in the East of South Somerset but employment land is now scarce and a small supply needs to be maintained and brought forward. The town enjoys a positive retail experience dependent on local niche businesses and attracts trade from a wide area. The town is dependent on local major employers and ongoing diversification of employment and growth opportunities for small and medium enterprises are to be encouraged.

What Will The Local Plan Deliver?

Settlement Status

7.111 The South Somerset Role and Function Study (April 2009) identifies Ansford/Castle Cary as performing an employment function and identified retail and community role for the town and surrounding area. Ansford/Castle Cary is designated as a Local Market Town in this local plan and such a designation will enable the settlement to grow and continue to expand its identified role. In recognition of its small scale and nature, along with Somerton and Langport/Huish Episcopi is identified as a Local Market Town with a reduced scale of growth to match.

Housing

7.112 To maintain the town's service role, Ansford/Castle Cary is expected to deliver at least 374 new dwellings over the plan period. As shown in Table 1, existing commitments amount to 156 dwellings (April 2012), albeit completions remain low at just 42. However, based upon commitments, it leaves a further 218 dwellings to be accommodated over the plan period. It should be noted that the planning permission for the BMI site, Cumnock Lane has recently lapsed and although it can't be considered a commitment at this present time there is an expectation that

this important brownfield site will be developed within the plan period and thereby reduce the future housing target by a further 89 dwellings. The phasing policy SS7 would be a key mechanism in addressing early delivery of this brownfield site prior to the greenfield direction for growth.

7.113 The additional level of growth reflects the town's role and function within the district's settlement hierarchy. This level of provision will support the town centre business role and help support community facilities such as the local secondary school and health centre.

Employment

7.114 To support the provision of an anticipated 273 jobs, there is a need for approximately 18.97 hectares of employment land in Ansford/Castle Cary over the local plan period. This includes 10.07 hectares of employment land which already exists or is committed. This leaves 8.9 hectares to be delivered during the plan period. Since the start of the plan period in 2006, there has been approximately 9ha of employment land delivered in the town through the building of the Royal Canin pet food factory in 2008 on a saved allocation from the previous local plan. Following consideration of four separate sources of evidence, it is clear that local employers require additional employment land during the plan period for expansion and/or relocation. This has informed the decision to identify a further 8.9 hectares. The Council's monitoring processes will record delivery of this additional employment land in the town.Given that the seemingly high requirement for employment land in Ansford/Castle Cary is linked to the need articulated buy two specific companies, there will be a requirement to continuously monitor these companies' requirements. In the event that a position emerges within the Plan period that the need is no longer required, then the Council will undertake a priority review of the employment requirement for the town. This would be a key priority on the Local Development Scheme in subsequent reviews.

Retail

7.115 The South Somerset Retail Capacity Study update (2010) indicates that the ability to significantly increase the amount of comparison goods floorspace for Ansford/Castle Cary will be constrained by its size, natural catchment area and level of commercial market interest. Orientated towards a top-up food shopping function, in principle, it would be beneficial to increase the level of retention of main/bulk-food shopping trips. However like the comparison retail sector, the natural catchment and expenditure capacity of the centre will limit the potential for large-scale additional provision and there will also be concerns over the impact on existing retail provision. Therefore, for both convenience and comparison retailing, a general strategic approach for Ansford/Castle Cary is recommended which acknowledges the need to retain shopping trips within the town and supports proposals that increase retention via the promotion of realistic proposals.

7.116 The town centre is considered vulnerable to potential out of centre retail development by virtue of the fact that it does not possess an anchor store and contains many small size outlets. It is considered appropriate to have a local retail impact threshold of 250 sq meters above which any retail proposal would be required to provide an impact assessment.

Infrastructure

7.117 The Council's Infrastructure Plan[130] demonstrates that these proposals are deliverable and that the necessary social, physical and green infrastructure is provided to support the proposed development. A road link between Station Road and Torbay Road has been identified as appropriate for the implementation development in the strategic direction of growth. Submissions to the Council have indicated that it is viable and deliverable.

Education

7.118 Capacity issues have been identified at Castle Cary Primary School and opportunities for expansion at the current site are very limited. A new primary school would therefore be required to accommodate future substantial growth.

Flood Risk

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

Direction of Growth

7.120 A North West direction of growth has been found to be the most sustainable location for Ansford/Castle Cary's future expansion of housing, employment and education proposals. A North West direction for growth has the advantages of being well related to existing employment opportunities, the town centre, the town's Schools and is located on land that will have the least impact in respect of peripheral landscape[131]. A road link between Station Road and Torbay Road will be expected to be provided to improve access and egress to new and existing employment and better integration of the development within the town.

[130] Infrastructure Plan (2012)
[131] Sustainability Appraisal Report (March 2012)

POLICY LMT1: ANSFORD / CASTLE CARY DIRECTION OF GROWTH AND LINK ROAD

The direction of strategic growth (for housing, employment & education) will be north of Torbay Road and East and West of Station Road. As part of any expansion within the direction for growth, a road will be expected to be provided between Station Road & Torbay Road prior to completion of the expansion.

Delivery

7.121 The following delivery bodies will be key in implementing the proposed development at Ansford/Castle Cary:

- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils; and
- Developers and Landowners

Monitoring Indicators	Target
Net additional housing in Ansford/Castle Cary	At least 374 dwellings between 2006 and 2028.
Amount of employment land delivered in Ansford/Castle Cary	18.97 ha of employment land between 2006 and 2028.
The provision of appropriate road improvements	Delivery of a link road between Torbay Road and Station Road before completion of development proposal
The provision of a new Primary School at Ansford / Castle Cary	Deliver one new primary school

Local Market Towns - Langport/Huish Episcopi

Spatial Portrait

Great Bow Bridge, Langport

7.122 Langport/Huish Episcopi is a small town in the north of the district, located on the banks of the River Parrett by the intersection of major roads that link the town with Taunton, Bridgwater and the A303. The town has a long history that dates back to Roman times, and was established as a royal Saxon borough by the 10th century. Langport/Huish Episcopi prospered from its strategic location for river based trade from Saxon times onward, which lasted until the arrival of the railway in the 1850s.

7.123 There has been steady growth at Langport/Huish Episcopi throughout its history, which has accelerated over the last 60 years to a population of 2,699 people[132] today. Residential growth initially spread along the main roads from the early 18th century, with the residential infill of land between these roads with large housing estates occurring in the 20th century, primarily to the north of the original settlement. The main employment area is to the west of the town at Westover Trading Estate. A large part of the town, including the whole town centre is designated as a Conservation Area.

7.124 Langport/Huish Episcopi is located within a sensitive and rural landscape, largely defined by its proximity to the Somerset Levels and Moors. Much of the town is surrounded by areas of high flood risk due to its proximity to the River Parrett and its flood plain, much of which forms the Somerset Levels and Moors. The Somerset Levels and Moors are highly valued both in terms of wildlife, with parts being

[132] ONS mid 2010 urban area population estimate

internationally recognised for its wildlife presence as a Special Protection Area (SPA) and Ramsar, and cultural and recreation opportunities. Tourism is important for the town with many small businesses being linked to providing facilities and attractions for visitors attracted by the opportunities to walk, cycle and ride horses in the Somerset Levels and Moors and particularly along the Parrett trail.[133]

7.125 As the wider area around the town is relatively sparsely populated, Langport/Huish Episcopi functions as an important settlement that serves the surrounding rural area. Some of the key services and community facilities include primary and secondary schools, sports hall, supermarket, library and bank. Langport/Huish Episcopi has a small town centre that provides a range of service goods to cater for the day-to-day needs of the residents; convenience retailing in the town is dominated by a single supermarket, whilst the comparison sector is mainly limited to independent and specialist stores.[134] There is a regular bus service to Yeovil and Taunton, and a national cycle route passes through the town.

7.126 Langport/Huish Episcopi has a good balance of jobs (1,200) to workers (1,250), a ratio of around 1:1, but according to the 2001 Census, roughly 60% of residents travel elsewhere to work, principally to Yeovil, Taunton, and Somerton.

Local Aspirations

7.127 The parish plan 'Langport 2020' sets out the vision for Langport to be 'The Heart of the Levels - a thriving, clean and revitalised market town and surrounding villages'. This vision is supported by the aim 'To increase prosperity in Langport and its hinterland and to improve the quality of life of its citizens'. Various projects are proposed to deal with the issues facing the town in the themes of economy and heritage; transport and housing; the river; youth and community.

What Will The Local Plan Deliver?

Settlement Status

7.128 As set out in Policy SS1, Langport/Huish Episcopi is classified as a 'Market Town' due to the settlement having a strong employment, retail and community role[135]. Given its relatively smaller scale and nature compared to some of the larger Market Towns, Langport/Huish Episcopi is identified as a Local Market Town (alongside Somerton and Ansford/Castle Cary) with a reduced scale of growth to match.

Housing

7.129 In order to sustain and enhance Langport/Huish Episcopi's role as a Market Town, with a level of development that is relative to the size, accessibility, character and environmental characteristics of the town, at least 374 dwellings should be built in the town in the local plan period. As shown in Table 1, 289 dwellings are already committed, of which 163 have already been completed. As such, further provision should be made for around 85 dwellings at the town. There are few sites available within the existing urban area in Langport/Huish Episcopi,[136] meaning a 'direction of growth' is required to identify a broad location to accommodate new development on the edge of the town, as explained below.

[133] Langport 2020
[134] South Somerset Retail Capacity Study update, 2010
[135] South Somerset Settlement Role and Function study, 2009
[136] Strategic Housing Land Availability Assessment, 2009

Employment

7.130 As set out in Policy SS3, 4.01ha of employment land should be delivered in Langport/Huish Episcopi over the local plan period. 0.4ha has been provided in the first years of the plan, leaving 3.67 ha still to be found. This should provide a total of 284 jobs at Langport/Huish Episcopi to provide the opportunity for residents to both live and work in the town.

Retail

7.131 The ability for new retail development to be delivered in Langport/Huish Episcopi will be limited by its size, natural catchment area, and level of commercial market interest.[137] There is no significant need for new convenience retailing given the existing large supermarket; and the natural catchment and expenditure capacity of the town will limit the potential for large scale additional convenience goods provision; such proposals would also cause concerns over the impact on existing retail provision in the town. Therefore, for both convenience and comparison retailing, a general strategic approach is recommended for Langport/Huish Episcopi that acknowledges the need to retain shopping trips within the town and supports proposals that increase this retention. Policy EP12 states that a retail impact assessment will be required for retail proposals above 500 sq m in Langport/Huish Episcopi, which is considered appropriate for the scale and character of the town.

Infrastructure

7.132 The Infrastructure Delivery Plan identifies several infrastructure issues that are considered 'necessary' to support development at Langport/Huish Episcopi, which generally relate to open space and sports facilities. Some of the specific infrastructure requirements include a new 3G synthetic turf pitch at Huish Episcopi School, extension of community hall and a community swimming pool.

Direction of Growth

7.133 The proximity of Langport/Huish Episcopi to the Somerset Levels and Moors SPA/Ramsar means that new development at the settlement should provide suitable open space provision, potentially together with other measures to encourage behaviour, to ensure that the development does not increase – and preferable decreases – existing pressures.

7.134 In order to accommodate the proposed level of housing and employment development at Langport/Huish Episcopi, a 'direction of growth' has been identified in three locations to the north east, east and south east of the town (see Proposals Map). These locations for the direction of growth have been chosen using evidence in the Sustainability Appraisal and the potential deliverability of sites for development.[138] Although the priority is for development on brownfield sites, given the lack of development opportunities within the existing urban area of the town, it is expected that the bulk of the remaining development requirements for Langport/Huish Episcopi will be delivered within the direction of growth. Specific proposals within these locations should come forward through the development management process.

7.135 Concern relating to possible disruption of wildlife and especially Bewick Swans at Wet Moor by local residents from prospective development in the south east of the direction of growth (south of the A372) can be met by identifying that part of the direction of growth for employment use only. All developments in the direction of

[137] South Somerset Retail Capacity Study update, 2010
[138] Strategic Housing Land Availability Assessment, 2009, 2010

growth will need to show that they will not adversely impact on the Somerset Levels and Moors Special Protection Area.

POLICY LMT2: LANGPORT / HUISH EPISCOPI DIRECTION OF GROWTH

The direction of strategic growth will be to the north, east, and south east of the settlement. All development must avoid coalescence with the settlement of Wearne. Development in the south east is appropriate for employment use only.

Development at Langport/Huish Episcopi will be subject to a project level Habitats Regulations Assessment of potential impacts on the Somerset Levels and Moors Special Protection Area/Ramsar sites.

Additionally, open space will be required due to the proximity to sensitive (internationally designated) conservation areas, so as to alleviate potential development related pressure on these sites. Appropriate mitigation in the form of open space or other measures will be in place in advance of the development and agreed in advance with Natural England.

Delivery

7.136 The following delivery bodies will be key in implementing the proposed development at Langport/Huish Episcopi:

- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Yeovil Town Football Club.

Monitoring Indicators	Target
Net additional dwellings in Langport/Huish Episcopi	374 dwellings built at Langport/Huish Episcopi between 2006 and 2028
Additional employment ('B' uses) floor space in Langport/Huish Episcopi	4.01ha of employment land made available in Langport/Huish Episcopi between 2006 and 2028

Local Market Towns – Somerton

Spatial Portrait

7.137 Somerton is a market town dating back over 1,000 years, with an important history including being the centre of a major royal estate in the 10th century and briefly serving as the county town of Somerset. The town has held a weekly market since the Middle Ages and long prospered as an agricultural centre and an attachment to local estates, reflected by the many fine 17th and 18th century houses in the town centre.

Somerton Buttercross

7.138 Today, Somerton is one of the larger settlements in South Somerset with a population of 4,274 people.[139] It is a relatively compact settlement, set above the Cary valley with the core of the town concentrated upon the market place and church. The town centre and an area to the east of the town is designated as a Conservation Area. Recent residential growth has spread to the west of the town centre, and the main employment area is the Bancombe Road Trading Estate to the north west of the town.

7.139 Somerton is located in a rural setting and, alongside nearby Langport/Huish Episcopi and Street in Mendip District, is important in serving the needs of residents in the rural north of South Somerset. In terms of retail, Somerton has a reasonably healthy, well kept and attractive town centre with a range of independent stores including a small supermarket and specialist food stores that meet the day to day

[139] ONS mid 2010 urban area population estimates

needs of local residents. Some of the other key services in Somerton are a library, doctor's surgery, banks, and primary and junior schools.

7.140 Public transport to the larger settlements of Yeovil, Taunton and Street is relatively good with a regular bus service, although links to other parts of the district are poor. A national cycle route passes through the town. However, based upon 2001 Census data, it would indicate that self-containment is relatively low with over 60% of Somerton residents travelling to work elsewhere, mainly to locations in Mendip District and Yeovil.

7.141 Some of the key environmental issues at Somerton include areas of high flood risk to the north, east and south of the town; a high quality historic environment; and the presence of protected species near the town.

Local Aspirations

7.142 Somerton Town Council updated its Community Plan in 2011, which describes how local people would like to see the town evolve in the next 5-10 years. The key areas for improving the town are set out in a series of 'project plans' that include broadening the range of cultural amenities, open space, sports and leisure facilities; attracting new businesses to the town; and producing a shared vision of how the people of Somerton would like their town to develop in the future.

What Will The Local Plan Deliver?

Settlement Status

7.143 As set out in Policy SS1, Somerton is classified as a 'Market Town' due to the settlement having a strong employment, retail and community role.[140] Given its relatively smaller scale and nature compared to some of the larger Market Towns, Somerton is identified as a Local Market Town (alongside Langport/Huish Episcopi and Ansford/Castle Cary) with a reduced scale of growth to match.

Housing

7.144 It is important to sustain and enhance Somerton's role as a Market Town in the rural north of the district, with a level of development that is relative to the size, accessibility, character and environmental constraints of the town. Therefore, at least round 374 dwellings should be built in the town over the local plan period. As shown in Table 1, the 286 dwellings have already been committed, albeit with only a small number of completions (2 dwellings) in the first years of the local plan period. Based upon the commitments there is a residual housing requirement of 88 dwellings. A 'direction of growth' to identify a broad location to accommodate new development on the edge of the town is required, as explained below.

Employment

7.145 As set out in Policy SS3, a total of 6.63ha of employment land should be delivered in Somerton over the local plan period. 1.56ha of this has already been provided, leaving 5.07ha still to be found, primarily within the direction of growth. This should provide a total of 307 jobs in Somerton to provide the opportunity for residents to both live and work in the town.

[140] South Somerset Settlement Role and Function study, 2009

Retail

7.146 Regarding new retail development, the ability to increase the amount of comparison goods floorspace at Somerton will be constrained by its size, natural catchment area, and level of commercial market interest.[141] Somerton is orientated towards a top-up food shopping function and, in principle, it would be beneficial to increase the level of retention of main/bulk-food shopping trips. However, like the comparison retail sector, the natural catchment and expenditure capacity of the town will limit the potential for large scale additional convenience goods provision; such proposals would also cause concerns over the impact on existing retail provision in the town. Therefore, for both convenience and comparison retailing, a general strategic approach is recommended for Somerton that acknowledges the need to retain shopping trips within the town and supports proposals that increase this retention.

7.147 The town centre has a delicate balance of shops, including a small supermarket, and is therefore considered vulnerable to potential out of centre retail development. It is considered appropriate to require a local retail impact assessment for retail proposals greater than a threshold of 250 sq m for Somerton given the scale and nature of the town.

Infrastructure

7.148 The Infrastructure Delivery Plan identifies several infrastructure issues that are considered 'necessary' to provide as a result of new development at Somerton, which generally relate to open space and sports facilities. A replacement for the surgery is specifically identified, and this is being pursued with other development.

Direction of Growth

7.149 To accommodate the proposed level of housing and employment development at Somerton, a 'direction of growth' has been identified to the west of the town. This direction of growth has been identified from evidence in the Sustainability Appraisal and the potential deliverability of sites for development.[142]

7.150 Development to the north-west section of the Direction of Growth would potentially lead to flooding problems, which will need to be addressed through the use of Sustainable Drainage Systems (SuDS). The costs of this infrastructure are not considered to be 'showstoppers' to new development in the town.

[141] South Somerset Retail Capacity Study update, 2010
[142] Strategic Housing Land Availability Assessment 2009, 2010, 2013

POLICY LMT3: SOMERTON DIRECTION OF GROWTH

The direction of growth at Somerton will be to the west of the town.

Delivery

7.151 The following delivery bodies will be key in implementing the proposed development at Somerton:

- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners; and
- NHS South West / Clinical Commissioning Group.

Monitoring Indicators	Target
Net additional dwellings in Somerton	374 dwellings built at Somerton between 2006 and 2028
Additional employment ('B' uses) floor space in Somerton	4.9 ha of 'B' use employment land made available in Somerton between 2006 and 2028

8. Rural Centres – Vision and Proposals

Overview

8.1 The Spatial Strategy identifies six Rural Centres based on the findings of the South Somerset Settlement Role and Function Study and other evidence. These are the settlements that act as focal points for the surrounding area for retail and community service provision, and in some cases have an employment role. To promote greater self-containment and stronger local communities, the strategy requires these places to accommodate some housing and employment growth. Community facilities and services, which better meet the needs of the settlement and its surrounding area, will be encouraged.

8.2 In order to provide certainty for developers, public and other stakeholders the Council will undertake as a priority a Site Allocations Development Plan Document (DPD) for the Rural Centres to accommodate the housing and employment growth identified in Policy: SS3 and Policy SS5. The DPD will also identify the associated open space and ancillary land uses associated with each allocation.

8.3 Prior to the adoption of a Site Allocations DPD, a permissive approach as set out in Policies SS3 and SS5 will be taken when considering housing and employment proposals adjacent to the development areas at the Rural Centres.

8.4 The six identified Rural Centres are: Bruton, Ilchester, Martock/Bower Hinton, Milborne Port, South Petherton and Stoke sub Hamdon. The key issues, local aspirations, challenges and indication of what the local plan will deliver for each settlement are discussed below.

Bruton

Spatial Portrait

8.5 Bruton is a Rural Centre with Saxon origins. Once a royal estate of the West Saxon kings in the 7th century, in addition to its agricultural trade, the town had a flourishing cloth industry from the middle ages, succeeded from the late 18th century by silk production. Today the two main industries are farming and education. There are five schools in Bruton: King's School, founded in 1519, Bruton School for Girls, Sexey's School, a Primary School and the Meadow School for Steiner Education. A Conservation Area was first designated in 1973, which includes the historic core and much of the south western parts of the settlement.

The Packhorse Bridge, Bruton

8.6 Bruton is situated in the east of the district, in the Brue Valley a few miles north of the A303, about 4 miles from Castle Cary and 7 miles from Shepton Mallet. The A351 Frome-Yeovil road passes through the settlement and the B3081 crosses the river at Church Bridge. Today Bruton is one of the larger settlements in the district with a population of 2,974 residents[143]. The topography and hence settlement has been heavily influenced by the River Brue. The majority of the settlement is built on the higher ground on the north side of the river and in recent years residential development has occurred to the north east of the town.

8.7 Over 50% of the settlement's economically active residents travel to work outside the ward, mainly to settlements in Mendip, Wincanton and the surrounding villages, making the level of self-containment low. The major employment sector is education. The challenge for Bruton is to diversify the economy, resisting any further loss of employment land, thereby providing a range of opportunities to both live and work locally. In retail terms, whilst there is no large supermarket, there are a number of independent shops providing a range of convenience goods. There are a variety of community services including a doctor's surgery, library, bank and post office.

8.8 In addition to a regular bus service, residents in Bruton have access to rail services. The railway station, which is located on Station Road, is on the Heart of Wessex Line running from Bristol to Weymouth. A national cycle route runs through the settlement.

8.9 One of the key environmental issues in Bruton is the risk of flooding along the course of the River Brue and its tributary Combe Brook. As a result of a severe flood in 1982 a retention dam was built about one and half miles east of the town, the dam acts as a flow regulator to control the total amount of water in the river at Church Bridge without any human intervention.

[143] ONS Mid Year estimates 2010 - Urban Area

Local Aspirations

8.10 Bruton - The Way Forward (2005) sets out a number of main issues and aspirations for the town. It is recognised that there needs to be a balance between maintaining the heritage assets of the settlement whilst adapting to modern needs through accepting a share of future development but seeking to control its impact, particularly in terms of traffic, pollution and impact on the environmental qualities of the town. Bruton benefits from being on the railway line but more needs to be made of this as an asset and there is also a need to manage the flow of vehicles through the historic core of the town where parking is also extremely difficult. A new enlarged surgery is also identified in Bruton - The Way Forward, as existing facilities have been outgrown.

What Will The Local Plan Deliver?

Settlement Status

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

Housing

8.12 It is important to sustain and enhance Bruton's role as a Rural Centre, with a level of development that is commensurate with the size, accessibility, character and environmental constraints of the town. The local plan will therefore support the development of at least 203 dwellings over the plan period, up to 2028. As shown in Table 1, 103 dwelling are already committed (of which 92 are already completed), leaving a residual requirement for 100 new dwellings, which is considered to be deliverable through the development management process. These dwellings need to be of mixed size although there is a locally perceived need for family housing and supported elderly person accommodation.

Employment

8.13 Bruton is very much a local centre with a high dependence on its strong, prestigious educational establishments. The supply of employment land is modest and in keeping with the settlement's scale and function. As set out in Policy SS3, a minimum of 3.06 hectares of employment land will be supported up to 2028, which will assist new jobs growth and improve levels of self-containment within the settlement. Of the3.06 hectares, 0.56 is already committed, with a residual requirement for 2.50 new hectares, which is considered to be deliverable through the Development Management process.

Retailing

8.14 As set out in Policy EP9, Bruton is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. Proposals for retail development in excess of 250 sq m will be required to undertake a Retail Impact Assessment.

Infrastructure

8.15 The Infrastructure Plan does not indicate the need for any 'critical' infrastructure[144] requirements to be provided in Bruton as a result of the proposed new development. It does however identify a number of 'necessary' infrastructure[145] requirements, which generally relate to open space and sports facilities.

Delivery

8.16 The following delivery bodies will be key in implementing the proposed development at Bruton:

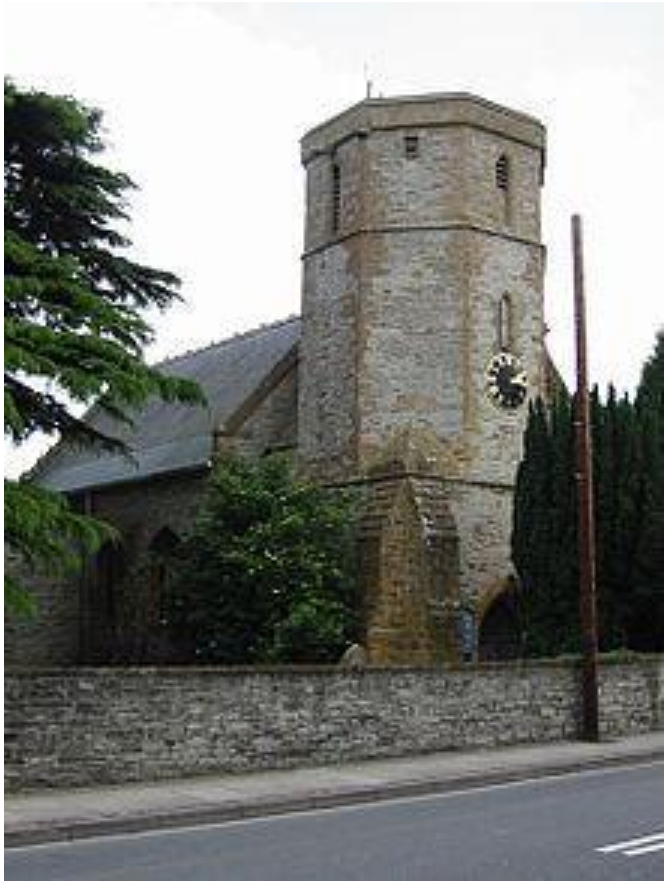
- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Net additional housing in Bruton	At least 203 dwellings in Bruton between 2006 and 2028
Amount of employment land delivered in Bruton	3.06 ha of employment land in Bruton between 2006 and 2028

[144] See Glossary
[145] See Glossary

Ilchester

Spatial Portrait



Church of St Mary Major, Ilchester

8.17 Ilchester is situated 5 miles north of Yeovil, on the eastern fringe of the Somerset Levels and Moors, concentrated at the point at which the River Yeo crosses the Fosse Way. It is a Rural Centre with Iron Age origins and an important history, including serving as a small Roman fort settled by the Fosse Way and briefly serving as the county town of Somerset in the 12th Century, due to the presence of the county gaol. This settlement's historic legacy is apparent in the concentration of Scheduled Ancient Monuments, archaeological sites, and historic buildings that are present in the settlement, and which include the 13th century St Mary Major and the Church of St Andrews, both Grade II* Listed Buildings.

8.18 In 1940 the Royal Naval Air Station was commissioned at Yeovilton, and since then it has grown to become one of the busiest military airfields in the UK, with both helicopters and jet aircraft operating out of the Station. Ilchester, being in close proximity to RNAS Yeovilton has accommodated development over recent years to provide housing for many service personnel and their families stationed at the air base.

8.19 As a result of its natural and historic constraints, and recent growth, the settlement is formed around two distinct points of growth. At the southern end the main commercial area is formed around the historic core and, to the north, Northover is a recent growth area. Both are linked by linear development along the Fosse

Way. The Historic Core is virtually completely surrounded by land within Flood Zone 3B, the functional floodplain of the River Yeo, with certain parts of the built up area itself, including the linear development along Fosse Way being within Flood Zone 3A, an area of high probability of flooding. The northern growth area has developed over the past 50 years or so, on gently rising ground, is not subject to flooding or known archaeological constraints. This area includes the infant and junior schools (split site), a factory, a shop and residential development, including housing for service personnel and their families stationed at nearby RNAS Yeovilton.

RNAS Yeovilton – A major employer near Ilchester

8.20 Today Ilchester has a population of 1,994 people[146] however the presence of RNAS Yeovilton, which currently has approximately 2,500 personnel on base nearly doubles the population. Given the presence of RNAS Yeovilton, Ilchester is a strong location for employment. As a result of the number of personnel living in Ilchester, the level of self containment is good with approximately 59% of people living and working in the same ward.

8.21 The settlement also provides a retail and community service role - there are a few convenience stores, a post office, infant and junior schools and a doctor's surgery. There are both regular and demand responsive bus services to Yeovil, Taunton and Street.

8.22 Key environmental issues affecting potential new development include flooding (the town is located within a significant flood risk area, as identified by the Environment Agency), presence of archaeological remains (much of the southern half of the town is an Area of High Archaeological Potential) and noise constraints from the airbase.

[146] ONS Mid Year estimates 2010 - Urban Area

Local Aspirations

8.23 Consultation with Ilchester Parish Council has identified that the volume of traffic travelling through the settlement is an issue, together with parking

What Will The Local Plan Deliver?

Settlement Status

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

8.25 In the past due to its environmental constraints, Ilchester did not have an identified Development Area, and housing and employment growth was significantly limited. The amendment to the noise contours provides the opportunity for some growth, which will help to provide local employment and housing and help to retain local services. A Development Area is now identified on the Ilchester Proposals Map.

Housing

8.26 It is important to sustain and enhance Ilchester's role as a Rural Centre, with a level of development that is commensurate with the size, accessibility, character and environmental constraints of the town. The local plan will therefore support the development of at least 141dwellings over the plan period, up to 2028, which is considered to be deliverable through the Development Management process.

8.27 The MOD have identified that there will be a need for additional housing for service personnel and their families within a 10 mile radius of RNAS Yeovilton within the plan period.

8.28 Bureau Veritas were commissioned by South Somerset District Council to prepare noise contours to represent current typical aircraft activity at RNAS Yeovilton[147]. New noise contours have been identified (see Appendix 4) and these will be a material consideration used to guide planning decisions (see Policy EQ7: Pollution Control). The revised contours seek to minimise the adverse impact of noise, without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business.

8.29 The MOD can give no guarantee as to the type, number and frequency of aircraft movements now or in the future, and therefore this will be subject to an ongoing review through the Council's monitoring processes. It is imperative that any further dwellings, be constructed to the highest levels of noise protection so as not to constrain the bases' future operational flexibility and provide an appropriate living environment for new residents. There are opportunities for development away from the flood risk areas in locations which the landscape character appraisal indicates could accommodate more housing.

Employment

8.30 Proximity to the A303 and good connections to the South and North, means that Ilchester will always enjoy the advantages brought by good road communications. There is likely to be a small local demand for employment sites, this should be supported to increase Ilchester's level of self-containment and offer an alternative to Yeovil.

[147] Aircraft Noise Contours for RNAS Yeovilton, SSDC and Bureau Veritas (July 2010)

8.31 As set out in Policy SS3, a minimum of 1.02 hectares of employment land will be supported up to 2028. Of the 1.02 hectares, 0.02 is already committed, with a residual requirement for 1.0 new hectare, which is considered to be deliverable through the development management process.

Retailing

8.32 As set out in Policy EP9, Ilchester is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. Proposals for retail development in excess of 250 sq m will be required to undertake a Retail Impact Assessment.

Infrastructure

8.33 The Infrastructure Delivery Plan does not indicate the need for any 'critical' infrastructure[148] requirements to be provided in Ilchester as a result of the proposed new development. It does however identify a number of 'necessary' infrastructure[149] requirements, which generally relate to open space and sports facilities.

Delivery

8.34 The following delivery bodies will be key in implementing the proposed development at Ilchester:

- South Somerset District Council
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Net additional housing in Ilchester	At least 141 homes built in Ilchester between 2006 and 2028
Amount of employment land delivered in Ilchester	1.02 ha of employment land made available in Ilchester between 2006 and 2028

[148] See Glossary
[149] See Glossary

Martock/Bower Hinton

Spatial Portrait

8.35 Martock is a small attractive town in central South Somerset, on the southern edge of the Somerset Levels and Moors and just off the busy A303. Mill Brook and Hurst Brook flow between Martock and Bower Hinton to the South, before joining the River Parrett to the west. The town is surrounded by gradual undulating hills that are regarded as having high landscape value. It is well connected to Yeovil, which is situated 7 miles to the southeast.

Market House, the White Hart Hotel, and Martock Pinnacle – with All Saints Church in the background

8.36 Martock and Bower Hinton have a joint Conservation Area incorporating various Listed Buildings along the main road between the two settlements. Listed buildings are concentrated at the historic centres of Martock, Hurst and Bower Hinton. Areas of flood risk run through the centre from east to west between Martock and Bower Hinton. The land either side of the streams has been identified as part of the functional flood plain.

8.37 The population of Martock parish is approximately 4,378[150]. The town has a good variety of services, however self-containment is an issue. The travel to work data shows that over 50% of the population out commute mainly to Yeovil, Taunton Deane, Crewkerne, and Ilchester and surrounds. Although the town is home to

[150] 2010 ONS Mid Year Estimates - Urban Area

scores of small businesses that are clustered principally at Martock Industrial Park and the out of town Parrett Works. Redevelopment of sites, such as Paulls Court, has resulted in a loss of employment land. Providing more employment opportunities in Martock/Bower Hinton could potentially reduce the level of out commuting.

Local Aspirations

8.38 Engagement with Town and Parish Councils in preparing the local plan have indicated that Martock is considered an appropriate location for additional growth but that employment opportunities in particular should be exploited to broaden the range of opportunities and to help assist with financing road improvements along the main spine road. Housing is required alongside the additional employment growth to help retain existing local facilities and services. Martock/Bower Hinton has a range of facilities that potentially could take more growth particularly for employment. Proximity to Yeovil and the potential impact on the A303 trunk road, however, are major constraints to significant housing growth due to out-commuting concerns and traffic impact on a national route.

What Will The Local Plan Deliver?

Settlement Status

8.39 The South Somerset Role and Function Study (April 2009) identifies Martock/Bower Hinton as a Rural Centre this will enable the settlement to grow and expand its identified role by allowing for additional employment growth, the provision of additional retail premises and modest housing growth all of which will encourage greater self-containment.

Housing

8.40 To enable the settlement to grow and continue to expand its identified role at least 230 dwellings are proposed over the local plan period. As shown in Table 1, 106 are already committed (of which 60 are already completed), leaving a residual requirement for 124 new dwellings, reflecting a scale of growth commensurate with South Petherton and Milborne Port.

Employment

8.41 Additional employment and retail opportunities should be exploited to strengthen the service function of the settlement, and additional employment land is required to be developed to 2028 in order to broaden the range of opportunities and to provide greater self-containment. It should be noted that 1.8 ha of this existing employment provision is the saved local plan allocation ME/MART/2, Land West of Ringwell Hill. The additional employment land to deliver jobs growth in Martock/Bower Hinton identified in Policy SS3 will be delivered through a Site Allocations DPD followed in the normal course of events by the development management process.

8.42 It is proposed a total employment provision for Martock/Bower Hinton of 4.79 ha. However it should be noted that 1.8 ha of this employment provision is the saved local plan allocation ME/MART/2, Land West of Ringwell Hill on which they are intending implementing. There is a further 0.99 ha in commitments or lapsed consents (demonstrating acceptability in principle). There is provision for an additional 2 ha of employment land to provide an alternative option for employment. This should be delivered through the Development Management process so providing a flexible and early response to the provision.

Retailing

8.43 As set out in Policy EP9, Martock/Bower Hinton is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. Proposals for retail development in excess of 250 sq m will be required to undertake a Retail Impact Assessment. Proposals for retail development should similarly be considered through the Development Management process.

Infrastructure

8.44 The Infrastructure Delivery Plan has identified a requirement for a fluvial flood risk defences, a community hall, new open space, sports facilities, play area and expansion of youth facilities for the settlement.

Delivery

8.45 The following delivery bodies will be key in implementing the proposed development at Martock/Bower Hinton:

- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Net additional housing in Martock/Bower Hinton	At least 230 dwellings between 2006 and 2028
Amount of employment land delivered in Martock/Bower Hinton	3.19 ha of employment land between 2006 and 2028

Milborne Port

Spatial Portrait

8.46 Milborne Port is an historic settlement located in the south-east of the district near the Dorset border and the edge of the Blackmore Vale. The River Gascoigne flows south through the village, and the A30 runs west to east through the village centre, providing a direct road connection to the larger towns of Sherborne 3 miles away and Yeovil (8 miles), both to the west. There is access to railway stations at Yeovil and Sherborne.

The Church of St John the Evangelist

8.47 Milborne Port is noted for its 'New Town' Conservation Area in the west of the village with a second Conservation Area encompassing the village centre. Much of the countryside surrounding the village is considered to be of high landscape value, including a Historic Garden to the south east. Areas of flood risk run through the centre from the north to the south and there are also groundwater protection zones in the vicinity of Milborne Port.

8.48 The population of the parish is approximately 2,586[151]. Self containment is an issue; there are approximately 1,300 economically active residents in Milborne Port but only 350 jobs, meaning only around a quarter of residents in the village who work are able to access jobs in the village[152]. This suggests that more employment

[151] ONS Mid Year estimates 2010 - Urban Area
[152] South Somerset Role and Function Study Final report April 2009

opportunities should be provided in Milborne Port. The lack of jobs in Milborne Port has consequently created high levels (71%) of out commuting. More employment opportunities in the village could potentially reduce the level of out-commuting.

Local Aspirations

8.49 As well as recognising the need to create employment opportunities and expressing a desire to see modest housing growth the community wish to see increased retail provision in Milborne Port.

8.50 The Milborne Port Community Plan[153] aims to:

- Support the maintenance and sustainable growth of existing businesses;
- Encourage the development of sustainable new business ventures and employment opportunities;
- Ensure a balanced rate of growth for the benefit of all residents whilst maintaining the unique character of Milborne Port;
- Support the various community groups active in the village;
- Make it a welcoming village for newcomers;
- Ensure that it is a safe village in which to live and work; and
- Encourage the village residents to play their part in creating a more sustainable environment.

8.51 There is an aspiration in the Milborne Port Parish Plan to see a safe bicycle route to Sherborne.

What Will The Local Plan Deliver?

Settlement Status

8.52 The South Somerset Role and Function Study (April 2009) identifies Milborne Port as a Rural Centre this will enable the settlement to grow and expand its identified role by allowing for additional employment growth. The provision of additional retail premises and modest housing growth all of which will encourage greater self-containment.

Housing

8.53 To enable the settlement to grow and continue to expand its identified role at least 279 dwellings are proposed over the local plan period. As shown in Table 1, 202 dwellings are already committed (with 141 dwellings already completed), leaving a residual requirement for 77 new dwellings, which is considered to be commensurate with the size of the settlement and deliverable through the Site Allocation DPD followed in the normal course of events by the development management process.

Employment

8.54 Additional employment and retail opportunities should be exploited to strengthen the service function of the settlement and additional employment land is required to be developed to 2028 in order to broaden the range of opportunities and to provide greater self-containment. There is a demand locally to strengthen the retail offer.

8.55 There is virtually no existing supply of employment land in Milborne Port (0.04 hectares), yet the settlement should see an additional 279 homes minimum over the plan period. In order to promote self-contained growth and cater for this additional

[153] Endorsed by South Somerset District Council, August 2010

housing it is considered that 0.80 hectares of new employment land should be delivered through the local plan to provide an option for employment The additional employment land to deliver jobs growth in Milborne Port identified in Policy SS3 will be delivered through a Site Allocation DPD followed in the normal course of events by the development management process.

Retailing

8.56 As set out in Policy EP9, Milborne Port is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. Proposals for retail development in excess of 250 sq m will be required to undertake a Retail Impact Assessment.

Infrastructure

8.57 The infrastructure Delivery Plan does not indicate the need for any 'critical' infrastructure[154] requirements to be provided in Milborne Port as a result of the proposed new development. It does however identify a number of 'necessary' infrastructure[155] requirements, which generally relate to open space and sport facilities.

Delivery

8.58 The following delivery bodies will be key in implementing the proposed development at Milborne Port:

- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Net additional housing in Milborne Port	At least 279 dwellings between 2006 and 2028
Amount of employment land delivered in Milborne Port	0.84 ha of employment land between 2006 and 2028

[154] See Glossary
[155] See Glossary

South Petherton

Spatial Portrait

8.59 South Petherton is a large attractive hamstone village in central South Somerset. It lies immediately to the north of the busy A303 road corridor amongst the shallow folds of low limestone hills, some 7 miles west of Yeovil. The town is surrounded by gradual undulating hills that are regarded as having high landscape value, especially to the west, north and east. A small stream flows north through the centre of South Petherton before it feeds into the wider River Parrett further along its course. The land either side of the stream has been identified as part of the functional flood plain.

George Lane, with the Church of St Peter & St Paul beyond

8.60 Listed Buildings are concentrated in the historic core and are incorporated within the Conservation Area.

8.61 The population of the village is approximately 2,489[156] with a higher than average percentage of people over 65 years (28%). A Parish survey in 2005 showed over 44% of the respondents had lived in the Parish for over 16 years indicating a low turnover of population. The village has a variety of services, however self-containment is an issue. The travel to work data shows that 64% of the population out commute and that this is mainly to Yeovil, Crewkerne, Ilminster and Ivelchester ward (mainly Yeovilton Air Base) and the surrounding area.

Local Aspirations

8.62 The 2006 Parish Plan indicates that access to local sports provision would be desirable although the cost of providing such facilities within the settlement is acknowledged as prohibitive. Support for local shops and services are seen as important and improved car parking would assist. The Parish Plan also indicated the need for more starter homes and small family accommodation particularly for rent.

What Will The Local Plan Deliver?

Settlement Status

8.63 The South Somerset Role and Function Study (April 2009) identifies South Petherton as a Rural Centre. This will enable the settlement to grow and expand its identified role by allowing for additional employment growth, the provision of additional retail premises and modest housing growth, all of which will encourage greater self-containment.

Housing

8.64 To enable the settlement to grow and continue to expand its identified role at least 229 dwellings are proposed over the local plan period. As shown in Table 1, 151 dwellings are already committed (of which114 dwellings are already completed), leaving a residual requirement for 78 new dwellings, reflecting a scale of growth commensurate with Martock and secure a level of provision capable of supporting local services.

Employment

8.65 Additional employment and retail opportunities should be exploited to strengthen the service function of the settlement and additional employment land is required to be developed to 2028 in order to broaden the range of opportunities and to provide greater self-containment.

8.66 In previous local plans, efforts were made to find a site to potentially meet the needs of local employment users in this part of the district. No acceptable alternatives at that time were found to the Lopen Head Nursery site (1.8 hectares). As such, historically it has been considered as part of the employment provision for South Petherton and other settlements.

8.67 A total additional employment provision for South Petherton of 2.47 ha is proposed in order to promote an alternative option for employment. The additional

[156] 2010 ONS Mid Year Estimates - Urban Area

employment land to deliver jobs growth in South Petherton identified in Policy SS3 will be delivered through a Site Allocation DPD followed in the normal course of events by the development management process the previous association of Lopen Head employment can't be presumed.

Retailing

8.68 As set out in Policy EP9, South Petherton is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. Proposals for retail development in excess of 250 sq m will be required to undertake a Retail Impact Assessment.

Infrastructure

8.69 The Infrastructure Delivery Plan has identified a requirement for a replacement surgery, expansion of youth facilities, an extension to the community hall, new open space and expansion of formal pitches and changing facilities for the village.

Delivery

8.70 The following delivery bodies will be key in implementing the proposed development at South Petherton:

- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Net additional housing in South Petherton	At least 229 dwellings between 2006 and 2028
Amount of employment in South Petherton	2.47 ha of employment land between 2006 and 2028

Stoke sub Hamdon

Spatial Portrait

8.71 Stoke sub Hamdon lies to the west of Yeovil and south of the A303 with the steep slopes of Ham Hill forming a significant boundary to the south of the village. The character of the settlement owes much to the older individual buildings and groups of buildings found in the Conservation Area, many of them built in the local hamstone. The historic core of the village, dating from the 14th Century, is centred on the High Street and is characterised by tight development fronting directly onto the street.

The Fluer De Lis Inn, High Street, Stoke Sub Hamdon

8.72 The population of the village is approximately 1,713[157]. The village has a good variety of services including primary and secondary schools, doctors' surgery, pharmacy, dentist, outreach Post Office and sports facilities, and there are also a number of shops and restaurants. There are about 200 jobs in the village mostly in the manufacturing, wholesale and retail trades. However, there is a high level of out commuting and approximately 75% of the working population travel to work outside the ward.

Local Aspirations

8.73 The Parish Plan established that Stoke sub Hamdon was seen as a good place to live that could benefit from some improvements. The strong community spirit, comprehensive range of facilities, access to Ham Hill Country Park and Community

[157] 2010 ONS Mid Year Estimates - Urban Area

Newsletter were seen as the most important features of living in Stoke sub Hamdon. Some of the areas of concern reflect national issues such as crime, litter and light pollution but the main concerns specific to Stoke sub Hamdon were the cost of housing, over development and lack of amenities for young people.

What Will The Local Plan Deliver?

Settlement Status

8.74 The South Somerset Role and Function Study (April 2009) identifies Stoke sub Hamdon as a Rural Centre due to its' variety of services and community facilities. This will enable the settlement to grow and expand its identified role by allowing for additional employment growth, the encouragement of additional retail premises and modest housing growth all of which will extend greater self-containment.

Housing

8.75 It is proposed that at least 51 additional dwellings (of which 5 are already completed, and 2 are already committed, leaving a residual of 44) will be delivered during the period of the local plan to assist with the self-containment of the settlement and meeting specific housing needs. Delivery will be monitored through the Annual Monitoring Report (AMR). This more limited scale of growth reflects Stoke sub Hamdon's smaller scale and nature.

Employment

8.76 It is proposed that up to 1.09 hectares of employment land will be delivered during the period of the local plan to promote the self-containment of the settlement and cater for the proposed additional housing.

Retailing

8.77 As set out in Policy EP9, Stoke sub Hamdon is a Local Centre in retail terms and the focus for any new retail development should be within the defined Town Centre. Proposals for retail development in excess of 250 sq m will be required to undertake a Retail Impact Assessment.

Infrastructure

8.78 The Infrastructure Plan (IDP) has identified the requirement for the extension of formal pitches & changing facilities, the expansion of existing youth facilities, play equipment and open space/natural green space provision.

Delivery

8.79 The following delivery bodies will be key in implementing the proposed development at Stoke sub Hamdon:

- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners

Monitoring Indicators	Target
Net additional housing in Stoke sub Hamdon	At least 51 dwellings between 2006 and 2028
Amount of employment land delivered in Stoke sub Hamdon	1.09 ha of employment land between 2006 and 2028

9. Economic Prosperity

Overview

9.1 This section of the local plan deals with employment, town centres and tourism. The Government's overarching objective is sustainable economic growth, and the NPPF sees land-use planning as proactively driving and supporting sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs. 'Shaping South Somerset', the district's Sustainable Community Strategy (2008) contains three long-term goals, which seek to deliver sustainable economic growth and these are reflected in the local plan's Strategic Objectives 5, 6 and 8.

9.2 The NPPF identifies that the economic role of the planning system in achieving sustainable growth is to ensure that there is sufficient available land of the right type in the right place, at the right time to support growth and innovation, ensuring the vitality, viability and health of town centres and enabling a strong rural economy[158].

9.3 The Council's Plan (2012-2015) makes a commitment to seeking to deliver a strong and diverse economy, through the retention of existing, and creation of new high value jobs, promoting business diversification and innovation, fostering the growth of small and medium enterprises, lowering barriers for start-up businesses and attracting inward investment in partnership.[159] Whilst there is a focus on the delivery of the Yeovil Vision, and Chard Regeneration Scheme, revitalising the economy of the other Market Towns and Rural Centres is equally as important, as is supporting the farming community and aiding diversification in this area where appropriate.

9.4 The South Somerset economy is highly reliant on manufacturing, in particular high tech engineering and aerospace. This reliance should be viewed as a strength, past performance demonstrates that South Somerset has out-performed the UK and South West in terms of jobs growth over the last two decades[160], and there are opportunities to build on the strong manufacturing base in the future.

9.5 Current Government policy at a national level is to halt and even reverse the decline in the manufacturing sector, and the assumption is that the measures to achieve this will be focussed on high-technology sectors, low carbon technologies and advanced engineering, all of which are well represented in South Somerset's employment structure and make the district well placed to take advantage of this growth in the future too. In addition to manufacturing, high quality local food production, agriculture and tourism industries illustrate how the district's economy is directly and indirectly linked to its high quality natural and built environment, and this is also recognised in the Council's Plan. RNAS Yeovilton is an important employer (both on and off the base) and wealth generator locally - see Ilchester (Chapter 7).

9.6 The Settlement Strategy sets out how the Council is pursuing an employment led approach to managing growth across the district - raising levels of self-containment by seeking to deliver balanced employment and housing growth.

[158] NPPF March 2012
[159] South Somerset District Council 'Our Plan - Your Future 2012 to 2015'
[160] Ekosgen, March 2010

9.7 Since 1991 South Somerset's economy has grown significantly from 47,500 jobs to 66,600 jobs in 2011[161], which is an average of 955 new jobs a year, although there have been fluctuations during this period (a loss of 2,100 jobs between 2006 and 2010 due to the recession, with a significant bounce back of 3,600 additional jobs (200 more self-employed and 1,600 employees) between 2010 and 2011. Despite these challenging economic conditions, it is anticipated, based on the local economy and economic structure, recovery will occur and lead to at least 11,250 new jobs over the plan period. The report 'Housing Requirement for South Somerset and Yeovil' (January 2011) provides further details on the South Somerset economy and jobs growth 2006- 2028[162].

9.8 There is a requirement in Policy SS3: Delivering Employment Growth to therefore provide for at least 11,250 new jobs and 149.51 hectares of employment land within the district to 2028 (of which 52.97 hectares will be additional provision to existing employment land supply. Supply consists of saved allocations, land with planning permission, land previously with permission, now lapsed and land under construction).

Strategic Employment Sites

9.9 A key role for the local plan is to identify strategic sites for local and inward investment.[163] The South Somerset Employment Land Review (ELR) (2011) makes a recommendation as to which currently saved sites are strategically significant (sites that are critical to the delivery of the local plan Vision, and meet anticipated business needs over the plan period) and should be included in the local plan.

Land at Lufton

9.10 The site, which forms part of the wider Lufton 2000 business park, now benefits from planning permission. The wider business park is vibrant, providing good quality, general industrial employment land in the right location, with good access. The strategic significance of the allocation is that it provides much needed general industrial land in a prime employment location in Yeovil. The site has now received planning consent, which is being implemented, and is therefore not identified in Policy EP1.

Land off Bunford Lane

9.11 The site, which is in an important gateway location at the edge of Yeovil, is allocated for employment to provide a high quality business park. The strategic significance of the allocation is that it seeks to widen the economic base of the town. . This site has now received planning consent, and is therefore not identified in Policy EP1.

[161] ABI and BRES Employee Analysis 1991- 2011 (released September 2012) – number of employees in the District (excludes self-employed persons but includes an additional 1,000 people to the BRES record to take into account agricultural employees, not counted in BRES but were counted in ABI records)
[162] as updated to 2028 by SSDC and interpreting the 2011 Business Register Employment Survey (BRES) from Nomis released 28 September 2012
[163] NPPF March 2012 Paragraph 21

Crewkerne Key Site

9.12 The Crewkerne Key Site forms part of the comprehensive regeneration of the town and the employment element of the package is crucial to delivering a balanced development.

Land at Ilminster

9.13 The three Ilminster sites saved from the South Somerset Local Plan (1991-2011) cumulatively will deliver in the region of 18.75 hectares of employment land. Their location on the junction of the A303/A358 provides a strategically important opportunity to secure major investment into the district for a range of industries (including distribution).

Chard Key Site

9.14 Chard is a priority area for economic regeneration. The new strategic location for Chard's growth and role is set out within Policy PMT1: Chard Growth Area.

Yeovil Sustainable Urban Extensions

9.15 Two strategic locations for development are proposed in Yeovil adjacent to the urban edge. A policy requiring employment provision in association with this wider proposal is set out in the Yeovil Chapter in Policy YV2: Yeovil Sustainable Urban Extensions.

9.16 Policy EP1 takes the sites identified in the ELR and identifies them as being strategically significant for local and inward investment. Their use will therefore be for economic development purposes. See Policy SS3: Delivering Employment Growth which identifies other sites saved from the South Somerset Local Plan and the sites that are not saved.

POLICY EP1: STRATEGIC EMPLOYMENT SITES

The following employment allocations are strategically significant for local and inward investment:

- Crewkerne Key Site (Saved local plan Allocation KS/CREW/1);
- Land west of Horlicks Ltd, Hort Bridge, Ilminster (Saved local plan Allocation ME/ILMI/3);
- Land off Station Road, Ilminster (Saved local plan Allocation ME/ILMI/4); and
- Land adjacent to Powrmatic, Hort Bridge, Ilminster (Saved local plan Allocation ME/ILMI/5).

Delivery

9.17 Planning consent has been awarded for the Lufton and Bunford sites and the remaining sites have been granted in principle. The Council is committed to supporting economic development, and the occupation of these sites will be promoted through the Council's economic development and planning functions.

9.18 The following delivery bodies will be key in implementing Policy EP1:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Delivery of employment land in Yeovil, Crewkerne and Ilminster	Deliver approximately 18.75 hectares of strategic employment land in Yeovil, 10.5 hectares in Crewkerne and 21 hectares in Ilminster by 2028

Offices

9.19 Offices (B1 and A2 uses[164]) are defined as a main town centre use in national guidance[165]. Their location in the town centre is beneficial, on the basis that office buildings tend to be used more intensively than other forms of employment use (based on the average ratio of number of workers to floorspace[166]) and therefore they generate more footfall in the town centre, thereby supporting its vitality and viability. Additionally, focusing office employment in a town centre location provides more people with greater opportunities to use public transport, thereby helping to reduce the need to travel by private car.

9.20 The ELR highlights that since 2006 of the 5.44 hectares (18,622 sq m) of office development that has taken place across the district, only 0.23 hectares (1,948 sq m) has taken place within the defined Town Centre.

9.21 In Yeovil over the last twenty years much of the office based employment growth has occurred outside the town centre (since 2006 approximately 10% of the office development has occurred in the town centre[167]). The relocation of the civic offices out of the town centre and location of other professional organisations have created a 'Western Extension'[168] which is separated from the town by Agusta Westland airfield complex.

9.22 The displacement of office workers out of the district's town centres needs to be limited in the future, and whilst it is important not to deter economic activity, focusing office based employment growth in town centre locations will deliver greater benefits in terms of the district's overall sustainability, particularly by supporting the vitality and viability of our town centres.

9.23 The NPPF seeks to focus office development within the defined Town Centre, and applications for office developments that are not in the defined Town Centre will be required to undertake a sequential assessment. Sites outside the Town Centre will need to demonstrate that they have, or can be made to have good access to a range of modes of transport. Sites within 300-400 metres of a bus stop are

[164] Town and Country Planning (Use Classes) Order 1987 as amended
[165] NPPF – Glossary
[166] English Densities Guide, 2010
[167] SSDC Employment Land Monitoring April 2006 to March 2010
[168] Yeovil Place Review, Ekosgen (March 2010

considered to have good access.[169] In this context, preference is given to out-of-centre sites that are located next to an established industrial estate or business park over other out of centre sites, as this will provide the opportunity to maximise the use of public transport.

POLICY EP2: OFFICE DEVELOPMENT

Proposals for office development should firstly be located within the defined Town Centre. Where this is not possible because a sequential test demonstrates that there is no suitable, available and viable site, office developments may be acceptable on less central sites in the following order:

- Edge-of-centre sites (within 300m of the edge of the defined Town Centre) - preference is given firstly to edge-of-centre sites, which are well connected, to the centre by pedestrian access; and
- Out-of-centre sites with good access to sustainable transport modes - preference is given firstly to out-of-centre sites that are located next to compatible uses.

Delivery

9.24 The Council, through its economic development function will encourage office-based businesses to develop in Town Centres and resist the loss of office accommodation from them.

9.25 Spatial planning will undertake a review of Town Centre boundaries and this will explore amongst other things the potential to include future office development within the Town Centre.

9.26 The following delivery bodies will be key in implementing Policy EP2:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Delivery of office development in Town Centres	Increase the percentage of office development delivered in the defined Town Centres and in particular Yeovil Town Centre. Increase the net amount of A2 and B1 Uses in the defined Town Centre.

[169] [Based on Guidelines for Planning for Public Transport in Developments (1999)]

Safeguarding Employment Land

9.27 Employment land in this context is defined as uses within Classes B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 as amended. Nationally there is recognition that there is pressure to redevelop employment land for other more valuable uses, such as housing or retailing, and this is reinforced by local evidence. The Council's employment land monitoring data illustrates that since the beginning of the plan period approximately 12.5 hectares[170] of employment land has been lost to alternative uses.

9.28 The importance of maintaining the existing supply and protecting the overall distribution of employment land should not be underestimated - existing employment sites provide the main supply of employment land and are required to meet the needs of the market by retaining a mix of older, more affordable premises, whilst maintaining a local balance between housing and employment.

9.29 By protecting employment land, Policy EP3 aims to retain locally accessible employment opportunities, which enable people to live and work in close proximity, aiding self-containment and reducing the need to travel to work by less sustainable travel modes. The retention of employment land and premises is important for job creation and the health of the economy. Second-hand premises are often cheaper, and so appeal to start-ups or small businesses trying to keep rental costs low, having such business premises readily available will allow job creation, which is vital in an area where almost 80% of its businesses are, small ones.

9.30 Whilst Policy EP3 seeks to protect valuable employment land and premises, in line with national policy[171] residential re-use will be supported where it can be demonstrated that there is identified need for additional housing which overrides the economic reasons in favour of retention of the land, or where permitted development rights apply. To assist this process, any proposal to redevelop an existing employment site must provide robust and credible evidence of marketing to support the argument that the site is no longer required for those B uses. The marketing exercise must demonstrate that the site/premises have been marketed at a realistic price for a maximum of 18 months (a period of which should be determined with the local planning Authority at the pre application stage). Details of the requirements for marketing are outlined in the Council's guidance document 'Commercial Marketing of Property in Relation to Planning and Listed Building Applications'.

9.31 The location of employment sites should be considered carefully in the context of their potential to be redeveloped, as the Council is not supportive of the proliferation of unsuitable and unsustainable development in the countryside. Alternative uses will also need to be assessed to ensure that they are compatible with existing surrounding uses and designed to the highest standards in line with Policy EQ2.

9.32 The Council is mindful of recent and proposed alterations to Permitted Development Rights associated with certain Use Classes of buildings and development[172]. The changes look to broaden those acceptable changes where planning permission is not needed – e.g. when both the present and proposed uses fall within the same class, or if the Town and Country Planning (Use Classes) Order says that a change

[170] 1st April 2006 to 31st March 2011
[171] NPPF – Paragraph 51
[172] Overview of Permitted Development Rights: http://planningguidance.planningportal.gov.uk/blog/guidance/when-is-permission-required/what-are-permitted-development-rights/

of class is permitted to another specified class. The Council will monitor the impact of these changes and establish whether they are having a material effect on the vitality and viability of employment sites and premises, with a view to understanding how this is affecting the supply and demand of land across the district.

POLICY EP3: SAFEGUARDING EMPLOYMENT LAND

Employment land and premises* will be safeguarded and planning permission will not be granted for development to alternative uses unless it can be demonstrated that the loss would not demonstrably harm the settlement's supply of employment land/premises and/or job opportunities.

Applicants will be expected to submit a marketing statement with the planning application, which demonstrates that the site/premises has been actively marketed for a maximum of 18 months or a period agreed by the local planning Authority prior to application submission.

Changes of use will not be permitted unless:

- The proposed use is compatible with existing surrounding uses and not detrimental to the operation of existing businesses in the area;
- Adequate access exists or can be achieved to serve the proposed development;
- The proposal would result in significant environmental improvements or enhancements to the character of the area; and
- The site is not in an unsustainable location for the land use proposed.

*Class B1 Business Use, Class B2 General Industrial Use, and Class B8 Storage or Distribution Use of the Town and Country Planning (Use Classes) Order 1987 as amended.

Delivery

9.33 The Council is committed to supporting employment opportunities locally. Planning and Economic Development officers will seek to retain appropriate sites and encourage alternative commercial/mixed uses where possible.

9.34 The ELR and employment land monitoring will provide the mechanism for managing employment land requirements to ensure that a continued supply of land is available and deliverable.

9.35 The following delivery bodies will be key in implementing Policy EP3:

- South Somerset District Council.

Monitoring Indicators	Target
Amount of employment land and jobs across the district	Retain a supply of employment land in Yeovil, the Market Towns and Rural Centres
Losses of employment land to alternative uses	Refuse planning permission where no robust, credible evidence that the site is no longer required for economic purposes

Delivering Employment Land in the Countryside

9.36 In the context of protecting the countryside, national policy supports the sustainable growth and expansion of all types of business and enterprise in rural areas.[173] Policy SS2: Development in Rural Settlements outlines the strategic approach to job creation in Rural Settlements and Policy SS3: Delivering New Employment Land identifies the amount of land to be delivered for economic development in these settlements over the remainder of the Plan period[174].

9.37 The Council supports a viable rural economy and its diversification, the district's Sustainable Community Strategy seeks to deliver a raised quality of life in rural areas by promoting thriving, inclusive and locally distinctive rural economies. Policies EP4: Expansion of Businesses in the Countryside and EP5: Farm Diversification, outline how the planning system will assist in delivering development which will promote the growth of new smaller scale business, expansion of existing businesses and diversification of the rural economy.

9.38 New economic development in the countryside should be of a scale that is appropriate to the surrounding area and should not lead to undue displacement of workers from nearby Market Towns and Rural Centres, as this will impact on the self-containment of those settlements and the settlement hierarchy.

Expansion of Existing Businesses in the Countryside

9.39 There are many businesses located in the countryside that provide a valuable source of local employment. These businesses have often made significant investments in existing sites and have limited relocation choices. Relocation may not be a desirable option for not only can it affect the individual business concerned in terms of its continuity and staff retention, but it can also result in the loss of jobs which may have been the most sustainable option for providing local employment in a particular rural area.

9.40 It is clear from the settlement strategy that away from Yeovil and the strategic employment sites located in the Market Towns, opportunities for significant job growth are likely to be generally more limited to a level of provision that supports the role and function of settlements. The development of employment generating activities throughout the countryside would be contrary to the strategy, as it would lead to unsustainable forms of development, but the expansion of existing, established rural businesses is supported as it is important not to jeopardise rural enterprise. Any proposed development must not adversely impact on the countryside, as national policy is clear that protection of the countryside is an overarching aim.

9.41 A business will need to demonstrate that it has operated successfully for a minimum of 3 years to ensure that it has an established presence in the particular area. The business will also need to demonstrate that it is viable and has reasonable prospects of remaining so. These requirements are to ensure that development does not lead to the proliferation of businesses and employment land in the countryside, when such development should be directed towards the Market Towns or Rural Centres.

[173] NPPF - Paragraph 28
[174] Policy SS3 identifies a minimum requirement for 4.5 hectares of employment land in the District's Rural Settlements

9.42 It is essential to make efficient and effective use of land, which means prioritising previously developed land and reusing existing buildings where possible.

POLICY EP4: EXPANSION OF EXISTING BUSINESSES IN THE COUNTRYSIDE

Proposals for the expansion of existing businesses in the countryside will be permitted where:

- The business has been operating successfully for a minimum of 3 years, and is a viable business;
- It is demonstrated that the proposal is needed in this location;
- The proposal is of a scale appropriate in this location and appropriate to the existing development;
- Existing buildings are reused where possible;
- Firstly, use is made of land within the curtilage of the development where possible, and outside of the curtilage only where it is demonstrated that additional land is essential to the needs of the business;
- There is no adverse impact on the countryside with regard to scale, character and appearance of new buildings and/or changes of use of land;
- There is no adverse impact upon designations for wildlife and conservation reasons, at either local, national or international level; and
- The proposed development ensures that the expected nature and volume of traffic generated by the development would not have a detrimental impact on the character or amenity of the area and would not compromise the safety and/or function of the road network in terms of both volume and type of traffic generated.

Delivery

9.43 The Council is committed to supporting employment opportunities locally. Economic development and area development officers will seek to support local businesses to find suitable premises, but if there are no alternative options and the business complies with the criteria in Policy EP4, planning policy and development management officers will advise and support businesses to secure appropriately scaled expansions.

9.44 The following delivery bodies will be key in implementing Policy EP4:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Amount of employment land approved in Rural Settlements and countryside locations	100% approval for employment proposals in rural settlements and countryside locations where it is demonstrated that the proposed expansion is needed and policy criteria are met.

Farm Diversification

9.45 Farming employs a small proportion of the South Somerset workforce and employee numbers have steadily declined over the years, from approximately 3,189 jobs in 2007 to 3,035 jobs in 2010 (a reduction of 5%)[175]. The nature of the industry locally has also changed in recent years, and reflects the trends that are occurring at a national level - whilst there is a growth in the number of farm holdings, the size of holdings is declining and the amount of land farmed is declining (between 2007-2010, there has been an 8% reduction in the amount of land farmed in South Somerset[176]) illustrating a shift in the rural way of life and the rise in 'hobby farming'[177].

9.46 Despite these changes, farming and its associated businesses remain integral to the present and future of South Somerset. Food security, local produce and reducing 'food-miles' remain nationally important, and an increasing onus on a low carbon economy, will provide opportunities for key sectors such as land based industries and renewable energy. It is therefore important to establish policy, which supports a productive countryside and the transition from traditional to new rural enterprises.

9.47 National Guidance recognises that farm diversification, the diversification from the dependence on production of agricultural commodities into non-agricultural activities, is vital to the continuing viability of many existing farm enterprises[178]. The District Council is keen to support development that delivers diverse and sustainable farming enterprises, for example, farm shops, Bed and Breakfast and leasing of land or buildings to other non-agricultural businesses. It is important that proposals for diversification bring long-term and genuine benefits to individual farming enterprises and the wider rural area.

9.48 In encouraging economic diversity and agricultural diversification, it is important that the countryside is not spoilt by the unfettered development of an inappropriate and unwarranted nature. Therefore diversification proposals should be of a scale and nature appropriate for the location and be capable of satisfactory integration into the rural landscape. Such proposals should have regard to the amenity of neighbours, both residents and other businesses that may be adversely affected by new types of on-farm development.

9.49 In some instances when a scheme is successful it can grow to such a scale, which would make it unacceptable and whilst the Local Authority would not wish to limit the growth of a successful business, consideration should be given to the potential impact on the character of the rural location. Also, in more isolated locations, difficulties may arise in terms of access and traffic activity and development may require the need to promote and advertise and therefore signage may also become an issue.

9.50 Proposals must be accompanied by a comprehensive farm diversification plan, which indicates how new uses will assist in retaining the viability of the farm and the agricultural enterprise, and how it links with any other short or long term business plans for the farm.

[175] Source - Defra Agriculture and Horticulture Survey, June 2010
[176] 82,275 hectares in 2007 to 75,387 hectares in 2010 – Defra
[177] A hobby farm is a smallholding/small farm that is maintained without the expectation of being a primary source of income
[178] NPPF March 2012

9.51 National Guidance supports the development of equine enterprises[179] (see Policy EQ8: Equestrian Development).

POLICY EP5: FARM DIVERSIFICATION

Proposals for development for the purpose of farm diversification within established agricultural holdings will be permitted if they comply with the following criteria:

- The character, scale and type of proposal is compatible with its location and landscape setting;
- A development will not be allowed to proceed unless it can be demonstrated that it will not result in any adverse impacts to the integrity of Natura 2000 sites and other national and international wildlife sites and landscape designations;
- They form part of a comprehensive farm diversification scheme and are operated as part of a viable farm holding and contribute to making the holding viable;
- Appropriately located existing buildings should be re-used where possible; and
- Where new or replacement buildings are required, the proposal is in scale with the surroundings and well related to any existing buildings on the site.

Delivery

9.52 The AMR will monitor the number of farm holdings and amount of land farmed across the district and the data will be used to target the Council's approach to supporting agricultural businesses and their diversification.

9.53 The following delivery bodies will be key in implementing Policy EP5:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Number of farm holdings in the district	Retention of farm holdings through appropriate farm diversification schemes
Amount of land farmed across the district	Maintenance of number of agricultural based businesses in the district. Maintenance and increase in land farmed in the district

[179] NPPF March 2012

Henstridge Airfield

9.54 Henstridge Airfield is a site extending to approximately 142 hectares. It is located in open countryside close to the Somerset/Dorset border. It is remote from any large centres of population, its nearest settlement being the village of Henstridge. It is served by a network of rural roads and lanes.

9.55 Henstridge Airfield has a long and complicated planning history, the particular circumstances of the airfield and its history of use has required detailed and comprehensive consideration resulting in the production of a Masterplan. This was produced in consultation with relevant Councillors and Town and Parish Councils in South Somerset and North Dorset Districts, representatives from Somerset County Council and statutory bodies such as the Environment Agency.

9.56 The Masterplan[180] identifies:

9.57 areas where the 13 Masterplan spatial and development management criteria apply to general industry under use class B2[181];

- areas that should be kept free from built development;
- where there is a commitment to built development;
- where there should only be built development in connection with airfield use; and
- where there should only be built development in connection with recreational/drainage use to the east.

9.58 The approved Masterplan informs the interpretation of Policy EP6, in particular the acceptability or unacceptability of proposed development.

POLICY EP6: HENSTRIDGE AIRFIELD

Because of its remote, countryside location, permission will not be granted for further development at Henstridge Airfield that would unacceptably intensify the level of activity or materially add to built development.

Delivery

9.59 The following delivery bodies will be key in implementing Policy EP6:

- South Somerset District Council; and
- Developers and Landowners.
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Monitoring Indicators	Target
Built development at Henstridge Airfield in accordance with the Henstridge Airfield Masterplan	Planning applications for new built development (not amendments to existing consents) to be in accordance with Henstridge Airfield Masterplan

[180] Henstridge Airfield Masterplan, 2009 (approved by South Somerset Area East Committee on 8 July 2009)
[181] As defined in the Town and Country Planning (Use Classes) Amendment (England) Order 2005

New Live/Work Units

9.60 A live/work property is one designed from the outset for dual residential and business use. It may be newly built or converted to create a professional workspace where one or more people can run a business. In planning terms, it has a unique status ('sui generis') as a property 'of its own type' incorporating residential and commercial use.

9.61 National guidance is supportive of new working practices such as live/work units[182], however new build live/work units are not supported as evidence from consented units in South Somerset demonstrates that live/work practices do not work in reality and result in residential development by default in locations where permission would not normally be granted. Monitoring of the Council's planning records identifies that between 1997 and 2010 there have been 36 applications for live/work units in the district, and 18 were approved. The 18 approvals were expected to deliver 36 live/work units, however to date only 1 unit has been delivered and is operating as a true live/work unit.

9.62 Locally it is felt that live/work units are not necessary and normal residences with the right configuration (spare bedroom, large garage or large garden shed) provide a more flexible and cheaper work base until such time as the enterprise outgrows its premises. In this case one would normally wish to see it located in more appropriate premises and locations.

POLICY EP7: NEW BUILD LIVE/WORK UNITS

New build live/work units will not be allowed in locations where residential development would not normally be permitted.

Delivery

9.63 Delivery of new live/work units will primarily be through private sector investment although the Council will support proposals in Yeovil, the Market Towns and Rural Centres through its wider economic development function.

The following delivery bodies will be key in implementing Policy EP7:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Number of live/work units across the district	100% refusal of applications for live/work units in the district. Increase in the number of businesses registered at private residential properties in the Rural Settlement and Countryside.

[182] NPPF March 2012

Communications Infrastructure

9.64 Advanced, high quality communications infrastructure is essential for economic growth.[183] The development of high-speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services. The Council's Plan recognises the importance of delivering Super Fast Broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services.

Tourism

9.65 Tourism contributes significantly to South Somerset's economy, accounting for 5% of local employment and an estimated GVA of £103,354,000 in 2010. The general trend for short breaks in the district continues (as it does nationally), with the average UK visitor spending 3 nights per trip in South Somerset[184].

9.66 South Somerset's 'product' is based primarily on the quality of its environment and charming market towns and villages, which offers much for the short stay tourist who generally seeks activities related to their hobbies and interests, and who require access to the countryside and locally distinctive cultural and historic activities.

9.67 In addition to its historic and environmental assets, South Somerset offers a number of dedicated visitor attractions such as Fleet Air Arm Museum, Yeovilton (113,400 visitors in 2009), Haynes Motor Museum, Sparkford and Montacute House (110,529 visitors in 2009) to name but a few. These cater well for day visitors, who have increased in number since 2006 (4% increase)[185]. The district is also an excellent centre for other tourist destinations, given its proximity to the Dorset coast and Sherborne and its surrounds for example.

9.68 National Guidance is supportive of tourism development, and in rural areas advocates the provision and expansion of facilities in appropriate locations where identified needs are not met by facilities in existing settlements. New and/or enhanced facilities should benefit rural businesses, communities and visitors without harming the character of the environment[186].

9.69 The Council recognises that the gains that can be made from tourism need to be maximised in a way which both benefits the 'consumer' and the local population, particularly in rural areas where shops, services and employment opportunities are continuing to decline and farmers have to diversify their businesses to remain viable.

9.70 To improve South Somerset's tourism offer and to extend the tourism season, support will be given to sustainable tourism developments that benefit businesses, communities and visitors, subject to their scale and location. Major new tourism proposals should be assessed in terms of overall sustainable development objectives. These objectives include:

- enhancing the overall quality of the tourism offer in the district;
- developing new tourism markets;
- being readily accessible by non-car means;

[183] NPPF March 2012
[184] Value of Tourism 2010, South West Tourism Alliance 2011
[185] Value of Tourism 2010, South West Tourism Alliance 2011
[186] NPPF March 2012 Paragraph 28

- helping to extend the tourism season;
- contributing significantly to the district's economy;
- increasing rather than just displacing visitors from other areas and attractions;
- being located within or near Yeovil or the Market Towns to ensure a local workforce that can access the attraction effectively and sustainably; and
- being well located to the national road route network.

9.71 Where proposals would result in the creation of accommodation that is capable of being occupied for residential purposes on a permanent basis, the council will impose conditions on any permission granted specifying its use as holiday accommodation only. Proposals that maintain the financial viability of existing tourist accommodation will be supported in accordance with Policy EP8. Minimising the visual prominence and landscape impact of expanded holiday and caravan sites or chalets will be important.

9.72 Statutorily designated natural or cultural heritage assets are recognised as having scope for tourism proposals subject to appropriate control that ensures the features for which they are designated are not compromised (see Policy EQ4: Biodiversity).

9.73 In all circumstances applications will have been expected to have considered sustainable transport opportunities and ensured access by foot, cycle and/or public transport where this is practical and achievable. Multi-use paths and bridleways also provide opportunities in rural locations to partake in tourist activities, and are a sustainable transport option in their own right.

POLICY EP8: NEW AND ENHANCED TOURIST FACILITIES

In order to sustain the vitality and viability of tourism in the district, new and enhanced tourist facilities will be supported where:

- They are of a scale appropriate to the size and function of the settlement within which they are to be located;
- The proposal ensures that the district's tourist assets and facilities are accessible through sustainable modes of travel including cycling and walking;
- They do not harm the district's environmental, cultural or heritage assets;
- They ensure the continued protection and resilience of the district's designated nature conservation features;
- They benefit the local community through access to facilities and services; and
- There is no adverse impact on Natura 2000 and other internationally and nationally designated sites

There must be an identified need for tourist facilities in the open countryside, which is not met by existing facilities.

Delivery

9.74 The Council will work in partnership to promote South Somerset through both 'Into Somerset' and the Somerset Tourism Association and will seek to obtain external funding to support the tourism industry. Planning will be supportive of appropriately located tourism facilities.

9.75 The following delivery bodies will be key in implementing Policy EP8:

- South Somerset District Council;
- Developers and Landowners; and
- Tourism Bodies.

Monitoring Indicators	Target
Number of annual visitor trips	Strengthen the tourism offer of the district and increase the value of tourism in £s (increased GVA)
Average night per trip, per staying visitor. Estimated GVA of tourism.	Increased average night per trip per staying visitor

Town Centre Uses

9.76 The South Somerset Retail Study Update (June 2012) (known as retail study) outlines a number of economic and social trends that will influence the future pattern of retailing and hence the nature of South Somerset's town centres over the plan period. Clearly the population and employment growth that will be experienced in South Somerset to 2028 will mean that there is a need for more retail and leisure provision, but the district's town centres will need to adapt to changing circumstances, such as competition from internet shopping if they are to retain their customers over the coming years - town centres will need to focus on quality, offering a mix of retail, leisure and service facilities.

9.77 National guidance is clear that planning policies should support the vitality and viability of town centres as they are at the heart of their communities and they should be the preferred locations for retailing and other town centre uses. The Sustainable Community Strategy seeks to attract more, and a wider range of retail and other services into the district to maximise local spending and prevent leakage to other centres outside the district. Stemming from these aims, the key retail objective of the local plan is to retain and promote a range and mix of town centre uses within Yeovil, the Market Towns, District Centres and Local Centres (see below for definitions) to meet the needs of the community and retain and enhance the vitality and viability of those centres.

Retail Hierarchy

9.78 The retail study identifies Yeovil as the largest centre in South Somerset, followed by the town centres of Chard, Crewkerne, Ilminster and Wincanton, then Ansford/Castle Cary, Langport/Huish Episcopi and Somerton, followed by Bruton, Ilchester, Martock, Milborne Port, South Petherton and Stoke sub Hamdon, effectively a four-tier hierarchy.

9.79 Yeovil is the principle centre, and will be the main focus for new retail and leisure investment that requires a high level of accessibility. Major new regional scale shopping facilities will not be supported outside Yeovil in order to retain the retail

hierarchy, build on existing infrastructure and focus shops where people have the greatest access to them.

9.80 Chard, Crewkerne, Ilminster and Wincanton, function as important service centres, providing a range of facilities and services for an extensive rural catchment area, these settlements (identified as Primary Market Towns in the local plan Settlement Hierarchy) perform the role of Market Towns in retail terms.

9.81 Ansford/Castle Cary, Langport/Huish Episcopi and Somerton, contain groups of shops including a supermarket and a range of non-retail services such as banks and local public facilities (e.g. libraries) and these settlements (identified as Local Market Towns in the local plan Settlement Hierarchy) perform the role of District Centres in retail terms.

9.82 Bruton, Ilchester, Martock, Milborne Port, South Petherton and Stoke sub Hamdon (identified as Rural Centres in the local plan Settlement Hierarchy) function as Local Centres in retail terms, having a range of small shops of a local nature serving a small catchment, such as a small supermarket, newsagents, a sub-post office or pharmacy.

9.83 The retail hierarchy (Policy EP9) will determine how new net growth will be distributed over the plan period. Yeovil will be the main focus for new retail and leisure investment and the Market Towns, District Centres and Local Centres will accommodate development which will maintain their retail and service role and support their position in the retail hierarchy. Town Centres will also be the prime location for office development (Policy EP2).

9.84 The approach seeks to secure Yeovil's market share, thereby securing its prominence in the retail hierarchy, whilst allowing sufficient retail provision in the Market Towns, District Centres and Local Centres. Planning permission will not be granted for proposals which are out of scale with the retail hierarchy. If Yeovil's market share of convenience and comparison retailing were substantially increased, it could potentially unbalance this relationship at the expense of the other centres (see Policy EP10).

POLICY EP9: RETAIL HIERARCHY

Yeovil is the principle town centre in South Somerset. Chard, Crewkerne, Ilminster and Wincanton are Market Towns in retail terms. Ansford/Castle Cary, Langport/Huish Episcopi and Somerton are District Centres in retail terms and Bruton, Ilchester, Martock, Milborne Port, South Petherton and Stoke sub Hamdon are Local Centres in retail terms.

The development of main town centre uses in Yeovil, the Market Towns, District Centres and Local Centres should be of a scale that is commensurate with the settlement role and function, and does not unbalance the town centre hierarchy.

Delivery

9.85 The Council will work in partnership to promote the district's town centres and encourage appropriately scaled retail development in those town centres.

9.86 The following delivery bodies will be key in implementing Policy EP9:

- South Somerset District Council;
- Town and Parish Councils;

- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators	Target
Amount of retail floorspace developed both within and outside defined Town Centres	Focus new retail development in town centre locations, in line with the South Somerset Retail Study 2012

Convenience and Comparison Shopping in Yeovil

9.87 The retail study has assessed the qualitative and quantitative need for convenience (food) and comparison (non-food) retail development across the district[187]. The study recommends a strategy of retaining Yeovil's market share, which will secure its prominence in the retail hierarchy, whilst allowing sufficient retail provision in the Market Towns, District Centres and Local Centres. If Yeovil's market share were increased it would potentially unbalance this relationship at the expense of the other centres. Therefore to retain Yeovil's market share in a managed way, an upper limit is placed on additional retail floorspace in Yeovil in Policy EP10.

9.88 The retail study made recommendations regarding the convenience and comparison retail floorspace capacity in other settlements in South Somerset, and these figures are quoted in the relevant settlement sections of the local plan.

POLICY EP10: CONVENIENCE AND COMPARISON SHOPPING IN YEOVIL

The cumulative net increase in convenience goods retail floorspace, beyond existing retail provision and commitments, to be completed in Yeovil is limited to a figure of 2400sq m (or £29.9m retail expenditure) by 2017, 3,050 sq m (or £37.8m retail expenditure) by 2022 and 3,800 sq m (or £47.7m retail expenditure) by 2028.

The overall net increase in comparison goods should be limited to a figure of 12,600 sq m (or £90.9m retail expenditure) by 2028.

The floorspace provision (and retail expenditure) is to be regularly monitored to take account of changing circumstances.

Delivery

9.89 The Council will work in partnership to promote the district's town centres and encourage appropriately scaled development in those town centres. The delivery of retail schemes will be private sector led.

9.90 The following delivery bodies will be key in implementing Policy EP10:
- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Infrastructure Providers.

[187] Retail Study Update June 2012

Monitoring Indicators	Target
Amount of retail floorspace developed in Yeovil	Ensure that retail development in Yeovil is not at the expense of the health, vitality and viability of other settlement's town centres by ensuring that the net increase in comparison and convenience goods retail floorspace for Yeovil is within the identified figures contained in the policy

Location of Main Town Centre Uses (the Sequential Approach)

9.91 Town Centre[188] boundaries and Primary Shopping Areas[189] have been identified for Yeovil, Chard, Crewkerne, Ilminster, Wincanton, Ansford/Castle Cary, Somerton, Langport/Huish, Bruton, Ilchester, Martock, Milborne Port, South Petherton and Stoke Sub Hamdon, where it is expected that new town centre uses will be accommodated. Whilst the retail study broadly confirms these boundaries an early review of them is proposed to ensure they provide sufficient opportunities to support town centre vitality and viability.

9.92 The local plan does not allocate land for retailing as evidence in the retail study suggests there is sufficient land available in existing town centres to meet short-term needs. The Council may wish to consider identifying sites or extending the boundary of Town Centres through the review to accommodate the medium to long term need.

9.93 National guidance requires local planning authorities to apply the sequential approach to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date local plan. Paragraph 25 of the NPPF[190] is clear however that the sequential test should not be applied to applications for small-scale rural offices or other small-scale rural development; applicants are urged to partake in pre-application discussions with the Local Authority in relation to such schemes.

9.94 The preferred locations for town centre uses are clearly set out in Policy EP11. The retail study clearly states future proposals for out-of-centre retail development should be carefully considered and prevented if it can be demonstrated that it could soak up significant amounts of identified capacity and/or harm opportunities for Town Centre redevelopment/expansion (to be demonstrated through an Impact Assessment - see Policy EP12).

9.95 In order to achieve the Government's aspirations for a strong 'High Street', retail proposals will be encouraged within town centres, subject to, their being of an appropriate scale for the role of the centre concerned, and their impact on other centres in meeting their communities' needs. Parking provision required in association with retail development should take into account the town centre context and its role for the wider community and be sufficient for the development itself and support additional provision so that the town centre's accessibility and viability is enhanced.

[188] See Glossary for definition
[189] See Glossary for definition
[190] NPPF March 2012

9.96 Applications for town centre uses that are not in an existing centre or in accordance with an up to date Development Plan should be refused planning permission where the applicant has not demonstrated compliance with the sequential approach to site selection or there is clear evidence that the proposal would seriously affect the vitality and viability of a nearby Town Centre.

POLICY EP11: LOCATION OF MAIN TOWN CENTRE USES (THE SEQUENTIAL APPROACH)

In order to sustain and enhance the vitality and viability of town centres, new proposals for town centre uses will be permitted firstly within Yeovil Town Centre Shopping Area and the defined Town Centres of Market Towns, District Centres and Local Centres, followed by Edge-of-Centre locations, then Out-of-Centre sites that are, or will be well served by a choice of sustainable modes of transport, and are close to the centre or in relation to bulky goods retailing, are located immediately adjacent to existing retail warehousing.

Proposals should be of a scale appropriate to the size and function of the town centre and would help to sustain and enhance the vitality and viability of the centre. Applications for town centre uses which are not in an existing Town Centre and not in accordance with an up to date Development Plan should be refused planning permission where the applicant has not demonstrated compliance with the sequential approach to site selection, or there is clear evidence that the proposal, either alone or combined with other recent and outstanding planning permissions would seriously affect the vitality and viability of a nearby Town Centre.

Parking will be considered in the context of wider Town Centre parking.

Delivery

9.97 The delivery of retail schemes will be private sector led, but the Council will work in partnership to promote the district's Town Centres as the first preferred location for town centre uses.

9.98 The following delivery bodies will be key in implementing Policy EP11:

- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators	Target
Amount of retail floorspace developed both within and outside defined Town Centres	Focus new retail development in the defined Town Centre. 100% compliance with the sequential test for all relevant applications.

Impact Assessments

9.99 The research report 'The Impact of Large Food Stores on Market Towns and District Centres' (1998) illustrates that large food stores can have an adverse impact on market towns and district centres, in particular smaller centres which are more dependent on convenience retailing to underpin their function, are more vulnerable to the effects of larger food store development at edge-of-centre and out-of-centre locations.

9.100 National guidance requires an impact assessment to accompany planning applications for retail and leisure development outside of Town Centres, which are not in accordance with an up to date Development Plan and exceed 2,500 sq m, or any locally set floorspace threshold[191].

9.101 Local research demonstrates that whilst most of the district's town centres are reasonably healthy, some are relatively small and lack Town Centre sites, and therefore could be vulnerable to the impacts of inappropriately scaled proposals. A gross floorspace threshold of 2,500 sq m would not be sufficient to assess the impact of convenience retail proposals on the district's centres as the majority of proposals over the last 10 years have fallen below this threshold[192].

9.102 The rural nature of the district and the size of its smaller centres, justifies a need to also look at the impact of any significant in-centre proposals, as these could also detract from the High Street and have an impact on its viability. LDF PMB paper 'Managing the Scale of Retail Development - A Methodology for Establishing a Local Retail Floorspace Threshold Policy for Impact Assessments'[193] outlines the methodology for establishing a local threshold for impact assessments. The floorspace threshold was primarily based on the size of existing convenience retail units in each settlement and guidance from the Valuation Office definition of foodstores (which are used to set rateable value). Policy EP12 sets out the threshold for Market Towns, District Centres and Local Centres. The national standard of 2,500 sq m applies to Yeovil, as it is the principal centre in the district.

9.103 The thresholds do not imply that anything above them are of an inappropriate scale and should not be awarded planning permission, but simply that anything at or above these would need to demonstrate that there would not be a significant adverse impact.

9.104 The requirement to undertake a retail impact assessment should not only be confined to major new developments, in some cases, extensions, redevelopment or variation of conditions can materially alter the effects of a development. The cumulative impact of recent/committed proposals may also be particularly relevant in some cases.

9.105 Where there is clear evidence that a proposal is likely to lead to significant adverse impacts, applications should be refused. The health of town centres (including vitality and viability indicators) and town centre or retail strategies should be considered as part of the assessment.

[191] NPPF March 2012
[192] See LDF Project Management Board paper 'Managing the Scale of Retail Development - A Methodology for Establishing a Local Retail Floorspace Threshold Policy for Impact Assessments', Core Strategy Workshop 9: 23rd November 2011
[193] See Core Strategy Workshop 9: 23rd November 2011

9.106 The floorspace threshold is generally related to the settlement classification for retail purposes; however both Ansford/Castle Cary and Somerton are exceptions. These District Centres both have a specific local justification to reduce the threshold from 500 sq m to 250 sq m. Neither Ansford/Castle Cary nor Somerton have a sizable 'anchor' supermarket in or on the edge of their town centre, and the range of shops that are present are generally small in nature, for example the largest comparison store in Castle Cary is 160 sq m. The delicately balanced nature of these town centres makes them more vulnerable to the impacts of large-scale retail and leisure developments than Langport which already has a large supermarket, hence their reduced threshold for Impact Assessments.

POLICY EP12: FLOORSPACE THRESHOLD FOR IMPACT ASSESSMENTS

In order to ensure that full consideration is given to the scale of development and whether this would have any significant adverse impacts, proposals involving additional retail floorspace, that is in excess of the following thresholds should be accompanied by a Retail Impact Assessment in accordance with national planning guidance.

Retail Hierarchy Settlement Classification	South Somerset Settlements	Retail Floorspace Threshold (gross)
Principal Centre	Yeovil	2,500 sq m
Market Towns	Chard, Crewkerne, Ilminster & Wincanton	750 sq m
District Centres	Langport/Huish Episcopi	500 sq m
	Ansford/Castle Cary & Somerton	250 sq m
Local Centres	Bruton, Ilchester, Martock, Milborne Port, South Petherton & Stoke sub Hamdon	250 sq m

Proposals for retail developments up to and including the above floorspace thresholds will generally be regarded as being of a scale that would not result in significant adverse impacts.

Where Impact Assessments present evidence of significant adverse impacts on an existing town centre, development will be refused.

Delivery

9.107 The delivery of retail schemes will be private sector led, but the Council will work in partnership to promote the district's Town Centres as the first preferred location for town centre uses.

9.108 The following delivery bodies will be key in implementing Policy EP12:

- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators	Target
Amount of retail floorspace developed both within and outside defined Town Centres	Focus new retail development in the defined Town Centre. 100% refusal of applications where Impact Assessments present evidence of significant adverse impacts on an existing town centre.

Protection of Retail Frontages

9.109 Primary Shopping Frontages are at the heart of the town centre, they contain streets that are dominated by shops and have the greatest pedestrian footfall. It is considered important to retain the function of Primary Shopping Frontages as dominant shopping areas, as large numbers of shops in close proximity to each other are important to the attractiveness of the centre and its convenience to shoppers.

9.110 There will be support for a diverse range of uses (such as residential or office space), particularly where it uses the upper floorspace in town centres or where it will benefit the vitality and viability of the district's town centres at all times of the day, but in order to maintain a core shopping area within the town centre, Primary Shopping Frontages will be protected.

9.111 As required in the NPPF, Primary Shopping Frontages have been identified for Yeovil, Chard, Crewkerne, Ilminster, Langport and Somerton and these are shown on the Inset Maps. An early review of these existing frontages is proposed to reflect the importance of maintaining a core shopping area in these settlements and new Primary Shopping Frontages will be identified in the remaining Market Towns, District Centres and Local Centres where appropriate. There is also a requirement under the NPPF to identify Secondary Shopping Frontages and this too will be considered as part of the review.

9.112 The Council is mindful of recent and proposed alterations to Permitted Development Rights associated with certain Use Classes of buildings and development[194]. The changes look to broaden those acceptable changes where planning permission is not needed – e.g. when both the present and proposed uses fall within the same class, or if the Town and Country Planning (Use Classes) Order says that a change of class is permitted to another specified class.

9.113 The Council will monitor the impact of these changes and establish whether they are having a material effect on the vitality and viability of town centres, retail areas with a view to understanding how this is affecting the supply and demand of land across the district.

[194] Overview of Permitted Development Rights: http://planningguidance.planningportal.gov.uk/blog/guidance/when-is-permission-required/what-are-permitted-development-rights/

POLICY EP13: PROTECTION OF RETAIL FRONTAGES

Development proposals resulting in the change of use from retail (class A1 of the use classes order) to non-retail on ground floors within the defined Primary Shopping Frontages will be permitted, except where the number or coalescence of such uses would undermine the dominant retail function.

In order to guide decisions relating to actual numbers and/or coalescence and the impact resulting the following criteria will be taken into account:

- The location and prominence of the premises within the shopping frontage;
- The floorspace and length of frontage of the premises;
- The number, distribution and proximity to other non-A1 use class premises (or with consent for such use) within the frontage in question and throughout the town centre;
- The character and nature of the use proposed, including the level of pedestrian activity associated with it;
- The level of vacancies; and
- Whether the proposed use would give rise to noise, smell or other environmental problem.

Delivery

9.114 The delivery of retail schemes will be private sector led, but the Local Authority will assist in negotiating appropriate town centre shopping proposals and seek to focus retail activity in the Town Centre and resist losses from Primary Shopping Frontages. Annual Monitoring Report will look at the uses in the Primary Shopping Frontage to ensure policy is being applied effectively.

9.115 The following delivery bodies will be key in implementing Policy EP13:

- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators	Target
Amount of non-A1 uses in Primary Shopping Frontages	Increase and maintain the number and floorspace of A1 uses in Primary Shopping Frontages

Neighbourhood Centres

9.116 A Neighbourhood Centre is a small parade of shops of purely neighbourhood significance generally located within large residential estates and designed to give access to day-to-day, top-up items. New Neighbourhood Centres to serve proposed new developments should complement rather than compete with the retail facilities in nearby town centres. This consideration is particularly relevant in relation to the local services and facilities that will be required as part of the planned Sustainable Urban Extensions for Yeovil and the strategic allocation for Chard. The opportunities for serving the wider community in the Yeovil area with new infrastructure and facilities should be fully explored in the Master plan. The opportunities for serving the wider community in the Yeovil area with new infrastructure and facilities should be fully explored in the Master plan.

POLICY EP14: NEIGHBOURHOOD CENTRES

Development of Neighbourhood Centres shall be of a scale and type to meet the local needs of the area within which they will be located and must not adversely affect the vitality and viability of any town centres identified by the local authority.

Delivery

9.117 The delivery of retail schemes will be private sector led, but scale of facilities in Neighbourhood Centres should be limited through Development Management process. The following delivery bodies will be key in implementing Policy EP14:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Size, range and type of facilities in Neighbourhood Centres	Successful establishment of a Neighbourhood Centre in both Yeovil Urban Extensions and 4 Neighbourhood Centres in Chard

Protection and Provision of Local Shops, Community Facilities and Services

9.118 Every settlement has buildings or amenities that play a vital role in local life, such as community centres, libraries, village shops, post offices or pubs. Local life would not be the same without them, and if they closed or changed to private use, it would be a real loss to the community.

9.119 National guidance requires local planning authorities to take into account the importance of local shops and services to communities when considering planning applications affecting such facilities. The guidance states that planning policies and decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs[195].

9.120 Policy EP15 requires applicants submitting any proposal to redevelop an existing local amenity to an alternative use, which would not be of benefit to the community

[195] NPPF March 2012 Paragraph 70

and would result in a significant or total loss of that service or facility, to either provide alternative provision or demonstrate that there are no suitable, viable alternative community uses. Details of the requirements for establishing viability and marketing are outlined in the Council's guidance document 'Commercial Marketing of Property in Relation to Planning and Listed Building Applications' which will be reviewed and reproduced as SPD. Where decisions on viability are finely balanced, a third party will be expected to advise the District Council and this will be at cost to the applicant.

9.121 The Localism Act requires local authorities to maintain a list of assets of community value which have been nominated by the local community, and when listed assets come up for sale or change of ownership, the Act gives community groups the time to develop a bid and raise the money to buy the asset when it comes on the local market.

9.122 Prior to the establishment of a list, in addition to determining the commercial viability of a local service/facility or shop, applicants will be expected to demonstrate that a social enterprise model (community ownership[196]) for re-use has been explored where a significant loss of a facility is identified. By pooling efforts and finding out what level of commitment the village can support, a community-owned shop/service is one way forward. Community ownership can succeed where a commercial enterprise has failed because:

- Staff costs can be reduced by volunteer involvement;
- The difficulty of finding and affording suitable premises can be overcome by community ownership;
- Community-run enterprises have a better chance of survival than independent shops because the community is usually keener to support a venture in which they have an economic and social interest.

9.123 The community will be expected to pay a fair price for any site/premises they wish to purchase, so that the landowner is not commercially restricted.

9.124 In terms of demonstrating that all reasonable efforts to secure a suitable alternative community re-use has been explored, applicants will firstly be expected to demonstrate that they have consulted the Parish and District Council, and used local evidence, such as the Parish Plan to identify deficiencies and establish the local need for services and facilities. Applicants will then be expected to demonstrate why, if there is an identified need for a certain type of community facility, the site/premises in question has not met that need. Applicants are encouraged to engage with the District Council during the early stages of any marketing exercise or when exploring alternative uses, as guidance and advice can be given on various aspects of economic and community development.

9.125 National guidance requires planning applications that promote the retention of existing and development of new local shops, facilities and services to be responded to positively by the local planning authority, Policy EP15 supports this approach.

[196] A community-owned shop/service is one in which there is community involvement in either the setting up or the running of the shop/service

POLICY EP15: PROTECTION AND PROVISION OF LOCAL SHOPS, COMMUNITY FACILITIES AND SERVICES

Provision of new community facilities and services will be supported. Proposals that would result in a significant or total loss of site and/or premises currently or last used for a local shop, post office, public house, community or cultural facility or other service that contributes towards the sustainability of a local settlement will not be permitted except where the applicant demonstrates that:

- alternative provision of equivalent or better quality, that is accessible to that local community is available within the settlement or will be provided and made available prior to commencement of redevelopment; or
- there is no reasonable prospect of retention of the existing use as it is unviable as demonstrated by a viability assessment, and all reasonable efforts to secure suitable alternative business or community re-use or social enterprise have been made for a maximum of 18 months or a period agreed by the local planning Authority prior to application submission.

Delivery

9.126 Delivery will be private sector led, or through a social enterprise model.

9.127 The following delivery bodies will be key in implementing Policy EP15:

- South Somerset District Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Range and type of facilities available in Rural Centres and Rural Settlements	Reduce the number and rate of local shops, facilities and services lost over time
Changes of use of Listed Assets	Retain Listed Assets and facilities of importance to the local community to prevent social exclusion

10.Housing

Overview

10.1 National planning policy supports the creation of sustainable balanced and mixed communities[197]. For South Somerset this means the provision of a high quality, sustainable, balanced housing market, with a mix of housing types, tenures and prices with the flexibility to meet the needs of the changing population[198]. Key issues include the provision of sustainably sited and constructed affordable housing and meeting the needs of the ageing population.

10.2 Key evidence for the policies and approach to housing in this section of the local plan comes from the Strategic Housing Market Assessment (SHMA)[199]. Updated versions of the document will be used to inform the application of core policies over the plan period. The SHMA provides guidance on:

- The likely overall proportions of households requiring market and affordable housing;
- The likely profile of household types requiring market housing and;
- The size, type and tenure of affordable housing required.

Strategic Housing Sites

10.3 Strategically significant housing sites need to be identified and, where necessary safeguarded from the existing local plan with other locally important housing sites identified as 'Saved' allocations. A strategically significant site is defined as one that is critical to delivery of the local plan as the vision could not be fulfilled without it. Without such sites there would not be sufficient land in the relevant settlements to deliver the required levels of growth across the district. In addition strategic locations for development are proposed at the 'Yeovil Summerhouse Village' in the centre of the town and at the 'Yeovil Sustainable Urban Extensions' to the south and north east of Yeovil, and they are the subject of specific policy in the Yeovil section. A major allocation for development at Chard is also proposed in the Chard section and this incorporates the land areas of the former Chard saved local plan allocation KS/CHAR/1. Details of the specific strategic locations are listed below:

Yeovil – North of Thorne Lane (Brimsmore)

10.4 The Brimsmore site benefits from outline planning permission granted in August 2007. Reserved Matters, for part of the site only, were granted in November 2011 and is now under construction. Development of this site will provide additional housing, recreation and community facilities within the north of Yeovil with a new link road provided from Western Avenue to Brimsmore. A new 'village' centre will provide community facilities for daily needs and provide access to a new primary school. The existing bus service in Larkhill Road can be extended to serve the site.

[197] NPPF March 2012 (paragraph 50)
[198] Shaping South Somerset, A Strategy for Sustainable Communities 2008-2026 (2008)
[199] Taunton and South Somerset Housing Market Areas Housing Market Assessment 2009 (HSSA and HIP data 1996-2007)

Yeovil – Lufton

10.5 The site lies close to existing employment opportunities on the west of Yeovil and also to the Bunford and Lufton strategic employment sites. A local centre will provide for residents' daily needs.

Yeovil – Lyde Road

10.6 The Lyde Road site was one of the strategic Key Sites in the adopted local plan[200] and housing on this site is currently under construction. The scheme also provides an extension to the existing country park along the flood plain, a primary school site, play facilities including a multi-use games area (MUGA) and linear park. The site remains important for delivering a mixture of housing types and tenure in Yeovil.

Crewkerne

10.7 Development of Crewkerne Key Site (Saved local plan Allocation KS/CREW/1) is part of the comprehensive regeneration of the town and the site will provide a wide package of land uses. This site has convenient links to town centre and will provide a link between the A30 (Yeovil Road) and A356 (Station Road). This site is also saved as a strategic employment site.

POLICY HG1: STRATEGIC HOUSING SITE

The following housing allocation is strategically significant and will be safeguarded as a residential Key Site:

- CLR Site, Crewkerne (save allocation: KS/CREW/1).

Delivery

10.8 Planning permission has been given for the Lufton, Thorne Lane and Crewkerne sites. The Council is committed to delivering this housing growth and they will be supported through the Development Management function. The Housing Monitoring Database will provide the mechanism for monitoring the supply of housing land within the district.

10.9 The following delivery bodies will be key in implementing Policy HG1:

- South Somerset District Council;
- Town and Parish Councils;
- Developers and Landowners; and
- Infrastructure Providers.

Monitoring Indicators	Target
Delivery of strategic housing growth on sites at Crewkerne	To deliver identified dwellings at Crewkerne

[200] South Somerset Local Plan, 1991 – 2011

Previously Developed Land Target

10.10 Previously developed land (PDL), often called brownfield land, is the land that was developed but is now vacant or derelict, or currently in use but with known potential for redevelopment. The NPPF[201] in paragraph 111 indicates that Local Authorities may continue to consider the case for setting locally appropriate targets for the use of PDL. It also encourages the effective use of land by re-using that which has been previously developed. It is considered that a locally set target is the effective means to secure re-use of land. The mechanism and rationale for the South Somerset Local Plan PDL target is set out below.

Determination of Previously Developed Land Target

10.11 The PDL target is determined on the basis of an assessment of existing commitments in Yeovil and the rest of the district given known information up to April 2012 and beyond to the point where existing planning consents are built out. These assessments have excluded garden plots from the definition of PDL in accordance with the guidance in the NPPF[202].

10.12 The likely PDL delivery for the rest of the Plan period is estimated in the case of Yeovil where there is a clear indication of Greenfield development. This consists of the Sustainable Urban Extensions (Greenfield), the intensification of existing key sites (Greenfield), the Summerhouse Village (in the heart of Yeovil) (PDL) and an estimate based on past windfall provision (assuming 100% PDL) and enhanced anticipated provision. These are set out in the Yeovil Chapter.

10.13 The likely PDL delivery for the rest of the Plan period and rest of the district is based on a simple projection of past PDL build rate. The results of these calculations are set out below.

Table 4: PDL Estimation for the Plan Period

	PDL Dwellings (%)	Greenfield Dwellings (%)	Total Dwellings
Yeovil - Housing Completions & Commitments (April 2006-March 2012)	1,188 (30%)	2,795 (70%)	3,983
Yeovil - Residual Housing Requirement (April 2012 – March 2028)#	1,704 (49%)	1,754 (51%)	3,458
Yeovil - Total	2,892 (39%)	4,549 (61%)	7,441
Rest of the District - Housing Completions & Commitments (April 2006-March 2012)	1,905 (32%)	4,019 (68%)	5,924
Rest of the District - Residual Housing Requirement (April 2012 – March 2028)*	831 (32%)	1,754 (68%)	2,585
Rest of the District – Total	2,736 (32%)	5,773 (68%)	8,509
District Total	5,628 (35%)	10,322 (65%)	15,950

#PDL consists of 90% of windfall sites, greenfield is urban extension plus 10% of windfalls as allowance for garden plots
*PDL: greenfield ratio as per completions and commitments

[201] NPPF March 2012 Paragraph 111
[202] NPPF March 2012

10.14 It is therefore anticipated that a target of new housing on PDL over the Plan period of 40% is challenging but justified because it is based significantly on known information, reasonable future estimations and the following factors:

- The predominately rural nature of the district;
- The impact of Yeovil Sustainable Urban Extensions;
- National change in the definition of garden plots from PDL to Greenfield over the whole Plan period;
- The impact of large Greenfield sites in the form of key sites from the previous local plan coming forward and lowering the PDL development in the immediate future;
- The planning case for Greenfield development at the key sites and the Sustainable Urban Extensions to delivering communities and community benefits;
- The expected greater difficulty to deliver PDL sites on time.

POLICY HG2: THE USE OF PREVIOUSLY DEVELOPED LAND (PDL) FOR NEW HOUSING DEVELOPMENT

South Somerset District Council will seek to provide a minimum of 40% of new dwellings on previously developed land over the period of the local plan. This will be monitored through the Annual Monitoring Report and reviewed as necessary.

Delivery

10.15 The following delivery bodies will be key in implementing Policy HG2:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Percentage of new dwellings built on PDL	40%

Affordable Housing

10.16 Meeting the housing needs of the district and tackling homelessness are key objectives in South Somerset District's Sustainable Community Strategy[203]. "Focus Three: Homes, of the Council Plan"[204] aims to minimise homelessness, enable additional homes to meet the needs of the district and identify a temporary stopping point for Gypsies and Travellers.

10.17 The definition of affordable housing can be found in the NPPF[205] and includes social rented housing, affordable rented housing and intermediate housing.

10.18 The Taunton and South Somerset Strategic Housing Market Assessment 2009 (SHMA) provides key evidence for developing the approach to affordable housing policy in the local plan. The SHMA estimated that there is a net annual affordable housing need in South Somerset for 659 dwellings and particularly for 1 and 2 bedroom properties. The SHMA is supported by viability evidence in the form of the Strategic Housing Land Viability Assessment (2009) and Annex (2010) (SHLVA)[206].

10.19 The local plan approach seeks to maximise the provision of affordable housing across the district in urban and rural locations. Whilst seeking to ensure that this happens, the Council accepts that there can be viability issues associated with the delivery of affordable housing.

Affordable Housing Policy Target

10.20 The SHMA suggests that the maximum district wide target, based on the evidence of need and viability is 35% of housing development, (on a nil subsidy basis). However, economic circumstances are likely to change over the lifetime of the Plan. In order to address the issue of the changing housing market the SHMA suggests adopting a 2 staged flexible approach to policy by having an overall district–wide target but implementing a process of repeat viability analysis to derive a viable (at the time of negotiation for planning permission) target.

10.21 The SHMA shows that wherever possible two thirds (67%) of affordable housing should be provided as social rented, normally this is through a Registered Provider (RP). The remaining third (33%) should be other forms of affordable housing such as intermediate rent, affordable rent, shared ownership or other affordable home ownership products. The involvement of the community and private sectors in providing rented, shared ownership or alternative intermediate schemes running along those more traditionally built by RPs are welcomed. They will of course need to comply with the same terms and conditions of management, maintenance and Scheme Development Standards (SDS) as those set out for affordable rented units by the Homes and Communities Agency or any successor organisation.

[203] Shaping South Somerset A Strategy for Sustainable Communities 2008-2029 (Strategic Objectives 26 and 27)]
[204] Our Plan - Your Future 2012 to 2015
[205] NPPF March 2012, Annex 2: Glossary
[206] Affordable Housing Threshold Viability Study Annex, May 2010

Affordable Housing Thresholds

10.22 In order to maximise the delivery of affordable housing the threshold should be set as low as possible so that as many sites as possible contribute towards the delivery of affordable housing, where it is viable to do so.

10.23 South Somerset has traditionally delivered a significant proportion of its new housing on small sites[207]. Evidence shows that on supply and viability grounds a threshold of 6 dwellings would be acceptable in general terms across the district. Whilst this evidence also suggests that the corresponding area equivalent should be 0.1 ha, this is based upon 60 dwellings per hectare (dph)[208]. However, the average net density across the district is approximately 28 dph[209] therefore a threshold of 0.2 ha has been applied reflecting a net dwelling density of 30 dph. This means that any development proposal for 6 dwellings or more (or on a site of 0.2 ha or more irrespective of the number of dwellings) will be expected to make on site affordable housing provision in accordance with Policy HG3.

10.24 The Council is aware that the NPPG has recently been updated to state that affordable housing contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1,000sqm[210]. This may result in the Council needing to raise the threshold from which to seek affordable housing contributions from the intended 6 or more dwellings, to 11 or more dwellings. However, at time of adoption, the Government's approach was subject to legal challenge; and there remains uncertainty as to whether the Government's position should supersede a local planning authority's evidence based approach. Policy HG3 and Policy HG4 are evidence based and have been subject to Independent Examination and therefore remain part of the local plan until it is shown conclusively that the policy is replaced by the Government's approach. At that point the Council will look to update both policies as part of any local plan review.

10.25 In order to maximise affordable housing delivery there is an objective to include all residential development in the affordable housing contribution process, thereby capturing a significant proportion of developments that would otherwise be exempt, without threatening viability or reducing housing delivery. Viability evidence[211] shows that a 5% equivalent on site contribution in Yeovil and the Market Towns and 10% on site equivalent contribution in Rural Centres and Rural Settlements is viable in addition to the relevant standard Community Infrastructure Levy contribution. Affordable housing provision is currently outside CIL regulations and therefore the requirement to seek a financial contribution from small sites (1-5 dwellings) is under Section 106 as a commuted sum[212]. Affordable housing is exempt in current regulations from the limit for pooling financial contributions from more than 5 sites, due to apply from April 2015[213].

[207] 9 dwellings or less
[208] Affordable Housing Threshold Viability Study Annex May 2010
[209] Housing Density discussion paper presented to Planning Management Board (PMB) on 7th June 2011
[210] NPPG, Paragraph: 012 Reference ID: 23b-012-20141128, November 2014
[211] Small Sites Affordable Housing Financial Contributions Economic Viability Appraisal (2012) - builds upon the Affordable Housing Threshold Viability Study Annex May 2010
[212] At January 2012 5% equates to £20 per sq m and 10% equates to £40 per sq m
[213] NPPG, Paragraph: 099 Reference ID: 25-099-20140612

POLICY HG3: PROVISION OF AFFORDABLE HOUSING

Planning permission for the erection of new dwellings will be permitted provided that, where it is viable to do so, the scheme provides affordable housing in accordance with the following:

Settlement	Affordable housing target	Threshold	OR Hectares (irrespective of number of dwellings)
Yeovil Sustainable Urban Extensions Yeovil Primary Market Towns Local Market Towns Rural Centres Rural Settlements*	35%	6 dwellings	0.2ha

- All affordable housing contributions shall enable the provision of the number of affordable dwellings without the need for public subsidy;
- Affordable housing will be provided on the application site except where there are good planning grounds that indicate that the provision of affordable housing would not be appropriate on that site. It is preferable in such circumstances that a financial or other contribution should be made towards the provision of affordable housing on another site in the settlement or nearby settlement;
- Where the above level of affordable housing provision renders a site unviable a reduction of provision will be accepted on the basis of an 'open book' submission in accordance with Policy SS6 and the Planning Obligations Protocol 2006.

* Threshold only applies to those developments considered to be acceptable by nature of their sustainability as permitted by Policy SS2.

POLICY HG4: PROVISION OF AFFORDABLE HOUSING - SITES OF 1-5 DWELLINGS

Small sites below the threshold for a full affordable housing contribution will be expected, where it is viable to do so, to pay a commuted sum equivalent to a percentage of affordable housing provision on site as set out below. This will be over and above the relevant standard CIL contribution.

Settlement	Percentage equivalent of affordable housing provision on site	Number of dwellings
Yeovil, Primary Market Towns and Local Market Towns	5%	1-5
Rural Centres and Rural Settlements	10%	1-5

Delivery

10.26 Affordable housing will be delivered within the framework of this local plan and the Council's Housing Strategy. Developers and RPs will be expected to deliver the affordable housing requirements through the planning process, with the Council securing appropriate affordable housing through legal agreements.

10.27 Affordable rent is the model which the Government expects RPs to deliver when receiving Homes and Communities Agency funding (HCA) for the period to 2015. Rents are set at 'up to 80%' of the market rent and so are usually higher than social rent, and subject to a different rent setting formula. National planning policy guidance[214] defines 'affordable rent' as separate from 'intermediate rent' but in reality it is an intermediate product.

10.28 The number type and tenure of affordable housing will be negotiated on a site by site basis informed by the SHMA, contemporary information from the housing register and taking into account local imbalances. The number of units to be provided should be delivered at nil public subsidy as there is no guarantee that any form of public funding will be available for development projects. Developers and landowners should therefore, in the first instance, calculate the cost of contributions to affordable housing on the basis that public subsidy will not be available[215]. Factors such as local need, market and site conditions, and site-specific development costs will be taken into account and an 'open-book' approach will be taken to negotiation where necessary.

10.29 The most up to date viability assessment will clearly present key evidence in any negotiation on site viability. To ensure that changing economic circumstances are taken into account the viability assessment/s will be updated approximately every 3 years.

10.30 All affordable housing produced through planning obligations is required to meet prevailing minimum space standards as determined by the Homes and Communities Agency (or any successor organisation) or any other standard subsequently adopted by the Council.

10.31 Government guidance[216] recognises that when seeking affordable housing contributions the provision should be made on the application site. This is in order to ensure that developments provide a reasonable mix and balance of housing types and sizes. However, there may be particular circumstances where the Council and developer agree and where it has been adequately justified, that a commutation scheme may be acceptable, either by way of off-site provision or a financial contribution in lieu of on-site provision (this should be broadly of an equivalent value). Off-site provision should be made in accordance with the settlement strategy set out in this document and arrangements must be made to secure the transfer of the site to a RP or other affordable housing provider at a value that ensures the delivery of affordable housing.

10.32 In cases where 'open book' valuations point to a reduced affordable housing provision on site publicly funded options may be used if available and if considered appropriate to restore affordable housing provision on site towards target levels (i.e. 35% of the total number of dwellings).

[214] NPPF March 2012, Annex A: Glossary
[215] The SHLVA assumes nil public subsidy
[216] NPPF para 50 March 2012

10.33 In terms of developability, and for ease of management, affordable housing should be dispersed throughout a development site although small clusters of affordable housing are acceptable in some circumstances.

10.34 The following delivery bodies will be key in implementing Policies HG3 and HG4:

- South Somerset District Council;
- Developers and Landowners; and
- Registered Providers.

Monitoring Indicators	Target
Affordable housing completions	Delivery of 35% of the total number of dwellings on developments of 6 dwellings and above (or 0.2 ha irrespective of the number of dwellings). The provision of additional affordable housing through commuted sums collected on site of 1-5 dwellings.
Dwelling size, type and tenure of affordable housing	The housing mix of new affordable housing should correspond with the requirements as set out in the current Strategic Housing Market Assessment or Successor document or alternatively a Local Housing Needs Assessment.

Market Housing

Dwelling size and type for market housing

10.35 As well as making provision for affordable housing it is also important that the right mix of market housing is provided based on current and future demographic trends, the needs of the market and the community, this is recognised in national guidance[217].

10.36 The SHMA identifies the profile for new market housing in South Somerset taking into account supply and demand for each type and size. The profile is based on examining the difference between the supply and demand for homes. It suggests that in terms of housing type in South Somerset there is a greater requirement for detached and semi-detached houses than for terraced housing and flats. In terms of size there is a much smaller requirement for 1 bedroom properties compared with the other house sizes with three quarters of the requirement being for 2 and 3 bedroom properties.

10.37 The over-arching principle of creating sustainable, inclusive and mixed communities will particularly be applied when negotiating housing mix on large site applications (10 dwellings or more). The SHMA or successor documents will be used to inform the mix of housing to be provided as well as more local information relevant to any specific development proposals.

[217] National Planning Policy Framework, March 2012

Likely profile of household types requiring market housing

10.38 The SHMA identifies the types of household requiring market housing and developers should take this evidence into account when bringing proposals forward for market housing in South Somerset.

10.39 It should be noted that the planning system cannot address the tenure of market housing nor the households who occupy those homes but it can influence size and number of bedrooms and provide for a sustainable and mixed form of development. The NPPF promotes a mix of sizes, types and tenure to meet current and future demographic and market trends and the needs of different people.[218]

POLICY HG5: ACHIEVING A MIX OF MARKET HOUSING

A range of market housing types and sizes should be provided across the district on large sites that can reasonably meet the market housing needs of the residents of South Somerset. The mix should contribute to the provision of sustainable and balanced communities.

On small sites, housing types and sizes should be provided that, taken in the context of existing surrounding dwellings, contribute to that provision of sustainable, balanced communities.

Delivery

10.40 The following delivery bodies will be key in implementing Policy HG5:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Dwelling size (beds) and type in new market housing developments	To deliver a range of market housing that meets the requirements set out in the Strategic Housing Market Assessment or successor documents

Lifetime Homes, Care Homes and Specialist Accommodation

10.41 Evidence shows that the age of the population in the south west is going to increase significantly[219] and preparing the district to cope with this change will be challenging. The SHMA[220] shows that there are 13,717 households with support needs[221] in South Somerset, 6,697 are older person only households, some 48.8% of all support needs households. In order to help address this need, specialist housing options will be required, this could include care homes, Extra Care housing[222] and

[218] NPPF paragraph 50, March 2012
[219] Lifetime Homes, Lifetime Neighbourhoods, A National Strategy for Housing in an Ageing Society, CLG, 2008
[220] Taunton and South Somerset Housing Market Areas Strategic Housing Market Assessments Report 2: Analysis of household survey data for South Somerset District Council Final Report February 2009. Older people are defined in the document as persons of pensionable age (60 and over for females and 65 and over for males)
[221] Support needs categories are frail elderly, medical condition, physical disability, learning difficulty, mental health problem, severe sensory disability and other.
[222] See Glossary for definition

Continuing Care Retirement Communities[223]. Opportunities to adapt the existing housing stock should be maximised.

POLICY HG6: CARE HOMES AND SPECIALIST ACCOMMODATION

Proposals for care homes or similar specialist accommodation that meets an identified local need will be supported where it is consistent with the Settlement Strategy. In exceptional circumstances, where development is proposed in a countryside location, the Council will require clear justification for its location. This will take into account the nature of specialist care required and demonstration that alternative sites are unsuitable and/or unavailable and the economic benefit of the proposal to the locality.

Where the District Council seek to negotiate affordable housing in respect of development that already meets a specified housing need, such as sheltered housing or Care Homes, the Council will take into account that such sites may be inappropriate for a mix of affordable housing and general market housing or that such sites have met, by their nature, affordable housing requirements.

Delivery

10.42 Care homes and other specialist accommodation that meets an identified local need will be delivered through the Development Management process. Where such a development is proposed in a countryside location, applicants will be expected to provide justification for that location in accordance with the policy.

10.43 The following delivery bodies will be key in implementing Policy HG6:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Number of care homes or similar specialist accommodation approved to meet local need	To approve planning applications for care homes or similar specialist accommodation, where there is an identified local need

Park Homes

10.44 Park Homes provide housing for around 450 households in South Somerset. Mainly the residents that occupy them are within the 50 plus age bracket and have chosen to down size to this low maintenance housing option. They provide a valuable supply of low cost market accommodation and their maintenance, expansion and promotion can be supported where it accords with Policy HG5.

[223] See Glossary for definition

Empty Properties

10.45 Bringing empty properties back into use can make a contribution to the housing stock within South Somerset. In partnership with others the Council provides an empty property leasing scheme and empty property loans to bring empty properties back into occupational use, particularly in town centre locations, including flats over shops. Empty property loans are designed to assist in market town and town centre regeneration by bringing people back to live in properties, which are currently empty. Any (potential) private sector landlord can apply. Loans are available where there is a clear demonstrable need for accommodation. Within town centres bringing such homes back into use can assist in delivering an active night time economy through establishing a residential element within the area.

Gypsies, Travellers and Travelling Showpeople

10.46 The accommodation needs of gypsies and travellers and travelling showpeople should be considered along with the housing needs of the whole community. Government guidance makes it clear that local authorities should consider the needs of the travelling community through the local plan process[224]. A countywide assessment of the need for Gypsy, Traveller and Travelling Showpeople accommodation was undertaken in 2010 (final edit published in January 2011)[225] which identifies need up until 2020. This has been further supplemented by the Gypsy and Traveller Needs Assessment Update (2013)[226] which identified need in Somerset up until 2032. The 2011 assessment identified a need for 10 residential pitches in South Somerset by 2015; this need has been met and exceeded.

10.47 Advice on the design and layout of Gypsy and Traveller sites can be found in Designing Gypsy and Traveller Sites Good Practice Guide[227]. The guidance explains that although there is not one ideal site size, past experience of residents and managers suggest that a maximum of 15 pitches provides a comfortable environment within which to live and is easy to manage. Smaller sites of 3 and 4 pitches can also work well, particularly when designed to accommodate an extended family.

10.48 Experience in South Somerset suggests that applicants favour small family owned sites. The Council will be seeking to establish such small pitch sites on any publicly provided sites within the district. There may be instances where it is appropriate to have a mixed residential and employment use, this is particularly the case for Showmen's yards.

10.49 Planning policy for traveller sites[228] defines 'gypsies and travellers' and 'travelling showpeople' these definitions or any successor definitions will be applied for planning purposes.

[224] Planning policy for traveller sites, CLG, March 2012
[225] Somerset Gypsy and Traveller Accommodation Assessment, Final Edit January 2011 (GTAA)
[226] Gypsy and Traveller Needs Assessment Update (2013)
[227] Designing Gypsy and Traveller Sites, Good Practice Guide, CLG, May 2008
[228] CLG, March 2012

POLICY HG7: GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

The accommodation needs of Gypsies, Travellers and Travelling Showpeople will be met by ensuring that they are accommodated in sustainable locations where essential services are available.

Site allocations will be made to accommodate at least:

- 23 Residential pitches (from 2013 onwards);
- 10 Transit pitches; and
- 6 Travelling Showpeople plots.

The following criteria will guide the location of sites:

- Significantly contaminated land should be avoided;
- Development should not result in an adverse impact on internationally and nationally recognised designations (for example: Natura 2000 sites, Sites of Special Scientific Interest and Areas of Outstanding Natural Beauty);
- The development should not have a significant adverse impact on the landscape character and visual amenity of the area;
- The site is reasonably well related to schools and other community facilities;
- The health and safety of occupants and visitors will not be at risk through unsafe access to sites, noise pollution or unacceptable flood risk;
- There should be adequate space for on-site parking, servicing and turning of vehicles;
- The option of mixed residential and business use on sites will be considered where appropriate.

The number of pitches provided should be appropriate to the size of the site and availability of infrastructure, services and facilities in accordance with the general principles set out in the settlement hierarchy.

Delivery

10.50 As explained above the identified need for residential pitches in South Somerset to 2015 has already been exceeded through implemented private planning consents. Any planning applications coming forward for residential pitches before the end of 2015 will be considered against the criteria set out within Policy HG7; after that time the policy target will apply.

10.51 The criteria set out in this policy will guide any planning applications that come forward. Whilst it is recognised that Travelling Showpeople sites require more storage and maintenance space for their equipment, the same criteria will need to be met by all groups regarding accommodation provision.

10.52 The following delivery bodies will be key in implementing Policy HG7:

- South Somerset District Council; and
- Traveller Communities.

Monitoring Indicators	Target
Net additional Gypsy and Traveller and Travelling Showpeople pitches/plots to meet identified need	To deliver at least: • 23 residential Gypsy and Traveller

	pitches between 2013 and 2028 ; • Capacity for 10 transit caravans between 2006 and 2028; • 6 Travelling Showpeople plots between 2006 and 2028.

Replacement dwellings and extensions in the countryside

10.53 National Planning Policy Guidance seeks to deliver a wide choice of homes and widen opportunities for ownership to create sustainable, inclusive and mixed communities[229]. The replacement of small country dwellings with more grandiose houses can radically change the character of a site to one of a more suburban nature and also reduce the supply of the smaller rural dwellings. To help protect the character of South Somerset's countryside, extensions and replacements of dwellings need to be controlled in terms of scale and design. The erection of replacement dwellings and extensions to existing houses can individually, and cumulatively over a period of years, have an adverse impact both on the character of individual properties and the surrounding countryside.

10.54 The Strategic Housing Market Assessment (SHMA) has identified that the greatest difference in the district between supply and demand for housing, is for smaller 1 and 2 bedroom properties. This policy aims to give protection to traditional smaller properties in the countryside, therefore helping to meet the objective of providing appropriate housing for the needs of the population.

10.55 In determining what constitutes "disproportionate scale", account will be taken of the extent to which the dwelling has been previously extended, or could be extended under Permitted Development rights[230] and the character of the area. For the purposes of this policy 'original' is defined as the dwelling as it was built or as it existed as of the 1st July 1948.

POLICY HG8: REPLACEMENT DWELLINGS IN THE COUNTRYSIDE

The replacement of existing dwellings in the countryside will only be permitted where:

- The scale of the replacement would not result in an unacceptably large increase in the height or size of the original dwelling; and
- The development is compatible with and sympathetic in scale, design, materials, layout and siting to the character and setting of adjoining buildings, and to the landscape character of the location; and
- The replacement is on a one for one basis and evidence is provided that the use of the existing dwelling has not been abandoned.

Extensions to existing dwellings in the countryside will be permitted where the extension does not result in a dwelling that is disproportionate to the scale of the original dwelling and the size and design of the extension are appropriate to the landscape character of the location.

[229] NPPF, March 2012 para 50
[230] The Town and Country Planning (General Permitted Development) Order 1995 as amended, makes provision for a certain scale of development without need for planning permission subject to certain criteria

Delivery

10.56 The following delivery bodies will be key in implementing Policy HG8:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Number of applications approved contrary to Policy HG8. Review through the development management process.	Increased retention of traditional small properties in the countryside. The housing mix of new development should correspond to the requirements as set out in the Strategic Housing Market Assessment or successor documents.

Agricultural, forestry and other occupational dwellings in the countryside

10.57 In many instances it will be possible for workers in agricultural and land-based occupations to live in a town or village near to their business location. However, occasionally the nature of agricultural and other rural businesses make it essential for someone to live on, or in close proximity to the business. National Planning Policy Guidance allows for this[231].

10.58 Such dwellings should be commensurate with the needs of the holding and not the person requiring the accommodation. Unusually large dwellings in relation to the needs of the unit, or expensive construction in relation to the income it can sustain, should not be permitted. As such it is considered that an indicative guideline to the floor area of proposed dwellings of approximately 175m² would adequately serve most holdings (based upon national statistics, which show the average floor area of a detached 3 bedroom property is 143m²).

10.59 The potential for abuse with the submission of applications for 'replacement dwellings' on agricultural holdings exists, therefore in order to minimise that potential, the history of the holding will be examined to establish the recent pattern of land use and whether any dwellings or buildings suitable for conversion or occupation have been recently sold separately from the farmland.

[231] NPPF, March 2012. Paragraph 55

POLICY HG9: HOUSING FOR AGRICULTURAL AND RELATED WORKERS

A development proposal in the countryside to meet the accommodation needs of a full-time worker in agriculture, horticulture, forestry, equestrian activities or other business where a rural location is essential should demonstrate that:

- There is a clearly established existing functional need;
- The enterprise is economically viable;
- Provision on-site (or in the immediate vicinity) is necessary for the operation of the business;
- No suitable accommodation exists (or could be made available) in established buildings on the site or in the immediate vicinity;
- It does not involve replacing a dwelling disposed of recently as general market housing;
- The dwelling is no larger than that required to meet the operational needs of the business;
- The siting and landscaping of the new dwelling minimises the impact upon the local landscape character and visual amenity of the countryside and ensures no adverse impact upon the integrity of nationally and internationally designated sites, such as AONB.

Where a new dwelling is permitted, this will be the subject of a condition ensuring the occupation will be limited to a person solely or mainly working, or last working in the locality in agriculture, horticulture, forestry, equestrian activities or other rural business (or a surviving partner of such a person, and any resident dependents).

10.60 In order to retain the property for its intended use, a restrictive condition will be included on any such planning approval limiting its occupation to a person solely or mainly, or last working in agriculture, forestry or a rural enterprise. It is accepted that there will be circumstances where these dwellings are no longer required for the purpose for which they were originally intended. However, to ensure the planning concession for this type of dwelling is not abused, any application to remove a restrictive occupancy condition for any dwelling in the countryside will need to demonstrate that the need for which the dwelling was approved originally, no longer exists. An applicant would be expected to appropriately market the dwelling for a reasonable period at a realistic market price for an agricultural tied dwelling [normally a discount of at least 35% against open market price] to establish whether it could meet the existing functional needs of another local farm or rural business. Evidence demonstrating how this requirement has been investigated will need to be included to support any application to vary or remove a restrictive occupancy condition.

POLICY HG10: REMOVAL OF AGRICULTURAL AND OTHER OCCUPANCY CONDITIONS

Planning permission for the removal of a restrictive occupancy condition for an agricultural, forestry or other similar worker on a dwelling will only be given where it can be evidentially shown:

- That there is no longer a continued need for the property on the holding or for the business;
- There is no long term need for a dwelling with restricted occupancy to serve local need in the locality;
- The property has been marketed locally for an appropriate period (minimum 18 months) at an appropriate price and evidence of marketing is demonstrated.

Delivery

10.61 The following delivery bodies will be key in implementing Policies HG9 and HG10:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Review through the development management process	Retention and provision of specialist accommodation where it is identified to meet the needs of the local community

11.Transport and Accessibility

Overview

11.1 South Somerset is a predominantly rural district with subsequent diverse travel patterns meaning the car will remain an essential mode of travel. However, considerable benefits can be delivered by enabling travel by other means than the car. These include improved health through increased walking and cycling, reductions in carbon emissions, enabling social inclusion and reducing the impact of congestion. The latter is particularly relevant for Yeovil and Chard in light of highway capacity issues arising from the projected growth.

11.2 Other measures such as home working (with the significant increases in broadband speed predicted by 2015)[232], encouraging the use of low emission, alternative fuel, electric vehicles, demand responsive public transport (using alternative fuel/hybrid/electric vehicles) and car share schemes should therefore be considered on a scale and degree appropriate to the site proposed for development.

11.3 Whilst new technologies will, in time, play an important part in reducing CO_2, they are unlikely to be sufficient in isolation and will not address health (particularly in tackling obesity) and congestion issues. Consequently substantial investment in measures to promote sustainable travel will be needed.

11.4 There is potential to achieve this in Yeovil particularly in the Sustainable Urban Extensions. Achieving district wide modal shift will be more challenging, although new technologies, improved design, and greater awareness of choice through more robust travel planning will reduce the need to travel and achieve an increase in more sustainable modes where travel is necessary. A reasonable aim for the modal shift policy in Chard and Yeovil would therefore be to reduce the number of cars being used for short journeys to local shops and facilities, the town centre and travelling to work and maintain car use at current levels in our Market Towns, Rural Centres and Rural Settlements. For the Yeovil Sustainable Urban Extensions the aim is to ensure that at least 30% of travel is by sustainable means.

11.5 There has been a significant growth in rail travel in recent years. Infrequent and unsuitable timings for commuting on the Bristol to Weymouth and London (Paddington) to Penzance Line, and the actual location of the stations on these and the London (Waterloo) to Exeter line, means that achieving modal shift to rail for short journeys will be challenging to achieve. However, there are opportunities to improve sustainable links to rail stations and in particular the Yeovil stations, especially if more appropriate arrival and departure times are provided at Yeovil Pen Mill[233].

11.6 Modern rail freight can be effective at reducing HGV traffic on the strategic road network and there should be a general presumption for the promotion of the rail network for future freight use. However facilities for rail transfer are needed at or near the point of origin of the goods and at the destination. Subsequently the locations of stations in South Somerset are not always conducive to modern freight operation as the likely consequence would be additional lorry journeys on rural roads. Rail freight is therefore much better targeted where suitable rail freight hubs can easily be constructed to minimise the need for road transport or enable easy road/rail interchange. The District Council will encourage and promote the

[232] 'Connecting Somerset and Devon Programme'- SCC May 2011
[233] The Heart of Wessex Line - Case for Service Improvement - Image Rail November 2011

development of both passenger rail facilities and rail freight hubs if a suitable business case is presented.

11.7 The needs of people with disabilities should be considered for all modes of transport.

A Generic District-wide Modal Shift Policy

Low Carbon Travel

11.8 These district wide measures are aimed at reducing single car occupancy and the need to travel, or encouraging the use of more sustainable travel, or alternative fuels where travel is necessary.

11.9 The Council recognises that for certain schemes, by virtue of their size and scale, it will not be viable or feasible to require all the measures set out below to be delivered. Supporting material accompanying planning applications will need to explain what measures can be accomplished, and the reasons why measures cannot be delivered.

11.10 The measures include:

a. Providing Good Information
Travel Information Packs[234] detailing:

- Car share schemes - benefits and how to join;
- Public transport information - timetable and maps of nearest bus routes and interchanges (including interchange with rail) and details connecting local bus, and longer distance travel such as express coach and trains;
- Maps showing local footpaths and cycle ways, bus stops, and facilities – health, education, shops, employment, churches, recreation & leisure etc;
- Details of cycle training, cycle/equipment sales & repairs, cycle clubs, health benefits etc;
- Information on the health benefits of walking; and
- Benefits and advice on working from home.

Somerset County Council offer useful guidance on Smarter Travel Information Packs.[235] The requirement to provide travel information packs should apply to all residential and employment developments.

b. Encouraging Electric Car Use
Encouraging the use of electric cars through the provision of a 16 amp charging point (or greater capacity as deemed appropriate) adjacent to each parking space and within the curtilage of the site and also for each garage within the development.

The requirement to provide charging points for electric cars should apply to all residential and employment developments.

[234] Planning for Public Transport in Developments (The Institute of Highways and Transportation) cites lack of information as one of the major barriers to public transport use. Promoting lower carbon transport choices is one of the 3 key themes in the DfT's - Low carbon Transport a Greener Future (July 2009)
[235] http://www.movingsomersetforward.co.uk/new-developments/planning-guidance

c. Incentivising Sustainable Travel

A Green Travel Voucher for use on sustainable transport[236] to an agreed amount per dwelling to be given to each set of occupants at the time of first occupation and repeated for a maximum of 3 tenures per unit up to 5 years following the first occupation of that unit. Similarly for employment sites a Green Travel Voucher should be provided for each employee[237] at commencement of employment. In respect of public transport the vouchers should be non-operator specific and should be available for exchange for passes for one year's travel on local bus routes, including Demand Responsive Routes within a 10 mile radius of site (to encourage interchange).

The requirement to provide Green Travel Vouchers should apply to all residential and employment developments.

d. Cycling and walking

The encouragement of cycling and walking by:

- Providing cycle and pedestrian routes to link the new development with new/existing routes by utilising lightly trafficked or off-road links for pedestrians and cyclists. These routes should permeate the site to ensure ease of access around the development. Developments should seek to protect and improve existing cycling and pedestrian routes to facilitate site links to the wider network;
- Providing facilities for cycle parking within the new development commensurate with the levels and standards designated in the County Wide Parking Strategy as set out in Policy TA6.

The Chard Regeneration Framework Strategic Transport Assessment (CRFSTA) considers using a network of lightly trafficked and off-road links for pedestrians and cyclists between residential areas, the town centre and employment sites. If new infrastructure is carefully targeted on the flatter parts of the town, such as the A358 (northern approach), to link residential areas with the main trip attractors, further increases in levels of cycling should be achievable.[238]

e. Home Working

Encouragement to work from home applying to all residential development through improved design commensurate with the type of dwelling and by enabling easier access to Information and Communications Technologies (ICT). These should include:

- Designed in specific work area (e.g. space to desk, pc, phone) this does not always mean a dedicated room and the work area could be within a lounge or bedroom; and
- Broadband connections.

f. Public Transport

Improved public transport connections should be made by developments in Market Towns, Rural Centres and Rural Settlements increasing accessibility through enhancements to either existing conventional bus routes, existing Demand Responsive Transport Schemes or the provision of new services and new bus stops, bus timetables and bus shelters. The developer to provide funding commensurate with the size of the site that enables good on-going connections with the public transport network and where the scale of new residential development or

[236] May include bus, train travel or cycle purchase

[237] Part-time staff and temporary staff with a contract of employment should receive such a voucher on a pro-rata basis, although provision would not be expected for casual staff

[238] Supports SCC's Cycling Policy SUS4 – SCC schedule of Policies – Transport Policies March 2011

employment sites would have an impact on existing public transport planning obligations will be sought.

g. Travel Planning
Travel Planning measures over and above those measures listed above but commensurate with the site and in relation to land use site thresholds set out in the tables in the Travel Plan Policy TA4.

h. Timing of Provision
Ensuring that sustainable travel habits are established from the start. This means that sustainable transport measures need to be in place and operational concurrent with first occupancy.

POLICY TA1: LOW CARBON TRAVEL

All new residential and employment developments in South Somerset should, subject to general viability:

i. Provide Travel Information Packs;

ii. Provide for the charging of electric vehicles with an external charging point of at least 16 amps adjacent to each parking space and within the curtilage of the site. Such charging points should also be provided for garages within the development;

iii. Provide a Green Travel Voucher for each occupier/employee valid for 1 year for use on sustainable transport;

iv. Provide facilities for cycle parking within the new development commensurate with the levels and standards designated in the SCC cycle parking strategy;

v. Include Travel Plans (commensurate with Policy TA4);

vi. Ensure that sustainable transport measures are in place and operational concurrent with first occupancy.

Additionally, developments of all new residential dwellings should:

vii. Enable ease of working from home by providing a designed in specific work area with broadband connections.

Where the scale of new residential development or employment sites would have an impact on existing public transport planning obligations will be sought to:

viii. Deliver improved public transport connections increasing accessibility through enhancements to either existing conventional bus routes or existing Demand Responsive Transport schemes or the provision of new services and new bus stops, bus timetables and bus shelters. These should be commensurate with the scale of the development that enables good on-going connections with the public transport network. The developer will be required to enter into a planning obligation in accordance with Policy SS6 to ensure provision of such facilities, which shall be provided prior to first occupation of the new development.

Delivery

11.11 The following delivery bodies will be key in implementing Policy TA1:

- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Providing Travel Information Packs	100% of applications with a Travel Information Pack
The provision of charging for electric vehicles	100% of developments to have 1 x 16 amp charging point per parking space
The provision of Green Travel Vouchers	The number of Green Travel Vouchers issued should equate to the number occupiers/employees. Take up should be in the region of 20%
The provision of Travel Plans (commensurate with Policy TA4)	100% delivery of appropriate Travel Plans with relevant planning applications
Ensuring that sustainable transport measures are in place and operational concurrent with first occupancy	100% sustainable transport measures are in place and operational concurrent with first occupancy
Enabling home working in residential dwellings	100% of new dwellings providing a designed in specific work area with Broadband connections
Improvements to public transport	100% delivery of appropriate public transport improvements with relevant planning applications

Rail

11.12 To further encourage modal shift the Council should, promote and protect land to enable the development of both passenger rail facilities and rail freight hubs where a suitable business case for such provision has been presented. The prerequisite for Council support would be:

- A business case (to meet 'Network Rail' or successor body criteria);
- An active promoter;
- Evidence of financial wherewithal and a reasonable prospect of infrastructure implementation in the foreseeable future.

11.13 Until such prerequisites are met the Council will not seek to protect specific land for passenger or freight use owing to lack of evidence and potential blight.

POLICY TA2: RAIL

The Council shall encourage, promote and protect the development of land for both passenger rail facilities and rail freight hubs where there is robust evidence in support of developing infrastructure to widen transport choice.

Delivery

11.14 The following delivery bodies will be key in implementing Policy TA2:

- South Somerset District Council;
- Somerset County Council;
- Developers and Landowners; and
- Rail Bodies.

Monitoring Indicators	Target
The promotion of passenger facilities and rail freight hubs.	Delivery of appropriate rail facility once a business case has been proven

Measures to Encourage Sustainable Travel at Chard and Yeovil

11.15 In addition to the generic Policy TA1, the more urban nature of Chard and Yeovil means that further measures should be in place to offer greater choice to use more sustainable transport modes and reduce the need and desire to use the car. The Council recognises that for certain schemes, by virtue of their size and scale, it will not be viable or feasible to require all the measures set out below to be delivered. Supporting material accompanying planning applications will need to explain what measures can be accomplished, and the reasons why measures cannot be delivered.

11.16 These measures are commensurate with the Somerset County Council's (SCC) transport policies[239] and include:

a. Public Transport (Frequency and standard)
Direct contributions commensurate with the scale of the development to either enhance existing public transport services (frequency and standard) or in the case of larger developments consider new routes or for larger employment sites consider bespoke works buses or demand responsive works buses. Additionally it will be necessary to generate greater passenger numbers on local bus services. This can be accomplished by delivering more frequent and higher quality bus services that serve the town centre, employment health and education establishments through Quality Bus Partnerships (QBP).

The QBPs should include improvements to the routes themselves through bus priority measures, real time passenger Information at stops and improved accessibility at stops. Similarly the QBPs should provide real time passenger information at health, employment, leisure and shopping facilities, and through tickets (for other routes/operators including train) using enhanced Smartcard technologies.

In respect of Chard improvements to public transport are sought by either improving the existing bus services and/or establishing a Quality Bus Partnership (QBP) to deliver more frequent and higher quality bus services. Such services should provide for the doubling of frequency as recommended in the CRFSTA, and serve the town centre, employment, health and education establishments.

Contributions to QBPs should apply to all residential and employment developments. The measures to deliver QBPs need to be costed and are dependent on the SCCs transport implementation plans emerging from the County Council's FTP and also in the case of Yeovil the YTSR2. Subject to those outcomes, the business case can then be made and development contributions sought through CIL.

b. Public Transport (Bus Stops)
Promoting improvements in public transport by providing bus stops, dependent on the scale of the development and existing provision, where a bus route exists or can be provided within a reasonable distance.

Where the scale of new residential developments and employment sites would have an impact on existing traffic and these sites are located within a reasonable

[239] SCCs Transport Policies - schedule of policies March 2011, Chapter 3 Sustainable Transport Policies SUS2 to SUS10 inclusive

distance of an existing bus route (or where the scale of such developments means that a route can realistically be diverted or introduced) then a bus stop should be provided. Each stop should include timetable information on inbound routes for residential developments and outbound routes for employment sites or Town Centre developments. A bus shelter should also be provided with a commuted sum to the relevant Town or Parish Council to provide for on-going maintenance & cleaning.

A reasonable distance for the provision of bus stops would be:

- Within 400 metres of the development[240]
- Or in the case of larger developments where the provision of a new bus service is justified within 400 metres of each dwelling or unit in the development.
- However care should be taken to ensure bus routes are not distorted to satisfy this criterion as direct and simple bus routes are more important than walking distances a little more than 400 metres for a few passengers.

c. Sustainable Transport Interchange

Supporting the integration of transport modes to ensure ease of interchange (e.g. walking and cycle links to public transport) and reliability of interchange between various bus, rail and express coach routes, enabled by 'through ticketing' or 'off-bus ticket' purchase (to reduce load times) with Smartcard technologies, real time information etc.

This can be achieved by development contributions to sustainable transport interchange within the towns. The prime interchange sites at Yeovil are currently the Borough and the Bus Station, and the existing bus stops at Boden Street and the Guildhall in Chard lend themselves to the delivery of a sustainable transport interchange. References to these interchanges are shown on the Proposals Maps (See Chard and Yeovil Insert Maps) reflecting aspirations to provide such an interchange. All residential and employment developments should contribute to the improvements of transport interchange. The measures to improve transport interchanges are dependent on the SCCs transport implementation plans emerging from the County Council's Future Transport Plan (FTP)[241] and also in the case of Yeovil the YTSR2.

d. Personalised Travel Planning

Achieve greater modal shift through Personalised Travel Planning specifically targeted at individuals (residents and employees) to ensure complete awareness of travel choices and respective benefits. This would include a personal consultation to assess the individual's travel needs and opportunities. This should be carried out on all new residential and employment developments in Chard and Yeovil. It requires a specific Personalised Travel Plan Coordinator to deliver the service and the resource funded through CIL, thereby ensuring that any such contribution would be commensurate with the scale of development for each town.

e. Car Sharing

Where the scale of new employment sites would have an impact on traffic, car sharing should be further encouraged through the provision of preferential and quality spaces in car parks for car sharers at employment sites.

[240] Planning for Public Transport in Developments - The Institution of Highways and Transportation March 1999 - page 98, Paragraph 6.20

[241] Somerset County Council's Future Transport Plan 2011 – 2026

POLICY TA3: SUSTAINABLE TRAVEL AT CHARD AND YEOVIL

In addition to the generic policies that support modal shift throughout the district all new residential and employment developments in Chard and Yeovil should, subject to general viability:

i. Contribute to sustainable transport interchange within the town.

ii. Contribute to either:

a) The improvement of existing public transport services or

b) New services and the establishment of a Quality Bus Partnership (or enhancement of an existing QBP) to ensure frequent and high quality routes serving the development and developers would be required to provide funding for the general provision of public transport.

iii. Contribute to funding the resource needed for Personalised Travel Planning
Where the scale of new residential developments and employment sites would have an impact on existing traffic these sites should:

iv. Provide cycling and pedestrian routes both to and permeating the site and protect and improve existing cycling and pedestrian routes where necessary to facilitat site links to the wider network.

v. Provide bus stops, bus shelters and timetable information, dependent on the scale of the development, existing bus stop provision and where a bus route either exists or can be provided as set out below:

a) Within 400 metres of the development

b) Or in larger developments where the provision of a new bus service is justified within 400 metres of each dwelling or unit in the development.

vi. Where the scale of new employment sites would have an impact on traffic preferential and quality spaces in car parks for car sharers should be provided.

Delivery

11.17 The following delivery bodies will be key in implementing Policy TA3:

- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Provision of cycle parking facilities	The number of cycle parking spaces to be commensurate with the levels and standards designated in the SCC cycle parking strategy
The improvement of existing public transport services or the establishment of new services and Quality Bus Partnerships	Increase in patronage on existing routes and the number of new bus services delivered
Contribute to funding the resource needed for Personalised Travel Planning	Establishment of a Personal Travel Planner

Provision of cycling and pedestrian routes	Increased mileage of cycling and pedestrian routes
Provision of bus stops, bus shelters and timetable information	Increased number of bus stops within identified catchments
Provision of preferential and quality spaces in car parks for car sharers	Increase on the number of car sharers/car sharing schemes

Travel Plans

11.18 SCC has produced 'Travel Planning Guidance'[242] and this has been offered to local planning Authorities as a basis for adoption as a Supplementary Planning Document (SPD) as part of the Council's development plan. Key elements of this guidance have been taken on board in producing the Travel Plans Policy TA4.

11.19 To reinforce the measures in Policies TA1 and TA2, dependent on the scale of the development, one of 3 types of Travel Plan (a Measures-only Travel Statement, or a Travel Plan Statement or a Full Travel Plan) should be in place to encourage modal shift, deliver subsequent health benefits from more active travel modes and reduce the impact of congestion.

11.20 The differences between these types of Travel Plan are fully explained in SCCs 'Travel Planning Guidance' and illustrated within this plan by reference to policy TA4, which indicates the different contents required by each type and the thresholds where respective types will apply. Reference should also be made to SCC's 'Manual for Travel Plans' that offers practical advice on the measures including the implementation and on-going management of Travel Plans.

11.21 Policy TA4 is very close to the County Council Travel Plan Guidance, although there are 3 key differences in the interpretation of thresholds and measures. These are:

11.22 The SCC guidance refers to employee numbers and gives an indicative Gross Floor Area (GFA) equivalent[243]. Predicting the number of employees for a site is extremely difficult. In respect of employment sites Policy TA4 therefore considers the type of Travel Plan required in relation to the Gross Floor Area (GFA) based on indicative employment densities[244].

11.23 The SCC guidance refers to a parking management strategy and this includes measures such as charging, Controlled Parking Zones and Traffic Regulation Orders[245]. This is too prescriptive as there is a need to ensure flexibility of the respective site and such measures should be determined through negotiation as and when pertinent to that site.

11.24 SCCs Travel Planning guidance promotes safeguarding measures with bonds and ESCROW accounts[246]. An ESCROW account is where a deposit, usually in this instance money, or possibly a deed, stock, or written instrument is put into the custody of a third party and is retained until the agreed actions have been delivered.

[242] SCC Transport Policies Travel Plan Guidance - adopted as formal technical guidance Nov 2011 (Thresholds for Travel Plans in Somerset page15 and Table 1.2)
[243] SCC Transport Policies Travel Plan Guidance - TVS 6 chapter 3 Tables 3.2 and 3.3 pages 39,40 & 41
[244] Employment Densities: A Full Guide. Final Report, English Partnerships and the RDAs (2001)
[245] SCC Transport Policies Travel Plan Guidance - Table 2.2 page 17 'Measures expected in a travel plan document' a. 'Measures only Travel Statements'
[246] SCC Transport Policies Travel Plan Guidance - Policy TVS 14, page 62

SSDC has concerns regarding the additional cost implications for developers and the consequent impact on the viability of a development. An s106 agreement is in itself legally binding and any safeguarding through bonds or ESCROWS should be negotiated on a case-by-case basis and should only be in respect of financial default by a developer.

11.25 SSDC expects concurrence with their interpretation of these thresholds and measures.

11.26 Travel Plans for specific sites shouldn't be seen in isolation. There is greater potential for the delivery of the more significant measures through joint working with other Travel Plans, both new and existing. Travel Plan Forums should therefore be set up to include key stakeholders (developers, public transport, occupiers, employers, residents etc. as well as SSDC and SCC).

11.27 In respect of speculative developments including outline planning applications a Framework or Umbrella Travel[247] Plan to cover the entire development site in accordance with SCCs 'Travel Planning Guidance' should be provided. This also applies to the Yeovil Sustainable Urban Extensions for which additional specific measures are included in Policy YV5.

[247] SCC Transport Policies Travel Plan Guidance - Chapter 3 Action Plans for speculative development sites, page 41

POLICY TA4: TRAVEL PLANS

i. Travel Plans will be required commensurate with the scale of the development. The 3 broad types of Travel Plan are:

1. Measures-only Travel Statements;
2. Travel Plan Statements;
3. Full Travel Plans.

The content of the Travel Plan document and the measures expected therein are indicated in Table 1 below. The measures should ensure that modal shift is maximised for developments with good levels of accessibility.

ii. The thresholds for development size determining which type of Travel Plan should be in place are shown in Table 2 below.

Table 1

Content of Travel Plan Document:	Travel Plan Type		
	Measures-only Travel Statement	Travel Plan Statement	Full Travel Plan
Site Audit Report		Yes (Residential developments only)	Yes
Action Plan	Yes Table of Measures (See below)	Yes On-site measures	Yes
		To be supplemented with Tables of Measures for each phase at reserved matters stage and post-occupation	
Monitoring Strategy and Modal share Targets		Yes (Excluding residential developments)	Yes
		Completed modal share targets table attached to travel plan	
SCCs iOn Travel registration and completion prior to travel plan approval		Yes	Yes
Site Specific Travel Information Leaflet	Yes	Yes	Yes
Smarter Travel Policy Dossier	Yes	Yes	Yes
Travel Website	Yes	Yes	Yes
Details of Parking levels/locations for every mode of transport	Yes	Yes	Yes
Travel Plan Coordinator		Yes	Yes
Promotional Activity		Yes	Yes
Travel Plan Forum to work with neighbouring sites		Yes	Yes

POLICY TA4: TRAVEL PLANS (Continued…)

Table 2

Land Use Type	Lower Development Size threshold (Sq m Gross Floor Area unless indicated)	Type of Travel Plan Required
A1 –food	>100	Measures only Travel Statement
	>500	Travel Plan Statement
	>800	Full Travel Plan
A1 – Non-food	>100	Measures only Travel Statement
	>500	Travel Plan Statement
	>1500	Full Travel Plan
B1	>500	Measures only Travel Statement
	>1000	Travel Plan Statement
	>1500	Full Travel Plan
B8	>1000	Measures only Travel Statement
	>2000	Travel Plan Statement
	>5000	Full Travel Plan
C3	> 10 dwellings	Measures only Travel Statement
	> 30 dwellings (or where car parking allocation is fewer than 1 space per dwelling for any dwelling in the development)	Travel Plan Statement
	> 50 dwellings	Full Travel Plan

iii. All development within the Yeovil Sustainable Urban Extensions will be required to meet the Framework Travel Plan criteria and be commensurate with Policy YV5.

iv. Any development site with 25 or more car parking spaces or more than 1000 sq m of floor area could be required to produce a travel plan as a general principle. This is used as a basic threshold to negotiate and determine a requirement for a travel plan document for land uses not listed above.

Delivery

11.28 The following delivery bodies will be key in implementing Policy TA4:

- South Somerset District Council;
- Somerset County Council;
- Town and Parish Councils; and
- Developers and Landowners.

Monitoring Indicators	Target
Delivery of Travel Plans	100% delivery of appropriate travel plans with relevant planning applications

Transport Impacts of Development

11.29 All new development is required to address its own transport implications. Larger schemes are required to prepare Transport Assessments[248] and, where required, Travel Plans to illustrate how the amount of trips generated will be minimized, how the impacts will be accommodated, and how accessibility to the site by all modes of transport will be achieved.

11.30 The Strategic Road Network is formed by Motorways and Trunk Roads, National Primary and County Routes in Somerset. National Primary Routes and County Routes accord with the routes identified in the local Highway Authority's (Somerset County Council) route hierarchy. In order to prevent the unnecessary interruption of traffic flow and to prevent increase of highway hazard, the formation of new direct accesses onto these roads will not be permitted. Exceptions will only be made where the type of development is such that it requires a high order (of route hierarchy) route location, such as roadside service stations or freight transfer facilities.

11.31 Access to development proposed that will connect to rural roads carrying relatively high speed traffic should be designed according to the needs of drivers and other users to enter safely into such traffic. The advice and guidance in the Design Manual for Roads and Bridges will be appropriate in these environments, mostly rural locations. This is likely to be the case for developments related to farm diversification or for tourist attractions specific to rural locations.

11.32 Development proposals will be expected to provide or contribute towards the cost of providing transport infrastructure where this is necessary to make the development acceptable in planning terms[249].

11.33 Contributions may also be required to meet the management and maintenance of services and facilities provided. The appropriate range and level of contributions will be assessed in a comprehensive manner, taking into account strategic infrastructure requirements and using standard charges where appropriate.

11.34 The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. In determining nature and scale, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is married against occupation of the development.

[248] In compliance with the requirements set out in DCLG and DfT Guidance on Transport Assessment, March 2007
[249] In compliance with the requirements set out in the National Planning Policy Framework

POLICY TA5: TRANSPORT IMPACT OF NEW DEVELOPMENT

All new development shall be required to address its own transport implications and shall be designed to maximise the potential for sustainable transport through:

i. Safeguarding existing and new transport infrastructure, which is important to an efficient and sustainable transport network from development that would prejudice their transport use;

ii. Securing inclusive, safe and convenient access on foot, cycle, and by public and private transport that addresses the needs of all;

iii. Ensuring that the expected nature and volume of traffic and parked vehicles generated by the development would not have a detrimental impact on the character or amenity of the area and would not compromise the safety and/or function of the local or strategic road networks in terms of both volume and type of traffic generated;

iv. Ensuring that proposals, which specifically require a location with direct access to the strategic road network due to the volumes and quality of traffic generated, are well located on these networks. There is a presumption against direct access from the strategic road network. Exemptions will only be made where the type of development is such that it requires a high order (of route hierarchy) route location, such as roadside service stations or freight transfer facilities;

v. Assessing the transport impact of development and ensuring delivery of the necessary transport infrastructure for the proposal and requiring larger schemes to prepare Transport Assessments.

vi. Requiring car parking and vehicle servicing at levels appropriate to the development and its location, in accordance with the approved/adopted standards identified in Policy TA6.

Delivery

11.35 The following delivery bodies will be key in implementing Policy TA5:

- South Somerset District Council;
- Somerset County Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Delivery of appropriate access for new development.	100% endorsement of planning applications by Highways Authority (Subject to mitigating circumstances).

Parking Standards

11.36 Owning a car is an essential part of daily life for many people in South Somerset. This is shown by higher than average car ownership levels in South Somerset where just 16% of households do not have access to a car, compared to a national average of 27%[250]. The rural nature of South Somerset must be considered in setting appropriate levels of parking provision in new development.

11.37 The amount of parking provided in new developments should strike an appropriate balance that considers various issues. Enough car parking needs to be provided to help support the local economy and allow people to make necessary trips, particularly for those whose only realistic travel option is the car. Too much car parking can encourage car use and lead to congestion and increased CO_2 emissions, and can waste land and result in poorly designed places; whilst too little parking can lead to parking in inappropriate places, making the streets more cluttered.

11.38 Other key issues in setting parking standards include car ownership; the accessibility of the development; the type, mix and use of development; and the overall need to reduce the use of high-emission vehicles.[251] To further encourage the use of plug-in and other ultra-low emission vehicles Policy TA1 ii) includes the provision of charging points over and above that set out in the County Council's Parking standards and Policy TA1 ii) will prevail in this instance.

11.39 Cycling is supported for many important reasons, including improving health and well being, minimising CO_2 emissions, and reducing traffic congestion. A fundamental part of encouraging people to cycle is by providing high quality, secure and convenient cycle parking in new developments. Somerset County Council's (SCC) Travel Planning guidance (November 2011) includes further detail on this. The County Council's Future Transport Plan Cycling Strategy will be taken on board where they accord with policies in this document.

11.40 SCC has adopted the Countywide Parking Strategy (March 2012), which includes parking standards for cars, cycles and motorcycles for both residential and non-residential development. It is logical and appropriate to apply the Highway Authority's car parking standards in South Somerset and the District Council has endorsed their use.

11.41 The adopted Countywide Parking Strategy will therefore be applied when considering parking provision for new developments in South Somerset. The County Council has clarified that urban extensions (such as Yeovil and Chard) should adopt the parking standards of the adjacent settlement.

POLICY TA6: PARKING STANDARDS

Parking provision in new development should be design-led and based upon site characteristics, location and accessibility. The parking standards within the Somerset County Council Parking Strategy will be applied in South Somerset.

[250] Source Census 2001 data
[251] NPPF March 2012 (Para. 39 page 11)

Delivery

11.42 The following delivery bodies will be key in implementing Policy TA6:

- South Somerset District Council; and
- Somerset County Council.

Monitoring Indicators	Target
Development complying with adopted SCC Parking Strategy car, cycle and motorcycle parking standards	100% achievement (Subject to mitigating Circumstances)

12.Health and Well Being

Overview

12.1 Open space, outdoor playing space and sports, cultural and community facilities can make a major contribution to ensuring that villages and towns are places in which people will choose to live. They play a key role in enhancing the health and sense of well-being of the local community.

12.2 A main role of the planning system in association with development is to ensure there are sufficient open space and outdoor play space, formal sports, cultural and community facilities and that they are in the right places. But there is also a need to ensure they are of a quality to meet local standards, attractive to users, meet expectations, and are well managed and maintained. By undertaking local assessments of need and audits of provision, it is intended that the following objectives are set for the district:

- Networks of accessible, quality open spaces, sport and recreation facilities, in both urban and rural areas, which meet the needs of residents and visitors, are fit for purpose and are economically and environmentally sustainable;
- An appropriate balance between new provision and the enhancement of existing provision; and
- Clarity and reasonable certainty for developers and land owners in relation to the requirements and expectations of local planning authorities in respect of open space and sport and recreation provision.

12.3 Design of the built environment should encourage physical activity and enable the development of on-site facilities/opportunities for exercise/relaxation/play.

12.4 A definition of Open Space includes informal recreation open space, formal parks and gardens, country parks, natural open space, woodlands and allotments. Outdoor Playing Space is defined as pitches, equipped play areas and youth facilities. Greater access to open space, parks, allotments, playing fields and provision for children and young people is clearly beneficial to the health and well-being of a local community. Networks of green spaces and corridors provide opportunities for recreation, walking and cycling.

12.5 In addition to the more obvious formal sports and cultural facilities, community halls also provide opportunities for social and recreation provision. Community halls are multipurpose buildings provided by the community for the community. They provide space and facilities for a range of local activities and increasingly for community services. It is therefore important that community halls are maintained and enhanced and where new communities are being formed or expanded through new development, there is an intention to ensure adequate provision of community hall space.

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

Local Standards and Planning Obligations

12.6 Government guidance [252] requires local authorities to have undertaken detailed assessments of needs and audits of existing facilities, to identify deficiencies in facilities and set appropriate local standards in order to justify planning obligations. Once this is completed, local standards can be applied and planning obligations used to secure additional provision or enhancement where required.

12.7 The quantitative, qualitative, accessibility and catchment standards are set out in South Somerset District Council's published assessments and needs strategies. These documents will be updated in the light of the most recent evidence as required. Further advice on the Council's design standards for open space is found in the Landscape Design Guide Addendum and the Play Policy produced by the Council.[253]

12.8 In accordance with Policy SS6, these standards are used to assess the level of open space, outdoor playing space and sports, cultural and community facilities that would be needed to meet the reasonable requirements of a development's future occupants, providing that the obligation meets the three statutory tests in paragraph 204 of the NPPF[254].

12.9 The provision of 'dual use' open space may be considered but only where open access can be secured and where the District Council is satisfied that long term open access can be achieved.

12.10 The viability of the proposed development will also need to be taken into account in accordance with Policy SS6. In the case of an enabling development, or where the development is unable to deliver all the policy requirements for reasons of viability, an open book approach will be required in line with the Policy and the Council's adopted Protocol[255].

12.11 In calculating the amount of space required, the type of development and make-up of individual housing schemes will need to be taken into account in order to determine likely household size. It is accepted that not all types of development generate the same demand for open space, outdoor playing space, and sport and recreational facilities, such as single bedroom accommodation, rest homes, nursing homes, sheltered accommodation, special needs housing.

Site Specific Mitigation

12.12 Contributions for site specific mitigations will be sought through a S106 agreement. This will be necessary where it has been proven that the new development increases local needs. The provision of open space, outdoor playing space and

[252] (NPPF March 2012 Paragraph 73)
[253] SSDC Play Policy and Strategy (2007-2012) and Open Space Strategy (2011-2015)
[254] (NPPF March 2012 Paragraph 204)
[255] SSDC Planning Obligations Protocol 2006

sports, cultural and community facilities may be required on-site or may form part of a contribution towards off-site provision of either new or improved facilities. The requirement for an off-site contribution may arise because of the following:

- The size, layout and topography of the development; and
- There may be other opportunities within the appropriate distance of the site which could better meet the needs of the development.

12.13 Provisions for future maintenance can be sought towards such provision to ensure the continued availability of the open space, equipped play space, youth facilities and playing pitches and changing rooms. Planning Obligations can include maintenance payments towards the provision of facilities that are predominately for the benefit of the users of the associated development.

12.14 The provision of on-site (or contribution towards off-site) play and youth facilities, playing pitches and changing facilities, public open space and landscaped areas will require developers to agree the future management of this space with the Council. This will normally be by adoption by the Local Authority, Town or Parish Council or through a management company set up by the developer. The Council will need to be satisfied that any management company is suitably financed. The former will require an initial landscape maintenance plan to be implemented prior to adoption, with a commuted sum paid to the local planning authority to cover maintenance for the 10 years following adoption. The latter will require a formal management plan, including timescale for adoption and maintenance schedule, to be agreed as part of a Section 106 planning obligation.

12.15 In areas of particular sensitivity, it is recognised that there is a role for open space provision in alleviating pressure on existing natural areas. This is particularly the case at Langport/Huish Episcopi, where more open space provision for activities such as dog walking can alleviate pressures on Somerset Moors and Levels sites, given their close proximity.

Strategic Contributions

12.16 The contribution towards strategic facilities, which, by their nature cannot be provided within the appropriate distance threshold of every development and have a large effective catchment area and high distance threshold, will be sought through the collection of a Community Infrastructure Levy. This will be in accordance with the strategic priorities as identified by the Council when collecting and assigning CIL.

POLICY HW1: PROVISION OF OPEN SPACE, OUTDOOR PLAYING SPACE, SPORTS, CULTURAL AND COMMUNITY FACILITIES IN NEW DEVELOPMENT

Where new housing development generates a need for additional open space, outdoor playing space, local and strategic sports, cultural and community facilities, provision/contributions will be made as appropriate. The need for additional open space may be required due to the proximity to sensitive (internationally-designated) conservation areas, so as to alleviate potential development-related pressure on those sites.

Housing provision consisting of sheltered housing, rest and nursing homes, special needs housing will be exempt from these standards with exception of informal recreational open space.

Developments of one bedroom dwellings will not be required to provide equipped play provision and youth facilities but will be required to provide for other open space and outdoor playing space.

Dependent upon the size and layout of the development, the provision of open space, outdoor playing space, local and strategic sports, cultural and community facilities, may be required on site or may form part of a contribution towards off site provision of either new or improved facilities. In such circumstances off-site provision towards local facilities should be made in a location, which adequately services the new development and a planning obligation may be used to secure this.

Provision should be made for future maintenance to ensure the continued availability of the facilities.

Green Corridors, Public Rights of Way, Civic Spaces, Cemeteries, Private Open Space and Community Allotments are other aspects of Green Infrastructure, which need to be given full consideration.

Open space is defined as informal recreational open space, formal parks and gardens, country parks, natural open space and woodlands.

Outdoor Playing Space is defined as playing pitches, equipped play areas and youth facilities.

Delivery

12.17 The following delivery bodies will be key in implementing Policy HW1:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Levels of open space, outdoor playing space, local and strategic sports, and cultural and community facilities	Achievement of open space standards with new development
CIL funding towards strategic infrastructure	CIL funding identified towards strategic open spaces infrastructure in accord with Council priorities

Sports Zone

12.18 The Yeovil Sports Zone is the working title for the South Somerset District Council project aiming to provide residents with first class sport and recreation facilities, which will meet both present and projected future needs as the population grows. It will widen the range of opportunities for people of all ages to participate in leisure, stimulate healthy lifestyles, increase participation in active sport, enable more young people to achieve their potential in sport and create a sub-regional sports venue within the district and focuses on 4 key strategic areas:

- Supporting community sport;
- Developing active communities;
- Enhancing facility provision; and
- Raising the profile of Sport and Active Leisure.

12.19 The project fits within the local and regional strategic context. It will play a major role in addressing key policies and aspirations through provision of increased opportunities for improving health of residents and educational programmes for health promotion, active participation in sport and recreation for all ages from disadvantaged groups to high performance athletes. By raising the profile of sports provision within the district, the facility will enable local, county and sub-regional level competitions to be staged in the town, increasing the profile of Yeovil as a sporting destination as desired by the business community leaders behind the Yeovil Vision.

12.20 The intention is to seek an appropriate location within or adjoining Yeovil to provide specialist strategic facilities that will meet the needs of those living in the area of Yeovil and throughout the district. It will take sports and leisure facilities in South Somerset to the next level and help Yeovil to become a destination of choice for leisure, shopping and entertainment, supporting the Council's economic regeneration agenda. In addition, provision of this facility will be in conformity with Yeovil's perceived role and function within the regional context. The site will need to be accessible from all modes of transport from both within Yeovil itself and from other destinations within the district and sub-region, which will then enable this to be used as a venue for hosting local and sub-regional events.

12.21 Consideration of the different strategic options to deliver the new provision in Yeovil has identified that the lowest capital cost, most affordable, most sustainable, and appropriate solution to meet these deficiencies would be through the adoption of a single site approach, being £1m per year cheaper to operate than through the adoption of a multi-site dispersed approach.

12.22 Although various locations have previously been appraised as potential sites to accommodate the Sports Zone, no decision on a location has been taken by the Council. At this stage sites are being considered both for the indoor provision alone and at larger sites, which could accommodate additional outdoor facilities in close proximity to the indoor provision as well. Various factors will inevitably affect the suitability of sites for both indoor and outdoor provision, including: topography and the need for flat land, the chosen site needs to be accessible to residents in Yeovil by walking, cycling and public transport, and accessible to residents within the district and sub-region.

12.23 For the built facilities, a sequential approach to the location of development is required, starting with the re-use of previously developed (brownfield) land within the urban area, then on the edge of the urban area and finally outside the urban area. There is a presumption in favour of the redevelopment of previously

developed land and greenfield land should only be considered for development where there are no previously developed sites available for development of the required size in a suitable location.

POLICY HW2: SPORTS ZONE

In order to increase the range of opportunities for people of all ages to participate in indoor leisure, promote healthier lifestyles, allow for improved potential in sport and create a sub-regional sports venue, the Council and its partners will seek a suitable location for the provision of a Sports Zone of at least 1.5ha. In identifying a suitable location the following locational factors will be taken into consideration:

- Preference will be given to a site within the existing town of Yeovil;
- If there is no suitable, available and viable site available within the town which can accommodate the development, the site selection should follow a sequential approach with preference given to the location of the Sports Zone on the edge of Yeovil close to public transport links and other sustainable transport modes.

Delivery

12.24 This is primarily a development management policy and therefore delivery will be through the individual consideration of development proposals and their need to provide additional facilities. Detailed requirements would be achieved through S106 contributions and community infrastructure levy.

12.25 The following delivery bodies will be key in implementing Policy HW2:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Delivery of the Sport Zone	Submission of a planning application for the scheme and subsequent completion

Existing Outdoor Sports, Play and Youth Provision

12.26 Existing outdoor sports, play and youth provision will be protected from inappropriate future development which would result in the loss of these facilities. This includes:

- LAPs - Local Areas for Play;
- LEAPs - Locally Equipped Areas for Play;
- NEAPs - Neighbourhood Equipped Areas for Play;
- MUGAs - Multi Use Games Areas;
- Destination playgrounds';
- Youth facilities, including skate parks, hard surfaced courts, areas for ball play (including multi use games areas – MUGAs, rebound walls, basketball courts), skate parks, BMX tracks and youth shelters

12.27 There may however be instances, where there is a proven oversupply of equipped play areas and youth facilities, or where they are not appropriately located. In this instance it may be desirable to remove the facilities and not relocate them.

12.28 NPPF para 74[256] provides a wider context for Policy HW3 below and includes playing fields and recreational buildings.

POLICY HW3: PROTECTION OF PLAY SPACES AND YOUTH PROVISION

Development which would result in the loss of equipped play areas and youth facilities will only be permitted where:

- There is a partial development of a site and the remaining site will be retained at its current provision and improved;
- Alternative provision of equivalent community benefit of a similar nature which is accessible and made available locally within the same catchment;
- There is a proven oversupply of equipped play areas and youth facilities, or they are not appropriately located.

Delivery

12.29 It is anticipated that the forthcoming Green Infrastructure Strategy is relevant and will contribute to the protection and enhancement of play spaces and youth facilities and therefore support delivery of the policy objectives.

12.30 The following delivery bodies will be key in implementing Policy HW3:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Retention of existing outdoor sports, play and youth provision through development management process and S106 agreement	Retention of existing outdoor sports, play and youth provision (unless mitigating circumstances identified in accord with para 74 of NPPF March 2012)

[256] NPPF March 2012 Para 74

13.Environmental Quality

Overview

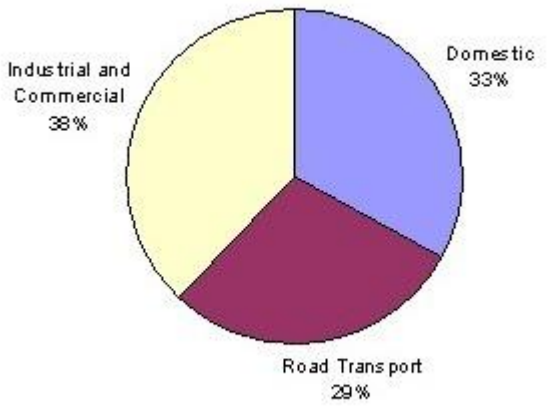
13.1 Maintaining and enhancing environmental quality in South Somerset will require the Council to address climate change mitigation and adaptation, design quality of new development, protection and enhancement of the historic environment, landscape and biodiversity, development of green infrastructure and pollution control.

Addressing Climate Change in South Somerset

13.2 The release of greenhouse gases into the atmosphere from human activity is changing the world's climate, and national Government policy clearly supports taking action to tackle this issue. This 'action' involves mitigation through reducing greenhouse gas emissions; and adaptation by ensuring development can cope with the predicted impacts of climate change and helping biodiversity to adapt to a changing climate. Taking action to address climate change will be much less costly than not taking action over the medium to long term.[257]

13.3 Carbon dioxide (CO_2) emissions are 7.2 tonnes per person in South Somerset, compared to the neighbouring districts of Taunton Deane (5.8 tonnes), Sedgemoor (6.8 tonnes) and Mendip (7.7 tonnes), and slightly less than the county average of 8.3 tonnes per person. Industrial and commercial sources produce the highest amount of CO_2 emissions per person (2.7 tonnes) in South Somerset, followed by domestic sources (2.4 tonnes) and road transport (2.1 tonnes) with similar proportions.[258]

Figure 6: Source of CO_2 emissions in South Somerset



13.4 The Climate Change Act 2008 requires an 80% reduction in greenhouse gas emissions by 2050 (upon 1990 levels) - a key element of the local plan is to ensure South Somerset makes a full and appropriate response to climate change. South Somerset's Sustainable Community Strategy sets out more ambitious targets though a 'year on year reduction in the district's carbon footprint towards a carbon

[257] Stern Review on the economics of climate change, HM Treasury, 2006
[258] 2009 UK Carbon Dioxide emissions within the scope of influence of Local Authorities

neutral economy in 2030.' The Council have also adopted (March 2010) a 'Carbon reduction and climate change adaptation strategy', which focuses on mitigation and adaptation measures that can be achieved through the Council's operations, including requiring more sustainable buildings through the spatial planning process.

13.5 The local plan Vision and Strategic Objectives support a low carbon economy, and promote greater self-containment by focussing most new development at the main settlements in the district, with a balance of employment and housing provision, ensuring communities have good access to shops and community services and facilities. This should ensure the need to travel is minimised, especially by car, and therefore limit the growth of CO_2 emissions from travel.

13.6 Even if the world were to go 'zero carbon' straight away, there is likely to be 30-40 years of climate change due to greenhouse gas emissions already released.[259] This makes it vitally important to ensure that new development is adapted to cope with the effects of climate change that will happen regardless of measures taken now to reduce emissions of CO_2.

13.7 By the 2050s, climate change in South Somerset is likely to mean more extreme weather events including:[260]

- Summers being 2-3 degrees centigrade hotter, and 20-40% drier;
- Winters being 2-3 degrees warmer, and 10-20% wetter.

13.8 Changes to the summer climate may have some positives in South Somerset from increased tourist numbers, which would benefit the local economy. But hotter, drier summers could damage wildlife in the district and reduce levels of water supply. Wetter winters could cause more flooding and greater risk to property and people.

Renewable and low carbon energy

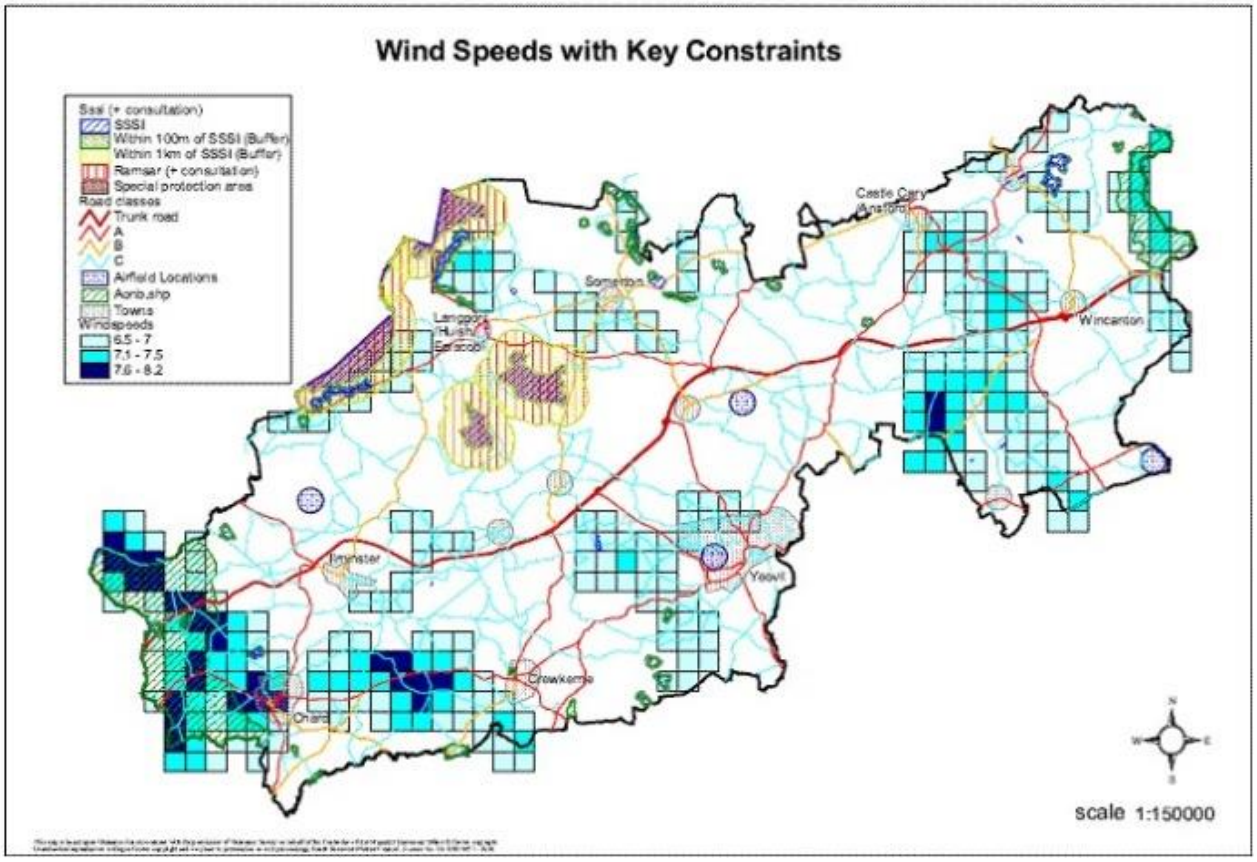
13.9 This term describes energy supply from ‘renewable’ sources such as from the wind, the fall of water, the sun, and biomass; and ‘low carbon energy’ that can help to reduce CO_2 emissions e.g. Combined Heat and Power, air/ground source heat pumps and energy-from-waste. National policy strongly supports renewable and low carbon energy, with the UK Renewable Energy Strategy (2009) setting a target of 15% of energy consumption to come from renewable sources by 2020 – a challenging target that will require a seven-fold increase from 2008 levels. The Government’s current ‘feed in tariff’ provides a financial incentive for renewable and low carbon electricity generation, e.g. solar photovoltaic panels, wind turbines.

13.10 Policy EQ1 fully supports the delivery of renewable and low carbon energy, consistent with national policy. However, in some cases there may be unacceptable impacts that could preclude renewable and low carbon energy development, such as large wind turbines on bird flight paths in or around the Somerset Levels and Moors Special Protection Area (SPA)/Ramsar, and impact upon protected landscapes such as Areas of Outstanding Natural Beauty (AONB),[261] or designated heritage assets. The Habitats Regulations Assessment for the Somerset Levels and Moors makes clear that wind farm developments are likely to be unacceptable within 800 metres of the internationally designated sites.

[259] [Adapting to climate change: UK Climate Projections, Defra, 2009]
[260] [Central estimate under medium emissions scenario, UK Climate Projections 2009]
[261] [For example, a study has been produced to assess renewable energy potential in the Blackdown Hills AONB: ‘Renewable Energy in the Blackdown Hills AONB (2010)’]

13.11 The following map highlights areas with wind speeds in South Somerset of at least 6.5 metres per second at 40m above ground level (usually considered the minimum economic wind speed) along with the key constraints: AONBs, SPA/Ramsar, SSSIs, and airfields. Applying these key constraints along with wind speeds identifies the potential for wind turbines in the district subject to more detailed site specific issues including practical access to sites, landowner willingness, political will, and economic distance to the nearest appropriate grid connection.

Figure 7: Wind speeds (metres per second) with key constraints[262]



13.12 In terms of other potential renewable and low carbon energy resources in South Somerset, there is good potential to develop solar photovoltaic panels as the district has relatively high levels of sunshine duration compared to the rest of the UK, with around 1,500 sunshine hours per year. There are also numerous weirs and mills that generate electricity as part of the South Somerset Hydropower Group - albeit at a relatively small-scale - with further potential sites yet to be developed. Wood chip, wood pellet or logs can be used to generate heat in biomass boilers, stoves and combined heat and power systems, heating individual buildings or to power district heat systems. As wood is a bulky material, it is most viable to use a local supply. Farmers tend to use Grade 3 agricultural land (which covers most of South Somerset) for energy crops such as Miscanthus or willow, and there are also areas of unmanaged woodland and coppice that could yield wood fuel.

[262] NB the scale of this map applies at A3 size

Sustainable Construction and Minimising Carbon Dioxide Emissions in New Development

13.13 New development has the potential to increase CO_2 emissions through the construction of buildings and their subsequent use. Therefore, it is vitally important to use high standards of sustainable construction. National policy, to be delivered through gradual improvements to Building Regulations, is for new homes to be 'zero carbon' from the year 2016, and non-domestic buildings to achieve this standard from 2019. In order to meet these stringent requirements to reduce CO_2 emissions, there will be a need for on-site measures through energy efficiency and renewable and low carbon energy (e.g. solar PV, wind, Combined Heat and Power); and Allowable Solutions for those emissions that cannot be mitigated on-site. The Government have not yet formally announced what will constitute an Allowable Solution, but they could include:

- Improving the energy performance of existing buildings;
- Exporting low or zero carbon heat to other buildings;
- Investment in off-site low or zero carbon technology;
- Energy efficient appliances fitted into homes.

13.14 The Council will actively support energy efficiency improvements to existing buildings in particular, in line with national policy. . Although energy is a key aspect, these sustainable construction standards cover a range of other issues such as water, waste, health and well-being, and ecology. Although 'water stress' (potential lack of water supply) has not been identified as a particular issue for South Somerset, climate change and population growth will require more efficient use of water through measures such as rainwater harvesting, grey water recycling and water efficient appliances.

13.15 National policy[263] allows local requirements for a building's sustainability to be set, as long as it is consistent with the Government's zero carbon buildings policy and adopts nationally described standards. Given that the cost of meeting the energy requirements in the Building Regulations represent a significant proportion of the total cost of achieving Code for Sustainable Homes standards,[264] it is proposed that the Code levels equivalent to Building Regulations are required.

13.16 The Government has stated its intention to wind down the Code for Sustainable Homes and implement new sustainable construction standards through revised Building Regulations (including “optional requirements” where justified by need and subject to viability) and the nationally described space standard.[265] At the time of writing this has not been confirmed through statutory regulations, but Policy EQ1 includes text to “future-proof” the Council’s approach on this issue – any Government changes will be reflected in a future review of the local plan.

Flood Risk

13.17 As described above, climate change is likely to mean wetter winters and more extreme weather events in South Somerset and therefore potentially more frequent flooding. National planning policy[266] states that a sequential, risk-based approach

[263] NPPF March 2012
[264] Cost of building to the Code for Sustainable Homes - updated cost review, CLG, August 2011
[265] Housing Standards Review – Technical Consultation, DCLG, September 2014
[266] NPPF March 2012

should be applied to avoid development in areas of flood risk, taking account of the impacts of climate change.

13.18 South Somerset's Strategic Flood Risk Assessment (SFRA) highlights areas at risk of flooding from rivers (see relevant Proposals Map Inset maps), and identifies flooding incidents that have occurred in the past from rivers, surface water, sewer flooding, and groundwater. Some areas in and around Yeovil are within Flood Zone 3 (high flood risk), as are parts of many of the Market Towns and Rural Centres. Langport/Huish Episcopi and Ilchester are settlements where flood risk is a particular issue.

13.19 The aim of the Sequential Test set out in the NPPF[267] is to steer new development to areas at the lowest probability of flooding i.e. Flood Zone 1. Proposals in Flood Zones 2 or 3 will need to consider alternative sites that have a lower risk of flooding. In the first instance the area to which the 'search' for reasonably available alternative sites will apply will be district-wide, but there will be cases where this area of search will be smaller. Some examples of justifying a reduced 'area of search' include it potentially being impractical to suggest that extensions of existing business premises, such as farm holdings, could be developed elsewhere in the district; and where there is a need for new development that has a defined catchment area such as a school, hospital, or doctor's surgery.

13.20 Surface water flooding is also an issue at many of the main settlements in the district, particularly Yeovil. Sustainable Drainage Systems (SuDS) are encouraged as they mimic natural drainage by reducing the amount and rate of water flow following rainfall, therefore reducing the risk of surface water flooding. SuDS have several other benefits such as removing pollutants from urban run-off at source, ensuring that new developments do not increase flood risk downstream, and combining water management with green space which can increase amenity, recreation and biodiversity value (known as green infrastructure – see Policy EQ5). The SFRA states that there is a relatively high potential for SuDS in South Somerset due to the permeable underlying geology.

13.21 The Environment Agency produce Catchment Flood Management Plans (CFMPs) to identify strategic flood risk management policies in river catchments over the long term (50-100 years). The River Parrett CFMP covers most of South Somerset, and states that in the future the main problems in Yeovil may be related to higher intensity summer storms that overwhelm the local sewers and smaller streams.

Biodiversity and climate change

13.22 The distribution of habitats and species will be affected by the changing climate, so it is important to ensure that this issue is addressed when considering proposals for new development. An example of delivering this is through the creation of new natural habitats around existing habitats, and linking such areas together, wherever possible. Policies EQ4: Biodiversity and EQ5: Green Infrastructure contain further detail on the conservation and enhancement of biodiversity, including the creation of such wildlife 'corridors'.

13.23 It is important to note that some measures to combat climate change can potentially have adverse effects on biodiversity. Bats, all of which are afforded protection at a European level, are vulnerable to mortality from incorrectly located wind turbines, such as those along flight lines, close to feeding areas or roost sites. It is expected

[267] NPPF March 2012

that any proposal for wind turbines, including micro turbines, will be submitted with full survey data and assessment including for effects to populations of bats in order to ensure that the 'favourable conservation status' of European protected species is maintained.

POLICY EQ1: ADDRESSING CLIMATE CHANGE IN SOUTH SOMERSET

The Council will support proposals for new development where they have demonstrated how climate change mitigation and adaptation will be delivered, through inclusion of the following measures (as appropriate).

- New development will ensure that carbon dioxide emissions are minimised through energy efficiency measures, renewable and low carbon energy, and where necessary Allowable Solutions;
- The following sustainable construction standards will be required, unless it is proven not to be feasible or viable:
    - Code for Sustainable Homes level 4 from 2013 (or as amended by future Government policy, regulations and/or legislation);
    - Code for Sustainable Homes level 5 from 2016 (or as amended by future Government policy, regulations and/or legislation);
    - BREEAM rating of ‘excellent’ for non-domestic buildings.
- Development of renewable and low carbon energy generation will be encouraged and permitted, providing there are no significant adverse impacts upon residential and visual amenity, landscape character, designated heritage assets, and biodiversity. The presence of several airfields in South Somerset will mean the impacts of wind turbines upon electromagnetic interference and aviation radar will be a particular consideration;
- Developers must demonstrate that proposed wind turbines do not pose a risk to bat populations, and will not pose a barrier risk to migratory bird species, in particular to birds moving from key sites such as the Severn Estuary;
- Development will be directed away from medium and high flood risk areas through using South Somerset’s Strategic Flood Risk Assessment as the basis for applying the Sequential Test. The area of search to which the Sequential Test will apply will be South Somerset wide, unless adequately justified otherwise in relation to the circumstances of the proposal;
- Where appropriate, the Exception Test can be applied if this is consistent with wider sustainability objectives;
- Development should reduce and manage the impact of flood risk by incorporating Sustainable Drainage Systems, and through appropriate layout, design, and choice of materials;
- Climate change should be considered in the design of new development, incorporating measures such as solar orientation, maximising natural shade and cooling, water efficiency and flood resilience;
- Susceptibility to climate change should be taken into account on all proposals to develop sites with biodiversity interest.

Delivery

13.24 The following delivery bodies will be key in implementing Policy EQ1:

- South Somerset District Council;
- Developers and Landowners;
- Environment Agency; and
- Ministry of Defence.

Monitoring Indicators	Target
South Somerset Per capita CO_2 emissions (as detailed by DECC district level data)	Reduction in South Somerset per capita CO_2 emissions
% of new homes with Code for Sustainable Homes Certificates of Level 4 or above from 2013 to 2016	100% of new homes present CSH level 4 or above pre-assessment certificate where one is required, or make a detailed and credible case that this is not feasible or viable
% of new homes with Code for Sustainable Homes Certificates of Level 5 or above after 2016	100% of new homes present CSH level 5 or above pre-assessment certificate where one is required, or make a detailed and credible case that this is not feasible or viable
Percentage of non-domestic buildings with BREEAM rating of excellent	100% of new non domestic buildings present pre-assessment certificate where one is required of BREEAM “excellent”, or make a detailed and credible case that this is not feasible or viable
% of the district’s annual electricity consumption (as detailed by DECC district level data and OFGEM’s FIT register) met by renewable energy generation located in the district	Annual 1% increase in the proportion of the district’s electricity consumption met by renewable electricity generation located in South Somerset
Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	No planning permissions should be granted where an Environment Agency objection cannot be overcome
Incorporation of sustainable drainage systems in new developments (described in documents supporting the application)	100% of applications apply sustainable drainage systems unless there is a technical reason why it is not appropriate

Design/General Development

13.25 Paragraphs 56-68 of NPPF[268] set a clear national policy framework for promoting good design as a key element to achieving sustainable development and emphasises the indivisible link between good design and good planning.

13.26 It is self-evident that all development in all locations should be designed to the highest standard. This is essential if we are to create functional, attractive places that people want to live in, work in and visit. Well-designed buildings and places can contribute to the quality of life, increase economic vitality, achieve high environmental standards, reduce emissions and deliver a high quality public realm.

13.27 This principle is carried throughout the local plan, which sets the objective to develop new homes, infrastructure and all other land uses to the highest possible design standards. Future specific design guidance will come forward as supplementary planning documents or other appropriate planning document.

13.28 Policy EQ2 aims to ensure that development contributes to social, economic and environmental sustainability and makes a positive difference to people's lives to help to provide homes, jobs, and better opportunities for everyone. At the same time, it aims to protect and enhance the natural environment, and conserve the countryside and open spaces that are important to everyone.

13.29 All development will be expected to achieve high quality architectural and urban design standards, creating places that are attractive, durable and function well. All developments will be expected to achieve high environmental standards and levels of sustainability. All buildings should be designed to be fit for purpose, and adaptable in their use to suit changing occupier needs over time.

13.30 Development proposals also need to demonstrate a commitment to designing out crime through the creation of safe environments (both private and public) that benefit from natural surveillance, well overlooked streets and open spaces, appropriate lighting and other security measures.

13.31 South Somerset has published a range of Development Management advice guides to give guidance on how design should complement local architectural traditions and how sustainable construction techniques can be incorporated within the context of the existing built heritage. These and others produced during the plan period should be taken into account when considering development proposals. The Council also apply specific guidance from Government and Government sponsored organisations. The Landscape Character Assessment, and Town and Village Design Statements provide a more detailed local context for the evaluation and consideration of development proposals and should be taken into account where they have been produced. The Development Management advice will be reviewed and revised during the lifetime of the Development Plan and the most up to date material should be referred to.

13.32 To comply with climate change objectives the design of new development will change significantly over the coming years. Sustainable construction principles will affect layout, orientation of buildings, materials, design for minimum waste and conservation of water resources as well as fundamental appearance. It will be a challenge for the development industry and the local planning authority to both respect local context and distinctiveness and embrace new design principles. The

[268] NPPF March 2012 Paragraphs 56-68

Council will look to radical design solutions, where appropriate, to compliment and evolve local distinctiveness and recognise that respect for local context does not preclude contrasting modern design that can work with local context to provide a desirable and high quality living environment which can present the evolving historical and architectural story.

13.33 All development should ensure the most efficient use of land through the size and arrangement of plots, further determining the position, orientation, proportion, scale, height, massing and density of buildings as well as the treatment of the spaces around and between the buildings themselves. Consideration of the relationship to adjoining buildings and landscape features will be encouraged. Density should be justified as part of the overall design concept of development proposals and will also include appropriate consideration of private amenity spaces. Particular regard should be had for levels of housing demand and need and availability of sites, infrastructure and service availability, efficient use of land, accessibility, local area characteristics and other detailed design considerations (as indicated above) in the determination of the appropriate density on a particular site. Where appropriate proposals should include design codes and/or master plans.

13.34 The NPPF[269] requires strategic policy to deliver conservation and enhancement of the natural and historic environment, including the landscape. The District Council values the character and diversity of the South Somerset Landscape, and places particular emphasis upon the conservation of protected and designated landscapes. The Council thus intends to produce a Landscape Strategy, which will set out the key characteristics of the South Somerset Landscape, and provide guidance to developers and landowners on how the overall character of the district can be conserved and enhanced; and how the pattern and form of development can be sympathetically located and shaped; ensuring there is no significant adverse impact upon local landscape character, scenic quality and distinctive landscape features as set out in the Landscape Strategy. This will complement similar work in prospect, relating to the historic environment.

[269] NPPF March 2012

POLICY EQ2: GENERAL DEVELOPMENT

Development will be designed to achieve a high quality, which promotes South Somerset's local distinctiveness and preserves or enhances the character and appearance of the district.

Development proposals, extensions and alterations to existing buildings, structures and places will be considered against:

- Sustainable construction principles;
- Creation of quality places;
- Conserving and enhancing the landscape character of the area;
- Reinforcing local distinctiveness and respect local context;
- Creating safe environments addressing crime prevention and community safety;
- Having regard to South Somerset District Council's published Development Management advice and guidance; and
- Making efficient use of land whilst having regard to:
- Housing demand and need;
- Infrastructure and service availability;
- Accessibility;
- Local area character;
- Site specific considerations

Innovative designs delivering low energy usage and/or wastage will be encouraged. Development must not risk the integrity of internationally, nationally or locally designated wildlife and landscape sites. Development proposals should protect the residential amenity of neighbouring properties and new dwellings should provide acceptable residential amenity space in accordance with Policy HW1.

Delivery

13.35 It is anticipated that the Council will produce and update design guidance to ensure the highest possible standard of development throughout the district, which will maintain environmental quality, protect and enhance the character and landscape assets of the area. This will be delivered through the Development Management process. The following delivery bodies will be key in implementing Policy EQ2:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Avoidance of development that will have an adverse impact on landscape areas	100% refusal of all development that would result in a net loss of designated landscape assets

Historic Environment

13.36 The National Planning Policy Framework[270] sets out the Government's objective for the planning system to contribute to the achievement of sustainable development by conserving the historic environment and its assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations.

13.37 The historic environment is a valuable part of South Somerset's cultural heritage and contributes significantly to the local economy and identity of the district, adding to the quality of life and well-being of residents and visitors. Whether in the form of individual buildings, archaeological sites, historic market towns or landscapes, the conservation of this heritage and sustaining it for the benefit of future generations is an important aspect of the role the Council plays on behalf of the community and, as the local planning authority, fulfilling the Government's core planning principles.

13.38 The richness of South Somerset's historic environment is indicated by its high number of designated assets including 4,600 Listed Building list entries, over 80 Conservation Areas, 14 Historic Parks, a battlefield site of national importance and a high number of scheduled monuments and other archaeological sites.

13.39 The District Council is committed to protecting and where appropriate enhancing this irreplaceable heritage. All designated assets including Listed Buildings, Conservation Areas, Historic Parks and archaeological sites together with other heritage assets that contribute positively to the significance of the historic environment will be protected from demolition or inappropriate development that affects the asset or its setting. The Council will seek to work with owners and developers to ensure historic assets are properly managed and cared for and remain in a viable use.

13.40 The Council will develop a positive strategy for the conservation and enjoyment of the historic environment that will be identified in the Council's Local Development Scheme and will include:

- Guidance and advice for owners and developers in relation to the conservation of the historic environment, nationally and locally designated assets including archaeological sites.
- The Council's approach to identifying and managing heritage assets at risk through neglect, decay or other threats, and to their conservation and return to sustainable use where appropriate.
- A programme for the review of existing Conservation Area boundaries, the preparation of Conservation Area Assessments and Management Plans and making new designations.
- Encouragement for the development of local skills, crafts and the production of local materials relevant to the historic environment.
- Measures to identify locally significant assets including buildings, parks and gardens and archaeological features and the preparation of a district-wide list of such assets.
- Detailed advice for developers preparing proposals that may have an impact upon any aspect of the historic environment about conservation, good design and positive enhancement of the assets and their settings.
- Opportunities to improve historic townscapes, landscapes and the public realm.
- Support for communities to identify locally significant historic buildings and in their preparation of Neighbourhood Plans.

[270] NPPF March 2012

13.41 It is expected that once a Strategy is produced that all new development will be compliant with it.

POLICY EQ3: HISTORIC ENVIRONMENT

Heritage assets will be conserved and where appropriate enhanced for their historic significance and important contribution to local distinctiveness, character and sense of place. Their potential to contribute towards the economy, tourism, education and local identity will be exploited.

All new development proposals relating to the historic environment will be expected to:

- Safeguard or where appropriate enhance the significance, character, setting and local distinctiveness of heritage assets;
- Make a positive contribution to its character through high standards of design which reflect and complement it and through the use of appropriate materials and techniques;
- Ensure alterations, including those for energy efficiency and renewable energy, are balanced alongside the need to retain the integrity of the historic environment and to respect the character and performance of buildings, adopting principles of minimum intervention and reversibility.

Delivery

13.42 It is anticipated that the Council will produce and update the Heritage Strategy, providing comprehensive advice to ensure the highest possible standard of development throughout the district, which will maintain, protect and enhance the character, or the heritage assets of the area. This will be delivered through the Development Management process.

13.43 The following delivery bodies will be key in implementing Policy EQ3:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Avoidance of development that will impact heritage areas on the national list.	There should be no net loss of heritage assets
The production of a Heritage Strategy.	To be delivered within the first 5 years following the local plans' adoption.

Biodiversity and New Development

13.44 National policy[271] promotes sustainable development whilst conserving and enhancing biodiversity. Plan policies should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology by sustaining and where possible improving the quality and extent of natural habitat and the populations of naturally occurring species which they support. This should be based on up to date information of resources in the area and should promote opportunities within the design of the proposal for the incorporation of beneficial biodiversity and geological interests.

13.45 The District Council recognises the value of our natural assets and has been working with Somerset County Council, the District/Borough Councils, Somerset Wildlife Trust, Natural England, RSPB and other conservation agencies as part of the Somerset Biodiversity Partnership to identify species[272] and habitats that are important in Somerset and to draw up plans to assist in their conservation.

13.46 'Wild Somerset' is the Strategy that covers the whole area of Somerset and describes how the partnership will work together and involve local communities and other agencies in activities to protect and enhance wildlife. In addition to the habitats and species covered in the Countywide Wild Somerset Strategy, the South Somerset Local Biodiversity Action Plan describes the actions that the district and other partners will take locally to protect and enhance wildlife in the district.[273] All proposals should consider protection and enhancement of biodiversity from the outset and have regard to Local and Regional Biodiversity Strategies, taking into consideration the findings as identified in 'The Distribution of European Protected Species in South Somerset' and 'European Protected Species in South Somerset'.[274] Priority Species are defined in Section 41 of the Natural Environment and Rural Communities Act and in Somerset Priority Species List, and are to be protected from the adverse implications of new development. The Brackets Coppice Special Conservation Area near Crewkerne merits particular consideration of its resident bat population and their foraging area in consideration of local biodiversity in that area. The implications for bats of lighting associated with development will need to be borne in mind when determining planning applications.

13.47 There are significant consequences for the long-term protection and adaptability of biodiversity and the ability of wildlife and habitats to respond to climate change. There is a need to expand and re-connect the existing areas and restore habitats where they have been destroyed. Development proposals should be accompanied by sufficient information to assess the effects of development on protected sites, species, biodiversity or geology, together with any proposed prevention, mitigation or compensation measures. They will need to demonstrate that they will not adversely impact nationally and internationally designated sites.

[271] NPPF March 2012
[272] Somerset Priority Species List
[273] South West Nature Map (evidence for RSS) is also useful
[274] Produced by Somerset County Council, 2009

POLICY EQ4: BIODIVERSITY

All proposals for development, including those which would affect sites of regional and local biodiversity, nationally and internationally protected sites and sites of geological interest, will:

- Protect the biodiversity value of land and buildings and minimise fragmentation of habitats and promote coherent ecological networks;
- Maximise opportunities for restoration, enhancement and connection of natural habitats;
- Incorporate beneficial biodiversity conservation features where appropriate;
- Protect and assist recovery of identified priority species; and
- Ensure that Habitat Features, Priority Habitats and Geological Features that are used by bats and other wildlife are protected and that the design including proposals for lighting does not cause severance or is a barrier to movement.

Where there is a reasonable likelihood of the presence of protected and priority species development design should be informed by, and applications should be accompanied by, a survey and impact assessment assessing their presence. If present, a sequential approach to the design of the proposal should be taken that aims first to avoid harm, then to lessen the impact, and lastly makes compensatory provision for their needs.

Development will not be allowed to proceed unless it can be demonstrated that it will not result in any adverse impact on the integrity of national and international wildlife and landscape designations, including features outside the site boundaries that ecologically support the conservation of the designated site.

Delivery

13.48 It is anticipated that the forthcoming Green Infrastructure Strategy is relevant and will contribute to the protection and enhancement of areas of biodiversity importance and therefore support delivery of the policy objectives.

13.49 The following delivery bodies will be key in implementing Policy EQ4:

- South Somerset District Council;
- Developers and Landowners; and
- Natural England.

Monitoring Indicators	Target
Changes in areas of biodiversity importance	There should be no net losses of biodiversity habitat areas due to development

Green Infrastructure

13.50 Green Infrastructure is the mosaic of natural landscape features, spaces and corridors that lie within and between developed areas. They are essential elements of the character and appearance of an area and contribute positively to cultural heritage, the health and well being of the local community and the general quality of life. In addition to enriching visual amenity they offer opportunities for informal recreation and provide wildlife habitats and the connectivity between them. They can also contribute to natural drainage and reduce surface water run off, helping mitigate for the consequences of climate change. Green Infrastructure assets include open spaces such as parks and gardens, allotments, woodlands and natural open space, fields, hedges, lakes, ponds, playing fields, as well as footpaths, cycleways and rivers.

13.51 The provision of properly integrated Green Infrastructure can enhance the amenity of an area and promote a sense of place and community identity. Greater access to open space, parks, playing fields and provision for children and young people are clearly beneficial to health and the sense of well-being of the local community. Networks of green spaces and corridors provide opportunities for recreation, walking and cycling and also benefit wildlife by conserving and enhancing habitats, and providing buffers from development to important wildlife sites and watercourses. Green infrastructure can also serve to deflect visitor pressures on nationally and internationally important wildlife sites.

13.52 Trees are essential to the value of Green Infrastructure. The retention of trees and woodland; their appropriate management; and provision of new tree planting, can help to combat climate change and flooding. Trees help to alleviate pollution and modify microclimate.

13.53 Attenuation ponds and other sustainable drainage systems, together with larger water bodies, can also provide valuable aspects of Green Infrastructure, with a potential for enhancing ecological and landscape value.

13.54 Clear priorities will be established through an overarching Green Infrastructure Strategy. This will incorporate local open space standards and requirements for developments to contribute towards the delivery of a comprehensive network of Green Infrastructure. In particular, the strategy will recognise the need to integrate Green Infrastructure within the Yeovil Sustainable Extensions and to ensure that all communities have access to quality green areas.

13.55 Where loss of green infrastructure as a result of development is unavoidable the Council will seek mitigation in accord with Natural England's Accessible Natural Greenspace Standard (ANGST).

POLICY EQ5: GREEN INFRASTRUCTURE

The Council will promote the provision of Green Infrastructure throughout the district, based upon the enhancement of existing areas including public open space, accessible woodland, and river corridors, and by ensuring that development provides open spaces and green corridor links between new and existing green spaces.

Development proposals should provide and/or maintain a network of connected and multifunctional open spaces that, where appropriate, meet the following requirements:

- Create new habitats and connects existing wildlife areas to enrich biodiversity & promote ecological coherence;
- Provide and/or maintain an accessible network of green spaces and improve recreational opportunities, including environmental education, local food production and support physical health and mental wellbeing;
- Ensure that all children and young people have reasonable access to a range of play and leisure opportunities;
- Provide and/or maintain opportunities for enhanced, attractive walking and cycling routes linking urban areas and the wider countryside;
- Enhance and/or maintain the character and local distinctiveness of the landscape;
- Contribute to and/or maintain local identity and sense of place;
- Increase the district's tree cover;
- Help mitigate the consequences of climate change (sustainable drainage systems, shade etc.); and
- Alleviate current and future potential visitor and recreation pressure/disturbance to internationally designated conservation areas.

Existing Green Infrastructure will be protected against any adverse impact of development proposals. If loss of existing green infrastructure assets is unavoidable in order to accommodate necessary development, appropriate mitigation for the loss will be required. Development should include green infrastructure of an appropriate type, standard and size and be designated at least to meet Natural England 'Accessible Natural Greenspace Standard' (ANGSt) or otherwise appropriately contribute to improving access to natural greenspace such that the overall aims are met.

Delivery

13.56 It is anticipated that the forthcoming Green Infrastructure Strategy will identify specific actions for the short, medium and long term. The Council will work with other partners and bid for available funding opportunities to bring Green Infrastructure projects to fruition.

13.57 There will be opportunities for the provision of new Green Infrastructure, or improvement of existing facilities, in association with new development. It is essential that this should be an integral part of the design process to ensure the multifunctional aspects are incorporated. This is of particular significance in consideration of major development sites.

13.58 The following delivery bodies will be key in implementing Policy EQ5:

- South Somerset District Council;
- Developers and Landowners;
- Somerset County Council;
- Infrastructure Providers; and
- Town and Parish Councils.

Monitoring Indicators	Target
Access to Natural Greenspace	All new development should comply with Natural England's 'Accessible Natural Greenspace Standard (ANGSt)' wherever possible
Green Infrastructure Strategy	Production of a Green Infrastructure Strategy Supplementary Planning Document by October 2016

Woodlands and Forest

13.59 South Somerset has only 5% coverage of woodland, which is significantly below the County average of 9%. This is a reflection of the rolling lowland character of the district, where good soils have led to the land being cleared for agriculture over past centuries. There are a few exceptions to this such as the Eastern scarp boundary, which is well wooded, the hills East of Bruton, South of Crewkerne and the edge of the Blackdown Hills around Chard. Over the remainder hedgerow trees, small copses and locally significant old orchards, often on the edge of villages, dominate the landscape. Significant linear woodlands such as those along the Fivehead and Somerton ridges also define the Western edge of the district. These both have a high proportion of Ancient Woodland[275].

13.60 Traditional old orchards and veteran trees are important features of the region providing good habitats for wildlife. The Regional Woodland and Forestry Framework (RWFF)[276] is the regional expression of Government policy on woodland and forest setting out what is needed to help secure the future of these assets.

13.61 Areas of woodland should be expanded where appropriate and as indicated in the RWFF, to support other habitats, act as carbon sinks, enhance landscape character and as a key part of providing green infrastructure in and around new development. Any unavoidable loss of woodland should be replaced via agreements with developers and other mechanisms. The removal and management of trees and woodland may be necessary where this is needed to meet conservation objectives for open habitats, such as heathland and grassland.

13.62 Sustainable tourism development opportunities presented by woodlands and forests should be promoted, particularly in rural areas. The wider economic use of woodlands and forests should also be promoted, for example with regards to wood fuel. The procurement of locally grown timber products to the UK Woodland Assurance Standard (UKWAS)[277] should be supported, particularly in relation to development, in order to achieve improved sustainability of construction and in support of local supply chains.

[275] Ancient woodland is defined as land continually wooded since at least AD1600, Natural England and Woodland Trust
[276] South West regional Woodland and Forestry Framework: South West England Forestry Commission, 2005
[277] The UK Woodland Assurance Standard was developed by a group of forestry and environmental organisations to provide a standard for certification relevant to UK woodlands and which satisfies the standards required by both the Forest Stewardship Council (FSC) and Pan European Forest Certification (PEFC)

POLICY EQ6: WOODLAND AND FORESTS

South Somerset District Council will support the implementation of the South West Woodland and Forestry Framework, ensuring the environmental, social and economic value and character of the district's trees, woods and forests are protected and enhanced in a sustainable way. Woodland areas, including ancient and semi-natural woodland should be maintained at least at 2005 levels and expanded where possible to provide a buffer to core areas of woodland.

The loss of ancient woodland as well as ancient or veteran trees should be protected against loss wherever possible. Where secondary woodland is unavoidably lost through development it should be replaced with appropriate new woodland on at least the same scale.

Delivery

13.63 It is anticipated that the forthcoming Green Infrastructure Strategy will identify specific actions for the short, medium and long term, including the provision of additional woodland areas.

13.64 In conjunction with the aims and objectives of the Green Infrastructure Policy and consideration of individual planning applications, care should be taken to ensure existing woodland is not lost through development.

13.65 The following delivery bodies will be key in implementing Policy EQ6:

- South Somerset District Council; and
- Developers and Landowners.

Monitoring Indicators	Target
Levels of woodland and forest within the district	There should be no net losses of woodland or forests due to development
Number of planning application requiring the planting of additional woodland	Net increase in woodland in the district

Pollution Control

13.66 Paragraphs 120 - 125 of the NPPF[278] set out the need for Local Authorities to consider the impact of new development on noise, air and light pollution. This aims to ensure that new developments do not harm existing residents, future residents or the natural environment. This includes minimising air, noise, light, water quality or odour pollution, that would be harmful to other land uses, human health, tranquillity or the natural and built environment. The NPPF states that plan policy aims to avoid and mitigate the impacts of potential pollution associated with development.

13.67 Potentially noisy developments will be expected to be accompanied by an appropriate noise assessment. Developers will be required to demonstrate the potential impact of proposals on the environment and on residential amenity and the ability to mitigate to an acceptable level.[279]

13.68 Noise Exposure Category maps exist for three airfields in the district, RNAS Yeovilton in Ilchester, RNAS Merryfield in Ilton and Westlands airfield in Yeovil (see Appendix 4). These have been produced by predicting the likely noise exposure from the expected number of aircraft at each airfield. The contours produced are designed to act a guide to where new development is likely to be adversely affected by aircraft noise, and where development is likely to be unsuitable or would need more robust noise insulation – see Noise Exposure Category Guidelines (Appendix 4). However as with any scientific assessment, there is a margin of error associated with the prediction, this is due to uncertainties surrounding the number and path of aircraft movements, the type of aircraft involved and local metrological conditions. The Government recognises that noise contours are only one form of definition and measurement of noise, and other measures, could also be used to inform Development Management decisions where concerns are raised[280].

13.69 Light pollution refers to the effect of excessive or intrusive lighting arising from poor or insensitive design. The Council will seek to reduce light pollution by encouraging the installation of appropriate lighting and only permitting lighting proposals which would not adversely affect amenity or public safety. Lights should be appropriately shielded, directed to the ground and sited to minimise any impact on adjoining areas, and of a height and illumination level of the minimum required to serve their purpose.

13.70 Air quality is generally good in South Somerset, with low levels of sulphur, oxides of nitrogen and particulates in comparison to the rest of England, although one Air Quality Management Area (AQMA) has been declared in Yeovil, where national air quality objectives are not likely to be achieved. It is shown on the Proposals Map (Yeovil Inset). This AQMA is within the urban area where air pollution results mainly from traffic. Air quality should be considered when assessing development proposals, particularly in or near the AQMA and where significant doubt arises as to the air quality impact then a cautious approach should be applied.

[278] NPPF March 2012
[279] Noise Policy Statement for England 2010 (NPSE)
[280] Aviation Policy Framework (March 2013)
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/153776/aviation-policy-framework.pdf

POLICY EQ7: POLLUTION CONTROL

Development that, on its own or cumulatively, would result in air, light, noise, water quality or other environmental pollution or harm to amenity, health or safety will only be permitted if the potential adverse effects would be mitigated to an acceptable level by other environmental controls, or by measures included in the proposals. This may be achieved by the imposition of planning conditions or through a planning obligation.

New development should not exacerbate air quality problems in existing and potential AQMA's. This should include consideration of the potential impacts of new developments and increased traffic levels on internationally designated nature conservation sites, and adopt mitigation measures to address these impacts.

Delivery

13.71 The following delivery bodies will be key in implementing Policy EQ7:

- South Somerset District Council;
- Environment Agency;
- Wessex Water; and
- Developers and Landowners.

Monitoring Indicators	Target
Number of days of air pollution exceeding 40ug/m^3	Meet or exceed relevant Air Quality objectives as set out in Air Quality regulations

Equine Development

13.72 By its nature equestrian development requires a countryside location but the cumulative impact of development can have an adverse impact on the rural character of the area. New buildings can adversely affect landscape character and natural beauty where they detract from existing characteristics e.g. due to scale or materials or design. Therefore it is important to consider the current character of the countryside and how equine development can ultimately impact upon it.

13.73 Consideration for such proposals should have regard to such aspects as:

- Whether the site is located within or adjacent to an existing settlement;
- It should avoid exposed skyline locations;
- It should avoid the loss of existing vegetation;
- The existing landform and vegetation should be utilised to integrate development with the surrounding landscape;
- Vernacular design and building hierarchy must be respected;
- Materials that blend with the surrounding landscape should be considered;
- Bright finishes and unsuitable materials should be avoided;
- New native planting can help to integrate buildings with their surroundings;
- The proposals should be close to the bridleway network; and
- Conflict could arise between road users due to horse transportation, deliveries and horses using narrow lanes.

POLICY EQ8: EQUINE DEVELOPMENT

Horse related facilities and equestrian enterprises in the countryside will be permitted provided:

- New stables/field shelters closely relate to existing settlements or groups of buildings and should not interfere with the amenities of the adjoining residents;
- Their design, scale, siting and materials respect the landscape character of the locality;
- Development will not be allowed to proceed unless it can be demonstrated that it will not result in any adverse impact to the integrity of national and international wildlife and landscape designations, including features outside the sites boundaries that ecologically support the conservation objectives of designated sites;
- Any proposal for equestrian development including apparatus, jumps, menages, schooling areas and field sub division should respect or enhance the characteristic pattern and features of the surrounding landscape.

Proposals for larger scale private or commercial enterprises should not be unacceptably harmful to highway safety. This should be demonstrated by means of a traffic impact assessment.

Delivery

13.74 The following delivery bodies will be key in implementing Policy EQ8:

- South Somerset District Council.

Monitoring Indicators	Target
Changes in areas of biodiversity importance	There should be no net losses of biodiversity habitat areas due to development
Number of planning applications for equine development	Assessment of the potential cumulative harm to landscape character

14.Implementation and Monitoring

Overview

14.1 Monitoring and review are key components of the planning system. The local plan and any other Development Plan Documents/Supplementary Planning Documents need to be continually reviewed and revised, to assess the success of the document and ensure they are updated to reflect changing circumstances nationally, sub-regionally and locally.

14.2 The local plan's role is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery. The need to monitor comes from the requirement to check that the plan is being successfully implemented and that the outcomes are as intended. The Authority's Monitoring Report (AMR) will be the principle mechanism for monitoring the local plan and other development plan documents, bringing together all the necessary information in one place.

14.3 Each strategic objective and each policy of the local plan are linked to one or more monitoring indicators and targets have been established for each to show the level of progress to meet local plan objectives.

14.4 In response to the recommendation set out in the Inspector's Report into the local plan, the Council has committed to produce monitoring data every six months. This is to properly track performance and ensure policy is responsive to changing circumstance. Clearly not all data will be capable of being captured and analysed every six months, but the Council will ensure that those aspects which are central to the successful implementation of the local plan, namely jobs and homes, will be presented every six months in the AMR. The AMR will also report on the 5 Year Housing Land Supply, this will be updated on a minimum of an annual basis.

14.5 In the event that monitoring identifies insufficient progress to meet the objectives of the local plan, the Authority's Monitoring Report will identify the relevant issues, analyse the problems and propose remedial action as necessary. In addition a five yearly comprehensive review of the local plan and subsequent implementation will be undertaken.

14.6 The Council will undertake an early review of local plan policy, in accordance with the statutory requirements, relating to housing and employment provision in Wincanton. This will be completed within three years of the date of adoption of the local plan.

Contingency and Risk Management

14.7 The Council recognises there are risks that the assumptions used in producing the local plan may not be fulfilled. Therefore, it is important to identify the key risks and set out how these could be overcome in order to deliver the plan.

14.8 A key assumption that has underpinned the local plan development strategy is the rate of economic growth. If the economy does not grow as forecast, this may inhibit the delivery of jobs and prosperity and with it the delivery of housing and employment land, and not enable the scale of development proposed in the district to be achieved. If the delivery of jobs and employment land is lower than proposed in the plan, there are several measures that the Council can take. The Council can seek grant support, in partnership with key partners, from the Government where the opportunity arises in order to help deliver jobs and sites. The Council can help bring sites forward through investment in land and infrastructure in order to create economic development opportunities where the market is failing to deliver (e.g. through District Council capital programmes or by investing Community Infrastructure Levy funds). The measures outlined above to stimulate the local economy would also help the market for housing.

14.9 Where the annual assessment of housing land supply identifies that there is not a 5 year supply of deliverable housing sites in the district, the Council will take action to address this. This will include holding discussion with developers and landowners to identify the barriers to delivery[281], and where possible providing assistance in resolving any key issues. If the Council is unable to demonstrate a 5 year housing land supply, it may be necessary to release additional greenfield sites at the higher end of the settlement hierarchy where there is most potential to access jobs, facilities and key services (i.e. Yeovil, the Market Towns, and Rural Centres).

14.10 There are several sites/locations for development that are significant to the delivery of the plan, particularly the Yeovil Sustainable Urban Extensions, Chard Strategic Growth Area, and the Directions of Growth at Market Towns. If these proposals are not being delivered or delivered at a slower rate, discussions with developers and landowners will be held to highlight problems, which the Council will assist in resolving, for example through funding bids, investing in sites and trying to build consensus where there are various landowners. In the case of Chard the Council has undertaken viability and feasibility studies to establish its deliverability and has reserved potential use of CPO powers should success prove an on-going problem.

14.11 By having contingency positions to secure the delivery of the plan in response to potential risks, it should be possible to achieve the strategy for development across the district.

14.12 A more specific risk that has been identified is the potential for too much housing growth in the Rural Settlements in applying Policy SS2. If monitoring indicates that the scale of housing at Rural Settlements is too high, and that the cumulative effect of this development is promoting more rural development in less sustainable locations at the expense of more sustainable development, then a review of this policy and its application will be undertaken.

14.13 It is also important to regularly review settlements to ensure that their roles and functions remain consistent with the hierarchy set out in Policy SS1. If monitoring

[281] If these 'barriers' relate to planning obligations, these can be review using the District Council's Planning Obligations Protocol where, upon demonstration that obligations are adversely impacting viability, obligations may be reasonably paired back to make the site viable.

were to show significant changes in a settlements' provision of jobs, facilities, services or accessibility, the Council can attempt to rectify this by focusing resources at areas most 'in need' where possible, for example through assisting the economy as set out above.

14.14 Other specific examples of where contingency measures may be necessary are Policies HG3 and HG4 where changing economic circumstances will be taken into account by updating the viability assessment every 3 years and the flexible wording of policy provides the ability to modify policy implementation; and Policy EQ1 which identifies sustainable construction standards that relate to Government proposals to amend the Building Regulations. If the Government were to change policy the Council may be obliged to apply the latest regulations despite the policy until such time as the Plan is reviewed.

14.15 In addition, the Council will regularly review the Local Development Scheme in order to ensure that any Development Plan Documents and Supplementary Planning Documents that are proposed continue to reflect the priority to deliver sustainable development in the district.

Policies Map and Inset Maps

The district-wide *"Policies Map: Location of Inset Maps"* diagram shows the location and extent of all the more detailed Inset Maps across the district.

Area Maps N01, N02, S01, E01, E02, W01 and W02 show how Local Plan policies will be applied across the countryside alongside saved policy and proposal designations from the Local Plan 1991-2011.

Inset Maps 1–15a show policies and proposals relevant to the Local Plan alongside saved policy and proposal designations from the Local Plan 1991-2011. Inset Map 5 shows the extent of Henstridge Airfield, to which a policy EP6 applies.

Town Centre Inset Maps have been provided for Chard (see Insert Map 3a), Crewkerne (see Insert Map 4a), Ilminster (see Insert Map 7a) and Yeovil (see Insert Map 15a).

A weblink to each of the maps is shown below; each map will load in a separate window.

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Appendix One – Evidence Base

Evidence base documents used in preparing the Local Plan

Title	Author	Date of Publication
Appropriate Assessment for Somerset Authorities Core Strategies: Somerset Levels and Moors and Severn Estuary (Bridgwater Bay) Natura 2000 sites. Scoping Report: Volume 1 Main Report	Royal Haskoning	October 2009
Children and Young People's Directorate Service Plan 2009-2011	Somerset County Council	2009
Somerset County Council Transport Policies; Parking Strategy	Somerset County Council	March 2012
Somerset County Council Transport Policies; Travel Planning and Guidance	Somerset County Council	November 2011
Somerset County Council Transport Policies; Parking Strategy	Somerset County Council	March 2012
Somerset Economic Assessment	Somerset County Council	March 2011
Somerset Future Transport Plan 2011-2026	Somerset County Council	2011
Somerset Gypsy and Traveller Accommodation Assessment	De Montfort University	January 2011
Somerset a landscape for business; Somerset Economic Strategy (to 2015)	Somerset Strategic Partnership	2012
Somerset a Landscape for the Future; Sustainable Community Strategy for Somerset 2008-2026	Somerset Strategic Partnership	2008
South Somerset District Council Local Development Scheme	South Somerset District Council	January 2013
Somerset Local Transport Plan 2006-2011 – Summary	Somerset County Council Environment Directorate	2006
Housing requirement for South Somerset and Yeovil	South Somerset District Council	January 2011
Local Development Framework: Sustainability Appraisal Scoping Report	South Somerset District Council	September 2009
Shaping South Somerset; Strategy for Sustainable Communities 2008-2026	South Somerset Together	2008
South Somerset District Council: our Plan – Your Future 2012-2015	South Somerset District Council	2012
South Somerset Settlement Role and Function Study; Final Report	Baker Associates	April 2009
South Somerset District Council Community Infrastructure Levy Evidence Base	Baker Associates	January 2012
South Somerset District Council Report on Infrastructure Planning in South Somerset	Baker Associates	January 2012
Consultation Document; Context and justification for the proposed lowering of the site size threshold for the provision of affordable housing	South Somerset District Council	July 2009
Small sites affordable housing financial	Brett & Baker Associates	January 2012

contributions economic viability appraisal; Final Report		
Somerset County Council and the Somerset Local Planning Authorities: Implications of ONS Household Projections for Somerset	Baker Associates	January 2007
South Somerset District Council Housing and Accommodation Strategy Update	South Somerset District Council	2008
South Somerset District Council's Private Sector Housing Strategy 2007-2012	South Somerset District Council	2007
South Somerset District Council Urban Housing Potential Study	South Somerset District Council; Atisreal	December 2006
South Somerset's settlement hierarchy workshop discussion paper March 2011, "Rural Services Provision"	South Somerset District Council	March 2011
Strategic Housing Land Availability Assessment (SHLAA) Report	South Somerset District Council	2009
Strategic Housing Land Availability Assessment (SHLAA) Report	South Somerset District Council	2010
Taunton and South Somerset Housing Market Areas; Strategic Housing Market Assessment (SHMA); Final Report	Fordham	February 2009
Taunton and South Somerset Housing market Areas; Strategic Housing Land Viability Assessment; Final Report	Fordham	February 2009
Affordable Housing Threshold Viability Study; Annex	South Somerset District Council; Fordham	May 2010
Taunton and South Somerset Housing Market Areas; Strategic Housing Market Assessments (2008); Executive Summary	Fordham	February 2009
An introduction to South Somerset; Statistics and Characteristics of the District of South Somerset	South Somerset District Council	August 2007
Business Perspectives on Property Workspace Survey and Review	Atisreal	March 2008
Commercial Marketing of Property in relation to Planning and Listed Building Applications	South Somerset District Council	April 2008
South Somerset District Council Employment Land Review (ELR) Stage 1	South Somerset District Council; BNP Paribas	August 2009
South Somerset District Council Employment Land Review (ELR) Stage 2	South Somerset District Council	2009
South Somerset District Council Employment Land Review (ELR) Stage 3	South Somerset District Council	2011
South Somerset Retail Floorspace Capacity Study – 2nd Update	GVA Grimley	June 2012
South Somerset Retail Study	Development Planning & Design Services Ltd	January 2006
South Somerset Retail Study Update 2009	GVA Grimley	July 2010
South Somerset Retail Study Update Figures	GVA Grimley	November 2010
South Somerset Tourism Strategy 2004-2007	South Somerset District Council	2004
South Somerset District Council Economic	South Somerset District	2012

Development Strategy 2012-2015	Council	
Active and low carbon travel; a transport vision for Yeovil	Department of Health South West	April 2010
District Wide Car Parking Strategy	South Somerset District Council	2006
Open Space Strategy 2011 to 2015	South Somerset District Council	2011
Planning for Open Space, Sport and Recreation	South Somerset District Council	
South Somerset Health Profile	Somerset NHS	2010
The Next Level; Strategy for Sport and Active Leisure in South Somerset 2006-2012	South Somerset District Council	2006
Aircraft Noise Contours for the Royal Naval Air Station at Yeovilton	Bureau Veritas	July 2010
Appropriate Assessment of the South Somerset Core Strategy: Issues and Options, Screening Report for Bracket's Coppice SAC	South Somerset District Council	October 2008
European Protected Spaces in South Somerset: Strategic Ecological Assessment; Potential Strategic Housing Sites	South Somerset District Council	November 2009
Habitats Regulation Assessment for the Somerset Levels and Moors International Sites	South Somerset District Council	October 2010
Habitats Regulation Assessment of the South Somerset Draft Core Strategy (incorporating Preferred Options): Update Report for Brackets Coppice SAC	South Somerset District Council	September 2010
Peripheral Landscape Studies	South Somerset District Council	2008-2010
Bruton Peripheral Landscape Study	South Somerset District Council	
Castle Cary Peripheral Landscape Study	South Somerset District Council	
Chard Peripheral Landscape Study	South Somerset District Council	
Ilchester Peripheral Landscape Study	South Somerset District Council	
Ilminster Peripheral Landscape Study	South Somerset District Council	
Langport Peripheral Landscape Study	South Somerset District Council	
Martock Peripheral Landscape Study	South Somerset District Council	
Milborne Port Peripheral Landscape Study	South Somerset District Council	
Somerton Peripheral Landscape Study	South Somerset District Council	
South Petherton Peripheral Landscape Study	South Somerset District Council	
Stoke sub Hamdon Peripheral Landscape Study	South Somerset District Council	
Yeovil Peripheral Landscape Study	South Somerset District Council	
South Somerset Biodiversity Action Plan	South Somerset District Council	May 2008

South Somerset Strategic Flood Risk Assessment	South Somerset District Council	August 2008
Volume 1 – South Somerset Strategic Flood Risk Assessment Level 1	South Somerset District Council	August 2008
Volume 2 – SFRA Overview of Study Area	South Somerset District Council	August 2008
South Somerset Strategic Flood Risk Assessment Level 1 – Executive Summary	South Somerset District Council	August 2008
South West Regional Woodland and Forest Framework; Implementation Plan 2005	Forestry Commission	2005
The Distribution of European Protected Species in South Somerset: Guidance for Spatial Planning	South Somerset District Council	November 2009
Local Development Framework Development Management Policies Issues and Options Discussion Paper	Somerset County Council	March 2007
Planning Obligations; Development Control Protocol for Identifying and Prioritising Planning Constraints – adopted 15 June 2006	South Somerset District Council	June 2006
South Somerset District Council – Approach to development contributions	Brett Baker Associates	January 2012
Langport 2020		
Langport Initiative Strategy and Action Plan 2002		
Martock Local Community Plan 2007 Summary		
Martock Local Community Plan 2007		
Somerton Plan Summary		2005
Somerton Town Plan		2005
South Petherton Parish Plan		2006
Stoke sub Hamdon Village Plan		2005
Bruton – The Way Forward		2005
Castle Cary and Ansford – Summary Report		2006
Milborne Port Village Design Statement		Undated
Milborne Port Parish Plan Summary Report and Action Plan		2010
Milborne Port Parish Plan – Documentation supporting the Economic Development Plan		2009
Wincanton Peoples Plan 2006-2028		2006
East Coker Parish Plan		2005
Chard and Area Community Plan		2005
Ilminster by design		Undated
Ilminster Community Plan		2005
Highway Infrastructure Requirements for Yeovil Urban Extensions	Somerset County Council	November 2011
Yeovil Traffic Modelling Report	Parsons Brinckerhoff	February 2011
Summary of Representations and Somerset County Council Responses		Undated
Transport Review of Yeovil Eco-Urban Extension; Addendum Report	Somerset County Council	June 2011
Transport Review of Yeovil Eco-Urban Extension; Addendum Report	Somerset County Council	June 2011
Non-Technical Forecasting; Addendum Report	Somerset County	January 2012

2	Council	
Response to Highways Agency comments on Addendum report 2	Somerset County Council	March 2012
Draft Summerhouse Village Masterplan	URBED Matric Partnership	August 2011
Market Street Area Development Brief	South Somerset District Council	June 2007
Yeovil Economic Profile	Ekosgen	March 2010
Yeovil Ecotown Biodiversity Baseline and Scoping Report	Somerset County Council	July 2010
Yeovil Historic Environment Assessment of Yeovil Periphery	Chris Blandford Associates	July 2010
Yeovil Infrastructure Impact Assessment	Baker Associates	April 2009
Yeovil – Place review	Ekosgen	March 2010
Yeovil Urban Development Framework Report	Roger Evans Associates	June 2005
Yeovil Urban Development Framework Sustainability Appraisal Draft Report	Roger Evans Associates	June 2005
Yeovil Urban Development Framework Transport Appraisal	Roger Evans Associates	June 2005
Chard Regeneration Framework: Implementation Plan	LDA Design	October 2010
Chard Regeneration Plan	LDA Design	September 2010
Feasibility Report in Respect of Chard Eastern Development	Thomas Lister	February 2012
Strategic Transport Appraisal Report	Peter Brett Associates	August 2010
Proposed Residential Development East of Shudrick Lane, Ilminster: Assessment of Highway Capacity Final report	Atkins	November 2011

Additional evidence base documents used in preparing the Local Plan

Title	**Author**	**Date of Publication**
European Directive 2001/42/EC	European Parliament	2001
EC Habitats Directive (92/43/EEC)	European Parliament	1992
Town and Country Planning Act 1990		1990
Planning and Compulsory Purchase Act 2004		2004
Localism Act		2012
Neighbourhood Planning (General) Regulations 2012		2012
National Planning Policy Framework	Communities and Local Government	2012
ONS Mid-Year estimates 2010 – Urban Area	Office of National Statistics	2012
Business Register Employment Survey (BRES) 2010	NOMIS	2010
Annual Business Inquiry (ABI) and BRES Employee Analysis 1991-2010	NOMIS	2010
BRES 2010 Employment Figures	NOMIS	2010
Travel to Work and Urban Areas of the South West Region (Analysis of 2001 Census data)	South West Observatory	2005
Value of Tourism 2010	South West Tourism Alliance	2011

South Somerset District Council Annual Monitoring Report April 2005 – March 2008	South Somerset District Council	2006
South Somerset District Council Annual Monitoring Report April 2007 – March 2008	South Somerset District Council	2007
South Somerset District Council Annual Monitoring Report April 2008 – March 2009	South Somerset District Council	2008
South Somerset District Council Annual Monitoring Report April 2009 – March 2010	South Somerset District Council	2009
Planning policy for traveller sites	Communities and Local Government	2012
SSDC Annual Monitoring report 2010 – 2011	South Somerset District Council	2011
South Somerset Place Survey 2008	South Somerset District Council	2008
Rural Services Report	South Somerset District Council	2012
Community Infrastructure Levy Regulations	Communities and Local Government	2010
CIL Amendment Regulations	Communities and Local Government	2012
Henstridge Airfield Masterplan	South Somerset District Council	2009
Town and Country Planning (Use Classes) Order 1987 as amended		1987
A Functional Analysis of Settlements	South West Regional Assembly	2005
2001 Census	Office of National Statistics	2001
Yeovil Transport Strategy Review	Somerset County Council	2006
SSDC Employment Land Monitoring April 2006 to March 2010	South Somerset District Council	2010
Non-Technical Forecasting Report Review of Yeovil Eco-Urban Extension	Parsons Brinckerhoff	February 2011
Infrastructure Planning in South Somerset	Peter Brett Associates	2012
Delivering a Resources Plan for Somerset's Urban Extensions Report: A Waste Infrastructure Study	Parsons Brinckerhoff	2011
Sustainable Travel in Yeovil	Addison and Associates	2011
Adopted South Somerset Local Plan 1991 – 2011	South Somerset District Council	2006
South Somerset Retail Capacity Study Update	GVA Grimley	2010
Council's annual housing monitoring database	South Somerset District Council	April 2011
Proposed Residential Development East of Shudrick Lane, Ilminster	Somerset County Council	2011
Public Transport in Developments	Chartered Institute of Highways and Transportation	1999
Defra Agriculture and Horticulture Survey	Department of Environment Food and Rural Affairs	2010
Project Management Board Paper "Managing the Scale of Retail Development – A	South Somerset District Council (Spatial Policy	23rd November

Methodology for Establishing a Local Retail Floorspace Threshold Policy for Impact Assessments" Workshop 9	Team)	2011
Affordable Housing Threshold Viability Study Annex	Fordham Research	2010
Housing Density Discussion Paper presented to Planning Management Board (PMB)	South Somerset District Council (Spatial Policy Team)	7th June 2011
Lifetime Homes, Lifetime Neighbourhoods, A National Strategy for Housing in an Ageing Society	Communities and Local Government	2008
Designing Gypsy and Traveller Sites: Good Practice Guide	Communities and Local Government	2008
Connecting Somerset and Devon Programme	Somerset County Council	2011
The Heart of Wessex Line – Case for Service Improvement	Image Rail	2011
Somerset County Council's Transport Policies – Schedule of policies	Somerset County Council	2011
Planning for Public Transport in Developments	The Institution of Highways & Transportation	1999
Employment Densities: A Full Guide. Final Report	English Partnerships and the Rural Development Agency	2001
South Somerset District Council Play Policy and Strategy (2007-2012)	South Somerset District Council	2007
South Somerset District Council Planning Obligations Protocol 2006	South Somerset District Council	2006
Adapting to climate change: UK Climate Projections	Department of Energy and Climate Change	2009
UK Climate Projections	Department of Energy and Climate Change	2009
Renewable Energy in the Blackdown Hills AONB	Blackdown Hill AONB	2010
Cost of building to the Code for Sustainable Homes – updated cost review	Communities and Local Government	2011

Appendix Two – Saved Policies

Replaced and Saved Local Plan Policies (from the South Somerset Local Plan 1991 – 2011)

A list of the saved Policies and Proposals of the South Somerset Local Plan (adopted 2006) and reasons for their being no longer saved. A small number of policies and proposals remain saved these are:

Policy	Reason for remaining saved
Policy ME8 **Proposals involving hazardous installations will only be acceptable on land allocated for employment use or on existing employment sites. However, such proposals will not be permitted if there are unacceptable health and safety risks taking account of the likelihood of an accident as well as its consequences.**	Still in conformity with national policy (NPPF) and reflects local circumstances by providing more detailed local guidance.
Policy ME9 **Development proposals within the consultation zone around existing notifiable and hazardous installations will not be permitted if there are unacceptable health and safety risks arising from the proposed development taking account of the likelihood of an accident at these installations as well as its consequences.**	Still in conformity with national policy (NPPF) and reflects local circumstances by providing more detailed local guidance.
Policy CR10 **Proposals for development which prejudice the potential to provide recreation routes on disused railway lines will not be permitted.**	Still in conformity with national policy (NPPF) and reflects local circumstances by providing more detailed local guidance.

All other saved policies are replaced by national or new Local Plan policy as shown below:

Key

	Replaced because completed or with planning permission
	Replaced because covered by the National Planning Policy Framework
	Saved South Somerset Local Plan 1991 – 2011 policy replaced by relevant Local Plan 2006 – 2028 Policy
	Replaced because not implemented and no known prospect of implementation
	Replaced because otherwise superseded
	Policy Saved as a material consideration (paragraph 215 of NPPF)

Saved South Somerset Local Plan 1991 – 2011 Policy		**Relevant Local Plan policy or proposals replacing saved policy/other reason for replacement or identification of saved policy**	
Policy ST1	Rural Centres	SS1	Settlement Hierarchy
Policy ST2	Villages	SS1	Settlement Hierarchy
Policy ST3	Development Areas	SS1 SS2	Settlement Hierarchy Development in Rural Settlements
Policy ST4	Extensions and Alterations to Buildings in the Countryside	EP4	Expansion of Existing Businesses in the Countryside
Policy ST5	General Principles of Development	SD1 SS6 EQ2 TA1 TA5	Sustainable Development Infrastructure Delivery General Development Low Carbon Travel Transport Impact of New Development
Policy ST6	The Quality of Development	EQ2	General Development
Policy ST7	Public Space	EQ2 EQ5 HW1	General Development Green Infrastructure Provision of open space, outdoor playing space, sports, cultural and community facilities in new development
Policy ST8	Sustainable Construction	EQ1	Addressing Climate Change in South Somerset
Policy ST9	Crime Prevention	EQ2	General Development
Policy ST10	Planning Obligations	SS6	Infrastructure Delivery
Policy EC1	Protecting the Best and Most Versatile Agricultural Land	-	Covered by NPPF (paragraph 112)
Policy EC2	Areas of Outstanding Natural Beauty	-	Covered by NPPF (paragraph 115)
Policy EC3	Landscape Character	EQ2	General Development
Policy EC4	Internationally Important Sites	EQ3	Biodiversity
Policy EC5	Nationally Important Sites – Sites of Special Scientific	EQ3	Biodiversity

	Interest		
Policy EC6	Locally Important Sites	EQ3	Biodiversity
Policy EC7`	Landscape Features of Major Importance to Wildlife	EQ4	Green Infrastructure
Policy EC8	Protected Species	EQ3	Biodiversity
Policy EH1	Conservation Areas	EQ2 (part)	General Development Also covered by NPPF (paragraphs 126-141)
Policy EH2	Demolition of Buildings in Conservation Areas	EQ3	Historic Environment
Policy EH3	Change of Use of Listed Buildings and Alterations to Listed Buildings	EQ2 (part) EQ3	General Development Historic Environment
Policy EH4	Demolition of Listed Buildings	EQ3	Historic Environment
Policy EH5	Development Proposals Affecting the Setting of Listed Buildings	EQ2 (part) EQ3	General Development Historic Environment
Policy EH6	The Conversion of Buildings in the Countryside (commercial)	-	Covered by NPPF (paragraph 28)
Policy EH7	The Conversion of Buildings in the Countryside (residential)	-	Covered by NPPF (paragraph 55)
Policy EH8	Historic Parks and Gardens	EQ3	Historic Environment
Policy EH9	Historic Battlefields	EQ3	Historic Environment
Policy EH10	No Development Areas	SS2	Development in Rural Settlements. Also covered by NPPF (paragraphs 74 & 77) in Yeovil, Market Towns (Primary and Local) and Rural Centres.
Policy EH11	Archaeological Sites of National Importance (Scheduled Ancient Monuments)	-	Covered by NPPF (paragraph 126 - 141)
Policy EH12	Areas of High Archaeological Potential and Other Areas of Archaeological Interest	-	Covered by NPPF (paragraph 128)
Policy EP1	Pollution and Noise	EQ7	Pollution Control
Policy EP2	Pollution and Noise	EQ7	Pollution Control
Policy EP3	Light Pollution	EQ7	Pollution Control
Policy EP4	Building Waste	-	Covered by legislation on Site Management Waste Plans Regulations 2008 (construction projects on single sites over £300,000)
Policy EP5	Contaminated Land	EQ7	Pollution Control
Policy EP6	Demolition and Construction Sites	EQ7	Pollution Control

Policy EP7	Potential Odour Generating Developments	EQ7	Pollution Control
Policy EP8	Sewage Treatment Works	EQ7	Pollution Control
Policy EP9	Control of other Potentially Polluting Uses	EQ7	Pollution Control
Policy EU3	Water Services	-	Covered by NPPF (paragraphs 109, 110, 120)
Policy EU4	Water Services	EQ1 (part)	Addressing Climate Change in South Somerset partly covered by Building Regulations
Policy EU6	Culverting	EQ1	Addressing Climate Change in South Somerset
Policy EU7	Groundwater Catchment Areas	EQ7	Pollution control
Policy EU8	Telecommunications	EQ2 (part)	General Development Also covered by NPPF (paragraphs 42-46)
Policy TP1	New Development and Pedestrian Provision	TA5	Transport Impact of New Development
Policy TP2	Travel Plans	TA1 TA3 TA4	Low Carbon Travel Sustainable Travel at Chard and Yeovil Travel Plans
Policy TP3	Cycle Parking	TA6	Parking Standards
Policy TP4	Safer Environments for New Developments and Existing Residential Areas	EQ2 TA5	General Development Transport Impact of New Development
Policy TP5	Public Transport	TA1 TA3 TA4 TA5	Local Carbon Travel Sustainable Travel at Chard and Yeovil Travel Plans Transport Impact of New Development
Policy TP6	Non-Residential Parking Provision	TA6	Parking Standards
Policy TP7	Residential Parking Provision	TA6	Parking Standards
Policy TP8	Local Transport Plan Schemes	-	Covered by Future Transport Plan (FTP)
Policy TP9	Trunk Roads	-	Completed. A303 covered by Highways Agency
Policy MC1	Primary Shopping Frontages	EP13	Protection of Retail Frontages
Policy MC2	Location of Shopping Development	EP11	Location of Main Town Centre Uses (the Sequential Approach)
Policy MC3	Location of Shopping Development	EP11	Location of Main Town Centre Uses (the Sequential Approach)
Policy MC4	Other Uses in Town Centres	EP13	Protection of Retail Frontages
Policy MC5	Location of Non-Shopping Key Town Centre Uses	EP11	Location of Main Town Centre Uses (the Sequential

			Approach)
Policy MC6	Location of Non-Shopping Key Town Centre Uses	EP11	Location of Main Town Centre Uses (the Sequential Approach)
Policy MC7	General Development in Town Centres	EQ2	General Development
Policy MS1	Local Shopping and Services	EP15	Protection and Provision of Local Shops, Community Facilities and Services
Policy MS2	Local Shopping and Services	SS2 EP14	Development in Rural Settlements Neighbourhood Centres
Policy MS3	Local Shops and Services Outside Development Areas	SS2 EP9	Development in Rural Settlements Retail Hierarchy
Policy MS4	Farm Shops	EP5	Farm Diversification
Policy MS5	Petrol Filling Stations	EP15	Protection and Provision of Local Shops, Community Facilities and Services
Policy MS6	Garden Centres and Nurseries	-	Covered by NPPF (paragraph 28)
Policy MS7	Control of Advertisements	-	Covered by NPPF (paragraph 67)
Policy ME1	Provision for New Employment Land	SS3	Delivering New Employment Land
Policy ME2	Provision for New Employment Land	EP1	Strategic Employment Sites
Policy ME3	Employment Within Development Areas	SS1 SS2	Settlement Hierarchy Development in Rural Settlements
Policy ME4	Expansion of Existing Businesses in the Countryside	EP4	Expansion of Existing Businesses in the Countryside
Policy ME5	Farm Diversification	EP5	Farm Diversification
Policy ME6	Retention of Land and Premises	EP3	Safeguarding Employment Land
Policy ME7	Retention of Land and Premises in Rural Areas	SS2 EP3	Development in Rural Settlements Safeguarding Employment Land
Policy ME8	Hazardous Installations **Policy ME8** **Proposals involving hazardous installations will only be acceptable on land allocated for employment use or on existing employment sites. However, such proposals will not be permitted if there are unacceptable health and safety risks taking**	-	Saved

	account of the likelihood of an accident as well as its consequences.		
Policy ME9	Consultation Zones around Notifiable and Hazardous Installations **Policy ME9** **Development proposals within the consultation zone around existing notifiable and hazardous installations will not be permitted if there are unacceptable health and safety risks arising from the proposed development taking account of the likelihood of an accident at these installations as well as its consequences.**	-	Saved
Policy ME10	Tourist Accommodation	EP8	New and Enhanced Tourist Facilities
Policy HG1	Provision of New Housing Development	SS4 SS5	District Wide Housing Provision Delivering New Housing Growth
Policy HG2	Provision for New Housing Development	SS4 HG1	Delivering New Housing Growth Strategic Housing Sites
Policy HG3	Phasing	HG2 SS7	The use of Previously Developed Land (PDL) for New Housing Development Phasing of Previously Developed Land
Policy HG4	Housing Densities	-	Covered by NPPF (paragraph 47)
Policy HG6	Affordable Housing	HG3 HG4	Provision of Affordable Housing Provision of Affordable Housing – Sites of 1-5 Dwellings
Policy HG7	Affordable Housing – Site Targets and Thresholds	HG3 HG4	Provision of Affordable Housing Provision of Affordable Housing – Sites of 1-5 Dwellings
Policy HG8	Affordable Housing – Commutation of Requirement	HG3 HG4	Provision of Affordable Housing Provision of Affordable Housing – Sites of 1-5 Dwellings

Policy HG9	Rural Housing Needs	SS2	Development in Rural Settlements
Policy HG10	Transit/ Short Stay Sites	HG7	Gypsies, Travellers and Travelling Showpeople
Policy HG11	Long Term/Residential Sites	HG7	Gypsies, Travellers and Travelling Showpeople
Policy HG12	Low Impact Dwelling Sites	-	Covered by NPPF (paragraph 55)
Policy HG15	Agricultural and Forestry Dwellings	HG9	Housing for Agricultural and Related Workers
Policy HG16	Agricultural and Forestry Dwellings	HG10	Housing for Agricultural and Related Workers
Policy CR1	Existing Playing Fields/Recreation Areas	HW3	Protection of Play Spaces and Youth Provision
Policy CR2	Provision of Outdoor Playing Space and Amenity Space in New Development	HW1	Provision of Open Space, Outdoor Playing Space, Sports, Cultural and Community Facilities in New Development
Policy CR3	Off site provision	HW1	Provision of Open Space, Outdoor Playing Space, Sports, Cultural and Community Facilities in New Development
Policy CR4	Provision of Amenity Open Space	HW1	Provision of Open Space, Outdoor Playing Space, Sports, Cultural and Community Facilities in New Development Green Infrastructure
Policy CR5	Golf Development	EQ1 EQ2 EQ4	Addressing Climate Change in South Somerset General Development Biodiversity
Policy CR6	Horses and Development	EQ8	Equestrian Development
Policy CR7	Commercial Development Involving Horses	EQ8	Equestrian Development
Policy CR8	New Recreational Uses in the Countryside	-	Covered by NPPF (paragraph 73)
Policy CR9	Public Rights of Way and Recreation Routes	-	Covered by NPPF (paragraph 75)
Policy CR10	Public Rights of Way and Recreation Routes **Policy CR10** **Proposals for development which prejudice the potential to provide recreation routes on disused railway lines will not be permitted.**	-	Saved (informs paragraph 75 of NPPF)
Policy CR11	Inland Waterways	-	Policy redundant
Policy CR12	Allotments	-	Covered by NPPF

			(paragraphs 73 & 74)
Policy ME/HENS/1	Land South of Henstridge Airfield	EP6	Previously saved, now incorporated into Local Plan 2006 – 2028.
Proposal KS/WINC/1	Land at New Barns Farm **Proposal KS/WINC/1** **Land at New Barns Farm, Wincanton, is allocated for key site development to provide the following:** **• Approximately 7.1 hectares (17.5 acres) for housing, providing about 250 dwellings including 35% affordable housing;** **• Approximately 2.1 hectares (5.2 acres) of employment land (classes B1, B2 and B8 of the use classes order);** **• Access via dykes way and west hill;** **• Site for new primary school (1.5 hectares/3.8 acres);** **• Land for extension to cemetery (approx. 0.25 hectare/0.6 acre);** **• Structural landscaping/public open space (approx. 1.75 hectares/4.3 acres);** **• Children's formal and informal play space;** **• Protection of existing footpaths and provision of new local bus services/footpaths/cycle paths to link the new development to the existing town.**	Saved. Forms part of housing commitments at Wincanton. SS3 SS5	Delivering New Employment Land Delivering New Housing growth included in commitments Application Permitted with Conditions 05/00960/OUT (250 Dwellings) Application Permitted 09/00979/REM
Proposal HG/WINC/2	Council Depot		Not implemented and no known prospect of coming forward.
Proposal HG/ANSF/1	Land at Hill Crest School, Ansford Hill **Proposal HG/ANSF/1** **Land amounting to 0.52 ha (1.28 ac), at Hillcrest School, Ansford Hill,**	Saved. Forms part of housing commitments at Ansford/ Castle Cary in Policy SS5	02/02107/FUL 24 dwellings implemented but not complete. Included in commitments.

	Ansford, is allocated for housing development, providing about 18 dwellings including a target of 35% affordable housing.		
Proposal HG/CACA/1	Land West of the Surgery, Millbrook Gardens	Forms part of housing commitments at Ansford/ Castle Cary in Policy SS5	Replacement surgery complete on part of site. 5 dwellings approved in 2013 (12/04868/FUL).
Proposal HG/CACA/2	Land west of Remalard Court **Proposal HG/CACA/2** **Land west of Remalard Court, Castle Cary, amounting to about 1 hectare (2.4 acres) is allocated for residential development. Development of the site will be subject to:** **• The site is expected to accommodate in the region of 30 dwellings;** **• The allocation being phased for development after 2007;** **• The provision of a target of 35% affordable housing;** **• Vehicular access from Remalard Court; Pedestrian and cycle access from Remalard Court and Brookfields/Bridgwater Buildings; and** **• Retention of perimeter hedges.**	Saved. Forms part of housing commitments at Ansford/ Castle Cary in Policy SS5	Allocated site without planning permission. There is a planning application pending consideration.
Proposal HG/BRUT/1	Land at Frome Road	-	Completed
Proposal HG/MIPO/1	Land at Wheathill Lane **Proposal HG/MIPO/1** **Land at Wheathill Lane, Milborne Port amounting to 0.6 hectare (1.4 acres) is allocated for residential development. The development will be**	Saved. Forms part of housing commitments at Milborne Port in Policy SS5	Planning Permission awarded for 20 dwellings in January 2013.

	subject to the following: **• The site is expected to accommodate about 18 dwellings of which 35% should be affordable;** **• Access off Wheathill Lane in the vicinity of the middle of the site's northern boundary;** **• Boundary landscaping to the east, adjacent to existing footpath;** **• Provision of a footway along the southern side of Wheathill Lane along the site's frontage to Wheathill Way;** **• Provision of footpath link to existing footpath to the east;** **• Retention and enhancement of existing hedge which delineates the site's southern and western boundaries;** **• A mixture of smaller dwellings of varying architectural styles; and** **• The allocation being phased for development after 2007.**		
Proposal ME/WINC/3	Land between Lawrence Hill and A303 **Proposal ME/WINC/3** **Land between Lawrence Hill and A303, amounting to 0.9 hectare (2.2 acres) is allocated for employment development (Class B1, B2 and B8 of the Use Classes Order.**	Saved. Forms part of employment land commitments at Wincanton in Policy SS3.	Reviewed through the Employment Land Review and considered to be deliverable.
Proposal ME/CACA/3(i)	Torbay Road **Proposal ME/CACA/3(i)** **Land at Torbay Road amounting to 1.2 hectares (2.96 acres) is allocated for employment use (Class B1, B2 and B8). In accordance with PPG25**	Saved. Forms part of employment land commitments at Ansford/ Castle Cary in Policy SS3.	Comprises the residual element of the adopted South Somerset Local Plan (1991-2011).

	and the aims of sustainable development surface water shall be disposed of via an off-site strategic attenuation pond, incorporating ecological enhancements, and in such a location as to form part of the drainage scheme for ME/CACA/3(ii).		
Proposal ME/CACA/3(ii)	Land North of Torbay Road	-	Completed
Proposal CR/WINC/4	Land adj Memorial Hall	-	Not implemented and no known prospect of coming forward.
Proposal CR/BRUT/2	Land at Frome Road	-	Under construction alongside housing allocation
Proposal CR/ILCH/1	Land at The Mead	-	Completed
Proposal CR/KING/1	Land adj Kingsdon Primary School	-	No longer needed. Kingsdon Primary School now closed and land no longer required for educational use. Confirmed by SCC on 17.04.12
Proposal CR/ILCH/2	Land adjoining Ilchester Primary School	-	Developed for alternate use
Proposal CR/QUCA/1	Land at Camel Bridge **Proposal CR/QUCA/1** **Land at Camel Bridge, Queen Camel amounting to 0.3 hectare (0.75 acre) is carried forward as an allocated site for an extension to the existing school site.**	-	Policy saved as a material consideration
Proposal CR/ABTE/2	Land north of Templecombe Primary School **Proposal CR/ABTE/2** **Land north of Templecombe Primary School amounting to about 0.5 hectares (1.2 acres) is allocated for school use.**	-	Saved. Discussed with SCC on 17.04.12 still required for educational use.
Proposal HG/HUEP/1	Land North of Newtown Park	Forms part of housing	Planning permission awarded for 51 dwellings in

		commitments at Langport/ Huish Episcopi in Policy SS5	October 2012 – 35 complete and 16 under construction (at March 2014).
Proposal HG/MART/1	Old Gas Works Site, Coat Road	-	Not implemented and no known prospect of coming forward
Proposal HG/SOME/1	Land North of Bancombe Road **Proposal HG/SOME/1** **Land north of Bancombe Road, Somerton, amounting to approximately 4.1 hectares (10.1 acres) is allocated for residential development. The development will be subject to the following:** **• The site is expected to accommodate about 140 dwellings of which 35% should be affordable after the provision of an extensive buffer zone between employment land and the proposed residential area, and the provision of open space and children's play area in accordance with policy CR2;** **• Access from Northfield and Bancombe Road;** **• Improvements to the substandard junction of Bancombe Road, Langport Road and Northfield;** **• Retention of the listed farmhouse and other buildings and land as necessary to protect its setting;** **• Provision of buffer zone to separate employment and residential uses;** **• Provision of amenity open space and children's play area;** **• Footpath links through site to avoid pedestrian use of Bancombe Road**	Saved. Forms part of housing commitments at Somerton in Policy SS5	Planning permission awarded for 133 dwellings in May 2013.

	and to create links between the existing development and the proposed development; **• The allocation being phased for development after 2007.**		
Proposal HG/SOME/2	May Pole Knapp	-	Not implemented and no known prospect of coming forward.
Proposal HG/SOME/3	Home Farm, West End **Proposal HG/SOME/3** **Land amounting to 0.39 ha (0.96 acres), Home Farm, West End, Somerton, is allocated for housing development to provide about 14 dwellings.**	Saved. Forms part of housing commitments at Somerton in Policy SS5	Outline planning permission awarded in August 2014.
Proposal HG/SOME/4	The Mill House, Sutton Road	-	Completed
Proposal HG/SOPE/1	Land East of Hayes End	Forms part of housing commitments at South Petherton in Policy SS5	Completed. Planning permission awarded for 29 dwellings in August 2010.
Proposal HG/SOPE/2	Land at Lightgate Farm	-	Completed
Proposal ME/MART/2	West of Ringwell Hill **Proposal ME/MART/2** **Land west of Ringwell Hill (also known as land south of Higher Street), Bower Hinton, Martock amounting to 1.8 hectares (4.4 acres) is allocated for employment use (class B1, B2 and B8 uses). The development will be subject to the following:** **• Existing vehicular access to be upgraded;** **• Landscaped buffer zone along northern and western boundary between existing settlement and proposed development;** **• Retain and substantiate**	Saved. Forms part of employment land commitments at Martock in Policy SS3.	There is a resolution to grant planning permission for employment development (planning application 05/00887/OUT). Planning application 14/04723/FUL for 49 dwellings pending consideration.

	existing hedgerow along eastern and southern boundaries; **• Landscaping along southern boundary on land to east.**		
Proposal ME/LOPE/1	Lopen Head Nursery **Proposal ME/LOPE/1** **Land at Lopen Head Nursery, Lopen amounting to 1.8 hectares (4.5 acres) is allocated for employment use (Classes B1 and B2 of the use classes order). The development will be subject to the following:** **• New vehicle access with right hand turning lane off old A303 with new landscape planting behind visibility splays;** **• Existing tree screen along northern, western and southern boundaries, to be retained with future generation planting incorporated.**	Forms part of employment land commitments at South Petherton in Policy SS3.	Various permissions exist on this site for employment land, some of which have been completed and are currently under construction.
Proposal TP/ILTO/1	Footway	-	Not implemented and no known prospect of coming forward
Proposal TP/SOME/5	Cartway Lane Widening	-	Completed
Proposal TP/MUCH/1	Muchelney, Car Park	-	Superseded
Proposal TP/STHA/1	Memorial Hall, Car Park	-	Completed
Proposal TP/SOME/6	Somerton, Pedestrian Priority	-	No implemented and no known prospect of coming forward
Proposal TP/SOME/7	Gasons Lane, Community Hall	-	Superseded
Proposal CR/SOPE3	Land at Lightgate Lane	-	Not implemented and no known prospect of coming forward
Proposal CR/LOLO/1	Pumping Station, Long Load	-	Not implemented and no known prospect of coming forward
Proposal CR/HIHA/1	Smiths Lane, High Ham	-	Not implemented and no known prospect of coming

			forward
Proposal CR/DRAY/1	North of East Street, Drayton	-	Not implemented and no known prospect of coming forward
Proposal CR/KIEP/1	Land opp Village Hall, East Lambrook	-	Not implemented and no known prospect of coming forward
Proposal CR/FIVE/1	Playing Field, Fivehead	-	Superseded
Proposal KS/BRYM/1	Land at Lufton **Proposal KS/BRYM/1** **Land at Lufton, Yeovil, is allocated for key site development to provide the following:-** **• Approximately 23.0 hectares (57 acres) for housing, providing about 620 dwellings, including affordable housing (35%), outdoor play space of 4.0 hectares (9.2 acres) and the reservation of an area of 1.6 hectares for a new primary school;** **• Approximately 4.7 hectares (11.6 acres) for employment (classes b1, b2 and b8 of the use classes order);** **• A site for a local neighbourhood centre to provide community facilities through developer contributions;** **• Structural landscaping of approximately 3.5 hectares (8.7 acres);** **• An enlargement of the Preston Road roundabout.**	Saved. Forms part of housing commitments at Yeovil in Policy SS5, and employment land commitments at Yeovil in Policy SS3.	Planning permission awarded for 696 dwellings in March 2012. Outline planning permission for 4.98 ha employment B1/B2/B8 (Key Site extension)
Proposal KS/YEWI/1	Land East of Lyde Road **Proposal KS/YEWI/1** **Land east of Lyde Road, on the north eastern side of Yeovil amounting to 32.5 hectares (80.3 acres) is allocated for "key site" development to provide the following:** **• Approximately 20.7**	Saved. Forms part of housing commitments at Yeovil in Policy SS5.	Planning permission awarded for 637 dwellings, various applications.

	hectares (51.1 acres) for housing, providing about 717 dwellings including a 35% target of affordable housing units; **• 4.3 hectares (10.6 acres) of public open space;** **• A new distributor road and satisfactory junction arrangement, and associated cycleway and footpath from Lyde Road. These features should take account of geotechnic and potential gas migration issues relating to its construction and resulting use as the primary means of access to the key site;** **• Built development to be situated outside the designated floodplain area;** **• A new distributor road to be completed on a new northerly alignment to a suitable standard and to an adoptable standard on completion of the development, addressing access issues to existing parking area on eastern side of Lyde Road before any dwellings are occupied;** **• Provision of 50m wide cordon sanitaire and bentonite barrier abutting northern boundary of Sunningdale Recreation Ground subject to continued monitoring of the need to maintain the cordon sanitaire;** **• Bus service and facility, cycleway and footway improvements including provision of pedestrian, cycle and emergency vehicle routes off**		

	Romsey Road and Redwood Road linking the "key site" to the existing Lyde Road estate; **• A site for a new primary school, 1.6 ha (3.5 acres);** **• The provision of buffer planting, mounding adjoining the line of the distributor road together with other noise attenuation measures where it abutts noise sensitive developments;** **• A riverside park of about 7.3 hectares (18 acres) incorporating maintenance access facilities;** **• A balancing pond, situated outside the designated flood plain, and/or other attenuation measures as required to control surface water adjoining river Yeo;** **• The provision of a network of footpaths through areas of open space, riverside park, cordon sanitaire and buffer zone adjacent to distributor road, linking the "key site" to existing rights of way to the south along the River Yeo and Pen Mill Trading Estate and to the east along Romsey Road and Redwood Road.**		
Proposal KS/YEWI/2	Land North of Thorne Lane **Proposal KS/YEWI/2** **Land north of Thorne Lane, Yeovil is allocated for key site development to provide the following:-** **• Approximately 23.7 hectares (59 acres) for housing, providing about 830 dwellings, including a target of 35%**	Saved. Forms part of housing commitments at Yeovil in Policy SS5	Outline planning permission awarded for 830 dwellings in August 2007. Reserved matters for 298 dwellings awarded in April 2012.

	affordable housing; **• A site for a new primary school;** **• A site for a local/neighbourhood centre to provide a variety of community facilities;** **• Link road between Brimsmore and Thorne Lane;** **• An enlargement of the Preston Road roundabout;** **• Extension of the existing bus service on Larkhill Road;** **• Cycle and footway improvements;** **• Community woodland (12.6 hectares/31 acres);** **• Outdoor play space of 5.0 hectares (12.4 acres);** **• Structural landscaping within the developed area of approximately 4.24 hectares (10.5 acres).**		
Proposal HG/YEOV/1	Land at Buckers Mead School, Yeovil	-	Completed
Proposal HG/YEOV/2	Factory Site, West of Larkhill Road, Yeovil	-	Completed
Proposal HG/YEOV/3	Former Jewsons Yard, Newton Road	-	Completed
Proposal ME/YEOV/4	Land south of Yeovil Airfield, Yeovil **Proposal ME/YEOV/4** **Land south of Yeovil Airfield (approximately 4.8 hectares/11.9 acres) is carried forward as an allocated site for employment (classes B1, B2 and B8 of the use classes order).**	Saved. Forms part of employment land commitments at Yeovil in Policy SS3.	Planning permission awarded in August 2006 extending original outline until 2016.
Proposal ME/YEOV/5	Land at Higher Farm Trading Estate, Bunford Lane	SS3	Consent granted for part of site for self storage, outside storage area, and sale of cars and caravans (14/02296/FUL).
Proposal ME/YEOV/6	Land East of Buckland Road, Penn Mill Trading		Completed

	Estate		
Proposal ME/YEOV/7	Land off Buckland Road, Penn Mill Trading Estate		Completed
Proposal ME/WECO/1	Land off Bunford Lane, Yeovil **Proposal ME/WECO/1** **Land off Bunford Lane, Yeovil (approximately 16.5 hectares/40.8 acres) is allocated for employment development to provide a high quality business park for uses within B1 of the Use Classes Order.** **Development will be required to provide the following:** **• An integrated transport strategy that will meet the needs of the development;** **• Surface water attenuation (approximately 0.5 hectares/1.2 acres) in the northern-eastern corner of the site, or immediately adjacent to the site, adjoining the water course; and** **• A safeguarding corridor to protect the specimen oaks on the western boundary of the easternmost field.** **The design and layout of buildings should pay particular regard to the visual relationship to the historic park and garden of Brympton d'Evercy.**	Saved. Forms part of employment land commitments at Yeovil in Policy SS3.	Strategic Employment Sites Application 07/05341/OUT approved 23/03/11 for 20.3ha.
Proposal MC/YEOV/8	Eastern End of Yeovil Town Centre		Largely completed
Proposal CR/BRYM/2	Land at Alvington, Yeovil		Completed
Proposal CR/EACO/1	North Coker		Completed
Proposal CR/BRYM/3	Land at Abbey Farm, Yeovil		Superseded by Alvington Farm development
Proposal	Furnham Road & Tatworth	Forms part	South Somerset Local Plan

KS/CHAR/1	Road	of housing commitments at Chard in Policy SS5, and employment land commitments at Chard in Policy SS3. PMT1 PMT2	policy replaced by relevant Local Plan Policies.
Proposal KS/CREW/1	Yeovil Road & Station Road, Crewkerne **Proposal KS/CREW/1** **Land between Yeovil Road and Station Road, Crewkerne, is allocated as a key site development to provide the following:** **• Approximately 14.6 hectares (36 acres) for housing, providing about 438 dwellings, including a target of 35% affordable housing;** **• Site for a new primary school 1.4 hectares (3.5 acres)** **• Approximately 10.5 hectares (26 acres) for employment, (classes B1, B2 and B8 of the use classes order 1987);** **• Informal recreation (20 hectares/49.7 acres);** **• Structural landscaping (5.0 hectares/12.3 acres);** **• Link road between A30 (Yeovil Road) and A356 (Station Road), to be provided in entirety on the completion of 200 dwellings or four years after occupation of the first dwelling, depending on which is the earliest** **• Footway/cycle link to town centre** **• Appropriate contributions towards improvements to affected highway**	Saved. Forms part of housing commitments at Crewkerne in Policy SS5, and employment land commitments at Crewkerne in Policy SS3. EP1. HG1.	Reserved matters approval for first phase of approximately 200 dwellings.

	infrastructure **• A link road between Blacknell Lane and the proposed A30-A356 south link road to be built in its entirety on the completion of 200 dwellings or four years after the occupation of the first dwelling, whichever is the earliest.**		
Proposal HG/CHAR/2	Land off Lower Touches, Chard		Completed
Proposal HG/CHAR3	Land north of Bews Lane, Chard		Not implemented and no known prospect of coming forward.
Proposal HG/CREW/2	Land East of Charlton Close	-	Not implemented and no known prospect of coming forward
Proposal HG/CREW/3	Land at Maiden Beech	Forms part of housing commitments at Crewkerne in Policy SS5.	Completed
Proposal HG/ILMI/1	North of Summervale Med Centre, Wharf Lane	-	Completed
Proposal MU/CHAR/4	Boden Street and Silver Street	SS5 PMT1 PMT2	South Somerset Local Plan policy replaced by relevant Local Plan Policies.
Proposal MU/CHAR/5	Chard Sewage Treatment Works	SS5 PMT1 PMT2	South Somerset Local Plan policy replaced by relevant Local Plan Policies.
Proposal MU/ILMI/2	Land off Shudrick Lane, Ilminster	-	Superseded by Tesco development
Proposal ME/CHAR/6	Land North of Millfield	SS5 PMT1 PMT2	South Somerset Local Plan policy replaced by relevant Local Plan Policies.
Proposal ME/CREW/4	Land North of Fire Station, Blacknell Lane **Proposal ME/CREW/4** **Land north of the Fire Station, Blacknell Lane, Crewkerne (approximately 0.3 hectare/0.7 acre) is carried forward as an allocated site for employment (classes B1,**	Saved. Forms part of employment land commitments at Crewkerne in Policy SS3.	Comprises the residual element of the adopted South Somerset Local Plan (1991-2011) allocation.

	B2 and B8 of the Use Classes Order).		
Proposal ME/CREW/5	Land North of Cropmead Trading Estate	-	Not implemented and no known process of coming forward (identified in ELR process).
Proposal ME/ILMI/3	Land West of Horlicks Ltd, Hort Bridge **Proposal ME/ILMI/3** **Land west of Horlicks Ltd., Hort Bridge, Ilminster (approximately 3.0 hectares/7.5 acres) is carried forward as an allocated site for employment (classes B1, B2 and B8 of the use classes order).**	Saved. Forms part of employment land commitments at Ilminster in Policy SS3. Listed in Policy EP1: Strategic Employment Sites	Saved. Referred to in EP1: Strategic Employment Sites. Included in commitments. Application 09/04401/FUL gives approval for half of the site for Highway Agency maintenance depot. Caravan business approved for part of site.
Proposal ME/ILMI/4	Land off Station Road **Proposal ME/ILMI/4** **Land off Station Road, Ilminster (approximately 12.9 hectares/31.7 acres) is allocated for employment (classes B1, B2 and B8 of the Use Classes Order). The size of the net developable area will need to reflect the requirement to accommodate satisfactory highway access and comprehensive flooding/land drainage improvements.**	Saved. Forms part of employment land commitments at Ilminster in Policy SS3. Listed in Policy EP1: Strategic Employment Sites	Saved. Referred to in EP1: Strategic Employment Sites. Included in commitments. Outline application 09/00051/OUT – decision pending.
Proposal ME/ILMI/5	Land adj Powermatic Ltd, Hort Bridge **Proposal ME/ILMI/5** **Land adjacent to Powrmatic Ltd., Hort Bridge, Ilminster (approximately 5.1 hectares/12.6 acres of net developable area) is allocated for employment (classes B1, B2 and B8 of the Use**	Saved. Forms part of employment land commitments at Ilminster in Policy SS3. Listed in Policy EP1: Strategic Employment Sites	Saved. Referred to in EP1: Strategic Employment Sites. Included in commitments

	Classes Order). **The site is being allocated specifically to meet the requirements of Powrmatic ltd.**		
Proposal TP/CHAR/7	Improvements to A358, Chard	-	Not implemented and no know prospect of coming forward
Proposal TP/CREW/6	Traffic Calming, Kithill	-	Completed
Proposal TP/MIST/1	Land adj Crewkerne Station, Misterton	-	Completed
Proposal CR/CREW/7	Playing Pitch, Crewkerne **Proposal CR/CREW/7** **Land of approximately 2 hectares (4.9 acres) to north-east of Henhayes Recreation Ground, Crewkerne, is allocated for a playing pitch.**	-	Policy saved as a material consideration (paragraph 215 of NPPF).
Proposal CR/CREW/8	Land south of Easthams Lane, Crewkerne **Proposal CR/CREW/8 Land south of Easthams Lane, Crewkerne (approximately 4.5 hectares/11.1 acres) is allocated for informal recreation use.**	-	Policy saved as a material consideration (paragraph 215 of NPPF).
Proposal CR/BUMA/1	North of Buckland St Mary Primary School **Proposal CR/BUMA/1 Land north of Buckland St. Mary C.E. Primary School is carried forward as an allocated site for provision of school playing fields.**		Saved (aspiration to deliver the proposal confirmed with SCC on 14.05.12).Policy Saved as a material consideration (paragraph 215 of NPPF).
Proposal CR/MIST/2	Land off Orchard Way, Misterton **Proposal CR/MIST/2** **Land off Orchard Way, Misterton amounting to 0.1 hectares (0.25 acres) is allocated for the provision of school staff car parking.**	-	Saved (aspiration to deliver the proposal confirmed with SCC on 14.05.12). Policy Saved as a material consideration (paragraph 215 of NPPF).

	Land west of Misterton School, north of Bartrims Hay, amounting to 0.3 hectares (0.74 acres) hectares is allocated for school use.		

Appendix Three – Glossary of Terms

The National Planning Policy Framework (NPPF) contains a comprehensive glossary of national planning terms that should be read in conjunction with this glossary. The NPPF, Annex 2: Glossary can be viewed on the Government website at: http://www.communities.gov.uk/publications/planningandbuilding/nppf

Active Travel: As part of the Active and Low Carbon Travel: A Transport Vision for Yeovil, active travel seeks to increase physical activity as part of travel routine i.e. walking or cycling to destinations as opposed to travelling by car.

Accessible Natural Greenspace in Town (ANGST): Accessible Natural Greenspace in Town is a tool that is used to measure current levels of accessible natural greenspaces.

Annual Monitoring report (AMR): Assesses whether policies and related targets or milestones have been or are being met (including progress against Local Development Scheme), or if not, the reasons why, what impact the Policies are having on national, regional and local targets, and whether policies need adjusting or replacing.

Area Action Plan (AAP): Provides the planning framework for particular areas of significant change or conservation (and is a Development Plan Document).

Areas of Biodiversity Importance: Areas of biodiversity importance are areas identified for their value, such as Nature Reserves, SSSI"s and Local Wildlife Sites.

Area of Outstanding Natural Beauty (AONB): Under the National Parks and Access to the Countryside Act 1947, Natural England may designate Areas of Outstanding Natural Beauty. Their primary purpose is to ensure the conservation and enhancement of the natural landscape beauty, including the protection of fauna, flora and geological features.

Biodiversity Action Plan (BAP): Plan identifying targets improving and protecting biodiversity in an area. There are regional, county and local BAPs.

Care Home: A residential setting where a number of older people live, usually in single rooms and have access to on-site care services. Since April 2002 all home in England, Scotland and Wales are known as 'case homes', but are registered to provide different levels of care.

A home registered simply as a care home providing personal care will provide personal; care only – help with washing, dressing and giving medication.

A home registered as a care home providing nursing care will provide the same personal care but also have a qualified nurse on duty twenty-four hours a day to carry out nursing tasks. These homes are for people who are physically or mentally frail or for people who need regular attention from a nurse. Some homes, registered either for personal care or nursing care, can be registered for a special care need, for example dementia or terminal illness (HousingCare.org).

Car Pool Scheme: A Car Pool scheme reduces the need for car ownership and its associated costs. Pool cars are within a fleet owned and managed privately e.g. by a private company and can give the flexibility required for those infrequent journeys that practically can only be carried out by car.

Code for Sustainable Homes: The Code for Sustainable Homes in Government Guidance provides a comprehensive measure of the sustainability of new homes, ensuring that sustainable homes deliver real improvements in key areas such as carbon dioxide emissions and water use.

Conservation Area: The statutory definition of a conservation area under the Planning, Listed Buildings and Conservation Areas Act 1990 is "an area of special architectural interest, the character or appearance of which it is desirable to preserve or enhance.

Commission for Architecture & Built Environment (CABE): Commission for Architecture and the Built Environment is the Government's advisor on architecture, urban design and public space in England.

Continuing Care Retirement Communities (CCRC): Continuing Care Retirement Communities are part independent living, part assisted living and part skilled nursing home. CCRCs offer a tiered approach to the ageing process, accommodating residents' changing needs. Upon entering, healthy adults can reside independently in single-family homes, apartments or condominiums. When assistance with everyday activities becomes necessary, they can move into assisted living or nursing care facilities.

Convenience Shopping: Convenience retailing is the provision of everyday essential items, including food, drink, newspapers/magazines and confectionery.

Combined Heat and Power (CHP): During electricity generation a large amount of low-grade heat is produced as a by-product. In conventional stations this heat is lost. In combined heat and power systems the heat produced during electricity generation is recycled rather than wasted, thereby increasing the efficiency of the system. CHP is usually only used as a supplement to grid mains electricity supply.

Communities and Local Government (CLG): The Central Government department responsible for planning and local government.

Comparison Shopping: Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Demand Responsive Transport (DRT): Demand Responsive Transport is a public transport service which differs from conventional transport in that it does not run on fixed routes. It is often targeted at users in rural areas or on the outskirts of town and is also used to manage the needs of people with mobility difficulties and to promote accessibility to more traditional public transport such as rail services.

Development Management (DM) Policies: Limited suite of positive, general policies that are set out in the Local Plan and set the criteria against which planning applications will be considered, in order to seek and shape developments in a locally distinctive way.

Development Plan Document (DPD): Development Plan Documents set out policies and proposals and have development plan status and therefore have full weight in the determination of planning applications. They will be subject to community involvement and Sustainability Appraisal/Strategic Environmental Assessment throughout their preparation and will have independent assessment at an examination by an Inspector. The main types of DPD, which local planning authorities should prepare, include the Local Plan, Allocations SPD, Area Action Plans and Proposals Map.

Edge of centre: for retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300

metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Employment Land Review (ELR): Report examining existing supply and future demand for employment land in the District.

Examination in Public (EiP): Development Plan Documents are subjected to independent scrutiny by way of an Examination in Public run by an independent Inspector.

Extra Care Housing: Extra Care Housing is housing designed with the needs of frailer older people in mind and with varying levels of care and support available on site. People who live in Extra Care Housing have their own self-contained homes, their own front doors and a legal right to occupy the property. Extra Care Housing is also known as very sheltered housing, assisted living, or simply as "housing with care".

Future Transport Plan (FTP): Currently being produced by Somerset County Council to replace the Local Transport Plan. Sets out policies and proposals for transport in Somerset.

Gross Floor Area (GFA): The total of all enclosed spaces fulfilling the functional requirements of the building measured to the internal structural face of the enclosing walls.

Gross Value Added (GVA): Gross Value Added is a measure in economics of the value of goods and services produced in an area, industry or sector of an economy.

Highways Agency (HA): An Executive Agency of the Department for Transport (DfT) responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport.

Housing Market Area: The geographical area in which a substantial majority of the employed population both live and work, and where most of those changing home without changing employment choose to stay.

Housing Need: The number of households who lack their own housing or who live in unsuitable housing and cannot afford to meet their housing needs in the market.

Housing Register: A database of all individuals or households, who have applied to a local authority or Private Registered Providers for a social tenancy, or access to some other form of affordable housing. Often called a "Waiting List."

Infrastructure Delivery Plan (IDP): Outlines the delivery and implementation of the Local Plan, with particular regard to the infrastructure necessary to deliver and service the development that is required in the plan period and what funding will be necessary to achieve that infrastructure.

Critical/Necessary Infrastructure: Critical infrastructure is defined as infrastructure that is critically needed to be able to deliver proposed development. Without the infrastructure the development cannot go ahead. Necessary infrastructure is defined as infrastructure that is necessary to be able to deliver the proposed development; it does not prevent development coming forward.

Integrated Transport: The integration of transport modes in order to provide easier interchange between modes of transport and therefore making it easier for the passenger.

iOn Travel: The Somerset County Council Travel Plan Monitoring Tool iOn Travel is run by Somerset County Council and is part of its Moving Somerset Forward campaign to encourage smarter travel choices.

Lifetime Homes: A set of 16 design criteria that provide a model for building accessible and adaptable homes.

Listed Building: A building which has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest requiring a separate application process for development and more stringent consideration.

Low Carbon Economy: Although there is no consistent working definition of a low carbon economy it is best understood as a range of activities which are materially supported by the need to reduce the release of carbon dioxide into the atmosphere.

Local Development Scheme: A three year work programme showing what future planning documents will be produced and when.

Local Strategic Partnership: Non-statutory, non-executive body bringing together representatives of the public, private and voluntary sectors, which is responsible for preparing the Sustainable Community Strategy; known in our district as "South Somerset Together". This group of organisations includes the District Council and Yeovil College (more information can be found on www.southsomersettogether.gov.uk)

Market Town: The settlements of Ansford/Castle Cary, Chard, Crewkerne, Ilminster, Langport/Huish Episcopi, Somerton and Wincanton that provide a broad range and mix of services and facilities and act as general service and employment hubs for the more rural population as well as their own populations. They have a level of growth appropriate to their size.

Migration: The movement of people between geographical areas primarily defined in this context as Local Authority Districts. The rate of migration is usually measures as an annual number of households living in the District at a point in time who are not resident in that District one year earlier.

Measures-only Travel Statements: A type of Travel Plan for smaller sites to encourage modal shift, deliver subsequent health benefits from more active travel modes and reduce the impact of congestion.

Microprocessor Optimised Vehicle Actuation (MOVA): A traffic signal control system.

Modal Shift: Ways of enabling travel other than by private car.

National Planning Policy Framework (NPPF): National Government Planning Guidance.

National Playing Fields Association – six acre standard (NPFA): National Playing Fields Association – The Six Acre Standard aims to help ensure a sufficient level of open space is provided through the planning process. The standard suggests that for each 1000 residents there should be 6 acres (2.4 hectares) of open space provided. This has since been re-launched as "Fields in Trust".

Neighbourhood Centres: Small parade of shops of purely neighbourhood significance generally located within large residential estates and designed to give access to day-to-day top-up items.

Off-bus Ticketing: A system in which a traveller can purchase a ticket for a bus journey prior to getting on the bus. This enables companies to speed up journey times.

Office of National Statistics (ONS): Government Agency that produces independent information to improve our understanding of the UK‟s economy and society.

Open book: The sharing of verifiable information between the applicant and Local Planning Authority that might be potentially commercially sensitive for the purposes of establishing the degree of viability of the site in question under prevailing market conditions.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town: A location out of centre that is outside the existing urban area.

Park and Go: Different to Park and Ride, which uses a bespoke bus service, Park and Go uses either an existing or improved bus service, bicycle or other sustainable mode of transport.

Personalised Travel Planning (PTP): PTP aims to reduce car driver trips and the distance travelled by „the car‟ by making people completely aware of the impacts of their travel choices and respective benefits. PTP includes a personal consultation to assess the individuals travel needs and opportunities by a Personalised Travel Plan Coordinator.

Planning Inspectorate (PINS): Central Government agency of Inspectors that deal with planning application appeals/inquiries and EiPs.

Policies Map: Shows on a map base all the Policies and Proposals set out in Development plan Documents.

Primary Shopping Area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Primary and secondary frontages: Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Pump-priming: A mechanism of forward funding, either by way of money or works to kick-start a development.

Quality Bus Partnership: An agreement between a bus company and the local authority to develop all aspects of bus travel and to increase the number of passengers using bus services, with the aim of bringing about significant improvements in the quality of bus services.

Regional Economic Strategy (RES): A shared vision for the development of the region's economy. The relevant RES for South Somerset is the South West Regional Economic Strategy.

Regional Spatial Strategy (RSS): Overarching regional policy document to which the Local Plan previously had to comply. Government has revoked these outside of London.

Regional Woodland and Forestry Framework: The regional expression of the Government's Policy on woodland and forest setting out what is needed to help secure the future of these assets.

Registered Providers: Previously known as Registered Social Landlords until 1st April 2010, providers of affordable housing including local housing and shared ownership.

Rural Centres: The settlements of Bruton, Ilchester, Martock, Milborne Port, South Petherton and Stoke sub Hamdon that act as focal points in their areas for local employment, shopping, social and community activity, serving the day-to-day needs of their own population and their hinterlands. Provision of growth meeting local needs is appropriate.

S106 Agreements: Contractual agreements entered into between a local planning authority and a developer to deliver planning obligations in association with developments.

Safeguarding Employment Land: Maintenance of existing supply and protection of overall availability and distribution of employment land is a goal. Employment land in this context is defined as uses within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 as amended.

Secure by Design: Secured by Design focuses on crime prevention at the design, layout and construction stages of homes and commercial premises.

Seed Projects: 8 seed projects make up proposals advocated in the UWE report on behalf of the DoH South West. The report is "Active and Low Carbon Travel a transport vision for Yeovil" May 2010.

Self-containment: A good indicator of the level of self-containment of a settlement is the number of people who live and work in that settlement. A high figure reflects a good level of self-containment.

Shared Equity Schemes: Provide housing that is available part to buy (usually at market value) and part to rent.

Smartcard Technologies: Electronic card mechanism to enable through ticketing on public transport.

Social Enterprise/Community Ownership: A community-owned shop/service is one in which there is community involvement in either the setting up or the running of the shop/service.

Special Protection Area (SPA): Sites of international importance classified for rare and vulnerable birds and regularly occurring migratory bird species, in accordance with an EC Directive. The Somerset Levels and Moors SPA is the only one in South Somerset.

Superstore: Self-service store selling mainly food, or food and non-food goods, usually with more than 2,500 sqm trading floorspace, with supporting car parking.

Strategic Flood Risk Assessment (SFRA): Document showing land at risk from flooding across the District.

Strategic Housing Land Availability Assessment (SHLAA): Document showing land that has the potential for housing development. Key to demonstrating a 5 yr supply of deliverable and 10 yr supply of developable land for housing. Can be thought of as s „stock take" of housing land in order to provide more certainty when planning for the future.

Strategic Housing Land Viability Assessment (SBLVA): Assesses the impact on viability when providing different levels of affordable housing (supports the SHMA).

Strategic Housing Market Assessment (SHMA): Document identifying the future needs of the district in terms of quantity and type of affordable housing (supports the SHMA).

Strategic Housing Market Assessment (SHMA): Document identifying the future needs of the district in terms of quantity and type of affordable and market housing.

Strategically Significant Cities and Towns (SSCTs): The Draft SW RSS identified 21 SSCTs in the South West that play a critical strategic role regionally or sub-regionally, and have the potential to achieve further significant growth sustainably. Yeovil is the only settlement within South Somerset to be identified as a SSCT within this draft.

Statement of Community Involvement (SCI): A statement setting out the ways in which the community will be involved/consulted during the production of the Local Development Documents.

Super Output Area (SOA): Super Output Areas are units of area used by the Office of National Statistics to gather and compare data.

Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA): SA is a tool to appraise the degree to which plans and Policies contribute to the achievement of sustainable development. SA incorporates SEA, which is required by an EU Directive where significant development is proposed. An SA/SEA must be undertaken for all DPDs and also SPDs where relevant. The SA Report is published for consultation alongside the Local Plan.

Sustainable Community Strategy (SCS): The Council, with others, has to prepare an SCS with the aim of improving the environmental, social and economic well-being of their area. The authority is expected to co-ordinate the actions of local voluntary, public, community and private sectors through the Sustainable Community Strategy. The responsibility for producing the SCS for South Somerset lies with the Local Strategic Partnership (LSP) (otherwise known as South Somerset Together). The Local Plan seeks to implement the SCS.

Sustainable Development: A common definition of sustainable development is "development that meets the needs of the present without compromising the ability of future generation to meet their own needs". NPPF presents a precise working definition.

Sustainable Drainage Systems (SUDS): Sustainable Drainage Systems are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges. The idea behind SUDS is to try to replicate natural systems to drain away dirty and surface water run off through collection, storage, and cleaning before allowing it to be released slowly back into the environment, such as into water courses.

Sustainable Transport Measures: Sustainable Transport Measures refers to any means of transport with low impact on the environment, and includes walking and cycling, transit oriented development, green vehicles, car sharing and building or protecting urban transport systems that are fuel-efficient, space-saving and promote healthy lifestyles.

Through Ticketing: A system in which a traveller using multiple railway or bus company networks can purchase a single ticket for the entire journey.

Town centre: Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Travel Information Packs: Travel Information Packs can improve transport choice through raising awareness and encouraging travel to work and school by public transport, cycling and walking by including details of care share schemes and local bus information amongst other things.

Travel Plan Statements (TPS): Travel Plan Statements are similar to Full Travel Plans but they require less information to reflect the scale of the development.

Travel to Work Area (TTWA): Catchment area within which people travel to work in a particular place e.g. Yeovil.

UK Woodland Assurance Standard (UKWAS): This is an independent certification standard for verifying sustainable woodland management in the United Kingdom.

Vitality & Viability: A term used to describe the health and success of town centres.

Yeovil Transport Strategy Review 2 (YTSR2): A transport strategy and action plan to accommodate development and future travel in the greater Yeovil area (under preparation at the time of writing).

Yeovil Urban Development Framework (YUDF): A robust and clear development strategy for delivering the objectives and aspirations of the Yeovil Vision through a spatial framework, with specific urban design guidance for key strategic sites within Yeovil town centre.

Yeovil Vision: An ambitious agenda for positive change commissioned by the Local Strategic Partnership (LSP) in 2004, which sets out an agreed vision for the future development, regeneration and renewal of Yeovil.

Zero Carbon: A zero carbon development is one that achieves zero net carbon emissions from energy use on site, on an annual basis.

Appendix Four – Noise Exposure Maps

There are three noise exposure maps for South Somerset relating to the noise effects of the airbase at RNAS Yeovilton (Appendix 4a), the airbase at RNAS Merryfield (Appendix 4b), and Yeovil Westlands Airfield (Appendix 4c).

The noise exposure maps should be used in conjunction with the policies in the local plan, specifically those relating to the affected settlements and villages. The maps can be interpreted by using the accompanying noise guideline table, and will be used in decision-making on planning applications which are within the noise exposure category areas.

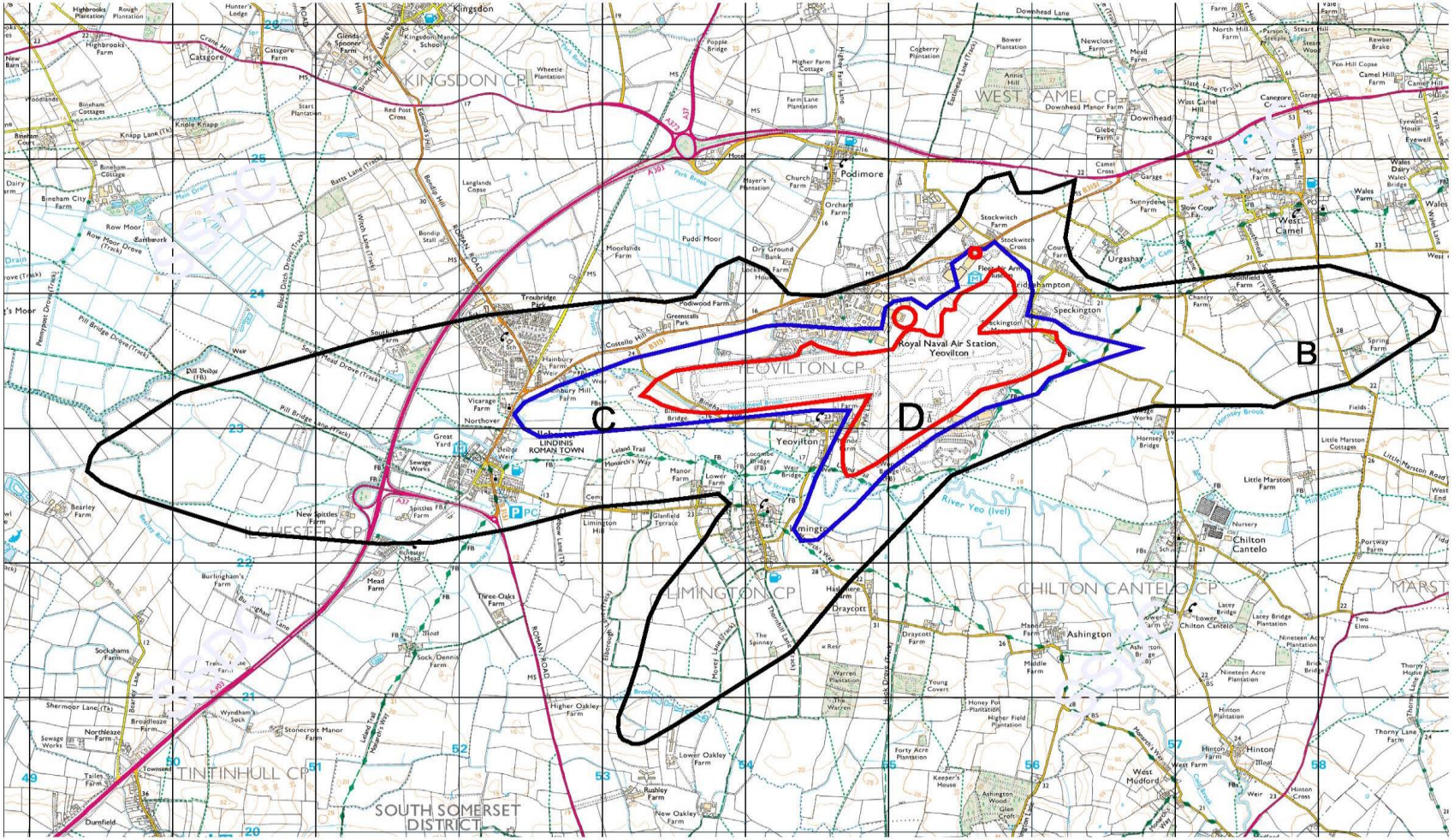
More detailed maps of each of the Noise Exposure areas can be found by using the following links:

Noise Exposure Maps	
Appendix 4A	**Noise Exposure Categories for RNAS Yeovilton**
Appendix 4B	**Noise Exposure Categories for RNAS Merryfield**
Appendix 4C	**Noise Exposure Categories for Yeovil Westlands Airfield**

Planning and Aircraft/Helicopter Noise Guidelines

Noise Exposure Category	A	B	C	D
dBA Leq (0700 - 2300)	Aircraft Noise: Below 57	Aircraft Noise: 57-66 (if helicopter noise: 57-63)	Aircraft Noise: 66-72 (if helicopter noise: 63-72)	Aircraft Noise: Over 72
New dwellings, conversion or intensification of housing use	No comment	Any development should be provided with suitable acoustic insulation.	Refuse new build. Allow extensions and conversions where this would not provide the potential for an increase in the number of households in occupation and where suitable acoustic insulation is provided.	Refuse new build. Allow extensions and conversions where this would not provide the potential for an increase in the number of households in occupation and where suitable acoustic insulation is provided.
Offices, schools, hospitals, clinics	No comment	Thermal quality glazing sound insulation.	Each case to be considered on its merits.	Each case to be considered on its merits.

Appendix 4A - Noise Exposure Categories for RNAS Yeovilton



Noise Exposure categories for RNAS Yeovilton - Appendix 4A
(July 2010)

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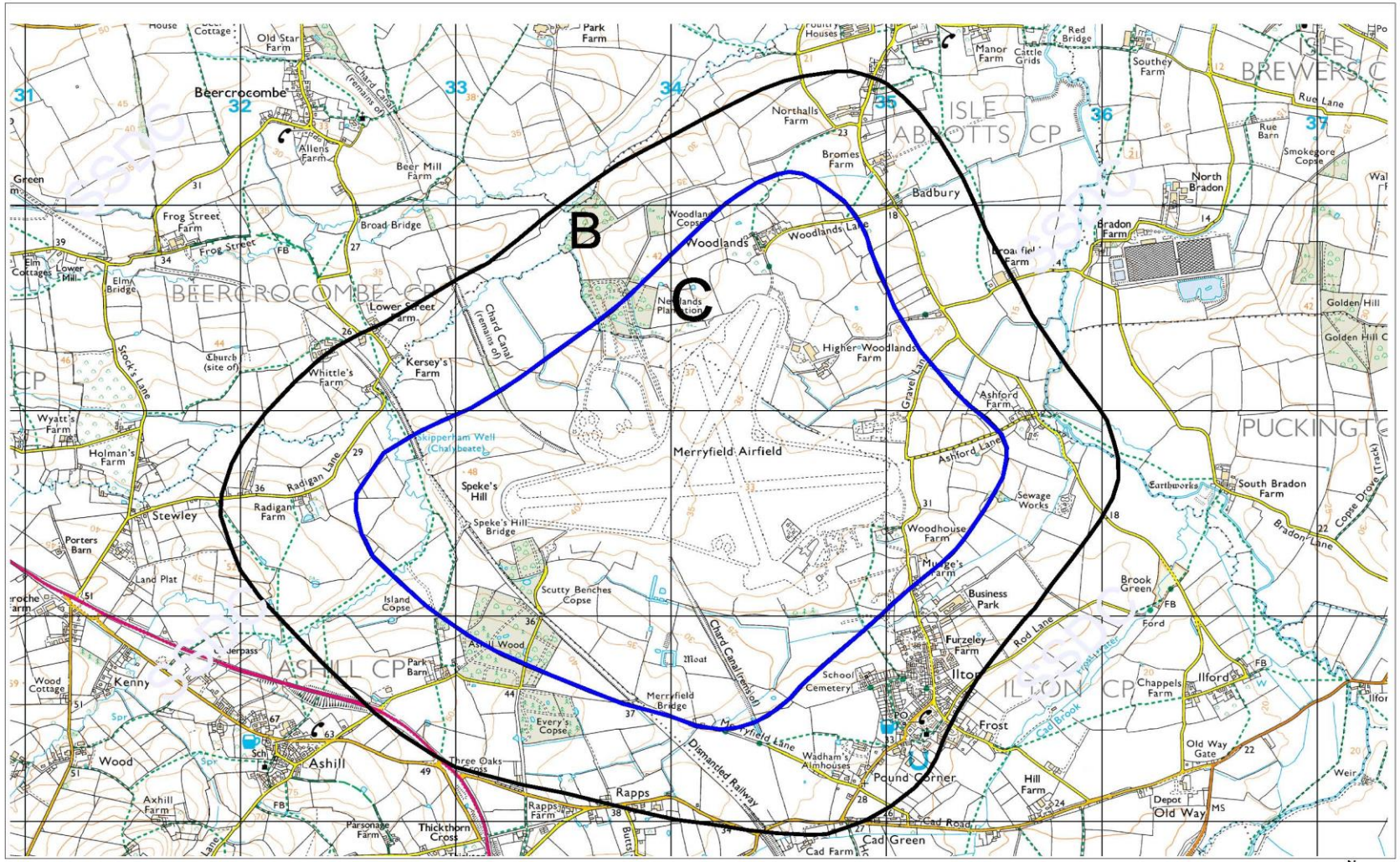
Appendix 4B - Noise Exposure Categories for RNAS Merryfield



Noise Exposure categories for RNAS Merryfield - Appendix 4B
(November 1996)

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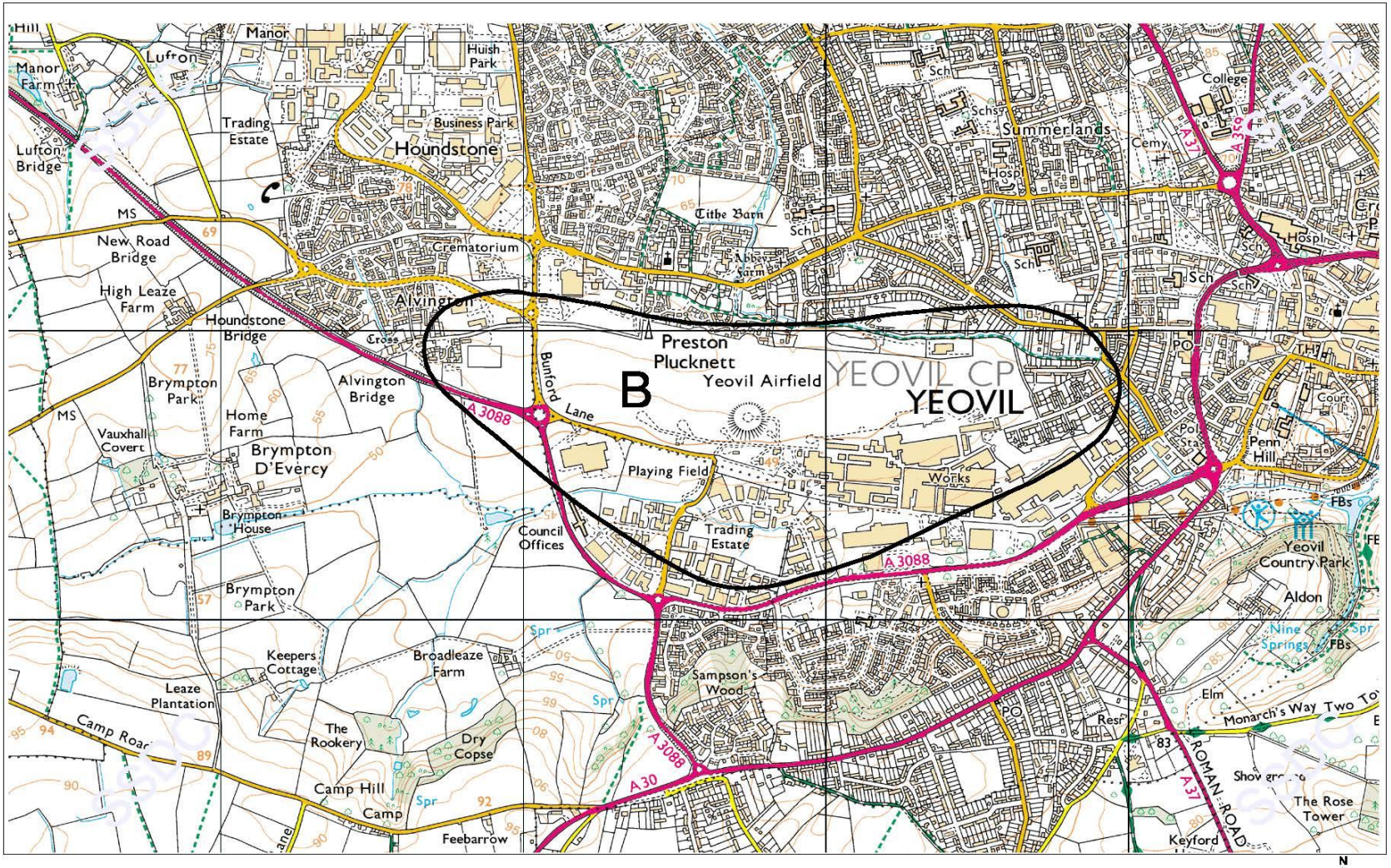
Appendix 4C - Noise Exposure Categories for Yeovil Westlands Airfield



57 dB LAeq, 16h 1;8,000

N
W
E
S

Noise Exposure categories for Westlands Airfield- Appendix 4C
(March 1996)

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Table of Additional Modifications subsequent to CD 3b, 3c, 3d and MMs 1 – 12

Nb. There are numerous references to a single Yeovil Sustainable Urban Extension in the submitted Local Plan – these will be replaced with the plural to reflect two Sustainable Urban Extensions as set out in MMs 1 and 2, but are not included in the table below.

Reference	Page Number: Submitted Version of SSLP June 2012	Policy/Para: Submitted Version of SSLP June 2012	Additional Modification	Reason/Justification
FOREWARD				
AM30	Foreword	n/a	… wider context of how ~~way~~…	Clarity
AM31	Foreword	n/a	The ~~Ministerial foreword to the~~ National Planning Policy Framework states that delivering s~~S~~ustainable development means achieving *"better lives for ourselves that does not mean worse lives for future generations"*. This Local Plan seeks to endorse that statement for South Somerset.	Clarity
CHAPTER 1 – INTRODUCTION				
AM32	1	1.1	The~~is document is the latest stage in the preparation of the Council's~~ South Somerset Local Plan (2006 – 2028)~~, which~~ sets out the long term vision and strategic context for managing and accommodating growth within South Somerset up to ~~ntil~~ 2028.	Clarity / Make text up-to-date
AM33	1	1.2	~~This document is called the Proposed Submission Local Plan 2006 – 2028 and follows from the Draft Core Strategy including Preferred Options which was consulted upon in summer 2010 and the issues and comments made as part of that consultation have been incorporated into this version where appropriate. The change of name reflects the introduction of the National Planning Policy Framework (NPPF) whilst the change of final date reflects the desire to retain a 15 year time horizon for the Plan upon adoption.~~ The Local Plan is informed by a comprehensive evidence base and the	Clarity / Make text up-to-date

			changing planning policy context at the national and sub-regional level. Consultation and feedback from a range of stakeholders has helped identify the main challenges and opportunities within the district. It is this collective input that has helped to refine the policies set out in the Local Plan. These policies now form part of the 'development plan' for South Somerset and provide the framework against which decisions on the future of the area will be taken.	
AM34	1	1.3	~~The Local Plan is one element of the Local Development Framework (LDF) and provides the framework for preparing all other types of documents in the LDF which will include other Development Plan Documents, such as a charging schedule for the Community Infrastructure Levy (CIL), Neighbourhood Plans and supplementary Planning Documents which may be prepared to give greater guidance on the policies and proposals such as design guidance and Green Infrastructure strategy.~~ The Local Plan will be supported by additional work, such as the Site Allocations Development Plan Document and the Community Infrastructure Levy. As and when Neighbourhood Plans are finalised, these will also form part of the development plan for South Somerset. The Council has committed to undertake an 'Early Review' of the Local Plan and this will be completed by March 2018.	Clarity / Make text up-to-date
AM35	1	1.4	~~Following further public consultation on this Proposed Submission Local Plan the document will be submitted to the Secretary of State for independent Examination.~~ A major part of the local plan is the identification of broad locations for employment and housing growth and accompanying policies for assessing development proposals. All policies include accompanying text, setting out the reason and need for the policy, and how the policy will be delivered and monitored where appropriate. It is important that the local plan be read as a whole. District-wide policies and policies for settlements, for example, elaborate on and add to the overall spatial strategy. A Proposals Map is published alongside the local plan. It identifies the	Clarity / Make text up-to-date

			spatial proposals of the plan, with inset maps showing greater detail for individual settlements.	
AM36	1	1.5	~~**Purpose of the local plan?**~~ ~~The local plan provides the approach for development in South Somerset and sets out the spatial elements of the South Somerset Sustainable Community Strategy (SCS). It sets out a long-term spatial vision, strategic objectives and policies to guide public and private sector investment up to 2028. It includes Development Management policies, which will be used along with national planning policy to assess individual planning applications. Details on implementation and monitoring shows how the local plan will be delivered and sets out how individual policies will be delivered against the relevant policies.~~	Clarity / Make text up-to-date
AM37	1 / 2	1.6	~~The local plan has been set out to reflect the 5 Themes in the SCS and within each section linkages with the SCS are identified. The SCS has been produced by the Local Strategic Partnership and is a statement of the local communities' aspirations, objectives and plans, which the local plan should deliver, where relevant, through its spatial policies and proposals. Spatial planning is not limited to things that the District Council control and therefore working with other partners to deliver the overall objectives for the District will be essential.~~	Clarity / Make text up-to-date
AM38	2	1.7	~~A major part of the local plan is planning for sustainable development with a strategy for delivering this within the District including identification of broad locations for employment and housing growth and policies for assessing development proposals. All policies include accompanying text, setting out the reason and need for the policy, and how the policy will be delivered and monitored where appropriate. It is important that the local plan be read as a whole. District wide policies and policies for settlements, for example, elaborate on and add to the spatial strategy.~~	Clarity / Make text up-to-date
AM39	2	1.8	~~A Proposals Map (Ordnance Survey based) is published alongside the written document. This identifies the spatial proposals of the local plan and inset maps show greater detail for individual settlements.~~	Clarity / Make text up-to-date
AM40		New	**How has the Council prepared the local plan?**	New section, replacing

			As required, the South Somerset Local Plan (2006 – 2028) takes account of the Government's National Planning Policy Framework (NPPF)[1] and the National Planning Practice Guidance (NPPG)[2]. A Sustainability Appraisal (SA) of the local plan has been undertaken, as required by Section 29(2) of the Planning and Compulsory Purchase Act 2004. This incorporates a Strategic Environmental Assessment (SEA) as required by the SEA Directive[3]. The SA Report has been published alongside the local plan and assesses the policies against sustainability criteria, which were created in light of the objectives in the South Somerset Sustainable Community Strategy (SCS)[4]. The local plan has been shaped by the SA, which outlines the reasons for selecting proposals from potential alternatives and the measures needed to prevent, reduce and offset any significant effects of implementing the local plan. Similarly, the local plan has been subject to a Habitats Regulation Assessment (HRA) as required by the European Directive and Habitats Regulations[5]. Due to the potential impacts on the Somerset Levels and Moors Special Protection Area (SPA), a Ramsar site[6], and Brackett's Copse Special Area of Conservation (SAC) an Appropriate Assessment, which forms stage 2 of the HRA, has also been produced. This is published as separate report, alongside the local plan[7]. Throughout each stage of its preparation the local plan has been reviewed and signed off by the Council's internal Project Management Board, the District Executive Committee and Full Council.	'Purpose of the Local Plan' paras 1.5 - 1.8 to give greater clarity/make text up to date.

[1] National Planning Policy Framework (March 2012). https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf
[2] National Planning Practice Guidance (March 2014). http://planningguidance.planningportal.gov.uk/blog/guidance/
[3] Planning and Compulsory Purchase Act 2004: European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" – the SEA Directive.
[4] Shaping South Somerset A Strategy for Sustainable Communities (2008-2026)
[5] EC Habitats Directive (92/43/EEC)
[6] Wetlands of International importance designated under the RAMSAR Convention
[7] Habitats Regulation Assessment and Appropriate Assessment: https://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/evidence-base/district-wide-documents/

			In the future, the local plan will be supported by additional documents, such as the Site Allocations Development Plan Document, Community Infrastructure Levy Charging Schedule, and Neighbourhood Plans. Once finalised these will also form part of the Development Plan for South Somerset. In order to keep the Development Plan up-to-date and responsive to the changing nature of the district, the Council will undertake regular monitoring of the effectiveness of its policies. A comprehensive review of the local plan is programmed to occur within five years, and the Council has committed to a specific 'early review' of policies in relation to housing and employment provision in Wincanton by March 2018.	
AM41	2	1.9	~~**Stages so far**~~ ~~The Council published the local plan Issues and Options document in March 2008. Since its publication, gathering and updating of the Evidence Base has been ongoing and refinements made as a result of the consultation responses. There have been 'frontloading' exercises (early engagement) with the Town and Parish Councils and stakeholders. The Draft Core Strategy incorporating Preferred Options was published for consultation in October 2010 ending 3rd December. Following that the Council has reviewed the 950 responses with 2850 specific issues. These have then been considered by the Council's LDF Project Management Board (PMB), delegated by the Council's District Executive to oversee the plan process. The PMB has also considered the implications of the Localism Act, NPPF and other sundry policy statements and these have been taken into account in this document.~~	Clarity / Make text up-to-date
AM42	2	1.10	~~The Infrastructure Planning in South Somerset (IP) is published and available alongside this Proposed Submission Plan.~~	Clarity / Make text up-to-date
AM43	2	1.11	~~The emerging policies have been considered by the Council's 4 Area Committees, the District Executive Committee and Full Council. Figure 1: local plan Progress to date sets out the process that has taken place to reach this stage in the production of the local plan~~	Clarity / Make text up-to-date
AM44	3	Figure 1	Deleted.	Make text up-to-date
AM45	4/5	1.12 to 1.18	Amended as below and moved to New Chapter 4 'Delivering	

			Sustainable Development' **Overview** The principles of 'sustainable development' are central to the planning system. A common definition of sustainable development is *"development that meets the needs of the present, without compromising the ability of future generations to meet their own needs"*[8]. As noted in Chapter 1, ~~T~~the NPPF ~~(paras 11-16)~~ sets out a~~what is meant by the~~ *"presumption in favour of sustainable development"* and recommends that ~~P~~policies in ~~the~~ a local plan should follow this presumption. **Presumption in Favour of Sustainable Development** The Framework recognises that sustainable development is about change for the better. It is about positive growth, making economic, environmental and social progress for this and future generations. To achieve sustainable development, economic, social and environmental gains should be sought jointly. They are mutually dependent. In line with Government policy advice, the Council has adopted a positive approach in seeking to meet the objectively assessed development needs of the district. The policies in the local plan provide a clear framework to guide development that creates positive, sustainable growth, therefore following the presumption in favour of sustainable development, enabling proposals that accord with the local ~~P~~plan ~~objectives~~ to be approved without delay. This policy is therefore at the heart of decision making when assessing planning applications. The NPPF confirms the statutory status of the local plan as the starting point for decision-making. To this effect, development that accords with an up-to-date local plan should be approved, and development that	

[8] [World Commission on Environment and Development, 1987]

			conflicts should be refused unless other material considerations indicate otherwise. The NPPF, with its presumption in favour of sustainable development, is a material consideration in determining planning applications. There may be instances where the local ~~P~~plan is silent or, in future years, policies may become out of date. To enable the Council to continue to take a sustainable~~y,~~ positive approach to decision making, ~~the~~ applicants will need to assist by submitting evidence that ~~to~~ demonstrates how proposed development accords with the local plan, and how the benefits of the proposal outweigh any adverse impacts. Where proposed development does not accord with the local plan the onus will be upon the applicant to show how material considerations indicate that the scheme should not be refused. ~~This is a significant challenge in a rural district such as South Somerset, where the population is so dispersed. The challenge here is to reconcile the need to deliver sufficient jobs and homes, supported by appropriate infrastructure to meet South Somerset's needs, whilst conserving the natural and built environment, minimising the need to travel and addressing climate change. National policy gives communities greater opportunities to engage in neighbourhood planning, to assist in shaping their own local areas to achieve this objective.~~ ~~Sustainability Appraisal (SA) of the local plan has been undertaken, as required by Section 29(2) of the Planning and Compulsory Purchase Act 2004 and incorporating Strategic Environmental Assessment (SEA) as required by the SEA Directive. SA and SEA are tools to ensure that the social, economic and environmental effects of the local plan are fully considered. The SA Report is published alongside the local plan and assesses proposed policies against sustainability criteria that have in turn been assessed against the 14 sustainability objectives of the Sustainable Community Strategy. The local plan has been shaped by the SA which also outlines the reasons for selecting proposals from alternatives considered and the measures needed to prevent, reduce	

			~~and offset as far as practical any significant effects of implementing the Plan.~~ Policy SD1: Sustainable Development, delivery, monitoring indicators and targets (unchanged)	
AM46	6	1.19 – 1.22	Deleted.	Make text up-to-date
AM47	6	1.23	The role of the local plan is to set out a spatial strategy and policy agenda in the context of national policy as well as other strategies and programmes at District ~~and~~ County, and Sub-regional level. Figure 1 shows the relationship between the South Somerset Local Plan (2006 – 2028) and other policy documents. ~~which are shown in Figure 2: Important Influences on the local plan. All these strategies have informed the policies and proposals in this document.~~	Make text up-to-date
AM48	7	Figure 2	Deleted and replaced with New Figure 1	Make text up-to-date
AM49	8	1.24	The ~~Government has published the National Planning Policy Framework (~~NPPF~~) March 2012 which~~ sets out the Government's planning policies for England and how these are expected to be applied. ~~This~~ It provides a simplified ~~the~~ framework which local authorities and local communities can use to shape their areas and identify priorities. ~~This~~ The NPPF needs to be read in conjunction with other national policy statements for major infrastructure, energy, ~~and specific policies for~~ travellers sites and waste.	Make text up-to-date
AM50	8	New	A local plan must have regard to the NPPF and must be in general conformity with its principles. The local plan provides the opportunity to build upon the intentions in the NPPF and provide a more local perspective on how to address unique challenges and opportunities. When a local plan is adopted, it forms part of the development plan, and becomes the starting point for decision-taking. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.	Make text up-to-date

			Importantly, the NPPF does not change the statutory status of the development plan as the starting point for decision-making. Where development accords with an up-to-date local plan it should be approved; where development conflicts it should be refused unless material considerations indicate otherwise. The NPPF is however, a material consideration in decision-making[9].	
AM51	8	1.25	The NPPF is clear that the *"overarching purpose of the planning system is to contribute to the achievement of ~~provide for~~ sustainable development"* (Paragraph 6). ~~and the national framework sets out in policy guidance what this means in practice.~~ It goes on to describe t~~T~~he three dimensions of sustainable development: ~~are identified as~~ economic, social and environmental; advocating that the planning system must perform a number of roles: • **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure; • **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and • **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy. To achieve sustainable development, the NPPF has, at its heart, *"a presumption in favour of sustainable development"* (Paragraph 14)	Make text up-to-date

[9] See Sections 19(2)(a) and 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

			which applies to both local plan-making and decision-taking. The expectation when producing local plans is that local authorities should deliver sustainable development by positively meeting their objectively assessed needs. During decision-taking, local authorities should realise sustainable development by approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent, or out-of-date, grant permission unless impacts would significantly and demonstrably outweigh the benefits, or specific sections of the NPPF indicate development should be restricted. This is a key determinant in the implementation and delivery of the local plan. Development applications will need to clearly show how they comply with local plan policies and, if they do not, show how the benefits of the proposal outweigh the impacts. In addition, it is likely that during the lifespan of the local plan that there will be occasions where it is silent on a particular issue, or is deemed out-of-date. In this instance it will need to be shown that adverse impacts significantly and demonstrably outweigh the benefits of the scheme. The flow diagram set out below outlines the decision-making process in simple terms. **Figure 2: Flow diagram for how planning applications will be considered** ~~requiring the planning system to build strong and competitive economies, making land for employment uses available, coordinating infrastructure, providing a supply of housing to meet the present and future needs of the population within high quality environments, supported by community facilities and services whilst continuing to protect and enhance the natural, built and historic environment, improving biodiversity, minimising use of natural resources and meeting the challenge of adapting to climate change.~~	
AM52	8	1.26 – 1.29	Deleted	Make text up-to-date
AM53	9	1.30	The NPPF ~~Council is~~ also helps facilitate the Government's aspiration	Make text up-to-date

			for ~~nables committed to assisting those~~ communities ~~who wish~~ to produce Neighbourhood Plans to shape their own areas[10]. It states that neighbourhoods should develop plans that support the strategic development needs set out in local plans, including policies for housing and economic development; support local development, shaping and directing development in their area that is outside the strategic elements of the local plan; and identify opportunities to use Neighbourhood Development Orders to enable developments that are consistent with their neighbourhood plan to proceed. The Council supports communities seeking to put in place Neighbourhood Plans but recognises that there is a significant amount of time and effort involved in creating one. The Council advises that communities fully analyse the policies set out in the local plan to see whether their aspirations can be achieved through these existing means. If communities wish to progress with a Neighbourhood Plan the Council will provide 'arms-length' support to ensure that statutory requirements and Government policy are met. ~~Provisions have now been put in place to allow local communities to set out their own policies in Neighbourhood Plans in relation to the development and use of land in their areas providing that these are in accordance with the adopted policies of the local plan and NPPF. Communities can also identify opportunities where neighbourhood development orders can be used to enable developments that are in accord with neighbourhood plans to proceed. Communities through these provisions will therefore be able to have influence over where development can go and what it might look like and to set out more detailed aspirations for their areas.~~	
AM54	9	New	**Sub-Regional Context** In producing the local plan, the Council has sought to be aspirational but realistic. Whilst defining the spatial implications of economic, social	Make text up-to-date

[10] In relation to neighbourhood plans, via section 38B and C and paragraph 8(2) of new Schedule 4B to the 2004 Act (inserted by the Localism Act 2011 section 116 and Schedules 9 and 10).

			and environmental change it is a requirement to liaise with different organisations to ensure that strategic priorities that cross local authority boundaries are understood and solutions co-ordinated. This is known as the "Duty to Co-operate"[11]. It has been shown that South Somerset has met its duty to co-operate by working with others (especially Somerset County Council and neighbouring district councils) to develop a common evidence base where appropriate, and resolve issues of shared interest. This work has demonstrated that South Somerset can meet its development requirements within its own district[12]. During the implementation of the local plan, monitoring and further engagement with the same bodies and organisations will ensure that the co-operation is continuous and can highlight any varying requirements or emerging issues that could be addressed through the reviews of the local plan. Elsewhere at the sub-regional level, the Council continues to influence and implement the objectives established by the Heart of the South West Local Enterprise Partnership (HoSW LEP). The HoSW LEP, formed in June 2011, has produced a Strategic Economic Plan[13] and secured a Growth Deal[14] with Government that provides a further sub-regional tier of planned investment, growth and change. In order to bring about effective changes in the area, it will be necessary for local aims to be in step with those of the LEP (and vice versa). As a relatively new organisation, there remains the opportunity to express upon the LEP the ambition and possibility within South Somerset and ensure that the local opportunities are capitalised upon.	

[11] Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by Section 110 of the Localism Act 2011)
[12] South Somerset District Council Duty to Co-operate Report (March 2014)
[13] Heart of the South West Local Enterprise Partnership – Strategic Economic Plan 2014 - 2030 (March 2014): http://www.heartofswlep.co.uk/sites/default/files/user-88/SEP-%20Final%20draft%2031-03-14-website.pdf
[14] Heart of the South West Local Enterprise – Growth Deal 2014/2015 (March 2014): http://www.heartofswlep.co.uk/sites/default/files/user-1/Growth%20Deal%202015%20Heart%20of%20SW-Final%203-4.pdf

AM55	9	1.31 – 1.33	Deleted	Make text up-to-date
AM56	9	1.34	**Local ~~South Somerset~~ Context** ~~At a local level, the vision and spatial objectives of the local plan are derived from the SCS. As the diagram at Figure 2: Important Influences on the local plan shows, there are many other local strategies at both District and County level which have informed the policies within this document.~~	Make text up-to-date
AM57	10	1.35	~~Replacement and Saved adopted local plan Policies and Proposals~~ ~~Once adopted t~~The local plan ~~will~~ replaces most of the 'saved' ~~local plan~~ policies and proposals ~~(formally retained as relevant in determining planning applications from the adopted~~ in the South Somerset Local Plan 1991-2011~~)~~. Appendix ?? includes a list of all those replaced policies and proposals. The appendix also shows those policies and proposals to remain saved because they continue to be in conformity with the NPPF but provide locally specific definition on unique issues in South Somerset. ~~**Next Steps**~~ ~~This document is open for consultation until 10th August 2012. There are three ways in which you can submit your comments:~~ ~~• On-line via: www.southsomerset.gov.uk/localplan~~ ~~• Visit the website and fill out the electronic copy of the comment form and email to planning.policy@southsomerset.gov.uk~~ ~~• Fill out a paper copy of the form (available at Council and Community Offices and Libraries) and post to the address below:~~ ~~Spatial Policy Team, Council Offices, Brympton Way, Yeovil, Somerset BA20 2HT~~	Make text up-to-date

			~~Telephone: 01935 462462 (8am to 6pm Monday to Friday)~~ ~~Or Email: planning.policy@southsomerset.gov.uk~~ ~~If you have any queries regarding this document please contact the Spatial Policy Team using one of the methods above.~~ ~~Comments received on this local plan will be summarised for submission to the Planning Inspector appointed to undertake the formal Examination of the Plan. The Examination is held into the Proposed Submission plan once formally submitted and comments received considered by the Inspector. Upon receipt of the Inspector's Report the local plan can be formally adopted. Figure 3: local plan Progress - Next Steps below illustrates these stages in general.~~	
AM58	11	Figure 3	Delete.	Make text up-to-date
CHAPTER 2 – SPATIAL PORTRAIT OF SOUTH SOMERSET				
AM59	12	New	**Overview** To inform ~~In order to devise an appropriate~~ the Spatial Vision for 2028 and help shape the policies in the local plan ~~a local plan that will help to deliver this,~~ it is important to understand the ~~and appreciate what~~ local characteristics that define ~~make~~ the district ~~what it is~~. ~~These are set out under the headings of the Sustainable Community Strategy and the local plan Chapters which follow.~~ Wherever possible, data is aligned to the Census 2011. This helps to provide an agreed point in time and help monitor change over the plan period. Elsewhere, specific datasets derived from evidence base documents produced during the course of preparing the local plan have been used. Collectively these provide a baseline from which the implementation and delivery of the local plan can be judged.	
AM60	12	New	**Geography, Demography &**	

			Population South Somerset is one of five district areas, which collectively form the administrative county of Somerset, which lies at the heart of the south-west peninsula of England. South Somerset has borders with the administrative areas of Mendip, Taunton Deane, and Sedgemoor (in Somerset). It also shares borders with the administrative areas of North Dorset and West Dorset (in Dorset); East Devon (in Devon); and Wiltshire (unitary authority area only).	
AM61	12	2.1	South Somerset ~~It~~ is ~~one of~~ the largest district~~s~~ in the county ~~the South West lying on the southern side of the County and accounts for nearly a third of Somerset's area~~ covering an area of 958 square kilometres (370 square miles); and has the largest population in the county at approximately ~~round~~ 161,243[15]~~00~~. South Somerset is largely rural ~~in nature South Somerset District has~~ with the ~~a~~ population ~~of~~ distributed across many towns, villages and hamlets, resulting in a~~. The~~ population density of ~~in the district is~~ 1.7 people per hectare, less than half the national average. The 2011-Census records the population of the built-up area of Yeovil as 45,784[16], making it the largest town in the district and second largest town in the county (after Taunton). ~~Yeovil is the second largest town in the County and has approximately a quarter of the District's population (44,000) and lies in the south eastern corner of the District immediately adjoining Dorset~~. However, over 40% of the district's population live in settlements of fewer than 2,500 residents and the district is made up of a mixture of sparsely inhabited rural areas, a network of villages and a number of market towns of varying size and influence.	Moved (now paras 2.5 & 2.6) and amended for clarity / make text up-to-date
AM62	12	New	As at 2011, the median age profile within the district is slightly lower	Clarity / Make text up-

[15] Census (2011): Usual Resident Population, 2011 (KS101EW)

[16] Census (2011): Yeovil Built Up Area: Usual Resident Population, 2011 (KS101EW)

			than that of the county, albeit the district has a greater percentage of those aged 60 – 90+[17]. Overall, much like the rest of the UK, the trend over the local plan period is for there to be an increasing proportion of people who are aged 60 – 90+ living in the district[18]. This poses a long term question about how best to ensure a robust local labour force which can secure the economic future of the district. Interestingly, however, as a counter-point to this overall trend there are spikes of growth (and forecast growth) in the population cohort aged 0 – 14, and 25 – 39. Therefore, it will be important for policy objectives to stimulate economic growth whilst also ensuring that the growing early-age and mid-age groups are retained within the district so as to help contribute towards its future economic competitiveness.	to-date
AM63	12	2.3	**Economic Prosperity** ~~Building upon the objectives of the Council's Plan 2012 - 2015, there is a commitment to delivering a strong and diverse economy within the District. Diversification of businesses and encouraging small businesses to grow are priorities together with support for existing firms and encouraging inward investment particularly of high value jobs.~~	Clarity / Make text up-to-date
AM64	12	2.4	According to the 2011-Census, the South Somerset economy is the most valuable in the county contributing £2.86 billion Gross Value Added (GVA)[19], which represents over 32% of the county's total economic value. South Somerset also has the largest number of S~~outh Somerset has the larg~~The District has more people, employers and ~~workers than other parts of the c~~County with businesses (over 6,000) ~~businesses~~ and employs~~ing~~ the largest workforce (approximately ~~round~~ 66,600)[20] in Somerset.	Split into 2 paragraphs for clarity / make text up-to-date

[17] Census (2011): Age Structure, 2011 (KS102EW)
[18] 2012-based Subnational Population Projections for Local Authorities in England. Table 2: Age by sex and 5 year age groups
[19] Census (2011): Gross Value Added, 2011
[20] BRES (2011) (released September 2012) – number of employees in the District (excludes self employed persons but includes an additional 1,000 people to the BRES record to take into account agricultural employees, not counted in BRES but were counted in ABI records)

			Manufacturing plays a specialist role in South Somerset's economy and in 2011 provided over 20% of the total employment in the district[21], which is twice the South-West and national average rate. ~~It has a manufacturing history and its strengths include a strong economy, despite the economic climate, based mainly on a relatively small number of large manufacturing companies in the food processing and engineering industries. A number of world-class companies are located in the District, as is an experienced workforce.~~	
AM65	12	2.5	~~The number of jobs in the District has grown from approximately 47,500 jobs in 1991 to 66,600 jobs in 2011[22], an average of 955 jobs per annum, although there have been fluctuations over this time. The rate of new business creation is similar to other parts of the County, but below national average (0.31% per compared to 0.46% for England and Wales). On the other hand, failing business rates are lower than the national average, and new businesses have shown more resilience in South Somerset than in most parts of the County, region and country.~~	Clarity / Make text up-to-date
AM66	13	2.6	~~Manufacturing is very important to the District – the proportion of those employed in the manufacturing sector is almost twice the national average.~~ This is helped, principally, because of the importance of defence-related industries and expenditure from ~~with~~ Agusta Westland, Thales and other associated industries ~~playing a significant role~~.	Clarity / Make text up-to-date
AM67	13	New	Whilst there are a number of large employers within the district, the majority of enterprises are small in terms of the number of people they employ. In 2011, approximately 90% of businesses employed fewer than 10 people; and by way of contrast, businesses employing over 50 people accounted for a little over 1% of the business stock. This is an important consideration when seeking to understand the unique type and nature of the economy in South Somerset and informs the strategy and decision-making on land allocations for employment. In balancing the needs of larger employers and small employers it will be crucial to	Clarity / Make text up-to-date

[21] BRES (2011): Employees by Industry Sector
[22] ABI and BRES Employee Analysis 1991- 2011

			identify the right employment sites and premises in the right locations, to maximise the latent potential, meet current and future business needs and help stimulate a competitive economy.	
AM68	13	2.8	Yeovil is the prime economic driver within the district, with approximately ~~lmost~~ 31,200 employees[23] (equating to around half the district's employment) ~~almost 47% of all of the District's jobs)~~. It is the largest town and serves as the commercial and administrative centre, and provides facilities and services for a wider hinterland. The town itself has a niche role in terms of being the focus for ~~centre in the 'A303 Corridor' economic zone identified in the Regional Economic Strategy and is a major employment centre providing many jobs in~~ aerospace and associated engineering, including around 3,500 employees at Agusta Westland ~~in the manufacturing of helicopters. It is recognized as a "strategically significant town" particularly in terms of its economic role within the District and wider area~~.	Clarity / Make text up-to-date
AM69	13	2.9	Clearly Agusta Westland has a fundamental role in the future economic prosperity of Yeovil. But, the town also has concentrations of jobs in health, education, retail and public administration and defence. In line with wider trends at the national level the economy is diversifying to encompass a greater proportion of service sector jobs. Finding the appropriate balance between securing the manufacturing and defence related sectors, whilst also facilitating other activity will require a careful plan-led approach for the town. ~~Whilst the town has experienced strong employment growth, which has been driven by an increase in jobs in the business and financial services sector, the scale and value of the manufacturing economy to Yeovil cannot be understated. It is also notable that a high proportion of jobs in Yeovil are dependent upon Government expenditure within health (Yeovil District Hospital/ Primary Care Trust) and local government (the District Council / schools), in addition to defence spending. The local private sector economy is potentially capable of organic growth with positive factors such as a relatively stable economy with good skills and knowledge base.~~	Clarity / Make text up-to-date

[23] BRES (2011): Employees in employment figures, 2011

AM70	14	2.11	~~With a~~A large proportion of South Somerset's population live~~ing~~ outside of Yeovil, with ~~the way in which~~ the ~~D~~district's Market Towns and Rural Centres acting as focal points for local employment, ~~and~~ services, and facilities; and as such play a ~~their~~ significant~~ce~~ role in the functional ~~to the~~ economic~~y~~ make-up of the district~~., should not be underestimated~~.	Clarity / Make text up-to-date
AM71	14	2.11	Somerset is one of the locations which will benefit from the rollout of superfast broadband by 2016~~5~~ for at least ~~85~~90% of homes and businesses in mainly rural parts of the County[24]. In combination with wider trends in the economy and evolving work patterns, the nature of economic activity in smaller settlements and rural areas is set to change substantially over the local plan period. It is unlikely that it will reflect previous, traditional approaches to land use allocations, but will instead require a more proactive approach to positively enable innovative yet sustainable development to occur and engender a prosperous rural economy which is fit for the 21st century and responds to modern business requirements.	Clarity / Make text up-to-date
AM71	14	2.12	The smallest places in South Somerset, the Rural Settlements, ~~smaller settlements in South Somerset~~ vary widely in function and size, but generally are places that provide limited local services. These settlements often have a strong sense of community but ~~these~~face conditions that also pose challenges in terms of their economic provision of services, jobs and facilities. The~~is~~ pattern of Rural S~~s~~settlements, and their social and economic relationships with each other, presents a real challenge in balancing the provision~~ding~~ of good quality jobs and service~~s~~ ~~provision~~ across ~~such~~ a diverse area, whilst protecting and enhancing the most sensitive rural areas for their intrinsic environmental quality.	Clarity / Make text up-to-date
AM72	14	2.14	Reflecting the geographical extent of the district, South Somerset has the largest supply of dwellings in Somerset. As at 2011, t~~T~~here are approximately 73,375 dwellings, which corresponds to 69,500	Clarity / Make text up-to-date

[24] Connecting Devon and Somerset project aims to bring superfast broadband to 90% of premises in the area covered by the programme. This means that most residents and businesses in Devon and Somerset will have broadband speeds of over 24Mbps by the end of 2016. Aim is also to ensure that every premise within the programme area has a broadband speed of at least 2Mbps.

			households. ~~in South Somerset District,~~ Of these households, 84~~5~~% are under ~~owned by the private sector (~~owner occupation~~ied~~ or are private~~ly~~ rented~~)~~ and 14~~5~~% is within the social rented sector ~~by the public sector~~[25].The housing stock is largely made up of detached (33.5~~4.3~~%) and semi-detached dwellings (30.7~~1.3~~%) followed by terraced dwellings (24.1~~3.8~~%) and flats/maisonettes (10.9~~.6~~%). Other types of dwelling make up the remaining 1%[26].~~The more urban areas of the District show a concentration of terraced housing and flats.~~	
AM73	15	2.17	In line with the rest of the UK and ~~Like much of~~ the south west, affordability is an issue within the district, with the ratio of lower quartile house prices to lower quartile earnings ~~average house price~~ being over seven to one. ~~8.5 times the average salary~~, The mean average house price in ~~the 3rd quarter 2012~~ 2011 was just under £207,000~~8,179~~[27]. This ~~which~~ makes it very difficult for first time buyers to enter the housing market particularly in ~~the~~ rural areas[28]. Whilst this ratio has actually improved recently, the challenge of matching housing need and housing supply remains highly problematic and is a key consideration in defining South Somerset's housing provision target over the local plan period.	Clarity / Make text up-to-date
AM74	15	2.17	Homelessness remains a relatively small but persistent problem in South Somerset. Fluctuations in absolutely numbers occur over time, and there is a wider debate about how best to classify and address the intricate issues associated with defining and being homeless. That being said, as at 2011, the number of households accepted as being homeless (i.e. households who have had a duty to re-house accepted by their local authority) averaged at 65 across the four quarters of the year[29]. This represents an increase from 2001, but figures have remained relatively stable since 2008. ~~was appears to be increasing with applications under homelessness rising from 37 in the 3rd quarter of 2008 to 70 in the 1st quarter of 2012 of which 48 were in priority~~	Clarity / Make text up-to-date

[25] Census (2011): Tenure, 2011 (KS402EW)
[26] Census (2011): Dwellings, household spaces and accommodation type, 2011 (KS401EW)
[27] Department for Communities and Local Government, Table 585 Housing market: mean house prices based on Land Registry data, by district, 2011
[28] Department for Communities and Local Government, Live Table 576, 2011
[29] Shelter – Housing Databank, accessing Department for Communities and Local Government P1e Returns

			~~need. Around half the dwellings in the District are in Council tax bands B and C. The number of second homes within the District is lower than has been found regionally but is marginally higher than the national average.~~	
AM75	15	2.20	The A303 Trunk Road and A30 run east to west through the district, linking it with London and the South West peninsula and has been recognised by the HOSW LEP and Government as a priority for investment. ~~and t~~The cross country route from the Channel ports to the M5 motorway, via the A37/A358 dissects the district from south-east to north-west.	Clarity / Make text up-to-date
AM76	17	2.29	Reduced ~~There are~~ air quality is an issue~~s~~ associated with traffic congestion in the middle of Yeovil, with the entire town identified as an Air Quality Management Area.	Clarity / Make text up-to-date
CHAPTER 3 – STRATEGIC OBJECTIVES AND VISION				
AM77	21	3.5	The next section sets out the Council's overarching objective to deliver sustainable development in the district. Following this the settlement strategy and ~~the~~ settlement hierarchy are defined, through which the Strategic Objectives and Vision are ~~is~~ to be implemented. The settlement strategy and hierarchy are fundamental to the delivery of the economic and housing growth at the heart of ~~on which~~ this local plan ~~is based~~.	Clarity / Make text up-to-date
CHAPTER 4 – SETTLEMENT STRATEGY (N.B. Creation of new chapter 4 means becomes chapter 5)				
AM78	22	4.1	• A hierarchy of settlements identified on the basis of their current and potential role and function, with future growth concentrated at the higher end of the hierarchy; and	Clarity / Make text up-to-date
AM79	22	4.2	The local plan ~~needs to~~ makes clear spatial choices about where development should go in broad terms and ~~to~~ identifies~~y~~ broad strategic locations for new development reflecting sustainable development principles.	Clarity / Make text up-to-date
AM80	22	New after 4.3	The South Somerset Settlement Role and Function Study[30] was commissioned by the Council to:	Clarity / Make text up-to-date

[30] Settlement Role and Function Study, Baker Associates (April 2009)

			• Develop a methodology to identify the current role and functional relationship of settlements and their potential future roles; and • Provide recommendations on settlement classification ~~as defined in the RSS~~. The methodology provided ~~employed was to undertake~~ a statistical analysis of employment, housing, retail and community use provision within settlements and evidence of sustainable travel opportunities and self-containment (people living and working in the same place). Key indicators considered were: • Settlements with a strong employment role; • Identifying important retail and community services centres; and • Sustainable travel opportunities and self-containment. Population forecasts, employment growth and other anticipated changes have also been looked at to see how these indicators might change in the future. The study reflected on previous evidence developed as part of the now revoked Regional Spatial Strategy. It underlined the Council's understanding that in terms of the scale of housing supply and economic activity; extent of travel to work and retail catchments; and provision of leisure, cultural, and transport services – Yeovil remains the principal settlement within South Somerset. Accordingly, the main focus of the study was to identify the hierarchy of the lower tier settlements in the district. The outcome was a recommendation for settlements (known as Market Towns) to accommodate growth which has a wider than local significance, and other settlements (known as Rural Centres) to meet growth which would cater more to local needs and nearby small settlements. The Market Towns are identified as having a strong employment, retail and community role and were identified as: • Chard;	

			• Crewkerne; • Ilminster; • Wincanton; • Somerton; • Langport/Huish Episcopi; and • Ansford/Castle Cary. Other settlements with a defined retail and community role were put forward as Rural Centres and identified as: • Ilchester; • South Petherton; • Martock /Bower Hinton; • Bruton; • Milborne Port; and • Stoke Sub Hamdon. All other settlements would be considered to be within open countryside and identified in generic terms as 'Rural Settlements'. This hierarchy forms the basis of the local plan as it is considered that the bulk of growth outside Yeovil should be in the Market Towns and Rural Centres in order to take advantage of employment and service opportunities available in these places, minimise the infrastructure investment required across the district, and increase the level of self-containment.	
AM81	22	4.4	Alongside this study, ~~I~~it is important to ensure that the most sustainable options for growth were ~~is~~ considered. Sustainability Appraisal of alternative settlement strategy options have been undertaken to ensure that the strategy is appropriate in terms of environmental, economic and social implications, and cost, benefit and risks. The Sustainability Appraisal for the whole local plan, including its policies, can be found within the local plan evidence base ~~has been published alongside this Proposed Submission local plan as a separate report and appendices. The Sustainability Appraisal affirms the suitability and appropriateness~~	Clarity / Make text up-to-date

			~~of the hierarchy set out below~~	
AM82	22 / 23	4.5 – 4.8	**Yeovil** The evidence base relating to the size and scale of housing supply and economic activity; the extent of travel to work patterns and retail catchments; and the extent of leisure, cultural, and transport services highlights that Yeovil remains the principal settlement within South Somerset. Accordingly, ~~The Secretary of State's Proposed Changes to South West Regional Spatial Strategy (RSS) identified a requirement for the period 2006-2026 to deliver 19,700 (21,670 if projected to 2028) new homes in South Somerset - 6,400 in Yeovil urban area, a 5,000 dwelling urban extension to Yeovil and 8,300 elsewhere in the district. In addition to this there is a requirement to provide about 10,700 jobs in the South Somerset Housing Market Area of which 9,100 should be within the Yeovil Travel to Work Area (TTWA). The report recommends that some 43 hectares of employment land should be made available mainly focussed on Yeovil.~~ ~~The Government is committed to the revocation of Regional Spatial Strategies and have made provision for this through the Localism Act. However, the Court of Appeal has confirmed that until legislative changes are enacted, development plan documents must be in general conformity with the regional strategy. The South West Regional Spatial Strategy therefore remains a material consideration but, given that it was never approved and the Government have indicated their intention to withdraw it (subject to Environmental Appraisal), the Council has considered it prudent to establish locally evidenced employment and housing targets to inform the local plan. It is therefore these locally evidenced figures which have informed this document.~~ ~~The RSS principle of a hierarchy of settlements to meet sustainable development objectives accord with sound planning principles and remains appropriate. M~~most new development is proposed at Yeovil. Yeovil ~~offers a wide range of services with good choice of retailing and leisure activities which are fundamental to quality of life. The need for~~	Clarity / Make text up-to-date

			~~travel can also be catered for by better and more reliable public transport. The town~~ can ~~achieve~~ deliver further development sustainably and promote a better balance between jobs growth and where people choose to live~~. and already has an existing high level of self containment.~~ A ~~C~~critical mass, economies of scale and better use of existing infrastructure can be secured through Yeovil's continued designation as the primary focus for growth ~~a Strategically Significant Town~~ in this local plan. Yeovil already acts as the focal point for economic activity in the district and has good manufacturing links with high tech industries and advanced engineering, building ~~in particular,~~ upon the strong links to the aeronautical industry. Growth in these sectors and in green technologies features prominently in the ~~proposals of the~~ Heart of the South West Local Economic Partnership's ~~(LEP)~~ proposals for the town as defined in the Strategic Economic Plan and Growth Deal. ~~for the town.~~	
AM83	23	4.9	Outside Yeovil, there is to be more limited growth ~~at~~ in those other larger settlements within the district which act as focal points for their area.	Clarity / Make text up-to-date
AM84	23	4.10	Classifying a place as a 'Market Town' has been achieved through ~~The designation of Market Town is based on~~ identifying the range of important roles ~~of~~ a settlement filfills in their local setting, ~~s~~ in particular, where they ~~are able to~~ provide jobs and services for their residents, and the residents of the surrounding areas and elsewhere[31]. These towns ~~should be~~are the focal points for locally significant development including the bulk of the district's housing provision outside Yeovil. This growth ~~should~~ aims to increase the self- containment of these settlements and enhance their service role, reflecting the aspirations of national policy in promoting stronger communities.	Clarity / Make text up-to-date
AM85	24	4.11 & 4.12	The types of Market Town~~s however,~~ do differ across the district, due to their current level of services, facilities and economic activity. Therefore, two tiers of market town have been identified: Primary Market Towns	Clarity / Make text up-to-date

[31] Settlement Role and Function Study, Baker Associates (April 2009)

			and Local Market Towns. The scale of future growth allocated to these two tiers is proportionate, with the larger Primary Market Towns planned to receive a higher level of growth, and the smaller Local Market Towns a lower level of growth. The specific amounts are set out in Policy SS5.~~significantly in their ability to accommodate further growth based on the scale of provision of services and employment opportunities and thus a differentiation has been drawn between the larger of these, to be called Primary Market Towns and the smaller centres identified as Local Market Towns and the levels of growth attributed to these reflect their smaller size.~~ ~~It is considered that whilst the local communities of Ansford/Castle Cary, Langport/Huish Episcopi and Somerton have expressed a desire for a lower status than Market Town they clearly wish to maintain the community facilities already available in the settlements. Market Town status, but with a commensurate scale of growth, is considered to be the mechanism to help ensure that these facilities are maintained.~~	
AM86	24	4.13	**Rural Centres** Development ~~elsewhere~~ in smaller but still sizeable settlements is likely to be less sustainable and so should be geared to meet local needs and address affordable housing issues. Small scale economic activity is not considered out of keeping in these settlements in order to ~~which, according to the soon to be revoked RSS, should accommodate development that~~:	Clarity / Make text up-to-date
AM87	24 - 30	4.14 – 4.31	Delete all paragraphs and replace with: **Rural Settlements** **Overview** Rural Settlements are considered as locations where there will be a presumption against development unless key sustainability criteria can be met. This is explained in Policy SS2. These settlements will no longer have identified development areas and will be considered to be within the open countryside for planning purposes.	Clarity / Make text up-to-date

			This approach does not preclude development; indeed the NPPF promotes sustainable development in rural areas, with housing and employment to be located where it enhances or maintains the vitality of rural communities. Future delivery of housing and economic activity in rural locations needs to carefully balance the sustaining of communities against protecting and enhancing the rural environment. The rural lifestyle provided by the many small villages and hamlets in South Somerset is one of the unique qualities of the district, and in turn, creates a range of challenges and opportunities that require delicate management. Evidence indicates that rural areas experience higher property prices and corresponding issues associated with housing affordability. These areas are usually populated by an increasingly aged population, and can suffer from socio-economic effects stemming from rural isolation, a low-wage economy, and poor transport (especially public transport) links. At the same time, these areas provide attractive, tranquil environments prompting a higher quality of life, support diverse and innovative economic activity, and foster a strong sense of community. Reflecting on the Taylor Review (2008)[32] and the NPPF, it is clear that a thriving rural community in a living, working countryside depends, in part, on retaining local services and community facilities such as schools, local shops, cultural venues, public houses and places of worship. Rural housing plays a crucial role in maintaining the viability of these local facilities. Furthermore, it is important that planning does not pre-determine the future of rural communities by only assessing communities as they are now and not what they could be. In too many places this approach writes off rural communities in a 'sustainability trap' where development can only occur in places already considered to be in narrow terms	

[32] Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing (2008)

			‘sustainable’. The question that should be asked is: *“how will development add to or diminish the sustainability of this community?”*. This requires a better balance of social, economic, and environmental factors together to form a long term vision for all scales of communities.	
AM88	30	4.33	…such as Templecombe, which has a relatively strong employment function and good sustainable transport links with the presence of a ~~train~~railway station, will be different to a smaller Rural Settlement such as Compton Dundon which does not have these features.	Clarity / Make text up-to-date
AM89	31	4.38	The NPPF ~~National Planning policy~~[33] states that policies should support sustainable economic growth in rural areas ~~where it provides the most sustainable option in villages or other locations that are remote from local centres, even when public transport is not readily available.~~ to help overcome the unfulfilled economic potential in rural communities, tackle an over-reliance on traditional low paid employment and under-employment, and help limit skilled workers having to move elsewhere for work. The Heart of the South West Local Enterprise Partnership has identified rural enterprise as a key workstream working in conjunction with the Rural Growth Network.	Clarity / Make text up-to-date
AM90	31	4.39	~~The Government initiative to deliver high speed broadband across the country is likely to provide more opportunities for small enterprises to be located in rural areas; the Heart of the South West Local Enterprise Partnership believes this broadband initiative is a vital stimulus that businesses need in the area to help the economic recovery.~~	Clarity / Make text up-to-date
AM91	31	4.41	Accessible local services that ~~reflect~~meet community needs and support well-being are vital to creating strong, vibrant and healthy communities. The NPPF ~~National planning policy~~[34] supports the delivery and safeguarding of community facilities and services allowing established facilities to develop and modernise. ~~Supporting local services and facilities is particularly important in Rural Settlements in South Somerset where car travel is often the only realistic way of getting around, which contributes to increased CO_2 emissions, traffic congestion, poor health, is costly for individuals, and makes it difficult~~	Clarity / Make text up-to-date

[33] NPPF Paragraph 28 (March 2012)
[34] NPPF Paragraph 69 – 78 (March 2012)

			~~for those without a car to access services.~~	
AM92	31	4.42	Policy SS2 therefore generally supports proposals to create or enhance community facilities and services in Rural Settlements – this could include local shops; community halls; pubs; health and social care facilities; cultural, sports, recreation, faith and education facilities. It should be noted that there is a clear link between the provision of housing and employment and securing current and future facilities and services. The inter-relationship should be clearly explained in any application for development in Rural Settlements.	Clarity / Make text up-to-date
AM93	32 / 33	4.46 – 4.49	Replaced with: Housing proposals will need to fully explain how they contribute to meeting local need. This could be via delivering ~~Small infill development will not therefore be considered sustainable, however should it meet local need either for~~ affordable housing, low cost market housing, or a different form or type of housing which is in limited supply for locals (e.g. small bungalows for elderly local households to move to and remain in the village, or two bedroom accommodation for young households) ~~then it may be considered more sustainable~~. ~~Meeting identified housing need refers to both market and affordable housing, although i~~It will generally be expected that affordable housing is included as part of housing schemes proposed at Rural Settlements. ~~National policy in t~~The NPPF gives greater flexibility for local councils to set their own approach to delivering housing in rural areas. This includes considering whether allowing some market housing would enable the provision of significant additional affordable housing to meet local needs. Residential proposals~~, including infill, will need to consider the current variety of housing~~ in ~~the~~ Rural Settlements will be expected to ~~have regard to the policy intentions set out in Policy HG5and ensure that they are making a positive contribution to the variety of housing in the settlement. For example, Rural Settlements that currently have a concentration of larger housing units would potentially benefit from a proposal for social rented, smaller family houses, and low cost market housing, which would help~~ achieve a better overall variety of housing in	Clarity / Make text up-to-date

			the settlement and result in a more balanced community with better prospects for local people to obtain affordable housing and/or access a wider range of market housing and have regard to Policy HG5, Policy HG3 and Policy HG4. ~~specifically considers housing mix.~~ ~~Affordable housing in Rural Settlements will generally be supported when accompanied with evidence of local need – further detail on affordable housing is set out in Policies HG3 and HG4.~~	
AM94	33	4.50	Policy SS5 sets out the scale of housing development that should be delivered in the Rural Settlements tier of the settlement hierarchy. ~~As a broad guide, and to be consistent with the spatial strategy, it is unlikely that development of 50 dwellings or greater will be acceptable in an individual Rural Settlement up to the year 2028, and in the majority of cases the scale will be much less. Each case must be assessed however on its merits and a development in excess of 50 dwellings could be justified in unusual circumstances. Annual monitoring of housing delivery in the Rural Settlements will be undertaken to ensure Policy SS2 is being applied as intended.~~	Clarity / Make text up-to-date
AM95	34 - 37	4.52 – 4.68	The local plan is founded upon a sustainable economic-led strategy, with the aim to make the district more prosperous and build upon the fact that the South Somerset economy is the most productive and the largest (in terms of both jobs and businesses) in Somerset. To deliver on this objective it is important that the local plan marries together the number of jobs created and the provision of new homes. Attracting and maintaining jobs in the district requires new homes to be built so that the supply of labour can be accommodated, and reduce the need for inward and outward commuting. ~~There is an undeniable link between jobs and homes, economic changes are a key driver affecting housing demand, and in order to support economic expansion and investment in an area, new homes are required to support a growing workforce.~~ The evidence base used to inform the plan has assessed a range of	Clarity / Make text up-to-date

			data and developed scenarios reflecting upon previous rates of growth, current challenges, and future opportunities. A range of growth forecasts were explored and an employment growth figure of 11,250 has been identified as a sustainable target between 2006 and 2028[35]. South Somerset's economy remains robust even accounting for the recessionary impacts since 2008. Forecasts indicate that South Somerset's economy (along with Mendip's) will be the strongest performing in the county over the period 2011-2021, exceeding national average rates of growth in output (GVA). This is set to be complemented by the largest growth in jobs within the county over the same period. Should this growth be achieved, it will provide a platform for further strengthening in the economic fortunes of the district over the rest of the local plan period through to 2028. Manufacturing (including aerospace); wholesale and retail trades; human health and social work activities; and administration and support service activities are the mainstay of the district in terms of number of jobs supported. From the perspective of contribution to the economy (GVA) manufacturing (including aerospace); wholesale and retail trades; and construction sectors are the most valuable. Manufacturing and, in particular, that linked to the aerospace industry remains a locational economic advantage for South Somerset, and this is set to continue throughout the plan period. In line with national trends and general economic restructuring the district is also likely to see a shift towards more service sector jobs, and those associated with public sector administration. The implications in terms of the balance of the economy, the number of jobs created and the land requirements for these sectors of the economy will require careful monitoring so as to be	

[35] Housing Requirement for South Somerset and Yeovil (January 2011) & Examination Core Document 167: Employment Policy SS3: Proposed Main Modifications Background and Further Evidence Base (November 2013)

			flexible and responsive to business needs, whilst also achieving sustainable patterns of development. ~~Two scenarios for growth have been undertaken to inform the local plan. The first looks at the potential number of new jobs that would be associated with positive private sector led growth, and the second, slower, faltering growth. These are set out in the Housing Requirement for South Somerset and Yeovil report part of the Plan's evidence base. These projections have been updated to 2028 to comply to the Plan period by use of the same methodology with slight additions that are set out in the Housing section that follows this section. The net growth in jobs ranges between 13,400 jobs derived from scenario 1 (positive growth) and 9,100 jobs from scenario 2 (slower, faltering growth). These scenarios, whilst taking into account recent employment data, were informed by evidence gathered locally at the start of the recession, and whilst locally there is evidence of jobs growth, given the nature of the on-going recession, which was not anticipated, it is considered that a 'third' scenario should be taken forward into the local plan, one which is the mid-point between the two economic projections. This figure (11,250) jobs allows the Council to follow its aspirations for economic growth whilst injecting a degree of realism into the scenarios in light of the recession.~~ ~~The District's p~~Past economic success has been used to inform the distribution of these jobs ~~and subsequently homes~~ across the district. The presumption is that the focus for economic growth will be Yeovil, followed by the Market Towns and Rural Centres. Additional employment land required to support the jobs likely to come forward in the Rural Settlements will be small-scale and will be expected to accord with local plan Policies SS2, EP4 and EP5.~~economic development will be acceptable in Rural Settlements and rural areas past economic performance of the District's settlements and rural areas is repeated into the future. The Council's Settlement Hierarchy, therefore reflects the District economic profile. The settlement strategy within this local plan presents a mechanism whereby the Council seeks to maintain and~~	

			~~improve the economic function of Yeovil, the Market Towns and Rural Centres. The growth of businesses in rural areas should be focused on the most sustainable and accessible locations and therefore the development of employment land will be strictly controlled in the open countryside away from existing Rural Settlements or outside areas allocated for development.~~ The local plan's approach to balancing the distribution of jobs and homes seeks to ensure more sustainable and self-contained communities that are better placed to offer a range of opportunities to all of their residents. This approach will support the retention of strong, vibrant and healthy communities. ## ~~Jobs and Employment Land Provision~~ ~~Despite the recession and recent job losses, the District is in a strong position to recover and grow beyond the peak employment levels of 2008 and recent evidence demonstrates that this is happening and jobs are being created. Local growth projections undertaken by Baker Associates as part of their report on 'Housing Requirement for South Somerset and Yeovil' illustrate the robust nature of the District's employment structure, which is based on a resilient high technology manufacturing sector and prolonged growth in business services. They also demonstrate that indigenous companies are confident that they can grow over the longer-term.~~ ~~The more positive scenario presented in the 'Housing Requirement for South Somerset and Yeovil' report is promoted in the first instance by the Council because it is more optimistic, more reflecting South Somerset's approach to economic development and more appropriate to enable the potential the economy has for growth. The length and depth of the recession however and continuing uncertainty have led the Council to consider the third scenario, that is growth in jobs at the midpoint between the two scenarios of positive private sector led growth and slow faltering growth... The implication of this is that a total net~~	

			~~employment growth provision of 11,250 jobs should be provided for South Somerset and provide the context for determining job growth for individual settlements.~~ ~~Yeovil is the prime employment location in the District and its positive and strong economy has consistently supported almost half of the District's jobs (over the period 2003-2010, it has averaged 49% of the District's jobs). Based on these historic trends and the Council's aspirations for growth in Yeovil, it is anticipated that 49% of new jobs that will be generated over the plan period (approximately 5,513) will be based in Yeovil. The Market Towns (both Primary Market Towns and Local Market Towns) and Rural Centres will also perform a strong employment function, which is based on an individual settlement's past performance (based on an analysis of jobs growth and its distribution from the Annual Business Inquiry (ABI) and Business Register Employment Survey (BRES) data between 2003-2010) and is commensurate with its role in the settlement hierarchy. Job creation in Rural Settlements is supported in the context of Policy SS2, and the growth and expansion of businesses and enterprises in rural areas should be focused on the most sustainable, accessible locations, re-using existing buildings where possible. Approximately 31.5% of new jobs (3,542 jobs) will be spread across the Market Towns, 9% (1,013 jobs) across the Rural Centres and 10.5% (1,181 jobs) across the Rural Settlements. Of the 11,250 new jobs anticipated in the District by 2028, Baker Associates identified in their analysis of growth sectors in the Housing Requirement for South Somerset and Yeovil report that approximately 61% (6,864) will be in 'traditional' sectors, i.e. those that fall within planning 'B' Use Classes (B1-offices/ light industry, B2-manufacturing and B8-warehousing and distribution), which is reflective of the District's strong and resilient manufacturing base and potential to diversify into high tech, creative industries and IT related business services.~~ The allocation and distribution of jobs and employment land across the district is set out in Table 1 below. This is supported by ~~o~~ support the	

			~~growth of these new 'traditional' jobs, there is a requirement for 159.35 hectares of employment land (for Planning Land Use Classes B1, B2 and B8). This requirement stems from~~ a combination of quantitative and qualitative need ~~and~~ **~~Table 1: Employment Land J~~justifications** ~~illustrates the case~~ for each settlement. The local plan carries forward a number of employment land sites from ~~As there is an existing supply of employment land in many of the settlements either from~~ the South Somerset ~~Saved~~ local plan (1991 – 2011)[36]. These sites continue to form part of the strategy set out in Policy SS3 and Policy EP1 for employment land delivery through to 2028. They are: ~~saved South Somerset Local Plan 1991-2011 employment allocations are contained within Policy SS3 and therefore form part of this plan's employment provision~~: • Proposal KS/BRYM/1: Land at Lufton, Yeovil; • Proposal KS/CREW/1: CLR Site, Crewkerne; • Proposal ME/WECO/1: Land off Bunford Lane, Yeovil; • Proposal ME/WINC/3: Land between Lawrence Hill and A303, Wincanton; • Proposal ME/CACA/3(i): Torbay Road, Castle Cary; • Proposal ME/MART/2: West of Ringwell Hill, Martock; • Proposal ME/LOPE/1: Lopen Head Nursery, Lopen; • Proposal ME/YEOV/4: Land South of Yeovil Airfield, Yeovil; • Proposal ME/CHAR/6: Land North of Millfield, Chard; and • Proposal ME/CREW/4: Land North of Fire Station, Blacknell Lane, Crewkerne. ~~allocations, outstanding commitments (sites that either have planning permission or are currently under construction) or vacant land (land that~~	

[36] See Appendix 2 for further clarification of how the South Somerset Local Plan (1991 -2011) policies are either 'saved' or 'replaced' depending upon their relationship with Policy SS3 and Policy EP1.

			~~has obtained planning permission for an employment use but the planning permission has lapsed/expired, yet the land is still suitable and available for an employment use), the amount of land to be identified through the local plan in reality it is much smaller in net terms 40.0 hectares of new employment land. Clearly land will be required for the 'non' traditional jobs that will come about over the plan period (approximately 4,385 of the 11,250 jobs), but the diverse nature of non B Use Class activities makes it difficult to generate a figure for the amount of land required to accommodate them. The local plan recognises that there is a need for land for activities such as main town centre uses, health, social services, education and other commercial uses, but no land is formally identified for these sectors of the economy, because the focus for such uses should be in and around the District's Town Centres, and it is felt that through the application of the sequential approach to development and other policies contained in the local plan and at a national level, the Development Management process can adequately deliver the required land. The local plan does not make specific employment land allocations at Yeovil as a strategic location for growth is being promoted within which provision for employment land is sought and will be delivered through a future masterplan. Additional provision for the wider town is also sought but not allocated. A strategic allocation is proposed at Chard but not in the other Market Towns and Rural Centres because the scale of additional land in each settlement is not of a significant level to be strategic in terms of the District wide local plan. The approach taken allows flexibility amongst both developers and the local community to bring forward sites at the moment, and it is intended that an allocations Development Plan Document (DPD) will be produced to guide development in conjunction with the community.~~ The <u>jobs</u> figure~~s~~ cited in Policy SS3 <u>is expressed as a minimum and the Council will monitor performance against this target. Further employment opportunities are not automatically ruled out if and when the target is reached. There may be circumstances where additional economic growth is looked upon favourably to increase the viability and vitality of settlements across the district. Any further economic</u>	

			development will likely reflect wider macro-economic trends in the national and regional economy and be influenced by other factors which help drive a location's attractiveness to business and increase its competitiveness, such as major transport investment, an increased skills base, and wider quality of place issues, including the quality of the residential offer. ~~are not prescriptive or inflexible, but in general terms, provision of these levels of employment land will ensure that the economic potential of the District's economy and of the individual settlements within it can be enabled and potentially achieved. The gross land requirements are identified in the policy, as is an overall District floorspace figure (in net terms) required to deliver the identified job growth.~~ ~~The preferred approach does not restrict the type (Use Class) of employment land in any of the settlements identified. There may be sound Development Management or highways reasons that will limit the use of land on certain sites and this will be established at pre-application stage.~~ ~~The following employment sites (previously allocated in the South Somerset Local Plan 1991 – 2011) form part of the policy basis as set out in Policy SS3. saved South Somerset Local Plan 1991-2011 employment allocations are contained within Policy SS3 and therefore form part of this plan's employment provision:~~ • ~~Proposal KS/BRYM/1: Land at Lufton, Yeovil~~ • ~~Proposal KS/CREW/1: CLR Site, Crewkerne~~ • ~~Proposal ME/WECO/1: Land off Bunford Lane, Yeovil~~ • ~~Proposal ME/WINC/3: Land between Lawrence Hill and A303, Wincanton~~ • ~~Proposal ME/CACA/3(i): Torbay Road, Castle Cary~~ • ~~Proposal ME/MART/2: West of Ringwell Hill, Martock~~ • ~~Proposal ME/LOPE/1: Lopen Head Nursery, Lopen~~ • ~~Proposal ME/YEOV/4: Land South of Yeovil Airfield, Yeovil~~	

			~~• Proposal ME/CHAR/6: Land North of Millfield, Chard~~ ~~• Proposal ME/CREW/4: Land North of Fire Station, Blacknell Lane, Crewkerne~~ ~~These are also set out in Appendix 2 which also shows the South Somerset Local Plan 1991-2011 employment allocations that are no longer to be saved.~~ ~~The floorspace figure cited in Policy SS3 gives an indication of what the employment land would equate to in floorspace terms. This figure has been derived by using average floorspace densities and plot ratios. The detailed calculations are contained in the evidence base.~~	
AM96	38 - 40	Table 1	Change as per Main Modification 4, Main Modification 6, and Main Modification 11. As set out in Appendix of changes that accompanies the Inspector's Report.	Response to Main Modification 4, 6, & 11
AM97	41 / 42	Policy SS3	The local plan will assist the delivery of ~~9,200~~ 11,250 jobs as a minimum, and ~~approximately 600,850 sq metres net/162~~ 149.51 hectares ~~gross of traditional employment land (Use Class B1, B2 and B8) to be directed to the following settlements~~ of land for economic development ~~for the period~~ between April 2006 and March 2028. The identification of a B Use jobs figure for settlements establishes a target in line with the Council's forecast growth for the District over the plan period. Economic development of a main town centre type will be expected to comply with Policy EP11. Prior to the adoption of the Site Allocations Development Plan Document, a permissive approach will be taken when considering employment land proposals in Yeovil (via the SUEs), and 'directions of growth' at the Market Towns. The overall scale of growth (set out below) will be a key consideration in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering employment land proposals adjacent to the development area at the Rural Centres.	Response to Main Modification 4, 6, & 11

The jobs target for Rural Settlements will be achieved through sustainable development, likely to be small-scale, which supports a prosperous rural economy and accords with local plan policies SS2, EP4 and EP5; and the NPPF.

* Yeovil, Crewkerne and Ilminster have strategic employment sites which are saved from the previous South Somerset Local Plan and Chard's strategic allocation based around Chard Regeneration Plan also includes employment provision. These sites combined equate to a total of 46.35 hectares, and this figure has been included in the overall floorspace figure cited in Policy SS3 above.
** This figure relates to Lopen Head Nursery.
~~*** Yeovil and Chard will deliver additional employment land beyond the plan period. Chard will deliver 6 hectares and Yeovil will deliver 4 hectares beyond 2028, in association with their strategic residential growth.~~
*** The Council will undertake and early review of local plan policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the local plan.

Settlement	Local Plan 2006-2028 Total Employment Land Requirement	Existing Employment Land Commitments (as at April 2011)	Additional Employment Land Provision Required (total employment land less existing commitments) (~~As at~~	Total Jobs to be encouraged 2006-2028 ~~(numbers in brackets indicates jobs in traditional 'B' Uses as~~	B Use Jobs

						~~April 2011)~~	~~defined by the Use Classes Order)~~		
			Yeovil Town*	44.84	39.84	5.0	~~2,943 (1,942)~~ 3,948	2,408	
			Yeovil Urban Extensions	~~7.0~~ 5.16	0.0	~~7.0***~~ 5.16	1,565 ~~(1,033)~~	955	
			Chard*	17.14	~~17.14~~ 4.14	~~0.0***~~ 13.0	~~886 (585)~~ 1,083	661	
			Crewkerne*	10.10	10.10	0.0	~~472~~ 577 ~~(312)~~	352	
			Ilminster*	23.05	23.05	0.0	~~343~~ 419 ~~(226)~~	256	
			Wincanton***	~~8.61~~ 7.94	~~3.61~~ 3.56	~~5.0~~ 4.38	~~490~~ 599 ~~(323)~~	365	
			Somerton	~~4.91~~ 6.63	~~1.91~~ 1.56	~~3.0~~ 5.07	~~251~~ 307 ~~(166)~~	187	

			Ansford/Castle Cary	~~13.19~~ 18.97	~~10.19~~ 10.07	~~3.0~~ 8.9	~~223~~ 273 ~~(147)~~	167	
			Langport/Huish Episcopi	~~3.44~~ 4.01	~~0.44~~ 0.34	~~3.0~~ 3.67	~~233~~ 284 ~~(154)~~	173	
			Bruton	~~2.56~~ 3.06	0.56	~~2.0~~ 2.5	~~828 (546)~~ 156	95	
			Ilchester	~~2.02~~ 1.02	0.02	~~2.0~~ 1.0	433	264	
			Martock/Bower Hinton	~~4.79~~ 3.19	~~2.79~~ 1.45	~~2.0~~ 1.74	163	99	
			Milborne Port	~~2.04~~ 0.84	0.04	~~2.0~~ 0.80	77	47	
			South Petherton	~~3.80~~ 2.47	~~1.80~~ 1.81**	~~2.0~~ 0.66	141	86	
			Stoke sub Hamdon	~~2.0~~ 1.09	0.0	~~2.0~~ 1.09	43	26	
			Rural Settlements	~~12.36~~	~~7.86~~	~~4.5~~	1,181	720	

			Total	~~161.85~~ 149.51	~~119.35~~ 96.54	~~42.5~~ 52.97	~~9,200~~ ~~(6,072)~~ 11,249	6,861	
AM98	42 – 46	4.70 – 4.80	Delete and replace with: The evidence base prepared to inform the local plan has established that the full objectively assessed need for housing growth in South Somerset is 15,950 homes to be built over the period 2006 to 2028[37]. This figure has been calculated in light of the Council's overall economic-led strategy and the jobs target set out in Policy SS3. The approach seeks to ensure the district meets its objective to deliver sustainable growth that balances jobs and homes, whilst increasing the amount of people who both live and work within South Somerset. This is a complex challenge and is influenced by the needs and demands of individuals and businesses – not all of which are within the control of planning and policy-makers. The proposed housing growth figure also seeks to help address those wider objectives outlined in Chapter 3, including: • Maximising the economic potential of the district, by ensuring that an economically active labour force is maintained and increased; • Managing and reducing commuting patterns to deliver balanced growth that strives for more self-containment; • Align with national and sub-regional policy to 'boost significantly the supply of housing' against the backdrop of increasing need; • Maximising opportunities to deliver 'affordable housing' to help manage pressures associated with high average house prices in the context of local wages; and • Supporting the delivery of local and strategic infrastructure through use of Section 106 Agreement contributions and/or Community Infrastructure Levy receipts.						Clarity / Make text up-to-date

[37] Housing Requirement for Yeovil and South Somerset, January 2011

AM99	47	4.82 – 4.101	Delete and replace with: The distribution of housing will be in accordance with Policy SS1. This results in the majority of housing being directed towards Yeovil as the principal town in the district, followed by a reduced level at each of the Market Towns, and a then a smaller allocation for each of the Rural Centres, A total housing requirement is allocated for the Rural Settlements, with decisions on how much, and where to be determined in conjunction with the aims of Policy SS2. The evidence used to inform the apportionment of housing growth for each of the settlements includes the Strategic Housing Market Assessment, the Strategic Housing Land Availability Assessment, economic growth projections, the Infrastructure Delivery Plan, existing housing commitments, and settlement-specific development plans (e.g. the Chard Regeneration Framework). In simple terms the total housing growth for South Somerset between 2006 and 2028, is set out as follows: • Yeovil (7,441) (47%); • Market Towns (5,134) (32%); • Rural Centres (1,133) (7%); and • Rural Settlements (2,242) (14%). The local plan covers the period 2006 – 2028, and therefore the delivery of the housing requirement must take account of housing development already completed in the time period up to adoption; and those houses that are already committed because they have received planning permission. Regular monitoring will record the delivery of these completions and commitments in order to track progress against target.	Clarity / Make text up-to-date
AM100	51	4.102	The ~~distribution of growth reflects~~ number of housing already completed, the existing commitments as at April 2012, ~~as well as~~ and the requirements for future growth are~~s~~ shown in Table 4 below. ~~**Table 4: Proposed Settlement Hierarchy and Scale of Housing Growth.** This results in a level of growth in excess of 15,950 and this has been~~	Clarity / Make text up-to-date

			~~explained in relation to the scale of overall housing growth in Policy SS5. When adding up settlement specific provision, the overall requirement of 15,950 houses for the District is met with a small over provision within the range of likely variability over time. The main significance of the commitments is in the level of future growth in the letter stages of the plan period. In Wincanton's case the relatively high existing commitments mean little scope for provision in other locations. Just over half the plan's housing requirement is in known commitments to 2011.~~ It is important to reference the existing housing allocations which have been brought forward from the previous South Somerset Local Plan (1991 – 2011). These sites remain part of the strategy for housing delivery in the district, and are captured within objectives of Policy SS4 and Policy SS5. Those sites which have been completed are not carried forward, whereas those sites that are under construction, or are committed, or have planning permission are included in Table 1 below. Appendix 2 sets out how the policies relating to the sites have been saved. The sites are: • KS/WINC/1 – Land at New Barns Farm, Wincanton; • HG/ANSF/1 – Land at Hill Crest School, Ansford; • HG/CACA/2 – Land West of Remalard Court, Castle Cary; • HG/MIPO/1 – Land at Wheathill Lane, Milborne Port; • CR/BRUT/2 – Land at Frome Road, Bruton; • HG/HUEP/1 – Land North of Newtown Park, Huish Episcopi; • HG/SOME/1 – Land North of Banscombe Road, Somerton; • HG/SOME/3 – Land at Home Farm, West End, Somerton; • HG/SOPE/1 – Land East of Hayes End, South Petherton; • KS/BRYM/1 – Land at Lufton, Yeovil; • KS/YEWI/1 – Land East of Lyde Road, Yeovil; • KS/YEWI/2 – Land North of Thorne Lane, Yeovil; and • KS/CREW/1 – Land at Yeovil Road and Station Road, Crewkerne. Prior to the adoption of the Site Allocations Development Plan	

			Document, a permissive approach will be taken when considering housing proposals in Yeovil (via the SUEs), and 'directions of growth' at the Market Towns. The overall scale of growth (set out below) and the wider policy framework will be key considerations in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering housing proposals adjacent to the development area at Crewkerne, Wincanton and the Rural Centres.	
AM101	53	4.103	Deleted	Clarity / Make text up-to-date
AM102	53	Policy SS5	Housing requirement will make provision for at least 15,950 dwellings in the plan period 2006 – 2028. ~~of which~~ At least ~~7,815~~ 7,441 dwellings will be located within the Urban Framework of ~~or adjacent to~~ Yeovil~~,~~ ~~including a~~ and via two Sustainable Urban Extensions. ~~within the plan period, and a further 935 dwellings beyond the plan period~~. This provision will include development and redevelopment within development areas, greenfield development identified within this Plan or to come forward through conversions of existing buildings, residential mobile homes and buildings elsewhere in accordance with the policy on development in rural settlements. Prior to the adoption of the Site Allocations Development Plan Document, a permissive approach will be taken when considering housing proposals in Yeovil (via the SUEs), and 'directions of growth' at the Market Towns. The overall scale of growth (set out below) and the wider policy framework will be key considerations in taking this approach, with the emphasis upon maintaining the established settlement hierarchy and ensuring sustainable levels of growth for all settlements. The same key considerations should also apply when considering housing proposals adjacent to the development area at Crewkerne, Wincanton and the Rural Centres. The distribution of development across the settlement hierarchy will be	Response to Main Modifications 1, 5, & 12

			in line with the numbers below: ~~* A further 935 dwellings are proposed at the Yeovil Urban Extension post 2028.~~ * 1,750 commitments at Chard reflects built and committed sites and that part of the strategic allocation proposed for Chard that is expected to be built out in the plan period. This latter is shown as committed as it is currently part of the saved proposal from South Somerset Local Plan 1991 – 2011. The additional provision is windfall development prior to April 2017 not currently consented (April 2012). The strategic allocation provides for 2,716 dwellings of which 1,220 are anticipated in the Plan period with the rest, 1,496 expected post 2028. ** The Council will undertake an early review of local plan policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the local plan. ~~** A total of 3,237 dwellings are proposed in Chard, of which 1,376 dwellings are proposed at the Chard Growth Area post 2028.~~ ~~*** 15,950 for the purposes of the overall provision is the District requirement to 2028. The cumulative total of 16,751 is 5% in excess of requirement but is considered in the context of development uncertainties and overall scale of provision, to be in broad agreement with the requirement.~~	
AM103	54	Table 5	Deleted	Clarity / Make text up-to-date
AM104	54	Beneath monitoring table	~~Implementation Strategy~~ ~~The delivery of the Housing Trajectory will be by:-~~ ~~1. Private sector developers meeting market demand (dwellings already built and committed and on-going development activity)~~ ~~2. Registered Social Housing levels meeting affordable housing need through~~ ~~- Their own resources~~ ~~- Support from Government grants and Local Authority grant (with the former being promoted by Local Housing Authority)~~	Update to modification noted at M77 in Core Document 3c. Deleted.

			~~- Section 106 agreement in association with market housing regulated by the local planning Authority's ability to deliver land at nil value (and effectively a supply subsidy)~~ ~~3. Pre-application discussion with developers~~ ~~4. Determination of planning applications~~ ~~5. Delivery and maintenance of a 5 year land supply of housing through~~ ~~- Establishing through the local plan an appropriate and realistic housing requirement~~ ~~- Positive engagement with developers~~ ~~- Updating of the Strategic Housing Land Availability Assessment on a regular basis~~ ~~5. Site Allocation Development Plan Documents (generally for Market Towns and Rural Centres and for Yeovil Sustainable Urban Extension) identified as a priority undertaking for the local planning Authority~~ ~~6. Adoption of a Community Infrastructure Levy Charging Schedule that ensures development remains generally viable~~ ~~7. Identification of Infrastructure Requirements through a regularly updated Infrastructure Plan and the application of available funds to resolve them where they are in excess of normal market funding.~~	
AM105	56	4.108 -4.109	The Council will use its Infrastructure Delivery Plan and regular monitoring of infrastructure capacity to understand the ~~In order to find out the requirements for infrastructure to support the growth proposed, the Council has commissioned an~~ **~~Infrastructure Plan~~** ~~(IP) which sets out the likely infrastructure~~ required infrastructure to ensure sustainable development. ~~This report is based on the scales of growth for individual settlements proposed after the Draft Core Strategy 2010 but prior to the finalisation of growth provision in this Proposed Submission Plan. However, the changes in growth now proposed are not significantly different in terms of the likely need for further infrastructure.~~ ~~The Report on Infrastructure Planning in South Somerset is published in~~	Clarity / Make text up-to-date

			~~conjunction with the Proposed Submission local plan. The IP and database bring together infrastructure requirements identified by partner public and private sector service providers as being needed to support the growth proposed in the local plan to 2028.~~ The report covers the existing status of infrastructure in individual settlements in terms of capacity for growth, the nature of additional infrastructure shown as needed to accommodate additional growth proposed, the likely costs of providing such infrastructure and any funding sources where known. ~~The growth proposed in the local plan must be capable of being deliverable in the timescales or phases indicated and the Infrastructure Plan is a main tool in demonstrating deliverability of the strategy's proposals.~~	
AM106	57	4.110	The Council ~~will also need to continue~~ is committed to working ~~in co-operation~~ with other infrastructure providers to ensure timely delivery of services and to ensure that the Infrastructure Delivery Plan ~~Report~~ is kept up to date. ~~The Infrastructure Report~~It is a living document, and as changes to infrastructure requirements and funding arise ~~for these will be constantly changing and~~ the Council will work with the relevant stakeholders to regularly review requirements.	Clarity / Make text up-to-date
AM107	57	4.111 – 4.113	Deleted: ~~In addition to setting out services requirements, the Infrastructure Plan functions as a focus for long term decision making over financial spending on infrastructure and its coordination.~~ ~~Three tiers of infrastructure have been identified:-~~ ~~• critical - that needed to enable development to proceed at all;~~ ~~• necessary at some point to support new development but not at the outset;~~ ~~• desirable to ensure sustainable development.~~ ~~In addition, the database has identified, where possible, those infrastructure elements which are expected to be provided for as part of new development proposals and which the developer will be expected to continue to pay for through S106 agreements. Other infrastructure provision of a strategic nature, not associated with an "on-site"~~	Clarity / Make text up-to-date

			~~development proposal, will need to be funded by other means.~~	
AM108	57	4.114 – 4.116	Moved, updated and deleted: On adoption of the local plan ~~From the Infrastructure Report,~~ it is evident that there are no overriding, or 'critical' infrastructure issues which would prevent new development associated with any of the proposed scale or locations of growth. ~~a~~Although, reflecting on their size and unique characteristics there are differing cost implications ~~particularly~~ associated with infrastructure provision for Yeovil's two urban extensions and the strategic allocation for Chard Eastern Development Area (CEDA). Infrastructure provision in the case of Yeovil's urban extension will need to comply with the objectives set out in Policy YV1, Policy YV2, and Policy YV6. For Chard, the provision of infrastructure requires a holistic approach to be taken, to ensure that any piecemeal delivery of sites and infrastructure does not undermine the overall strategy. ~~In terms of development in the first 5 years of the local plan it is clear from the Infrastructure Report that most of this funding, certainly on critical infrastructure, has been secured from existing section 106 agreements, is part of public utilities mainstream investment or is a reasonable call on the developer. It will be necessary for the Council to focus on Yeovil and Chard where there are specific infrastructure issues which may require additional funding.~~ In April 2010 the Government Introduced new legislation under the Community Infrastructure Levy Regulations[38] (as amended) which will affect the way in which strategic infrastructure can be funded in the future and modified the way in which planning obligations under Section 106 can be used. It is the intention to adopt a Community Infrastructure Levy (CIL) ~~alongside the~~ as soon as practicable after the adoption of the local plan to assist with the provision of strategic infrastructure. This will sit alongside on-site mitigation ~~of infrastructure requirements~~ which will be secure through the revised ~~continued~~ use of Section 106	Clarity / Make text up-to-date

[38] S.I. 2010/948 Community Infrastructure Levy Regulations, S.I. 2011/987 CIL Amendment Regulations, 2012

			planning obligations.	
AM109	58/59	Policy SS6	Last bullet point, add: • Community facilities, including Early Years, Primary, and Secondary educational provision.	Clarification as a result of iterations of document and modifications.
AM110	60	4.121 – 4.123	The viability of development is a complex issue which affects deliverability and the approach taken to build out a site. It is common, especially on larger schemes, that sites are completed in phases. This is usually due to local market conditions and the need to stagger development to balance supply and demand. It can also be a mechanism to minimise the impacts of development and deliver the right infrastructure requirements for the site at the right time. Reflecting on this, it is important the local plan sets out a vision for an area which delivers sustainable growth that is grounded in the context of local market circumstances, yet maintains an element of flexibility so as to not overburden development and facilitate building. Viability is a key part of decision-making on planning applications. Decisions on the order to how a site will be developed have an effect on cost and influence negotiations on planning obligations / CIL. It is possible that the local planning authority, the community, and a developer may have conflicting objectives for how the component parts of a site (infrastructure, housing, employment, open spaces, leisure facilities etc) are delivered. As such, a careful balance must be struck between requiring infrastructure provision at the beginning of a development, versus phasing their delivery throughout the overall build programme to ensuring realistic decisions are made. To this extent, the NPPF and National Planning Practice Guidance (NPPG) indicate that where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible. The Council will work together with the community, the development industry, and statutory organisations (e.g. Environment Agency) to gain a clear picture on what is required to	Clarity / Make text up-to-date

			make a scheme acceptable (and when) so that viability is maintained, and the full benefits of a proposal are realised for the local community. Where helpful, and as part of the Site Allocations DPD, site wide masterplans will be prepare to help manage competing demands, and help explain the approach being taken to create sustainable locations, identify cumulative infrastructure requirements, and assessing the impact on scheme viability. ~~There are a number of aspects of development phasing:~~ ~~1. Desire for employment land before housing development.~~ ~~2. Incremental affordable housing.~~ ~~3. Infrastructure required and sought before housing development (for example roads or schools before housing).~~ ~~4. Incremental growth (too much too soon and associated assimilation problems for settlements and neighbourhoods).~~ ~~5. Brownfield before greenfield land~~ ~~The first four issues should not be addressed through policy but through other planning mechanisms. Planning cannot deliver employment i.e. jobs it can only enable provision of land. An embargo on housing whilst new employment is not generated would only delay housing (and the accommodation and temporary employment that provides) without delivering employment. It is difficult to address the uncertainties of affordable housing funding. A temporary imbalance of tenure mixes on a site due to the economics of its development is currently a symptom of the recession. When normal market factors apply affordable housing provision will become market led and this problem of too much affordable housing too soon should be resolved. Infrastructure requirements for new development is a planning issue but one that should be resolved through local policy (for example Masterplanning or neighbourhood planning) and the development management process. Incremental growth is a legitimate concern however the first means to address it should be clarification of the expected housing trajectory for~~	

			~~development for each settlement.~~ ~~The NPPF however states that planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.~~	
AM111	60	4.124-4.125	The NPPF (Paragraph 17) re-confirms the Government's objective to encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value. Policy SS7 and Policy HG2 work together to ensure that the Council maintains a focus on delivering development on 'brownfield sites'. This is part of the local plan's overall strategy to ~~guide development towards the most sustainable locations, Brownfield development prioritisation is sought through 'Policy HG2: The use of Previously Developed Land (PDL) for new housing development' which sets an overall target of 40% of development on PDL. However, this policy has not sought to phase development with a presumption of PDL before Greenfield land.~~ ~~To achieve the Council's PDL target set out in Policy HG2 development will be~~ guide~~d~~ development towards the most sustainable locations available, which maximise social and economic benefits, minimise the loss of Greenfield sites ~~to built development~~, reduce the need to travel and make the best use of land and other resources.	Clarity / Make text up-to-date
AM112	61	Monitoring Table	**Monitoring Indicators** / **Target** Percentage of new development on PDL / 40% of new development to be on PDL from ~~all~~ the total number of ~~housing~~ applications approved in the district.	Clarity / Make text up-to-date

CHAPTER 5 – YEOVIL – VISION AND PROPOSALS (N.B. Creation of new chapter 4 means becomes chapter 6)				
AM113	Inset Map 15a		Change the notation used for the Primary Shopping Area and Primary Shopping Frontage to reflect the legend.	The Primary Shopping Area and Primary Shopping Frontage are the wrong way around.
AM114	66	5.13	The extent to which housing development will occur within the existing urban ~~area~~framework of Yeovil	To reflect the term used in Policy YV1.
AM115	66	5.13, 1st sentence	Insert footnote on framework: In this context, Yeovil's 'urban framework' comprises the 'development area' and Key Sites as shown on Inset Map 15, and explained in paragraphs 9.3 – 9.6. This is reflected in Policy SS5.	To clarify the definition of the urban framework.
AM116	66	5.13	…dwellings for Yeovil's urban framework for the plan period:	To reflect the term used in Policy YV1.
AM117	66	5.13, 5th bullet point	• ~~Yeovil Urban Extension: 1565 Strategic Housing Land Availability Assessment sites: 724 dwellings~~	The preceding text (para 5.13) explains that the bullet points are dwellings within the existing urban area; therefore delete references to the urban extension.
AM118	66	5.13, 6th bullet point	Windfall development after 2017~~2022~~ and flats above shops:	To reflect text in (deleted) para 5.14
AM119	66	New para 5.14	The strategy for 7,441 dwellings to be located at Yeovil, means that a residual figure of 1,565 dwellings should be located in Sustainable Urban Extensions to the town.	To provide an introduction to Policy YV1, reflecting MM1 and MM2.
AM120	66	5.14	~~An alternative assessment can be undertaken in the light of the National Planning Policy Framework (paragraph 48[39]). This entails replacing the last two sources of supply above with an estimate of windfalls from 2015~~ 2017 ~~(allowing windfalls contained within the commitments to be built out and assuming all are within the urban frame) of some~~	Clarity / Make text up-to-date

[39] ~~[NPPF March 2012 Paragraph 48]~~

			~~1,599~~1,408 ~~dwellings. This presents an alternative total of 5,876 5,815 dwellings~~	
AM121	66	5.15	~~The overall level of growth for the town compared with the expected urban provision leads to the requirement for an urban extension. It is considered that one extension is preferred over several by virtue of:~~ • ~~better access for residents for jobs and facilities;~~ • ~~better CO_2 reduction performance and cheaper energy;~~ • ~~more sustainable transport potential;~~ • ~~and likely cheaper overall cost for development.~~	To reflect MM1 and MM2.
AM122	67	5.18	…just over ~~11~~ 5.0 ha of which should be delivered as part of the Sustainable Urban Extensions in order to provide one job per household to meet the aspirations for ~~a~~ sustainable extensions. ~~with 3.0 ha to be built beyond the Plan period.~~	To reflect MM1 and MM2.
AM123	67	5.19	Policy YV~~5~~4 delivers an aspect of this through the designation of an 'airfield flight safety zone'	To reflect MM10.
AM124	69	5.25	As discussed above, ~~an~~ Sustainable Urban Extensions to Yeovil of some ~~2,500~~ 1,565 dwellings ~~(with 1,565 dwellings within the plan period)~~ and ~~11~~ 5 ha of employment land ~~(with 7ha within the plan period) is~~ are required to deliver the proposed level of growth for the town. This would equate to around ~~5,500~~ 3,400 people living in the urban extensions when complete. ~~This is a lower scale of development than proposed in the draft Core Strategy related to a lower overall provision figure for the town and a higher and stronger evidenced estimate for development within the town.~~	To reflect MM1 and MM2.
AM125	69	New paras 5.24 and 5.25	Strategic growth locations for the provision of 1,565 dwellings and accompanying employment land, community facilities and services were considered all around the edge of Yeovil.[40] Being strategic options for growth, a minimum size of 500 dwellings was identified in order to create a more sustainable community capable of accommodating a range of uses, consistent with national policy.[41] The evidence indicated that two Sustainable Urban Extensions, to the south and north east (as	To reflect MM1 and MM2.

[40] Strategic Growth Options for Yeovil, Sustainability Appraisal Report, October 2013.
[41] NPPF para 17, 34, 37, 38, 58, 69, 70.

			shown on Inset Map 15), provide a sound approach to delivering strategic development on the edge of Yeovil.[42] The scale of growth being proposed is similar at each SUE, with approximately 800 dwellings in the south area and 765 dwellings in the north east. Sufficient land for economic development is provided to allow for one job per household, and a range of community facilities are included to ensure a mix of uses and more sustainable communities. The level of development in the SUEs alone does not generate sufficient education places to justify a new secondary school, although there is likely to be a lack of capacity at the existing secondary schools in Yeovil towards the end of the plan period. These capacity issues will be resolved in due course, with contributions being sought through Section 106 obligations and CIL in the meantime, as set out in Policy SS6.	
AM126	69 – 73	5.26 – 40	Delete these paragraphs in their entirety.	To reflect MM1 and MM2.
AM127	74	5.41	Amend sub-heading: **Sustainability Objectives and Garden City ~~Suburb~~ Principles** ~~It was originally proposed that both the urban extension and the 'Summerhouse Village' (previously known as Yeovil urban village – see Policy YV4) would be developed to 'eco town' standards. The PPS: Eco-Towns Supplement to PPS1 is subject to review by the Government however the~~ The District Council ~~still~~ aspires for the urban extensions and Summerhouse Village to achieve the highest sustainability standards possible. In particular the following standards are to be pursued for ~~the two~~ these strategic locations for Yeovil.	Update text and to reflect MM1 and MM2.
AM128			More options for non-car travel (~~5~~30% of trips should be non-car)	To reflect MM2.
AM129	74	5.42	~~It is felt that the Government's current review of Level 6 of the Code for Sustainable Homes is a less onerous and cheaper to deliver standard, and that there is little rationale in providing more aggressive standards in the urban extension which would be at a cost to occupiers and~~	To reflect evolving Government thinking on this issue, and intention to wind down the Code

[42] Sustainability Appraisal Addendum Report, March 2014.

			~~developers alike. However all other standards expressed above should be pursued.~~	for Sustainable Homes – the Government propose that 'zero carbon' would be the equivalent of Code 4 energy standard on-site, and Allowable Solutions to deliver the remaining CO2 reduction.
AM130	74	5.43	The Government's aspiration in the NPPF[43] for ~~the promotion of~~ extensions to existing towns that follow garden city principles is considered to fit well with the Sustainable Urban Extensions and these principles will be pursued. ~~through the Extension:~~	For clarification and to reflect MM1 and MM2.
AM131	75	5.45	~~The Council have undertaken detailed studies on waste efficiency and renewable energy delivery in association with the urban extension under the Government's former Eco Town Initiative. These have produced~~ ~~• a site waste management plan for construction of the extension~~ ~~• a range of sustainability targets for waste processing, management and recovery from household, commercial and construction waste sources~~ ~~• and a series of measures by which these might be achieved~~ ~~• an aspiration for district heating to achieve code for sustainable homes level 6 and promotion of a combined heat and power scheme (possibly biomass generated) to potentially be allied with other heat generating or heat demanding land uses within Yeovil~~ ~~• Promotion of photo voltaic energy generation on rooftops of the extension~~	To reflect MM1 and MM2.
AM132	75	5.46	~~These studies are moving into areas of more detailed planning of the~~	To reflect MM1 and

[43] [NPPF March 2012]

			The urban extensions ~~that~~ will require detailed masterplanning to develop the ~~location~~ directions of growth into ~~a~~ detailed schemes that can be implemented. This masterplanning is anticipated ~~as a necessary process~~ to be undertaken within the context of an area based development planning document and with the full engagement and ownership of the wider Yeovil community as well as the local communities immediately adjacent the directions of growth. The heritage assets in the vicinity of the directions of growth will require particular consideration and assessment through the master planning process in order to ensure that these assets are conserved and, where possible, enhanced. The masterplan will be designed in such a way that will contribute to the green infrastructure strategy and will include potential links to and from the urban extensions, such as through the Aldon Estate for the South Yeovil SUE.	MM2.
AM133	75	New	Policy YV2 includes landscape mitigation for the NE Yeovil SUE to address the impacts of built development in this area. Future masterplanning work should ensure development is assimilated into its surroundings by including the following key landscape prescriptions: • Development should be set back from the line of the A359, and placed beyond a robust tree line; • Retention of the mature trees and robust hedgerows within the site; • Counter general potential massing effects by breaking up development areas; locating buildings to avoid the steeper and highly visible slopes, and; incorporating open space and tree planting within these areas; • Utilise woodland planting over the raised knoll to the east of the site; • Create robust planting and open space corridor along the most prominent site hedgelines; • Locate building growth adjacent to Wyndham Park in areas that are less conspicious to local view; • Seek a sensitive integration of street patterns, corresponding open space, tree planting and material tones, with Wyndham	Addition of supporting text to reflect MM9.

			Park; • Locate bulkier forms of development on areas of lesser elevation, visually contained, or on level topography.	
AM134	75	5.47	Further detail on all of the key issues in delivering the Yeovil Sustainable Urban Extensions will be addressed in the Area Action Plan/Site Allocations Development Plan Document to be produced after the Local Plan is adopted, or through the development management process if planning applications are submitted in advance of preparing the ~~AAP~~DPD[44].	Update in light of current situation.
AM135	75	5.48	~~The masterplan~~ Masterplanning will ~~be able to~~ pick up on issues	Clarify text.
AM136	79	5.57	There are key viability issues including funding the replacement of car parking spaces and finding appropriate alternative sites, with evidence indicating a shortfall of spaces at peak times on Saturdays by 2023[45];	Reflect updated evidence.
AM137	79	Policy YV4 (now YV3)	Policy YV~~4~~ 3: Yeovil Summerhouse Village	Amend policy numbering to reflect MM10.
AM138	80	5.59	The Infrastructure Planning Report[46] identifies a number of infrastructure requirements for Yeovil and the Sustainable Urban Extensions:	To reflect MM1 and MM2.
AM139	81	5.59	A new health centre is required for the urban extensions.	To reflect MM1 and MM2.
AM140	81	5.59	2 new primary schools ~~and a secondary school~~ in the Yeovil Sustainable Urban Extensions.	To reflect MM1 and MM2.
AM141	81	Policy YV5 (now YV4)	Policy YV~~5~~4: Yeovil Airfield Flight Safety Zone	To reflect MM1 and MM2.
AM142	83	5.69	The policy aims for ~~5~~30% of travel originating in the Urban Extensions to be by sustainable (i.e. non car) means. Many of these measures are recommended in the study 'Delivering 21st century Sustainable travel in Yeovil'[47]. Measures to achieve ~~5~~30%	To reflect MM2.

[44] At the time of writing, outline application 14/02554/OUT for the North East Yeovil SUE was pending consideration.
[45] South Somerset District Council Car Parking Strategy, 2013.
[46] [Infrastructure Planning in South Somerset, 2012]
[47] [Addison and Associates, 2011]

AM143	85	Policy YV5	Amend policy title to: Policy YV~~6~~5: Delivering Sustainable Travel at the Yeovil Sustainable Urban Extensions	To reflect MM2.
AM144	86	5.72	The following delivery bodies will be key in implementing Policy YV~~6~~5	To reflect MM2.
CHAPTER 6 – MARKET TOWNS – VISION AND PROPOSALS (N.B. Creation of new chapter 4 means becomes chapter 7)				
AM145	88	6.8	……~~.The town has a reasonably high level of self-containment (61.2% of people live and work in the town) although as expected give its role and function, there is notable in-commuting from the surrounding area.~~	Clarity.
AM146	97	6.47	~~The prospect of delay whilst a Local Plan is progressed to adoption as well as the potential CPO proceedings required would mean that the housing trajectory for Chard should be amended with an anticipated delay in construction to 2016~~. ~~This would result in the prospective~~ dDelivery of dwellings for Chard Eastern Development Area is likely to commence in 2016 meaning that in the Plan period ~~being~~ ~~1,861~~ approximately 1220 dwellings (including ~~521~~ 632 ~~dwellings~~ already committed) will be delivered with a further ~~1,376~~ approximately 1496 ~~dwellings~~ after 2028.	Further amendments in addition to M107 to update plan.
AM147			All references to B use employment land removed from Crewkerne, Ilminster, Bruton and Ilchester to reflect M220 which is in line with the NPPF definition of economic development.	To reflect M220 and NPPF.
AM148	102	6.64	Add following text to para: Furthermore Policy SS5 recognises that the residual housing requirement for the settlement should come forward adjacent to the development area and enabled by the Development Management process.	To reflect MM12, which clarifies the permissive approach to development prior to the adoption of an Allocations DPD.
AM149	105	6.76	It is important to sustain and enhance Ilminster's role as a Primary Market Town, with a level of development that is appropriate to the size, character, environmental constraints and accessibility of the town. The local plan will therefore support the development of around ~~531~~ 496 dwellings over the plan period, up to 2028. As shown in Table 1, 181 dwellings are already committed, of which 144 dwellings have already been completed. As such, ~~Of these 531~~ ~~496~~ ~~dwellings, 199~~ 181	To reflect further changes to M115.

<table>
<tr><td></td><td></td><td></td><td>~~dwellings are already committed,~~ the residual requirement is for ~~332~~ 315 ~~new~~ dwellings (~~see Policy PMT3: Direction of Growth, below~~).</td><td></td></tr>
<tr><td>AM150</td><td>102</td><td>6.65</td><td>Amend monitoring indicators as follows:<table><tr><th>Monitoring Indicators</th><th>Target</th></tr><tr><td>~~Completed~~ Net additional housing ~~development~~ in Crewkerne</td><td>At least ~~1028~~ 961 ~~homes built in~~ dwellings in Crewkerne between 2006 and 2028</td></tr><tr><td>~~Completed~~ Amount of employment land delivered ~~('B' uses) floor space~~ in Crewkerne</td><td>10.10 ha of ~~'B' use~~ employment land ~~built~~ in Crewkerne between 2006 and 2028</td></tr></table></td><td>To be consistent with modifications made to monitoring indicators throughout the Plan.</td></tr>
<tr><td>AM151</td><td>106</td><td>6.83</td><td>In addition to PMM3, amend paragraph by deleting the following text:

~~The direction has been derived using evidence from the Sustainability Appraisal, Highway Capacity Assessment (2011), local consultation and an assessment of the potential deliverability of sites for development. It is anticipated that the majority of the residential requirement will be delivered within the 'Direction of Growth' as capacity within the existing urban area is limited.~~</td><td>Reference to evidence base documents no longer relevant.</td></tr>
<tr><td>AM152</td><td>106</td><td>6.84</td><td>~~There is a local aspiration for a road to be delivered as part of any residential development in the Direction of Growth. This would link Shudrick Lane and Townsend/Long Orchard Hill and offer an alternative route through the town centre, alleviating local concerns over town centre traffic. Developers will be expected to deliver this road (see Highways assessment for detailed information).~~</td><td>Reference no longer relevant in the light of MM3.</td></tr>
<tr><td>AM153</td><td>107</td><td>6.85</td><td>Amend monitoring indicators as follows:<table><tr><th>Monitoring Indicators</th><th>Target</th></tr><tr><td>~~Completed~~ Net additional housing ~~development~~ in</td><td>At least ~~531~~ 496 ~~homes built~~ dwellings in Ilminster</td></tr></table></td><td>To be consistent with modifications made to monitoring indicators throughout the Plan.</td></tr>
</table>

			<table><tr><td>Ilminster</td><td>between 2006 and 2028</td></tr><tr><td>~~Completed~~ Amount of employment land delivered ~~('B' uses) floor space~~ in Ilminster</td><td>23 ha of '~~B' use~~ employment land ~~built~~ made available in Ilminster between 2006 and 2028.</td></tr><tr><td>New Jobs in Ilminster</td><td>419 jobs between 2006 and 2028</td></tr><tr><td>~~Road between Shudrick Lane and Townsend/Long Orchard Hill~~</td><td>~~Prior to completion of development within the Direction of Growth~~</td></tr></table>	
AM154	109	6.94	It is important to sustain and enhance Wincanton's role as a Market Town in the rural east of the district, with a level of development that is relative to the size, accessibility, character and environmental constraints of the town. When compared with other Market Towns, as set out in Table 1, Wincanton already has a significant number of existing commitments with ~~692~~ 698 dwellings having planning permission or already built as at April ~~2011~~ 2012. It is therefore recommended that ~~around~~ at least 703 dwellings are built in the town over the local plan period ~~2006-2028~~. This is to ensure housing growth reflects the scale of Wincanton and allows assimilation of significant past growth. It should be noted that as at April 2012, only 297 dwellings have been completed in the town, however, given the scale of additional commitments it ~~As the majority of these dwellings have already been built or committed this~~ leaves a residual additional housing requirement of ~~only 11~~ 5 dwellings. The past build out rate indicates that this overall level of provision should last the plan period. These dwellings could be accommodated within the existing Development Area.	To reflect further changes to M119.

AM155	110	New paragraphs after 6.94	The Market Town of Wincanton is different from the other Market Towns by virtue of its high level of commitments compared to the overall level of housing requirement considered appropriate for the settlement. As a consequence and given the expected build rates set out in the Housing trajectory, the latter years of the Plan offer limited levels of housing provision. It is considered given the front loading of development in Wincanton that the town will experience a subsequent period of assimilation of housing growth and slowing down of the local housing market. Should the housing market however remain locally strong and underpinned by employment growth then the housing provision would need to be supplemented. Such a circumstance would be possible to evidence through the Council's on going monitoring process which includes assessing housing and employment land delivery on a settlement by settlement basis. This will be reported six monthly via the Council's Authorities Monitoring Report. As well as the on-going monitoring process, the Council has committed to undertake an early review of local plan Policy relating to housing and employment provision in Wincanton. This will be in accordance with statutory requirements and completed within three years of the date of adoption of the local plan.	Amendment to M234 to reflect MM12.
AM156	110	6.96	As set out in Policy SS3, a total of ~~8.61~~ 7.94 ha of ~~'B' use class employment~~ land for economic development should be delivered in Wincanton over the Local Plan period. ~~3.61~~ 3.56 ha of this is already committed, leaving ~~5~~ 4.38 ha ~~still~~ to be ~~found~~ located within the direction of strategic employment growth to the south west of the town. This should provide around ~~323~~ 365 jobs in traditional 'B' uses, as part of a total of ~~490~~ 599 jobs that should be delivered ~~at Wincanton~~ to provide the opportunity for residents to both live and work in the town.	To add clarity regarding location of additional 4.38 ha of employment land.
AM157	112	6.103	The combined settlements have a population of 3,421[48] ~~making it the 10th largest settlement in South Somerset~~. The isolated nature of the town and its largely rural surroundings mean that it serves a more	To be consistent with other Local Market Towns' text.

[48] [ONS Mid 2010 estimate - Urban Area]

			strategic service role than expected.	
AM158	113	6.111	To maintain the town's service role, Ansford/Castle Cary is expected to deliver at least ~~400~~ 374 new dwellings over the plan period. As shown in Table 1, existing commitments amount to~~of~~ ~~127~~ 156 dwellings (April ~~2011~~ 2012), albeit completions remain low at just 42. However, based upon commitments, it leaves a further ~~273~~ 218 dwellings to be accommodated over the plan period. It should be noted ~~however~~ that the ~~P~~planning permission for the BMI site, Cumnock Lane has recently lapsed and although it can't be considered a commitment at this present time there is an expectation that this important brownfield site will be developed within the ~~P~~plan period and thereby reduce the future housing target by a further 89 dwellings. ~~The phasing~~ ~~p~~Policy SS7 ~~would be a key mechanism in addressing~~ seeks to prioritise ~~early~~ delivery of ~~this~~ brownfield site~~s prior to the~~ over greenfield development ~~direction for growth~~.	Further amendment to M122 to reflect M83.
AM159	115	6.117	~~Castle Cary Primary School has an estimated capacity of 206 places and is currently operating at full capacity. Future growth would result in an infrastructure need for further 2 to 3 classes.~~ Capacity issues have been identified at Castle Cary Primary School and ~~There are no~~ opportunities for expansion at the current site are very limited. ~~and a~~ A new primary school would therefore be required to accommodate future substantial growth.	Clarification and update.
AM160	117	6.125	~~Langport/Huish Episcopi has a relatively elderly population with 24% of residents being 65 or older (compared to 20% average in the district, and 19% nationally),[49] which could have potential implications for health care needs and the type of housing provision that is required to meet the needs of the town.~~	To be consistent with other Local Market Towns' text.
AM161	117	6.126	Langport/Huish Episcopi has a good balance of jobs (1,200) to workers (1,250), a ratio of around 1:1, but according to the 2001 Census, roughly 60% of residents travel elsewhere to work, principally to Yeovil, Taunton, and Somerton.	For clarity.
AM162	118	6.129	In order to sustain and enhance Langport/Huish Episcopi's role as a Market Town, with a level of development that is relative to the size,	Further amendment to M128 to be consistent

[49] Census 2001

			accessibility, character and environmental characteristics of the town, at least 374 dwellings should be built in the town in the local plan period. As shown in Table 1, 289 dwellings are already committed, of which 163 have already been completed. As such, further ~~most of these have already been built or committed in the first 5 years of the plan period (289 dwellings), new~~ provision should be made for around 85 dwellings at the town ~~(as set out in Policy SS5)~~. There are few sites available within the existing urban area in Langport/Huish Episcopi,[50] meaning a 'direction of growth' is required to identify a broad location to accommodate new development on the edge of the town, as explained below.	with other Local Market Towns' text.
AM163	118	6.130	As set out in Policy SS3, ~~3.44~~ 4.01ha of ~~'B' use class~~ employment land should be delivered in Langport/Huish Episcopi over the local plan period. ~~Only~~ 0.4~~3~~4ha has been provided in the first ~~5~~ years of the plan, leaving 3.67 ha still to be found. This should provide ~~174 'B' use jobs, as part of~~ a total of 284 jobs ~~that should be delivered~~ at Langport/Huish Episcopi to provide the opportunity for residents to both live and work in the town.	Further amendment to M129 to be consistent with other Local Market Towns' text.
AM164	122	6.145	It is important to sustain and enhance Somerton's role as a Market Town in the rural north of the district, with a level of development that is relative to the size, accessibility, character and environmental constraints of the town. Therefore, at least round 374 dwellings should be built in the town over the local plan period ~~2006 - 2028~~. As shown in Table 1, the ~~majority of these (~~286 dwellings~~)~~ have already been ~~built or~~ committed, albeit with only a small number of completions (2 dwellings) in the first ~~5~~ years of the local plan period. Based upon the commitments there is ~~, leaving~~ a residual ~~additional~~ housing requirement of 88 dwellings. A 'direction of growth' to identify a broad location to accommodate new development on the edge of the town is required, as explained below.	Further amendment to M133 to be consistent with other Local Market Towns' text.
AM165	122	6.146	As set out in Policy SS3, a total of ~~4.91~~ 6.63ha of ~~'B' use class~~ employment land should be delivered in Somerton over the local plan period. ~~Just under half (~~1.~~91~~ 56ha~~)~~ of this has already been provided,	Further amendment to M134 to be consistent with other Local Market

[50] Strategic Housing Land Availability Assessment, 2009

			leaving ~~3~~ 5.07ha still to be found, primarily within the direction of growth. This should provide ~~187 'B' use jobs, as part of~~ a total of 307 jobs ~~that should be delivered at~~ in Somerton to provide the opportunity for residents to both live and work in the town.	Towns' text.
AM166	124	6.152	~~Primary Care Trust~~NHS South West / Clinical Commissioning Group.	Update.
AM167	125	New Paragraph (M280)	Amend M280 as follows: In order to provide certainty for developers, public and other stakeholders the Council will undertake as a priority a Site Allocations Development Plan Document (DPD) for the Rural Centres to accommodate the housing and employment growth identified in Policy: SS3 and Policy SS5 ~~and possible additional employment land addressed in Policy SS3 Delivering New Employment Land within the identified Directions for Growth~~. The DPD will also identify the associated open space and ancillary land uses associated with each allocation.	Additional change to M280.
AM168	125	New Paragraph	Include the following paragraph after new paragraph 7.2: Prior to the adoption of a Site Allocations DPD, a permissive approach as set out in Policies SS3 and SS5 will be taken when considering housing and employment proposals adjacent to the development areas at the Rural Centres.	
AM169	127	7.10	It is important to sustain and enhance Bruton's role as a Rural Centre, with a level of development that is commensurate with the size, accessibility, character and environmental constraints of the town. The local plan will therefore support the development of ~~around 217~~ at least 203 dwellings over the plan period, up to 2028. As shown in Table 1, ~~Of these 217~~ 203 ~~dwellings, 113~~ 103 dwelling are already committed (of which 92 are already completed), leaving ~~with~~ a residual requirement for ~~104~~100 new dwellings, which is considered to be deliverable through the development management process. These dwellings need to be of mixed size although there is a locally perceived need for family housing and supported elderly person accommodation.	Further amendment to M137 to be consistent with other Local Market Towns' text.
AM170	127	7.11	Bruton is very much a local centre with a high dependence on its strong, prestigious educational establishments. The supply of	Further amendment to M190 to be consistent

			employment land is modest and in keeping with the settlement's scale and function. As set out in Policy SS3, a minimum of ~~2.56~~ 3.06 hectares of ~~'B' Use Class~~ employment land will be supported up to 2028, which will assist new jobs growth and improve levels of self-containment within the settlement. Of the ~~2.56~~ 3.06 hectares, 0.56 is already committed, with a residual requirement for ~~2~~ 2.50 new hectares, which is considered to be deliverable through the Development Management process.	with other Local Market Towns' text.
AM171	127	7.13	Amend paragraph as follows: Bruton is very much a local centre with a high dependence on its strong, prestigious educational establishments. The supply of employment land is modest and in keeping with the settlement's scale and function. As set out in Policy SS3, a minimum of ~~2.56~~ 3.06 hectares of ~~'B' Use Class~~ employment land will be supported up to 2028, which will assist new jobs growth and improve levels of self-containment within the settlement. Of the ~~2.56~~ 3.06 hectares, 0.56 is already committed, with a residual requirement for ~~2~~ 2.50 new hectares, which is considered to be deliverable through the Development Management process.	To reflect PMM4.
AM172	130	7.24	Do not include M191.	M191, superseded by MM11, amendment to M280 and inclusion of new paragraph (ref – XX).
AM173	130	7.26	Amend paragraph as follows: Bureau Veritas were commissioned by South Somerset District Council to prepare noise contours to represent current typical aircraft activity at RNAS Yeovilton[51]. New noise contours have been identified (see ~~Inset Map 6a~~ and Appendix x) and these will be a material consideration used to guide planning decisions (see Policy EQ7: Pollution Control). The revised contours seek to minimise the adverse impact of noise,	Delete reference to Inset Map 6a, as this Noise Contour map has been added to Appendix 4, along with RNAS Merryfield, Ilton and Westlands Airfield, Yeovil. Add reference

[51] [Aircraft Noise Contours for RNAS Yeovilton, SSDC and Bureau Veritas (July 2010)]

			without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business.	to Appendix 4 which includes Noise Contour definitions/explanations which was omitted in error, and cross refer Policy EQ7.
AM174	130	7.27	Amend paragraph as follows: The MOD can give no guarantee as to the type therefore, number and frequency of aircraft movements now or in the future, and therefore this will be subject to an ongoing review through the Council's monitoring processes. It is imperative that any further dwellings, be constructed to the highest levels of noise protection so as not to constrain the bases' future operational flexibility and provide an appropriate living environment for new residents. There are opportunities for development away from the flood risk areas in locations which the landscape character appraisal indicates could accommodate more housing.	Add reference to ongoing monitoring of the aircraft movements at Yeovilton.
AM175	130	7.29	Do not include M192.	M191, superseded by MM12, amendment to M280 and inclusion of new paragraph
CHAPTER 7 – RURAL CENTRES – VISION AND PROPOSALS (N.B. Creation of new chapter 4 means becomes chapter 8)				
AM176	132	7.36	Engagement with Town and Parish Councils in preparing the ~~Draft~~ Local Plan have indicated that Martock is considered an appropriate location for additional….	Clarity
AM177	133	7.38	To enable the settlement to grow and continue to expand its identified role at least ~~246~~ 230 dwellings are proposed over the local plan period ~~2006-2028~~. As shown in Table 1, ~~Of these 246~~ ~~230~~ ~~dwellings, 101~~ 106 are already committed (of which 60 are already completed), leaving ~~with~~ a residual requirement for ~~145~~ 124 new dwellings, reflecting a scale of growth commensurate with South Petherton and Milborne Port.	Further amendment to M142 to be consistent with other Rural Centres' text.
AM178	133	7.39	Additional employment and retail opportunities should be exploited to strengthen the service function of the settlement. It is proposed a total employment provision for Martock/Bower Hinton of ~~4.79~~ 3.19 ha is	Clarity.

			provided over the Plan period~~, and additional employment land is required to be developed to 2028 in order to broaden the range of opportunities and to provide greater self-containment~~. It should be noted that 1.8 ha of this existing employment provision is the saved local plan allocation ME/MART/2, Land West of Ringwell Hill.	
AM179	133	7.40	~~It is proposed a total employment provision for Martock/Bower Hinton of 4.79 3.19 ha. However it should be noted that 1.8 ha of this employment provision is the saved local plan allocation ME/MART/2, Land West of Ringwell Hill on which they are intending implementing. There is a further 0.99 ha in commitments or lapsed consents (demonstrating acceptability in principle). There is provision for an additional 2 ha of employment land to provide an alternative option for employment. This should be delivered through the Development Management process so providing a flexible and early response to the provision.~~	Clarity.
AM180	136	7.52	There is virtually no existing supply of employment land in Milborne Port (0.04 hectares), yet the settlement should see an additional ~~299~~ 279 homes minimum over the plan period. In order to promote self-contained growth and cater for this additional housing it is considered that ~~2~~ 0.80 hectares of new employment land should be delivered through the local plan to provide an option for employment~~. As this is not strategically significant the growth should be delivered through the Development Management process.~~ The ~~need for~~ additional employment land to deliver jobs growth in Milborne Port identified in Policy SS3 will be ~~established and~~ delivered through a Site Allocation DPD followed in the normal course of events by the development management process.	Clarity
AM181	138	7.62	To enable the settlement to grow and continue to expand its identified role ~~245~~ at least 229 dwellings are proposed over the local plan period ~~2006-2028~~. As shown in Table 1, ~~Of these 245 229 dwellings,~~ 151 dwellings are already committed (of which114 dwellings are already completed), leaving ~~with~~ a residual requirement for ~~94~~ 78 new dwellings, reflecting a scale of growth commensurate with Martock and ~~provision for the rest of the Plan period beyond the build out of current commitments and~~ secure a level of provision capable of supporting	Further amendment to M147 to be consistent with other Rural Centres' text.

			local services.	
AM182	138	7.65	~~It is proposed a~~ A total additional employment provision for South Petherton of ~~2~~ 2.47 ha is proposed in order to promote an alternative option for employment. ~~This is not a strategic issue and any land should be adequately delivered through the Development Management process~~. The additional employment land to deliver jobs growth in South Petherton identified in Policy SS3 will be delivered through a site allocations DPD followed in the normal course of events by the development management process~~. It will be through this process that the location of new employment land will be affirmed and in light of national and local policy this~~ the previous association of Lopen Head employment can't be presumed.	Clarity
CHAPTER 8 – ECONOMIC PROSPERITY (N.B. Creation of new chapter 4 means becomes chapter 9)				
AM183	143	8.7	Do not include AM29 and include only part of M152, as the employment land hectarage figure has been amended via MM11.	M152 and AM29 superseded by MM11.
AM184	144	8.10	Amend paragraph by deleting the following text: ~~through the promotion and expansion of clusters or networks of knowledge driven, high technology industries, therefore it is restricted to B1 uses only~~.	To reflect M220 – implementation of employment land is in the context of the NPPF definition of economic development.
AM185	144	8.14	Amend paragraph as follows: Yeovil Sustainable Urban Extensions 8.14 ~~A new~~ Two strategic locations for development ~~is~~ are proposed in Yeovil adjacent to the urban edge. A policy requiring employment provision in association with this wider proposal is set out in the Yeovil Chapter in Policy YV2: Yeovil Sustainable Urban Extensions.	To reflect MM9.
AM186	144	8.15	Policy EP1 takes the sites identified in the ELR and identifies them as being strategically significant for local and inward investment. Their use will therefore be for ~~employment~~ economic development purposes (~~unless specified for B1, B2 and B8 uses~~). See Policy SS3: Delivering Employment Growth which identifies other sites saved from the South Somerset Local Plan and the sites that are not saved.	To reflect M220 – implementation of employment land is in the context of the NPPF definition of economic development.

AM187	145	Footnote 9 to 8.18	[~~English Partnerships Density Ratios~~ English Densities Guide, 2010~~]~~	To reflect updated guidance.
AM188	146	8.22	Amend first sentence of paragraph as follows, to more accurately reflect para 24 of the NPPF: The NPPF ~~requires~~ seeks to focus office~~s~~ development within ~~to be located in~~ the defined Town Centre, and applications for office developments that are not in the defined Town Centre will be required to undertake a sequential assessment.	To more accurately reflect para 24 of the NPPF.
AM189	147	8.23	Amend paragraph as follows: The Council, through its economic development function will encourage office-based businesses to develop in Town Centres and ~~through its planning functions will~~ resist the loss of office accommodation from them.	To reflect the changes to permitted development rights in May 2013, whereby B1(a) uses can revert to C3 uses subject to prior approval.
AM190	147	8.27	Amend paragraph as follows: The importance of maintaining the existing supply and protecting the overall distribution of employment land should not be underestimated - ~~of the employment land lost since 2006, 5 hectares was redeveloped for residential purposes, if this land had been retained in employment use, it could have provided in the region of 1500 jobs[52].~~ existing employment sites provide the main supply of employment land and are required to meet the needs of the market by retaining a mix of older, more affordable premises, whilst maintaining a local balance between housing and employment.	Guidance has been superseded, so reference removed.
AM191	148	8.29	Amend first sentence in the paragraph as follows: Whilst Policy EP3 seeks to protect valuable employment land and premises, in line with national policy[53] residential re-use will be supported where it can be demonstrated that there is identified need for	Clarity

[52] [Calculations based on English Partnerships Density ratios]
[53] [NPPF – Paragraph 51]

<table>
<tr><td></td><td></td><td></td><td>additional housing which overrides the economic reasons in favour of retention of the land, or where permitted development rights apply.</td><td></td></tr>
<tr><td>AM192</td><td>159</td><td>8.71</td><td>Amend paragraph as follows:

Somerset Tourism Association ~~Partnership~~</td><td>Clarity</td></tr>
<tr><td>AM193</td><td>169</td><td>8.113</td><td>Amend Monitoring Indicator and Target as follows:<table><tr><th>Monitoring Indicators</th><th>Target</th></tr><tr><td>Size, range and type of facilities in Neighbourhood Centres</td><td>Successful establishment of a Neighbourhood Centre in both Yeovil Urban Extensions and 4 Neighbourhood Centres in Chard</td></tr></table></td><td>Clarity</td></tr>
<tr><td colspan="5">CHAPTER 9 – HOUSING (N.B. Creation of new chapter 4 means becomes chapter 10)</td></tr>
<tr><td>AM194</td><td>173</td><td>9.4</td><td>The Brimsmore site benefits from outline planning permission granted in August 2007. Reserved Matters, for part of the site only, were granted in November 2011 and is now under construction……</td><td>Up-date as site now under construction.</td></tr>
<tr><td>AM195</td><td>174</td><td>9.5</td><td>~~The Lufton site benefits from outline planning permission granted in May 2007.~~ The site lies close to existing employment opportunities on the west of Yeovil and also to the Bunford and Lufton strategic employment sites. A local centre will provide for residents' daily needs.</td><td>Up-date as site is now under construction.</td></tr>
<tr><td>AM196</td><td>174</td><td>9.8</td><td>Planning permission has been given for the Lufton ~~and~~ ,Thorne Lane ~~sites~~ and Crewkerne sites ~~has been agreed in principle subject to the signing of a legal agreement (at the time of writing).~~</td><td>To reflect the fact that the legal agreement on the Crewkerne key Site has now been signed.</td></tr>
<tr><td>AM197</td><td>179</td><td>9.24</td><td>The Council is aware that the NPPG has recently been updated to state that affordable housing contributions should not be sought from</td><td>Additional text added to include April 2015 date</td></tr>
</table>

<table>
<tr><td></td><td></td><td></td><td>developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1,000sqm[54]. This may result in the Council needing to raise the threshold from which to seek affordable housing contributions from the intended 6 or more dwellings, to 11 or more dwellings. However, at time of adoption, the Government's approach was subject to legal challenge; and there remains uncertainty as to whether the Government's position should supersede a local planning authority's evidence based approach. Policy HG3 and Policy HG4 are evidence based and have been subject to Independent Examination and therefore remain part of the local plan until it is shown conclusively that the policy is replaced by the Government's approach. At that point the Council will look to update both policies as part of any local plan review.</td><td>and to explain update to NPPG 28/11/14.</td></tr>
<tr><td>AM198</td><td>179</td><td>HG3</td><td><table>
<tr><th>Settlement</th><th>Affordable housing target</th><th>Threshold</th><th>OR Hectares (irrespective of number of dwellings)</th></tr>
<tr><td>Yeovil Sustainable Urban Extensions

Yeovil

Primary Market Towns

Local Market</td><td>35%</td><td>6 dwellings</td><td>0.2ha</td></tr>
</table></td><td>To reflect the fact that now there a two Sustainable Urban Extension to Yeovil</td></tr>
</table>

[54] NPPG, Paragraph: 012 Reference ID: 23b-012-20141128, November 2014

			Towns **Rural Centres** **Rural Settlements***	
AM199	184	9.40	The SHMA shows that there are ~~70,800~~ 13,717 households with support needs in South Somerset, ~~20,934~~ 6,697 are older person only households, some ~~32%~~ 48.8% of all support needs households. Opportunities to adapt the existing housing stock should be maximised.	Correction. Incorrect data from SHMA household survey report had been inserted. Final sentence inserted from paragraph 9.41.
AM200	184	9.41	~~Opportunities to adapt the existing housing stock should be maximised. With regard to new build, the Government's Code for Sustainable Homes (December 2006) includes the consideration of Lifetime Homes Standards. It is mandatory to include all 16 design criteria of Lifetime Homes at CSH Level 6.~~	Paragraph no longer relevant due to Governments intention to wind down the Code for Sustainable Homes.
AM201	186	9.45	Bringing empty properties back into use can make a contribution to the housing stock within South Somerset. In partnership with others the Council provides ~~grant aid~~ an empty property leasing scheme and empty property loans to bring empty properties back into occupational use, particularly in town centre locations, including flats over shops. Empty property ~~grants~~ loans are designed to assist in market town and town centre regeneration by bringing people back to live in properties, which are currently empty. Any (potential) private sector landlord can apply. ~~Grants~~ Loans are available where there is a clear demonstrable need for accommodation. ~~If a property is empty it is exempt from council tax for 6 months thereafter the owner must pay 90% of the council tax bill.~~ Within town centres bringing such homes back into use can assist in delivering an active night time economy through establishing a residential element within the area.	Update. Empty property grants no longer exist. Council Tax rules changed in April 2013, not considered appropriate to include a lot of detail about Council Tax within the Local Plan.

<table>
<tr><td>AM202</td><td>186</td><td>9.46</td><td>This has been further supplemented by the Gypsy and Traveller Needs Assessment Update, Somerset Local Planning Authorities (2013) which identifies need in Somerset up until 2032. The 2011 assessment identified a need for 10 residential pitches in South Somerset by 2015; this need has been met and exceeded ~~by 2 pitches.~~</td><td>Amendment to MM8. Need has now been further exceeded. The position changes as new permission are granted therefore it is better to conclude the sentence at “met”.</td></tr>
<tr><td>AM203</td><td>187</td><td>9.51</td><td>The criteria set out in this policy will guide ~~the allocation of sites in any future DPD and~~ any planning applications that may come forward either before the DPD is prepared or in addition to sites allocated. Whilst it is recognised that Travelling Showpeople sites require more storage and maintenance space for their equipment, the same criteria will need to be met by all groups regarding accommodation provision.</td><td>To reflect changes made to paragraph 9.50 as part of PMM8.</td></tr>
<tr><td>AM204</td><td>188</td><td>9.52</td><td><table><tr><th>Monitoring Indicators</th><th>Target</th></tr><tr><td>Net additional Gypsy ~~and~~ Traveller and Travelling Showpeople pitches/plots to meet identified need</td><td>To deliver at least:
~~18~~ 23 residential Gypsy and Traveller pitches between 2013 and 2028 ~~by 2020, 10 between 2010 and 2015 and 8 between 2015 and 2020~~;
Capacity for 10 transit caravans ~~by 2015~~ between 2006 and 2028;
6 Travelling Showpeople plots between 2006 and</td></tr></table></td><td>To reflect PMM8.</td></tr>
</table>

				2028.	
CHAPTER 10 – TRANSPORT AND ACCESSIBILITY (N.B. Creation of new chapter 4 means becomes chapter 11)					
AM205	192	Para 10.4	There is potential to achieve this in Yeovil particularly in the Sustainable Urban Extensions ~~Development~~.		To reflect MM1 and MM2.
AM206	192	Para 10.4	For the Yeovil Sustainable Urban Extensions the aim is to ensure that at least ~~50%~~ 30% of travel is by sustainable means.		To reflect MM1 and MM2.
AM207	194	Para 10.8	The Council recognises that for certain schemes, by virtue of their size and scale, it will not be viable or feasible to require all the measures set out below to be delivered. Supporting material accompanying planning applications will need to explain what measures can be accomplished. The measures include:….. d. Cycling and walking The encouragement of cycling and walking by: • Providing cycle and pedestrian routes to link the new development with new/existing routes by utilising lightly trafficked or off-road links for pedestrians and cyclists. These routes should permeate the site to ensure ease of access around the development. Developments should seek to protect and improve existing cycling and pedestrian routes to facilitate site links to the wider network; • Providing facilities for cycle parking within the new development commensurate with the levels and standards designated in the County Wide Parking Strategy as set out in Policy TA6. The Chard Regeneration Framework Strategic Transport Assessment (CRFSTA) considers using a network of lightly trafficked and off-road links for pedestrians and cyclists between residential areas, the town centre and employment sites. If new infrastructure is carefully targeted on the flatter parts of the town, such as the A358		Supporting text updated and some text moved from Para 10.12 to reflect text moving from Policy TA3 to Policy TA1 (M229).

			(northern approach), to link residential areas with the main trip attractors, further increases in levels of cycling should be achievable.[55]	
AM208	197	Para 10.12	The Council recognises that for certain schemes, by virtue of their size and scale, it will not be viable or feasible to require all the measures set out below to be delivered. Supporting material accompanying planning applications will need to explain what measures can be accomplished, and the reasons why measures cannot be delivered.	Clarity on implementation and delviery
AM209	198	Para 10.12	~~a. Cycling and walking~~ ~~The encouragement of cycling and walking by~~ • ~~Providing cycle and pedestrian routes to link the new development with new/existing routes by utilising lightly trafficked or off-road links for pedestrians and cyclists. These routes should permeate the site to ensure ease of access around the development. Developments should seek to protect and improve existing cycling and pedestrian routes to facilitate site links to the wider network;~~ • ~~Providing facilities for cycle parking within the new development commensurate with the levels and standards designated in the County Wide Parking Strategy as set out in Policy TA6.~~ ~~The Chard Regeneration Framework Strategic Transport Assessment (CRFSTA) considers using a network of lightly trafficked and off-road links for pedestrians and cyclists between residential areas, the town centre and employment sites. If new infrastructure is carefully targeted on the flatter parts of the town, such as the A358 (northern approach), to link residential areas with the main trip attractors, further increases in levels of cycling should be achievable.~~[56]	Supporting text moved from Para 10.12 to reflect text moving from Policy TA3 to Policy TA1 (M229).
AM210	203	Para 10.20	This also applies to the Yeovil Sustainable Urban Extensions for which additional specific measures are included in Policy YV~~6~~5.	To reflect MMs 1, 2 and 10.
AM211	203	Policy TA4	**iii. All development within the Yeovil Sustainable Urban Extensions will be required to meet the Framework Travel Plan criteria and be commensurate with Policy YV~~6~~5.**	To reflect MMs 1, 2 and 10.
AM212	206	Para 10.22, Foot note	[1] [In compliance with the requirements set out in DCLG and DfT ~~circular 02/2007~~ (Guidance on Transport Assessment, March 2007)]	The document referenced was not a

[55] [Supports SCC's Cycling Policy SUS4 – SCC schedule of Policies – Transport Policies March 2011]
[56] [Supports SCC's Cycling Policy SUS4 – SCC schedule of Policies – Transport Policies March 2011]

		255		circular.
AM213	208	Para 10.32	The County Council's Future Transport Plan Cycling Strategy ~~is yet to be concluded and its policies and proposals~~ will be taken on board where they accord with policies in this document.	To reflect the completion of the Cycling Strategy (August 2012).
CHAPTER 11 – HEALTH AND WELL-BEING (N.B. Creation of new chapter 4 means becomes chapter 12)				
AM214	211	11.7	The quantitative, qualitative, accessibility and catchment standards are set out in ~~the Council's needs assessment~~ South Somerset District Council's published assessments and needs strategies. These documents will be updated in the light of the most recent evidence as required.	Clarity
AM215	213	Policy HW1	~~in accordance with the standards set out in South Somerset District Council's published adopted assessments and needs strategies~~ as appropriate	Clarity
AM216	215	Para 11.22	Various factors will inevitably affect the suitability of sites for both indoor and outdoor provision, including: ~~with~~ topography~~,~~ and the need for flat land, ~~a key consideration and~~ the chosen site ~~also~~ needs to be accessible to residents in Yeovil by walking, cycling and public transport, and ~~as well as~~ accessible to residents within the ~~whole~~ district and sub-region.	Clarity
CHAPTER 12 – ENVIRONMENTAL QUALITY (N.B. Creation of new chapter 4 means becomes chapter 13)				
AM217	221	12.14	The Council will actively support energy efficiency improvements to existing buildings in particular, in line with national policy. ~~National sustainable construction standards are set out in the Code for Sustainable Homes (measured from level 1-6), and by the Building Research Establishment Environmental Assessment Method (BREEAM) (resulting in either a 'pass', 'good', 'very good', 'excellent' or 'outstanding') for non-domestic buildings~~.	Clarity
AM218	222	Para 12.15	~~The extra costs and technical possibility of achieving these standards is an important consideration, and they will not be required if the applicant has robust evidence to indicate that the particular circumstances of the proposal make it not feasible or viable to deliver the development as a whole. The large-scale development proposed at Yeovil and Chard in particular offer opportunities to incorporate decentralised and renewable~~	To reflect evolving Government thinking on this issue, and intention to wind down the Code for Sustainable Homes – the Government

			~~technologies such as Combined Heat and Power. The Government proposals to change the definition of 'zero carbon' to the equivalent of energy level 5, means that Policy EQ1 specifies level 5 rather than level 6 of the Code for Sustainable Homes.~~	propose that 'zero carbon' would be the equivalent of Code 4 energy standard on-site, and Allowable Solutions to deliver the remaining CO2 reduction.
AM219	222	New para 12.16	The Government has stated its intention to wind down the Code for Sustainable Homes and implement new sustainable construction standards through revised Building Regulations (including "optional requirements" where justified by need and subject to viability) and the nationally described space standard.[57] At the time of writing this has not been confirmed through statutory regulations, but Policy EQ1 includes text to "future-proof" the Council's approach on this issue.	To reflect the Government's intention to wind down Code for Sustainable Homes.
AM220	224	Policy EQ1	• The following sustainable construction standards will be required, unless it is proven not to be feasible or viable: ○ Code for Sustainable Homes level 4 from 2013 (or as amended by future Government policy, regulations and/or legislation); ○ Code for Sustainable Homes level 5 from 2016 (or as amended by future Government policy, regulations and/or legislation); • Where appropriate, the Exception Test can be applied ~~if it is not possible to pass the Sequential Test,~~ if this is consistent with wider sustainability objectives;	To reflect the Government's intention to wind down the Code for Sustainable Homes and replace with Building Regulations amendments and nationally described space standard in 2015. Clarity
AM221	225	Para 12.23	Production of a Green Infrastructure Strategy Supplementary Planning Document by October 2016	Updated timescale to reflect delay to Local Plan completion.
AM222	227	Para 12.33	The Council thus intends to produce a Landscape Strategy, which will set out the key characteristics of the South Somerset Landscape, and	To clarify the intention of the Landscape

[57] Housing Standards Review – Technical Consultation, DCLG, September 2014

<table>
<tr><td></td><td></td><td></td><td>provide guidance to developers and landowners on how the overall character of the district can be conserved and enhanced; and how the pattern and form of development can be sympathetically located and shaped; ensuring there is no significant adverse impact upon local landscape character, scenic quality and distinctive landscape features as set out in the Landscape Strategy.</td><td>Strategy.</td></tr>
<tr><td>AM223</td><td>227</td><td>Policy EQ2</td><td>~~Developers~~ Development must not risk the integrity of internationally, nationally or locally designated wildlife and landscape sites.</td><td>Correct ‘English’.</td></tr>
<tr><td>AM224</td><td>228</td><td>Monitoring indicators</td><td><table><tr><th>Monitoring Indicators</th><th>Target</th></tr><tr><td>Avoidance of development that will have an adverse impact on landscape areas</td><td>100% refusal of all development that would result in a ~~There should be no~~ net loss of designated landscape assets</td></tr><tr><td>~~Peer review of design achieved in development~~</td><td>~~A conclusion that development generally achieved at a minimum good standard but preferably very good~~</td></tr></table></td><td>Clarity</td></tr>
<tr><td>AM225</td><td>228</td><td>12.38</td><td>The richness of South Somerset's historic environment is indicated by its high number of designated assets including 4,600 Listed Building list entries, over 80 Conservation Areas, 14 Historic Parks, a battlefield site of national importance and a high number of scheduled monuments and other archaeological sites.</td><td>Clarity</td></tr>
<tr><td>AM226</td><td>229</td><td>12.40</td><td>The Council will develop a positive strategy for the conservation and enjoyment of the historic environment that will be identified in the Council’s Local Development Scheme and will include:
Guidance and advice for owners and developers in relation to the conservation of the historic environment, nationally and locally designated assets including archaeological sites. ~~and how its assets should be conserved;~~</td><td>Clarity</td></tr>
</table>

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<tr><td></td><td></td><td></td><td>

~~An~~ The Council's approach to identifying and managing heritage assets at risk through neglect, decay or other threats, and to their conservation and return to sustainable use where appropriate.
A programme for the review of existing Conservation Area boundaries, the preparation of Conservation Area Assessments and ~~management plans~~ Management Plans and making new designations.
Encouragement for the development of local skills, crafts and the production of local materials relevant to the historic environment.
Measures to identify locally significant assets including buildings, parks and gardens and archaeological features and the preparation of a district-wide list of such assets.
Detailed advice for developers preparing proposals that may have an impact upon any aspect of the historic environment about conservation, good design and positive enhancement of the assets and their settings.
Opportunities to improve historic townscapes, landscapes and the public realm.
Support for communities to identify locally significant historic buildings and in their preparation of Neighbourhood Plans.

</td><td></td></tr>
<tr><td>AM227</td><td>229</td><td>Policy EQ3</td><td>Heritage assets will be conserved and where appropriate enhanced for their historic significance and important contribution to local distinctiveness, character and sense of place. Their potential to contribute towards the economy, tourism, education and local identity will be exploited.</td><td>Clarity</td></tr>
<tr><td>AM228</td><td>230</td><td>Monitoring indicators</td><td>
<table>
<tr><th>Monitoring Indicators</th><th>Target</th></tr>
<tr><td>Avoidance of development that will impact heritage areas on the national list.</td><td>There should be no net loss of heritage assets</td></tr>
</table>
</td><td>Clarity</td></tr>
</table>

			The production of a Heritage Strategy. / To be delivered within the first 5 years following the local plans' adoption.	
AM229	231	Policy EQ4	Where there is a reasonable likelihood of the presence of protected and priority species development design should be informed by,	Clarity
AM230	233	Para 12.54	In particular, the strategy will recognise~~s~~ the need to integrate Green Infrastructure within the Yeovil Sustainable Extensions and…	Correct tense and reflect two Yeovil SUEs.
AM231	233	Policy EQ5	~~The overall aim will be to provide a network of connected and multi-functional open spaces that:~~ Development proposals should provide and/or maintain a network of connected and multifunctional open spaces that, where appropriate, meet the following requirements: ~~All residential~~ Development should include green infrastructure of an appropriate type, standard and size and be designated at least to meet Natural England 'Accessible Natural Greenspace Standard' (ANGSt) or otherwise appropriately contribute to improving access to natural greenspace such that the overall aims are met.	Clarity
AM232	234/235	Monitoring indicators	**Monitoring Indicators** / **Target** ~~Provision of new and improved open space, outdoor playing space, and sport and recreational facilities~~ / ~~There should be no net loss of Green Infrastructure assets as a result of development~~ Access to Natural Greenspace / All new development should comply with Natural England's 'Accessible Natural Greenspace Standard	Clarity

			<table><tr><td></td><td>(ANGSt)' wherever possible</td></tr><tr><td>~~Enable improved connectivity and access to services by the provision of footpaths and cycleways~~</td><td>~~Increased patronage on public transport and increased take up of walking and cycling~~</td></tr><tr><td>~~Change in areas of biodiversity importance~~</td><td>~~There should be no net losses of biodiversity habitat areas due to development~~</td></tr><tr><td>~~Number of planning permissions granted contrary to environment Agency advice on flooding and water quality grounds~~</td><td>~~No permission should be granted in cases where an Environment Agency objection cannot be overcome~~</td></tr><tr><td>Green Infrastructure Strategy</td><td>Production of a Green Infrastructure Strategy <u>Supplementary Planning Document by October 2016</u></td></tr></table>	
AM233	237	12.67	Potentially noisy developments will be expected to be accompanied by an appropriate noise assessment. Developers will be required to demonstrate the potential impact of proposals on the environment and on residential amenity and the <u>ability to mitigate to an acceptable level.</u>	Clarity / make text up-to-date.
AM234	237	New paragraph	<u>Noise Exposure Category maps exist for three airfields in the district, RNAS Yeovilton in Ilchester, RNAS Merryfield in Ilton, and Westlands airfield in Yeovil (see Appendix 4). These have been produced by predicting the likely noise exposure from the expected number of aircraft at each airfield. The contours produced are designed to act a</u>	Clarity / make text up-to-date.

			guide to where new development is likely to be adversely affected by aircraft noise, and where development is likely to be unsuitable or would need more robust noise insulation – see Noise Exposure Category Guidelines (Appendix 4). However as with any scientific assessment, there is a margin of error associated with the prediction, this is due to uncertainties surrounding the number and path of aircraft movements, the type of aircraft involved and local metrological conditions. The Government recognises that noise contours are only one form of definition and measurement of noise, and other measures, could also be used to inform Development Management decisions where concerns are raised	
AM235	238	Par 12.70	Insert the following delivery bodies as bullet points: • Environment Agency; • Wessex Water;	To reflect the addition of water quality (M170) to Policy EQ7.
CHAPTER 13 – IMPLEMENTATION AND MONITORING (N.B. Creation of new chapter 4 means becomes chapter 14)				
AM236	240	13.1	Monitoring and review are key components of the planning system. ~~Local Development Frameworks (LDFs)~~ The Local Plan and any other ~~Local~~ Development Plan Documents/Supplementary Planning Documents need to be continually reviewed and revised, ~~partly to be able~~ to assess the success of the ~~Local Development Document (LDD)~~ document and ~~partly to~~ ensure they ~~components of the framework~~ are updated to reflect changing circumstances nationally, regionally and locally.	Delete references to Local Development Framework as this term no longer exists in national policy/guidance.
AM237	240	13.2	The ~~Annual~~ Authority's Monitoring Report (AMR) will be the principle mechanism for monitoring the Local Plan and other documents ~~in the LDF~~	Amend terminology to reflect up to date national policy/guidance.
AM238	240	13.4	In response to the recommendation set out in the Inspector's Report into the local plan, the Council has committed to produce monitoring data every six months. This is to properly track performance and ensure policy is responsive to changing circumstance. Clearly not all data will be capable of being captured and analysed every six months,	Clarity / make text up-to-date.

			but the Council will ensure that those aspects which are central to the successful implementation of the local plan, namely jobs and homes, will be presented every six months in the AMR. The AMR will also report on the ~~ability to provide a~~ 5 Year Housing Land Supply, ~~a key factor in the potential ability of the Core Strategy local plan to deliver growth. T~~this will be ~~based upon the Strategic Housing Land Availability Assessment, which identifies land that is suitable, available and viable for housing development and will be~~ updated on a minimum of an annual basis.	
AM239	240	13.5	…the ~~Annual~~ Authority's Monitoring Report will identify the relevant issues…	Amend terminology to reflect up to date national policy/guidance.
AM240	240	New paragraph	The Council will undertake an early review of local plan policy, in accordance with the statutory requirements, relating to housing and employment provision in Wincanton. This will be completed within three years of the date of adoption of the local plan.	Clarity / make text up-to-date and reflect Main Modification 7 and 12
AM241	240	New	If the Government were to change policy the Council may be obliged to apply the latest regulations despite the policy ~~the Council may be obliged to apply the latest regulations despite the policy~~ until such time as the Plan is reviewed.	Delete repetition – amendment to M178.
AM242	240	New para 13.15	In addition, the Council will regularly review the Local Development Scheme in order to ensure that any ~~the~~ Development Plan Documents and Supplementary Planning Documents ~~Local Development Documents~~ that are proposed continue to reflect the priority to deliver sustainable development in the district.	Amend terminology to reflect up to date national policy/guidance – amendment to M179.

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)
THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012 (AS AMENDED)
(REGULATION 26)

Adoption Statement

South Somerset Local Plan (2006-2028)

Notice is hereby given that South Somerset District Council adopted its Local Plan on 5th March 2015 in accordance with the above regulations.

The South Somerset Local Plan (2006 – 2028) sets out the long term planning framework for the District up to 2028 and comprises a long-term spatial vision and strategic objectives, a spatial strategy, thematic policies and a monitoring and implementation framework with clear objectives to achieve its delivery.

The plan has been subject to examination by an independent Inspector appointed by the Secretary of State. The adopted Local Plan incorporates those Main Modifications recommended by the Inspector, and Additional Modifications proposed by the Council. These documents are appended and are also available electronically on the Council's website: http://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/local-plan-2006-2028/adopted-south-somerset-local-plan/

Copies of the South Somerset Local Plan (2006 – 2028), this Adoption Statement, the Sustainability Appraisal and Sustainability Appraisal Adoption Statement, Inspector's Report, the Main Modifications, the Additional Modifications, and other associated documents are available for public inspection at the Council's offices:

- Brympton Way, Yeovil BA20 2HT (between 8.45am and 5.15pm Monday to Thursday, and 8.45am and 4.45pm on Friday);
- Churchfields, Wincanton, BA9 9AG (between 9am and 1pm Monday to Friday);
- Holyrood Lace Mill, Chard, TA20 2YA (between 9am and 1pm, and 1.30pm and 3.30pm Monday to Friday); and
- Petters House, Yeovil, BA20 1AS (between 9am and 4pm Monday to Friday).

They can also be viewed at the Council's libraries (details overleaf). These documents are also available electronically on the Council's website using the link above.

Any person who is aggrieved by the adoption of the South Somerset Local Plan may make an application to the High Court under Section 113 of the Planning and Compulsory Purchase Act 2004 on the ground that:

(a) the document is not within the appropriate power;

(b) a procedural requirement has not been complied with.

Any application to the High Court must be made no later than the end of the six week challenge period, starting with the date on which the plan was adopted (5th March 2015).

Further information is available by contacting the Planning Policy team by email planningpolicy@southsomerset.gov.uk or by telephoning 01935 462462.

Opening Times of Libraries in South Somerset

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Bruton Library High Street, Bruton, BA10 0EQ	Closed	2pm to 5.30pm	Closed	Closed	10am to 1.30pm and 2.30 to 6pm	10am to 1pm
Castle Cary Library Bailey Hill Castle Cary BA7 7AA	Closed	10am to 1.30pm and 2.30pm to 5pm	10am to 12pm and 2.30pm to 5pm	Closed	10am to 1.30pm and 2.30pm to 6pm	10am to 1pm
Ilminster Library Ditton Street Ilminster TA19 0BW	9.30am to 1pm	9.30am to 5pm	9.30am to 5pm	Closed	9.30am to 5pm	9.30am to 12.30pm
Wincanton Library Carrington Way Wincanton BA9 9JS	9.30am to 1.30pm and 2.30pm to 5pm	9.30am to 1.30pm and 2.30pm to 5pm	9.30am to 1.30pm and 2.30pm to 5pm	Closed	9.30am to 1.30pm and 2.30pm to 6.30pm	9.30am to 1pm
Yeovil Library King George Street Yeovil BA20 1PY	9.30am to 5.30pm	9.30am to 6pm	9.30am to 5.30pm	9.30am to 6pm	9.30am to 5.30pm	9.30am to 4pm
Chard Library Holyrood Lace Mill Boden Street Chard TA20 2YA	9am to 5pm	9am to 5pm	Closed	9am to 6pm	9am to 5pm	9am to 1pm
Crewkerne Library Falkland Square Crewkerne TA18 7LX	9.30am to 5pm	9.30am to 5pm	9.30am to 5pm	Closed	9.30am to 6pm	9.30am to 12.30pm
Langport Library Whatley Langport TA10 9PR	9.30am to 5.30pm	9.30am to 5.30pm	Closed	9.30am to 5.30pm	9.30am to 5.30pm	9.30am to 12.30pm
Martock Library Shopping Centre North Street Martock TA12 6DL	9.30am to 5pm	9.30am to 5pm	9.30am to 5pm	Closed	9.30am to 6pm	9.30am to 1pm

Milborne Port Library Cross Cottage North Street Milborne Port DT9 5ET	Closed	9.30am to 1pm and 2pm to 5.30pm	Closed	Closed	9.30am to 1pm and 2pm to 5.30pm	9.30am to 12.30pm
Somerton Library Cox's Yard Somerton TA11 7PR	9.30am to 5pm	9.30am to 5pm	Closed	9.30am to 6pm	9.30am to 5pm	9.30am to 12.30pm
South Petherton Library St James Street South Petherton TA13 5BS	Closed	9.30am to 1pm and 2pm to 5pm	Closed	9.30am to 1pm and 2pm to 5pm	9.30am to 1pm and 2pm to 6pm	9.30am to 1pm
Sunningdale Library Monmouth Hall Monmouth Road Yeovil BA21 5NP	9.30am to 12.30pm	1.30am to 5pm	Closed	Closed	9.30am to 12.30pm and 1.30pm to 5pm	9.30am to 12pm

South Somerset Local Plan 2006 – 2028

Sustainability Appraisal (incorporating Strategic Environmental Assessment)

Adoption Statement

March 2015

Introduction

1. South Somerset District Council adopted its Local Plan 2006 – 2028 on 5 March 2015. The Local Plan sets out the long term vision and policies for delivering sustainable development in South Somerset.

2. This statement outlines how the Local Plan has been informed by Sustainability Appraisal (SA) throughout its preparation. Further information on the adopted South Somerset Local Plan 2006 – 2028 and accompanying SA Reports can be seen here: http://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/local-plan-2006-2028/adopted-south-somerset-local-plan/

3. The Local Plan is accompanied by a Sustainability Appraisal (SA) Report which identifies its significant social, economic and environmental effects. Sustainability Appraisal and Strategic Environmental Assessment (SEA) are both statutory requirements.[1] Government guidance advocates that SAs incorporate the requirements of SEA to ensure that potential environmental effects are given full consideration alongside social and economic issues.[2] This Sustainability Appraisal (incorporating Strategic Environmental Assessment) adoption statement has been prepared in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004. Consistent with these regulations, this adoption statement includes:
    - How sustainability considerations have been integrated into the Local Plan;
    - How the Sustainability Appraisal report has been taken into account;
    - How the results of consultation have been taken into account;
    - Reasons for choosing the Local Plan as adopted, in light of the other reasonable alternatives dealt with; and
    - Measures that are to be taken to monitor the significant sustainability effects of the implementation of the Local Plan.

4. In addition, Habitats Regulations Assessment (HRA) is a statutory requirement[3] in order to assess the impact of the Local Plan on 'European Sites' (Special Areas of Conservation, Special Protection Area, and Ramsar sites). The Somerset Levels and Moors Special Protection Area/Ramsar is the only European Site within South

[1] Via Section 19 of the Planning and Compulsory Purchase Act 2004; and Environmental Assessment of Plans and Programmes Regulations 2004, respectively.
[2] Planning Practice Guidance Reference ID: 11-001-20140306.
[3] Conservation of Habitats and Species Regulations 2010 (as amended).

Somerset, although 'Bracket's Coppice' Special Area of Conservation has also been considered in the HRA given its proximity to the district. The SA has taken into account the findings of the HRA.

How sustainability considerations have been integrated into the Local Plan

5. SA (incorporating SEA) has been carried out as an iterative and ongoing process to inform the Local Plan, which has ensured that sustainability considerations have been fully integrated into the Local Plan at all stages of its preparation. The first stage in the SA process involved preparing a Scoping Report, which contains a review of other relevant plans and policies, and baseline information. The Scoping Report also highlighted the key sustainability issues in South Somerset, such as a high quality historic environment; a generally prosperous district but with some pockets of deprivation; and low unemployment but with wages below the national average. This information was used to develop a series of sustainability objectives covering the range of social, environmental and economic considerations. Chapter 4 in the SA Report (2012) sets out the how the sustainability context, baseline, and issues were used to inform the SA framework of objectives and appraisal questions, included in Figure 1 below.

Figure 1: SA objectives and appraisal questions

SA objective	Appraisal Questions: will the policy / proposal / strategy help to…?
1. Improve access to essential services and facilities	…ensure high levels of accessibility to shops, schools, health/leisure facilities and other key services by walking, cycling, and public transport? …reduce social exclusion?
2. Reduce poverty and social exclusion	…benefit particularly deprived areas? …encourage active involvement of local people in community activities? …maximise opportunities for all members of society? …maximise opportunities within the most deprived areas? …reduce fuel poverty?
3. Provide sufficient housing to meet identified needs of the community	…increase the range, quality and affordability of housing for all social groups? …reduce homelessness?
4. Improve health and well being	…improve access to high quality health facilities? …reduce health inequalities? …encourage healthy lifestyles through, for example, open space and green infrastructure provision?
5. Improve education and skills of the population	…improve qualifications and skills of young people and adults? …promote life-long learning that is accessible to all? …provide an increased supply of skilled workers to the economy?
6. Reduce crime and fear of crime	…reduce anti-social behaviour? …reduce actual levels of crime? …reduce the fear of crime?
7. Support a strong, diverse and vibrant local economy	…foster balanced economic growth? …provide jobs for all with a diverse range of employment opportunities? …ensure accessibility to work by walking, cycling and public transport? …promote town and local centre vitality and viability? …improve business development and enhance competitiveness? …assist businesses in finding appropriate land and premises? …promote sustainable tourism opportunities?
8. Reduce the effect of traffic on the environment	…reduce the need to travel? …increase proportion of journeys made by non-car modes? …reduce road traffic accidents? …reduce the growth of congestion?
9. Protect and enhance the landscape and townscape	…protect and enhance the landscape and townscape and its local distinctiveness? …reduce the amount of derelict, degraded and underused land? …promote visual amenity? …protect and enhance

	natural landscapes within the urban area, including recreational open space and green corridors?
10. Conserve and where appropriate enhance the historic environment	…conserve and enhance the cultural heritage, archaeological sites and remains, listed buildings?
11. Reduce contribution to climate change and vulnerability to its effects	…promote energy efficiency? …encourage renewable energy? …reduce carbon dioxide emissions? …incorporate the principles of sustainable construction? …make efficient use of water? …consider the need to adapt to climate change?
12. Minimise pollution (including air, water, land, light, noise) and waste production	…improve and maintain air and water quality? …minimise noise and light pollution, odour and vibration? …minimise pollution of land and soil (including minimising loss of best and most versatile agricultural land)? …reduce waste production and increase reuse, recycling and recovery of waste?
13. Manage and reduce the risk of flooding	…minimise the risk of flooding to people and property? …promote the use of Sustainable Drainage Systems (SUDS)?
14. Conserve and enhance biodiversity and geodiversity	…protect and enhance wildlife habitats and sites of geological conservation interest? …conserve and enhance species diversity, in particular avoiding harm to protected species? …promote Green Infrastructure?

6. This framework of SA objectives was used to appraise the options for policies and proposals in the Local Plan at all stages (see Figure 2 below), from Issues and Options in 2008 to Main Modifications in 2014. The SA Report (2012) outlines the appraisal of options findings in Chapter 5, and the Proposed Submission Local Plan findings in Chapter 6, with further detail in the Appendices. The SA Addendums (2013, 2014) consider the Main Modifications.

7. The integration of sustainability considerations into the Local Plan has provided crucial evidence that the plan is the most appropriate strategy, when considered against reasonable alternatives.

How the Sustainability Appraisal report has been taken into account

8. The findings of the SA have informed the development of policies and proposals at each stage of Local Plan (initially known as the Core Strategy) preparation. The first stage was the 'issues and options,' published for consultation in March 2008, which considered various options for the scale and distribution of development in South Somerset, as well as thematic policy options. These options were appraised using the baseline, other relevant plans and policies, key sustainability issues and objectives, which were set out in the SA Scoping Report.

9. The issues and options were refined and developed into the 'draft Core Strategy (incorporating preferred options)' in October 2010, which set out the preferred approach for the scale and location of new development, alongside drafted thematic policies. An SA report was published for consultation at this stage which assessed the key sustainability effects of the various options, and informed the preferred options. The spatial strategy of focussing development at Yeovil and the Market Towns with limited growth at Rural Settlements performed best in the SA and was taken forward as the preferred option. Various options for the location of new development at the main settlements were considered and subject to SA, with the best performing location being incorporated as the preferred 'direction of growth'.

10. Consultation on the Proposed Submission Local Plan (2012) was accompanied by the 'formal' SA report (and Non-Technical Summary) which included the methodology (Chapter 3), framework (Chapter 4), key findings of the SA at each stage of the Local Plan preparation process (Chapters 5 and 6), and the monitoring indicators (Chapter 7), consistent with legislative requirements.[4] An addendum to the SA was produced which provided an update to changes made as a result of public consultation on the Proposed Submission Local Plan, which was then submitted in January 2013 for Examination by a Planning Inspector.

11. During the Local Plan Examination, the Inspector's preliminary findings (July 2013) identified some issues of concern in the relation to aspects of the plan, including the SA findings for the directions of growth at Yeovil and Ilminster. Therefore, further SA work was undertaken through a 'compliance review' and re-drafted SAs for strategic growth options at Yeovil and Ilminster. The SA findings were a key determinant in identifying the Main Modifications for directions of growth at these two settlements, subject to public consultation in November 2013. The other Proposed Main Modifications were also subject to SA, with screening concluding that the modifications did not significantly alter the findings of the original SA work. The Local Plan Inspector's Report (January 2015) endorsed the approach taken by the SA.

12. The key preparation stages and the relationship between the Local Plan and SA process are outlined in Figure 2 below, demonstrating the SA documents that been taken into account in preparing the plan.

Figure 2: Local Plan and Sustainability Appraisal process

Local Plan Documents and Consultation	**SA Documents and Consultation**
Core Strategy Issues and Options (March 2008) Public consultation 7 March to 25 April 2008	SA Scoping Report Sent to statutory consultees and wider stakeholders 29 April to 03 June 2009
Area Based Workshops (Members, Town and Parish Councillors and other stakeholders) July 2009, Nov/Dec 2009, Jan 2010 & July 2010	SA Scoping Report (Sept 2009) incorporated changes as a result of consultation
Draft Core Strategy (incorporating Preferred Options) Public consultation 08 October to 03 December 2010	SA Report (Oct 2010) Public consultation 08 October to 03 December 2010
Proposed Submission Local Plan Public consultation 08 June to 10 August 2012	SA Report (June 2012) Public consultation 08 June to 10 August 2012
The Local Plan was Submitted to the Secretary of State on 21 January 2013	SA Addendum (Jan 2013) accompanied the Local Plan on Submission

[4] Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the 'SEA' Directive).

Proposed Main Modifications consultation document 28 November 2013 to 10 January 2014	Strategic Growth Options for Yeovil SA Report (Oct 2013); Proposed Main Modifications SA Report (Nov 2013) Public consultation 28 November 2013 to 10 January 2014
Submission of Proposed Main Modifications Submitted to the Secretary of State March 2014	SA Addendum Report (March 2014) Submitted alongside the Proposed Main Modifications to the Secretary of State March 2014
Main Modifications Consultation Document (August 2014) Public consultation 28 August to 10 October 2014	SA Addendum Report (August 2014) Public consultation 28 August to 10 October 2014
Submission of Main Modifications to the Secretary of State (November 2014)	SA Addendum Report (August 2014, with November 2014 update)
Local Plan Inspector's Report (8 January 2015), followed by adopted Local Plan (5 March 2015)	SA Adoption Statement (5 March 2015)

How the results of consultation have been taken into account

13. As indicated in Figure 2 above, SA findings have been consulted on throughout the various stages of preparing the Local Plan. The SA Scoping Report was subject to consultation with key stakeholders in April – June 2009. Appendix 1 of the Scoping Report details the comments that were received and how they were taken into account; highlighting amendments to the plans and policies review, monitoring indicators, and SA objectives as a result of the consultation responses that were received.

14. The SA report that was published for consultation alongside the 'draft Core Strategy (incorporating preferred options)' from October – December 2010 invited comments on the SA of 'issues and options' as well as the preferred options themselves. The Local Plan Consultation Statement (Appendix 8) sets out the consultation responses that were received at this stage, and how they have been taken into account. For example, some comments advocated a more 'dispersed' strategy for locating development across the district, but this was not carried forward due to negative impacts upon rural landscape character. Many responses were received in relation to the options for 'directions of growth' at the main settlements, which were taken into account when refining the options; for example, a direction of growth option at Somerton was reduced to minimise the landscape impact.

15. Comments made on the SA Report (June 2012) at 'proposed submission' stage are set out separately in Appendix 10 of the Consultation Statement, although references to the SA can be found throughout this appendix given the interrelationship between SA and decisions made in the plan itself. Any subsequent changes are documented within this appendix.

16. Following the Inspector's preliminary findings in July 2013, 'proposed main modifications' were subject to public consultation in November 2013 – January 2014, accompanied by SA reports. The SA Addendum Report (Appendix I, March 2014) documents how these responses were taken into account. Some of the resulting changes included more clearly setting out the sustainability implications of the proposed modifications, and a clearer explanation of how the decision-making criteria related to SA and the plan-making process.

17. A further SA Addendum was produced to accompany 'main modifications' consultation in August 2014, although no comments were received on the SA findings at this stage.

18. Finally, no request was received from another EU Member State on potential transboundary effects, so consultation of this nature was not required.[5]

Reasons for choosing the Local Plan as adopted, in the light of other reasonable alternatives

19. The SA has been a key part of the evidence that the Local Plan is the most appropriate strategy, when considered against reasonable alternatives. The SA Report (June 2012) sets out the various options considered, and the reasons for choosing the Local Plan, for the scale and distribution of growth, locations/sites for development, and across the five 'themes' (as explained in Chapters 5 and 6). For example, several options for the spatial approach to new development were considered, ranging from 75% of new development taking place at Yeovil, to just 25% at Yeovil. The overall strategy of directing around 50% of development to Yeovil, and around 50% elsewhere across the district was considered the most sustainable option by offering most economic benefits, enables a good level of accessibility to services and facilities, and helps to meet housing need where it is greatest at Yeovil.

20. The SA reports produced at 'proposed main modifications' stage set out the reasons for choosing the directions of growth at Yeovil and Ilminster.[6] At Yeovil a reduced scale of development over two locations was selected for reasons including: improved deliverability/viability, reduced loss of Grade 1 agricultural land, and reduced landscape and heritage impacts.

Measures to monitor the significant sustainability effects of the implementation of the Local Plan

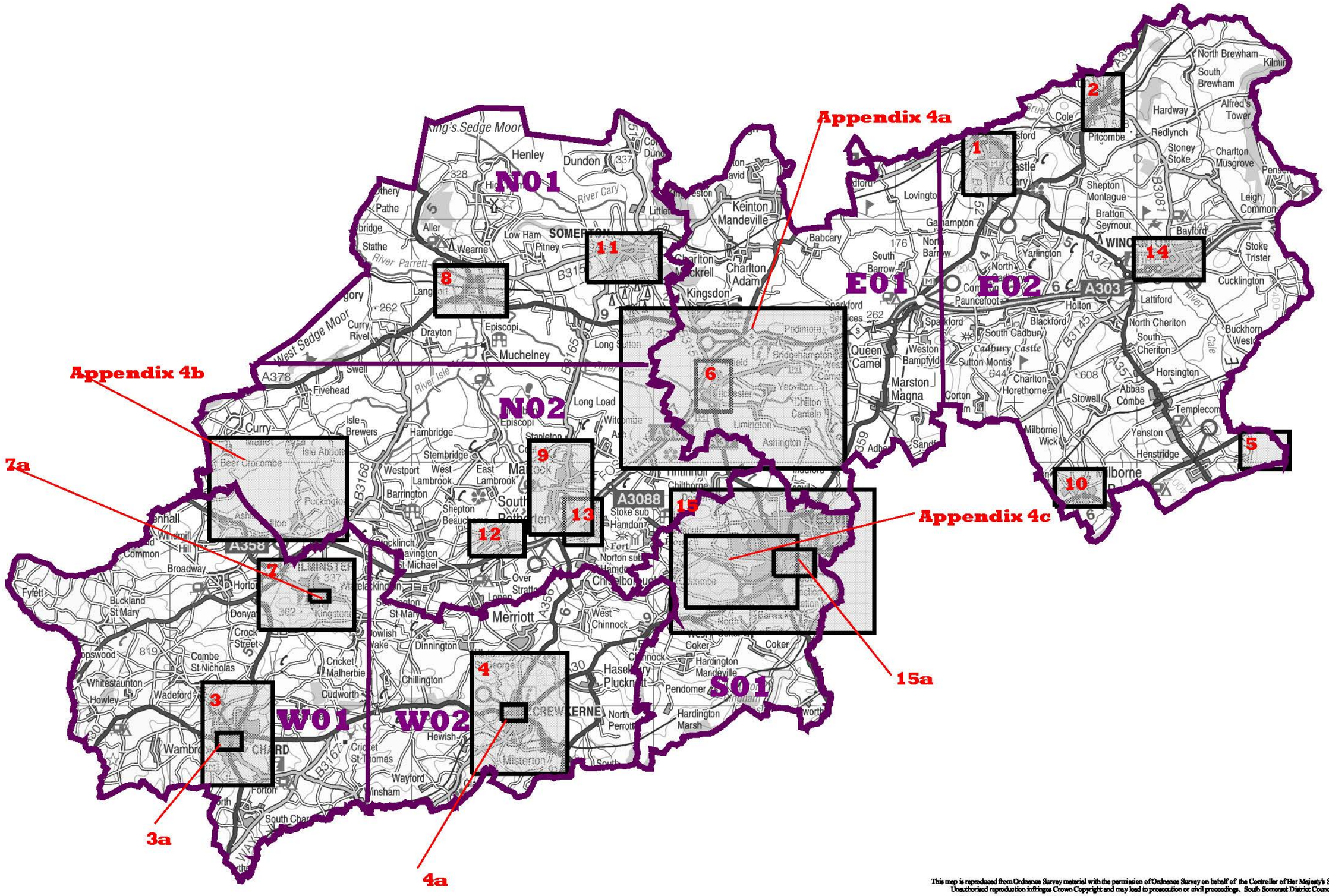
21. The monitoring process is integral to both plan making and SA. Monitoring is used to provide information on the characteristics of the district, assess the impact of policies, and identify whether the Local Plan strategy is delivering sustainable development.

[5] Regulations 14(4) and 16(4)(e), Environmental Assessment of Plans and Programmes Regulations 2004.
[6] See Table 4.1, Strategic Growth Options for Yeovil SA report, October 2013; and Figure 3.2, Local Plan Proposed Main Modifications SA report, November 2013.

Regular monitoring ensures that unforeseen adverse effects can be identified and appropriate remedial action can be undertaken.

22. Chapter 7 of the SA Report (June 2012) sets out the significant effects of implementing the Local Plan, and identifies monitoring indicators that will be used to measure these effects. Some of the sustainability effects indicators include delivery of additional homes (including affordable housing), healthy life expectancy at age 65, and per capita carbon dioxide emissions.

23. The Council will regularly prepare an Authorities Monitoring Report (AMR) that will include information on the indicators, in order to ensure the ongoing monitoring of the significant sustainability effects of implementing the Local Plan.



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South Somerset Local Plan 2006 - 2028
Policies Map: Location of Inset Maps (Adopted 2015)

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South Somerset Local Plan 2006 – 2028 Key (Adopted 2015)

Plan Area Boundary

Inset Boundary (Area Wide Map)

Not SSDC Area

Local Plan Strategy

Development Area, **SS1, SS3, SS5**

Direction of Growth, **SS3, SS5, YV2, PMT1, PMT2, PMT3, PMT4, LMT1, LMT2, LMT3**

Countryside and Environment

Area of Outstanding Natural Beauty, **EQ2, EQ4**

Wildlife / Geology – Local, **EQ2, EQ4, EQ5**

Wildlife / Geology – National, **EQ2, EQ4, EQ5**

Wildlife / Geology – International, **EQ2, EQ4, EQ5**

Mineral Safeguarding Area, Somerset Minerals Plan, **SMP9**

Flood Zone 2, **EQ1**

Flood Zone 3, **EQ1**

Flood Zone 3a, **EQ1**

Source Protection Zones **EQ7**

Hazardous Installations, **ME9**

Henstridge Airfield Masterplan Boundary, **EP6**

Town Centres

Town Centres, **EP2, EP9, EP11, EP12**

Primary Shopping Area, **EP11**

Primary Shopping Frontage, **EP13**

Town Centre Inset

Historic and Built Environment

Conservation Areas, **EQ3**

Historic Parks & Gardens
Listed Battlefields, **EQ3**

Archaeological Sites of National Importance, **EQ3**

Area of High Archaeological Potential, **EQ3**

Yeovil

Yeovil Airfield Flight Safety Zone **YV4**

Indicative location Of Urban Village, **YV3**

Air Quality Management Area, **EQ7**

Transport

Road (Crewkerne)

A358/A30 Convent Signals

Transport Interchange Yeovil / Chard, **TA3**

Chard

High Street (Chard), **PMT1, PMT2**

Back Plots (Chard), **PMT1, PMT2**

East End (Chard), **PMT1, PMT2**

Green Heart (Chard), **PMT1, PMT2**

Indicative Road Links between development areas

Site Allocations

Formal / Informal Recreation

Housing – Development Site (Carried forward saved proposals and strategic growth allocation for Chard), **SS5**

Employment – Development Sites (Carried forward saved proposals) **SS3**

Buffer Zones

Education

Community Facilities

Area North - N01 and N02

Appendix 4a - Noise Exposure Categories for RNAS Yeovilton

Ilchester Inset 6

Area South - S01

South Somerset Local Plan 2006 - 2028
Area East - E01 (Adopted 2015)

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Bruton Inset 2

Ansford / Castle Cary Inset 1

Wincanton Inset 14

Milborne Port Inset 10

Henstridge Inset 5

CR/ABTE/2

South Somerset Local Plan 2006 - 2028
Area East - E02 (Adopted 2015)

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Somerton Inset 11

Langport / Huish Episcopi Inset 8

Area East - E01

Appendix 4a - Noise Exposure Categories for RNAS Yeovilton Airfield

South Somerset Local Plan 2006 - 2028
Area North - N01 (Adopted 2015)

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Area East - E01

Martock Inset 9

Stoke Sub Hamdon Inset 13

South Petherton Inset 12

Appendix 4b - Noise Exposure Categories for RNAS Merryfield Airfield

Area South - S01

Area West - W01 and W02

South Somerset Local Plan 2006 - 2028
Area North - N02 (Adopted 2015)

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Area North - N02

Area East - E01

Yeovil Inset 15

Appendix 4c - Noise Exposure Categories for Yeovil Westlands Airfield

Inset 15a

Area West - W02

South Somerset Local Plan 2006 - 2028
Area South - S01 (Adopted 2015)

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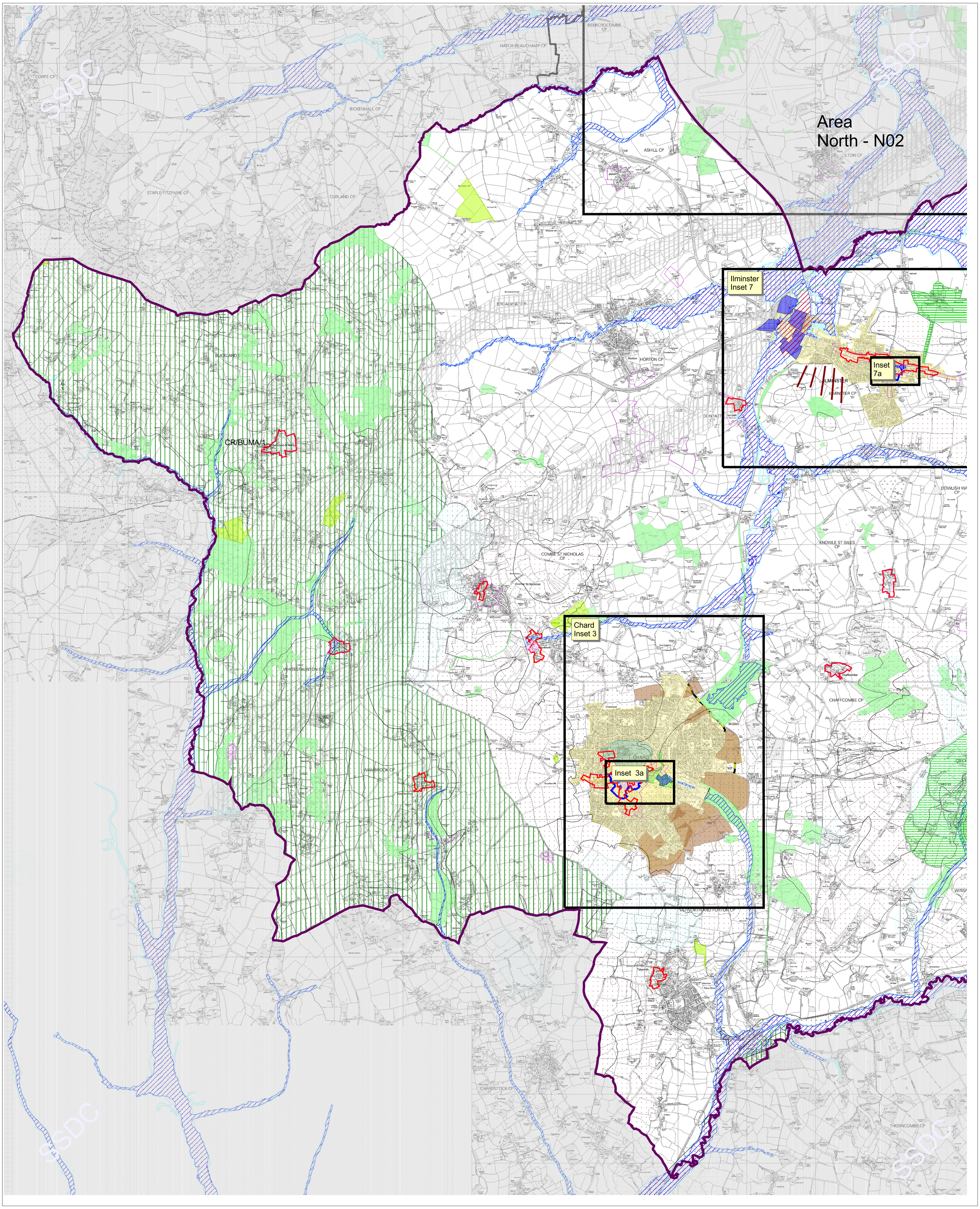

South Somerset Local Plan 2006 - 2028
Area West - W01 (Adopted 2015)

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Area North - N02

Area South - S01

Crewkerne Inset 4

Inset 4a

CR/MIST/2

South Somerset Local Plan 2006 - 2028
Area West - W02 (Adopted 2015)

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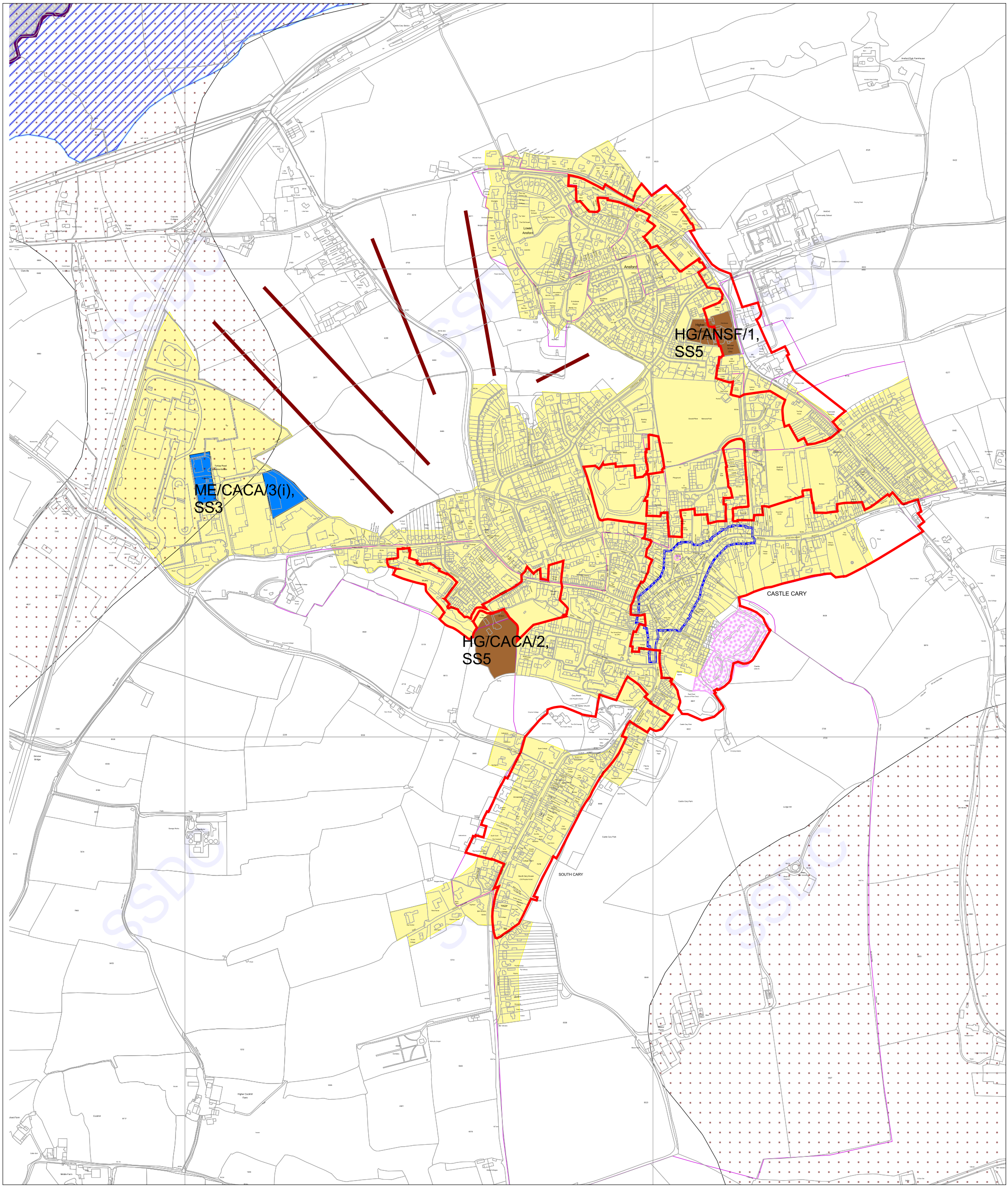

South Somerset Local Plan 2006 - 2028
Ansford / Castle Cary - Inset Map 1 (Adopted 2015)

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South Somerset Local Plan 2006 - 2028
Bruton - Inset Map 2 (Adopted 2015)

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South Somerset Local Plan 2006 - 2028
Chard Town Centre - Inset Map 3a (Adopted 2015)

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PMT1, PMT2 , SS3, SS5

PMT1, PMT2 , SS3, SS5

PMT1, PMT2

PMT1, PMT2

PMT1, PMT2 , SS3, SS5

See Chard Town centre Inset 3a

PMT1, PMT2 , SS3, SS5

PMT1, PMT2 , SS3, SS5

PMT1, PMT2 , SS3, SS5

South Somerset Local Plan 2006 - 2028
Chard - Inset Map 3 (Adopted 2015)

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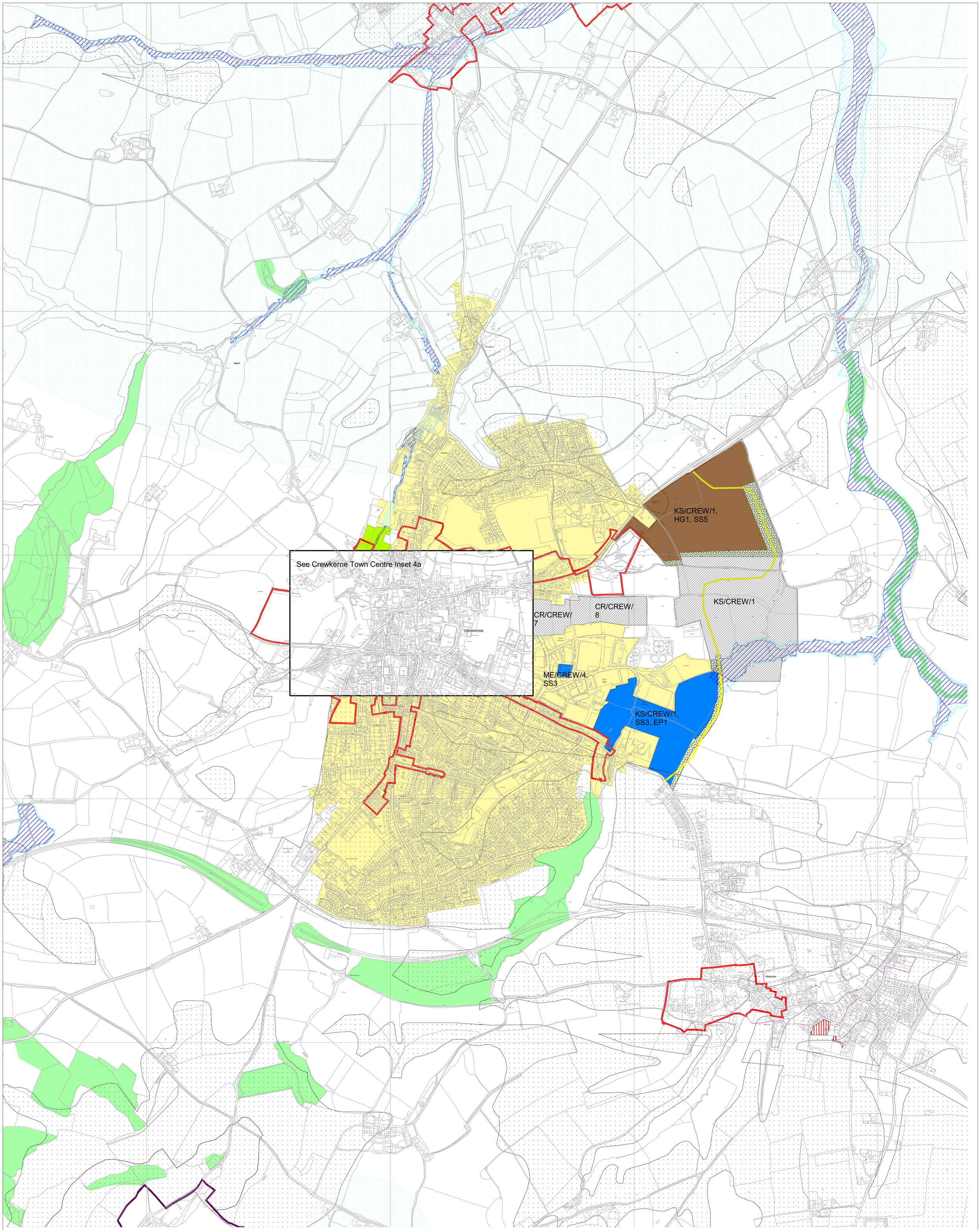

South Somerset Local Plan 2006 - 2026
Crewkerne - Inset Map 4 (Adopted 2015)

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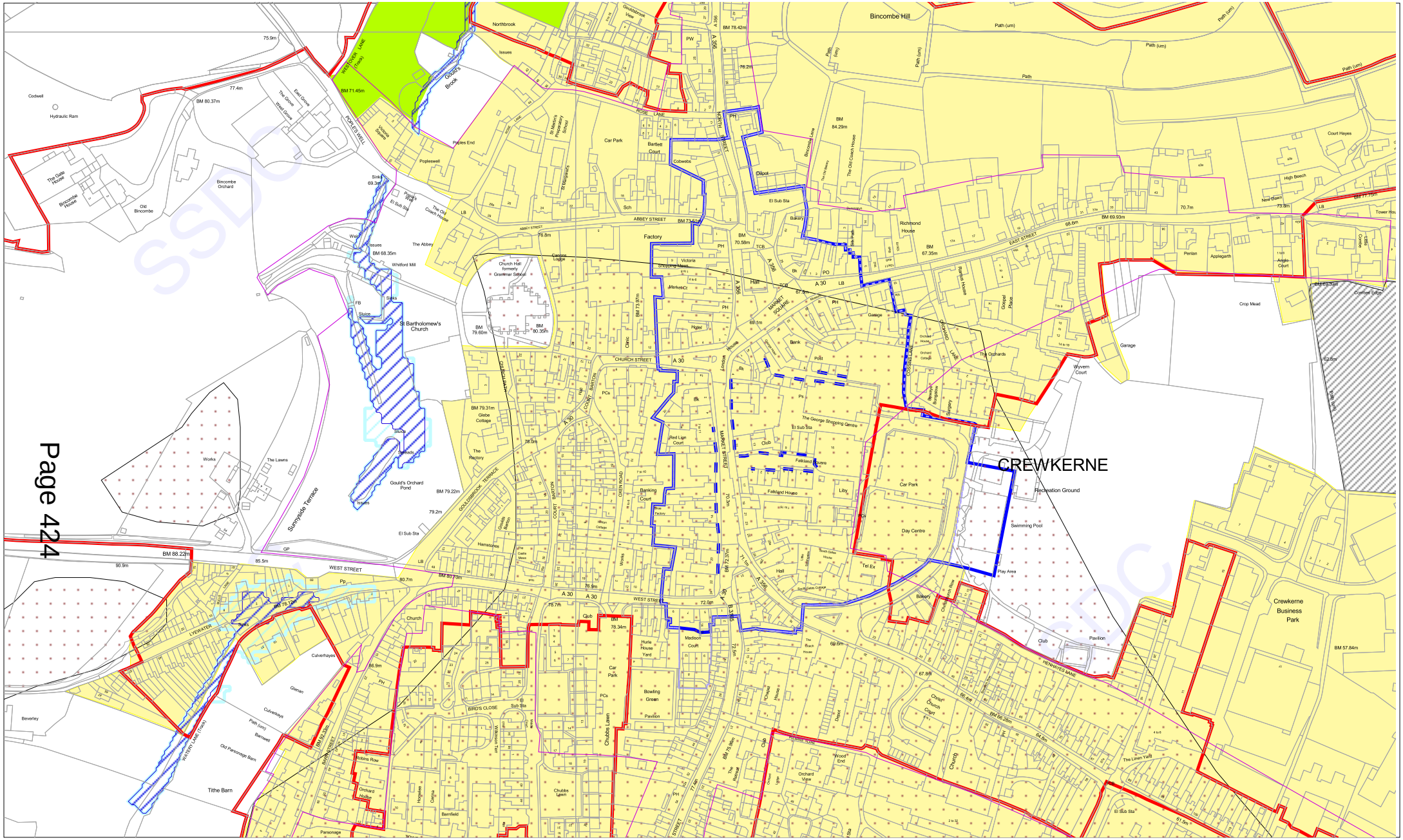

South Somerset Local Plan 2006 - 2028
Crewkerne Town Centre - Inset 4a (Adopted 2015)

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South Somerset Local Plan 2006 - 2028
Henstridge - Inset Map 5 (Adopted 2015)

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South Somerset Local Plan 2006 - 2028
Ilchester - Inset Map 6 (Adopted 2015)

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For Ilchester Noise Contours Map see Appendix 4a

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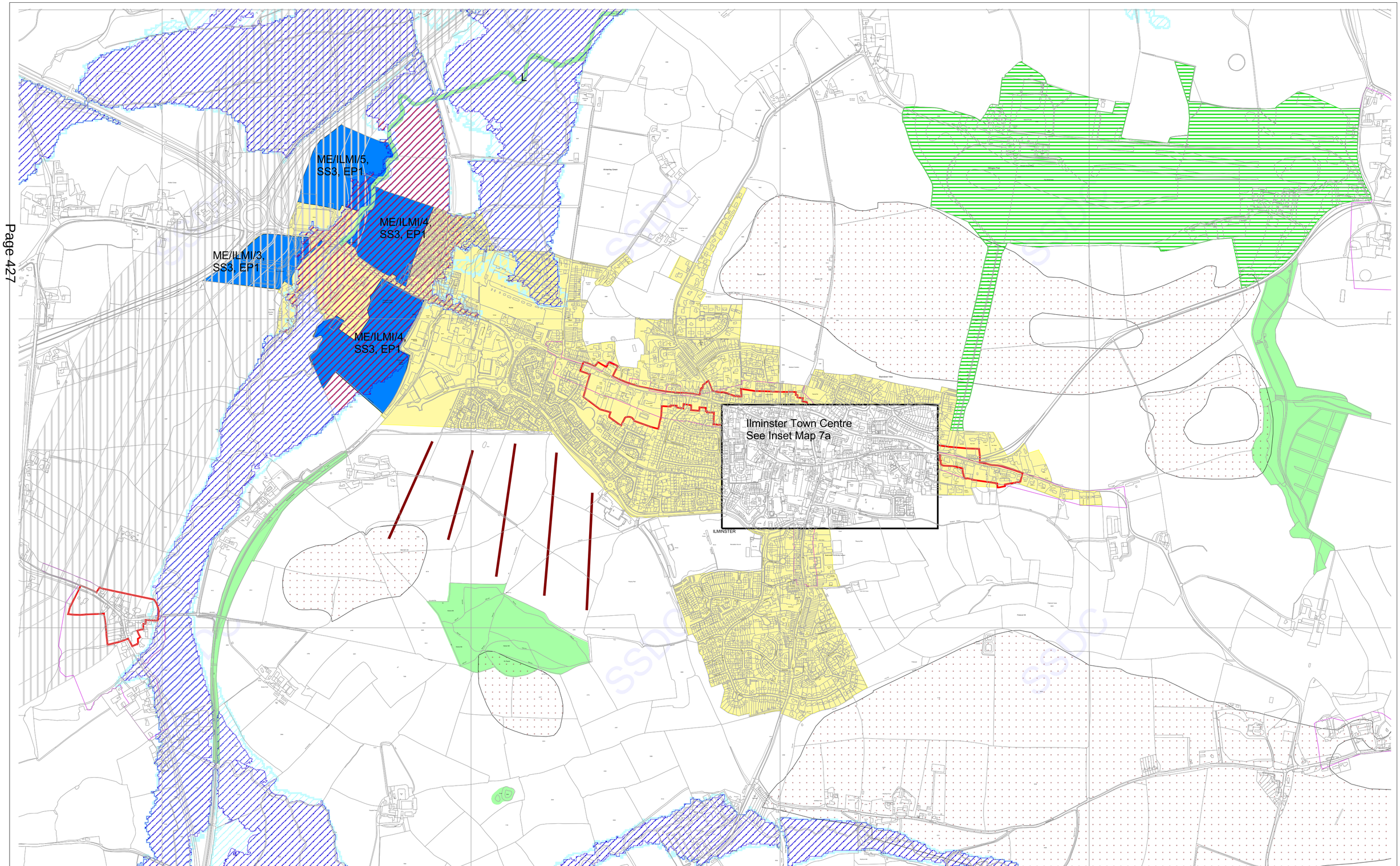

South Somerset Local Plan 2006 - 2028
Ilminster - Inset Map 7 (Adopted 2015)

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South Somerset Local Plan 2006 - 2028
Ilminster Town Centre - Inset Map 7a (Adopted 2015)

ILMINSTER

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Policy SS5

LANGPORT

Huish Episcopi

Ham Down

South Somerset Local Plan 2006 - 2028
Langport / Huish Episcopi - Inset Map 8 (Adopted 2015)

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Ash

Martock

ME/MART/2,
SS3

Inset 13

South Somerset Local Plan 2006 - 2028
Martock - Inset Map 9 (Adopted 2015)

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HG/MIPO/1, SS5

MILBORNE PORT

South Somerset Local Plan 2006 - 2028
Milborne Port - Inset Map 10 (Adopted 2015)

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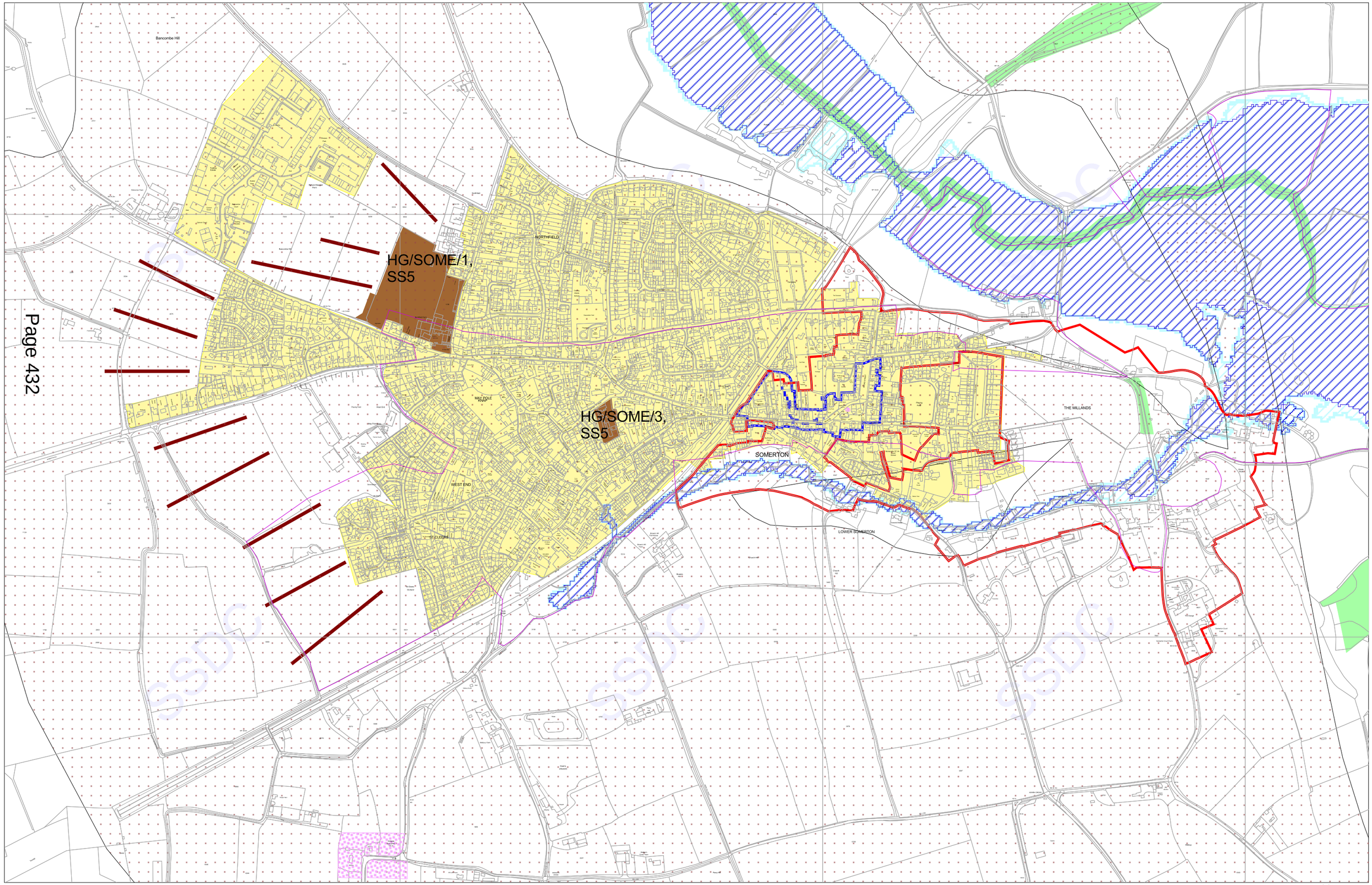

South Somerset Local Plan 2006 - 2028
Somerton - Inset Map 11 (Adopted 2015)

N.B. Extent of Conservation Area: The outer 'ring' is the Conservation Area, but the internal area is not covered by the Conservation Area designation.

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South Petherton

Policy SS5

South Somerset Local Plan 2006 - 2028
South Petherton - Inset Map 12 (Adopted 2015)

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South Somerset Local Plan 2006 - 2028
Stoke Sub Hamdon - Inset Map 13 (Adopted 2015)

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KS/WINC/1, SS5

KS/WINC/1, SS3

ME/WINC/3, SS3

South Somerset Local Plan 2006 - 2028
Wincanton - Inset Map 14 (Adopted 2015)

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KS/YEWI/2, SS5

KS/YEWI/1, SS5

KS/BRYM/1, SS5

KS/BRYM/1, SS5

See Yeovil Town Centre Inset 15a

ME/YEOV/4, SS3

ME/WECO/1, SS3

South Somerset Local Plan 2006 - 2028
Yeovil - Inset 15 (Adopted 2015)

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For Westlands Noise Contours Map see Appendix 4c

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South Somerset Local Plan 2006 - 2028
Yeovil Town Centre - Inset Map 15a (Adopted 2015)

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Noise Exposure categories for RNAS Yeovilton - Appendix 4A (July 2010)

72 dB LAeq, 16h
66 dB LAeq, 16h
57 dB LAeq, 16h

1;25,000

N
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Noise Exposure categories for RNAS Merryfield - Appendix 4B (November 1996)

57 dB LAeq, 16h
66 dB LAeq, 16h

1;16,000

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Noise Exposure categories for Westlands Airfield- Appendix 4C (March 1996)

57 dB LAeq, 16h 1;8,000

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