

DEVELOPMENT MANAGEMENT - ADDITIONAL ISSUES

Have any issues been missed?

Summary	Evidence base consideration	Policy or Proposal
The Development Management policies should also include an overarching requirement for future developments to be accessible by a variety of transport modes and ensure that all major development proposals are supplemented by a Travel Plan. The Highways Agency considers that the Core Strategy needs to be sound in terms of assessing future travel demand by all modes of transport and outlining how this will be managed.	Travel plans should be submitted if the proposal is likely to have significant transport implications (PPG13), so it would not be possible to seek travel plans for 'all' proposals. Yeovil's entire urban area has been designated as an Air Quality Management Area so travel plans should accompany development proposals that would generate significant amounts of traffic in, or near to, this area (PPG13).	Seek travel plans in and around Yeovil for developments that will generate significant amounts of traffic, and elsewhere as appropriate. Prepare a policy supporting travel plans.

Question QDMAI1 – Additional Issues

QDMAI1: Looking at the information above, which issues do you think need to be addressed by us in a DM policy?

QDMAI1: Summary -	Evidence base consideration	Policy or Proposal
The Development Management policies should include appropriate reference to ensuring that development proposals are fully assessed in terms of their impact on the highway network and in particular the Strategic Road Network (A303 and M5). The policy should include a requirement for the negative impacts of traffic from new proposals to be assessed in the context of policy set out in Government Circular 02/07 'Planning and the Strategic Road Network' and guidance supplied in 'The Guidance for Transport Assessment' (GTA) published in March 2007.	National guidance on transport assessments is set out in Circular 02/07 'Planning and the Strategic Road Network' and guidance supplied in 'The Guidance for Transport Assessment' (GTA) published in March 2007.	Transport assessments will be required where appropriate and in accordance with national policy.

QDMA1: Summary -	Evidence base consideration	Policy or Proposal
<p>National Planning Guidance set out in PPS12 Local Spatial Planning is clear that Development Management policies should not duplicate higher-level policies. Bourne Leisure considers that the retention, enhancement and expansion of existing tourism sites should be specifically addressed in a DM policy.</p>	<p>The 'Good Practice Guide on Planning for Tourism' states that where the future development of tourism is a key issue for the local authority, it will be appropriate for the core strategy to cover tourism issues together with any objectives relevant to tourism. In other local authorities it may be that the plan's broad approach to economic growth and regeneration sets the framework for the future development of tourism.</p> <p>Tourism is actively promoted in Regional Spatial Strategy policies TO1: Sustainable Tourism, TO2: Safeguarding and investing in Tourism Destinations and TO3: Major New Tourism Facilities.</p> <p>South Somerset Tourism Strategy (2004-2007) sets out the districts tourism objectives. The Somerset Tourism Strategy (2008-2011) will replace the South Somerset Strategy on its completion.</p> <p>A review of National & Regional Planning Guidance demonstrates that 'The Good Practice Guide' and RSS contain sufficient guidance to steer and make decisions on tourism development in the district, this view is supported by the Tourism and Development Control Teams who confirm that there are no locally specific issues in South Somerset that would warrant a local policy.</p>	<p>No policy required. Applications for Tourism Development will be determined through the use of a 'general development policy' within the Core Strategy, the RSS Tourism Policies and the 'Good Practice Guide on Planning for Tourism'.</p>

QDMAI1: Summary -	Evidence base consideration	Policy or Proposal
Development management policies should be kept to a minimum and should not repeat national or regional policy. Policies should be included only where they are essential and provide a clear local interpretation of national policy or a clear statement of the Council's expectations.	PPS12 Local Spatial Planning paragraph 4.30 is clear that 'The core strategy should not repeat or reformulate national or regional policy.'	Agree. Policies should not duplicate national policy.
There is no need for DM policies to repeat the advice given within PPSs. DM policies should focus on achieving positive outcomes in terms of delivering the levels of development required, addressing community priorities relevant to planning matters, and promoting high quality places and facilities.		

Question QDMAI2 – Additional Issues

QDMAI2: Given that we are only supposed to have a small number of DM policies are there any policies that could be addressed by a couple of over-arching policies, maybe one already suggested earlier in the document?

QDMAI2: Summary	Evidence base consideration	Policy or Proposal
<p>Given that we are only supposed to have a small number of DM policies are there any policies that could be addressed by a couple of over-arching policies, maybe one already suggested earlier in the document?</p> <ul style="list-style-type: none"> ○ Tourism ○ PPS23 ○ Focusing on 'positive outcome' policies ○ Simple checklist of factors 	PPS12 Local Spatial Planning paragraph 4.30 is clear that 'The core strategy should not repeat or reformulate national or regional policy.'	The Core Strategy will contain a limited range of policies.

Question QDMAI3 – Additional Issues

QDMAI3: Are there any issues that you feel we do not need to cover? Why are you of this opinion?

QDMAI3: Summary	Evidence base consideration	Policy or Proposal
<p>Planning Obligations. It is important that the need for developer contributions for the infrastructure of community and cultural activities is identified as well as for housing, and the details of this should be broadened out in the form of a supplementary planning document. The document should develop detailed policies setting out what achievements are expected from section 106 agreements including cultural provision. Investing time and resources in such a document will set down clearly what is required of the developer and other funding partners.</p>	<p>Circular 05/05 states that ‘The local authority’s generic policies on payment types should be contained in Development Plan Documents, and the details of their application in Supplementary Planning Documents.’</p> <p>The Planning Act 2008 contains enabling powers to empower local councils to apply a Community Infrastructure Levy (CIL) on new development in their area to support infrastructure delivery. The regulations will not enter into force before April 2010. It is at the discretion of each local authority whether they introduce a CIL and they will be required to consult on their proposals.</p>	<p>Uncertainties associated with CIL mean that consideration of CIL should await formal introduction of regulations. Planning obligations will be presented through a general policy through the Core Strategy. Should the introduction of CIL not be taken forward after uncertainties have been resolved then a tariff based more detailed approach on obligation should be promoted. This will be a priority subsequent to the adoption of the Core Strategy as a Supplementary Planning Document.</p>

Please include any other comments you may wish to make with regards to the Core Strategy Issues and Options: If your comments relate to a particular paragraph, option or question please state to which paragraph, option or question they relate?

Summary -	Evidence base consideration	Policy or Proposal
<p>In the South Somerset area, our interest relates to potential impacts on the A303 and the M5 motorway, particularly Junction 25. Strategic level modelling undertaken by us shows that the operation of the A303 to the north and west of Yeovil is constrained under existing conditions.</p>	<p>Dualling of the A303 in South Somerset is no longer proposed (RSS Proposed Changes). Sustainable travel should be prioritised (PPG13, RSS).</p>	<p>Noted. Responsibility of the A303 is with the Highways Agency. The agency will be consulted on proposals that may affect it.</p>

Summary -	Evidence base consideration	Policy or Proposal
<p>Stress levels on parts of the A303 already exceed 100% and the extent of the area affected is expected to increase further by 2026. The A303 becomes single carriageway to the west of Yeovil making it vulnerable to seasonal changes in traffic. Additionally, sections of the A303 north and west of Yeovil are in the worst 15% of the SRN in the south west in terms of accident rates.</p> <p>The Highways Agency welcomes the reference to the A303 SRN in light of its importance to the highways network in the district, but would suggest stronger reference to interactions with the M5 motorway, notably at Junction 25 (Taunton).</p> <p>We note the reference to the trend in increased transport movements and traffic congestion. Land use planning should assist in reducing this impact by ensuring that any new development is led by sustainable transport objectives and is located within accessible urban areas, supported by access to a range of means of transport other than the private car, providing the opportunity to reduce the need to travel.</p> <p>Increased traffic will also exacerbate the safety issues affecting the roads in the region. As highlighted previously, we have ascertained that the A303 north and west of Yeovil is in the worst 15% of SRN routes in the region for observed accident densities. Safety on the SRN is a high priority for us and developments with negative safety implications will not be supported until mitigating measures are in place</p>		

Summary -	Evidence base consideration	Policy or Proposal
Key diagram - The key diagram could include principal bus routes, such as the 54, as well as any national cycle routes.	PPS12 Local Development Frameworks suggests that a Key Diagram can identify future development together with linkages between areas.	Consideration will be given to strategic bus and cycle routes for inclusion in the Key Diagram where they present important linkages.
Concerns are raised about the Government's demographic predictions and the need for significant housing growth. It is noted that there is a presumption that families will continue to break up and live in single occupancy dwellings, generating a need for more housing, disagree that this trend is set to continue.	The Core Strategy should reflect the growth figures set out in the RSS.	Reflect adopted RSS growth figures upon adoption.
Concerns are raised about the sub-division of land into single use types. Predict that land will be used for multi-purposes in the future for example working from home. The Core Strategy should recognise this change with a more flexible approach to land use designations.		Agree that any land allocations such as Strategic Sites should not be considered as simply single use allocations but as proposals for sustainable communities.
The Core Strategy document makes little reference to public transport provision instead recognising the role of Somerset CC. Consider that South Somerset DC should take responsibility for its strategic planning role in the area.	The Yeovil Transport Strategy Review 2 (YTSR2) and Countywide Parking Strategy will review this issue.	None required.
The Theatres Trust wish to be consulted at all stages in the production of the South Somerset Core strategy.	Request noted. The Theatres Trust will be consulted at all stages in the policy development process inline with the Council's Statement of Community Involvement (SCI).	
Concern that the Core Strategy is providing significant housing development without the appropriate increases in employment opportunities.	The comment regarding how housing numbers should drive employment land provision is noted, however, the strategy behind the emerging RSS, is that the geographical distribution of jobs, leads to a figure for residential development, rather than vice-versa. This approach allows for greater self-containment. The South Somerset Employment Land Review, will seek to identify the amount of	Not accepted. The ELR will identify appropriate employment provision.

Summary -	Evidence base consideration	Policy or Proposal
<p>Support Saved Policies CR6, CR7, CR9 & CR10. Rights of way should be extended to horses. Support the Bournemouth to Sturminster Newton bridleway and suggest its extension onto Wincanton.</p> <p>The South Somerset Core Strategy should tackle issues of public transport/walking/cycling.</p>	<p>employment land required in Yeovil.</p> <p>PPS12 Local Spatial Planning paragraph 4.30 is clear that 'The core strategy should not repeat or reformulate national or regional policy.'</p>	<p>Noted.</p>
<p>Support the synergy between the Core Strategy themes and the themes in the Sustainable Community Strategy, being developed by LSP South Somerset Together. Demographic projections show 90% of the population growth between 2004 and 2028 is forecast to be in the 60 years and older age group. With this growth in mind, feel that the Core Strategy fails to adequately address the significance of older people and related issues.</p>		<p>Noted.</p>
<p>The Church Commissioners own and manage a very significant amount of land in the District. The Church Commission seek the value of assets protected, but also that, where appropriate, those assets are productively used for the benefit of the Church as a whole, and for the wider community in which are located.</p>		<p>Comment noted.</p>
<p>Request designation of East Coker as an RSS Development Policy C settlement 'Small Towns and Villages'.</p>	<p>The Settlement Role and Function Study informs the spatial strategy and settlement hierarchy in the Core Strategy. East Coker does have a community service role but does not meet any of the other criteria in the Role and Function study to be classed as Policy C.</p>	<p>Consider including East Coker/North Coker as a small town or village.</p>
<p>Natural England note that the South Somerset Core Strategy document is subject to The Conservation (Natural Habitats, &c) Regulations. To this end South Somerset District Council are currently working in</p>	<p>South Somerset District Council along with partner organisations have completed stage 1 of the Appropriate Assessment for the Somerset Levels and Moors SPA.</p>	<p>Comment noted.</p>

Summary -	Evidence base consideration	Policy or Proposal
Partnership with other Somerset Local Authorities (including Somerset County Council) to undertake a joint 'in combination', Appropriate Assessment of the impact of the Somerset's development upon the Somerset Levels and Moors SPA.		
Page 3: Planning Policy Framework - Should include explanatory diagram of the Local Development Framework.	PPS12: Local Spatial Planning sets out the process for preparing the Local Development Framework.	Agree. A diagram in the introduction section would help users to understand how documents relate to each other.
Page 4: Regional Context - The Core Strategy needs to be in conformity with the RSS.	As the latest version, the Regional Spatial Strategy Proposed Modifications will be used until the RSS is adopted.	Noted.
Page 4: Paragraph 1.8, line 9 - Changes to the draft RSS are being considered by the Secretary of State, not the Regional Assembly.	The Core Strategy will make clear the role of the Secretary of State in preparing the South West RSS.	
I would like to inform you that the SWRA has commissioned work to develop an infrastructure coordination framework helping local authorities to better assess, manage and plan for infrastructure which will also be available by the end of May.	South Somerset District Council are currently preparing an Infrastructure Delivery Plan (IDP) that will assess, manage and plan infrastructure requirements for the Local Authority.	Comment noted.
Para 2.8 should refer to 48 villages and not 84.		Amendment noted.
<p data-bbox="147 946 801 1181">Within the section on Environmental Quality mention of the archaeological assets of the District should be made. It is not clear within the text that Ham Hill is an important archaeological site as well as providing the link to how influential it has been in dictating the local vernacular architecture of the District.</p> <p data-bbox="147 1204 801 1300">English Heritage is reassured that that South Somerset DC will appropriately manage the historic environment.</p> <p data-bbox="147 1332 801 1431">It is considered that Option EQ6 should include criteria on how new design should relate to its context especially in respect of historic areas.</p>		<p data-bbox="1458 946 2098 1045">The importance that Ham Hill has played towards local design will be referenced within the Core Strategy where appropriate.</p> <p data-bbox="1458 1077 2098 1109">Comment noted.</p>

Summary -	Evidence base consideration	Policy or Proposal
<p>Design Guides at national level should help to frame this part of the document.</p> <p>English Heritage strongly advises that the conservation and archaeological staff of the District and County Councils are closely involved throughout the preparation of the Core Strategy.</p>		
<p>Include web links where appropriate.</p>		<p>Noted.</p>
<p>Page 11: Paragraph 2.11 - The Somerset Levels and Moors SSSI is a wildlife rather than landscape designation. Future versions of the document should include reference to the Levels and Moors international wildlife designations - Ramsar site and Special Protection Area.</p>		<p>Comment noted. Suitable references will be made where appropriate.</p>
<p>Page 11: Trends Table - Shows limited information - what about trends in biodiversity, public transport or alternatives to the car, for example?</p>		<p>Comments noted.</p>
<p>Page 12: Paragraph 2.14 - Assumes the certainty of dualling improvements to the A358/A303 Second Strategic Route. However, the EiP Panel of the Draft RSS has recommended that reference to this be deleted from the Draft RSS.</p>	<p>Dualling of the A303 in South Somerset is no longer proposed (RSS Proposed Changes). Sustainable travel should be prioritised (PPG13, RSS).</p>	<p>Alternatives to the car will be promoted in order to tackle congestion, climate change and promote healthier living.</p>
<p>Page 13: Key Diagram - This shows SPA and Ramsar sites. It also shows SSSIs, but only for the corresponding sites. SSSIs should be shown for the rest of the District, including borders, while Local Wildlife and Geological Sites should also be considered. More than one diagram would be required for the sake of clarity.</p>		<p>Disagree. This information is considered too detailed for the Core Strategy Key Diagram although it will be used in dealing with planning applications.</p>
<p>Optimise the provision of social/affordable housing and to ensure the evolution and preparation of consistent policies throughout the region.</p>		<p>Agree. It is important to continue to ensure that affordable housing is delivered through planning obligations and by the retention of a rural exception policy.</p>

Summary -	Evidence base consideration	Policy or Proposal
<ul style="list-style-type: none"> Emerging planning policies should allow for the expansion of existing tourism facilities and sites. Welcome the recognition of tourism as a key component of the local economy. The Core Strategy should recognise the ageing demographic profile of tourists and plan accordingly. The Core Strategy should balance the needs of tourism and environmental quality/protection. 		Applications for Tourism Development will be determined through the use of a 'general development policy' within the Core Strategy, the RSS Tourism Policies and the 'Good Practice Guide on Planning for Tourism'.
We note that the issues and options document deals with a number of issues in relation to development that we believe are best determined by national planning policy.	PPS12 Local Spatial Planning paragraph 4.30 is clear that 'The core strategy should not repeat or reformulate national or regional policy.'	Agree. Emerging policies will not repeat or reformulate National or Regional policy.
Paragraph 2.3 states that 'Taking both population and area together, South Somerset is the largest district in England'. Is this meant to mean the largest district in Somerset? In terms of population density it is 26th of 45 districts in the South West region and there are 8 districts in the South West with a larger land area.		Agree. The Districts size will be quantified by Area, Population and Population Density.
Consideration should be given to dramatically reducing the amount of issues to be covered by Core Strategy in accordance with Government Guidance and advice.	PPS12 Local Spatial Planning paragraph 4.30 is clear that 'The core strategy should not repeat or reformulate national or regional policy.'	Agree. Emerging policies will not repeat or reformulate National or Regional policy.
The Core Strategy will also need to incorporate any development of a strategic nature that goes to the heart of the strategy. For example, the proposed Urban Extension to Yeovil is fundamental to the Spatial Strategy for the District and must therefore be incorporated within all stages of the Core Strategies progress. This will necessitate the completion of a significant amount of technical research and the compiling of sound and credible evidence to		The Council's Core Strategy will include Strategic provision. These are proposals that go to the heart of the Plan and will be supported by an appropriate evidence base.

Summary -	Evidence base consideration	Policy or Proposal
<p>prove sustainability, deliverability and viability. Without the inclusion of this level of information for the Urban Extension the Core Strategy will not be sound.</p>		
<p>There is no assessment of the risks and benefits of following different options. In fact there are little if any options. Insufficient evidence is provided to answer questions.</p>	<p>Strategic options will undergo analysis in the Council's Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA).</p>	<p>None required.</p>
<p>The Key Diagram of District (p 13) shows four major employers, three in Yeovil and one in Chard, yet omits RNAS Yeovilton, where about 4,500 are employed, which must be considerably more than at the Oscar Mayer factory. Merryfield is a satellite of Yeovilton, not an RAF base (para 2.5), and employs a negligible number.</p>		<p>Comments noted. Appropriate amendments will be made to the Key Diagram.</p>
<p>Para 2.14 refers to two major railway lines running through the district but omits mentioning that one (Salisbury/Exeter) is now largely single track, so cannot really offer a major line service; and that on the other (Westbury/Exeter) there is not a single station open between Castle Cary and Taunton, which rather limits its usefulness to local residents. No specific mention is made of the third line (Weymouth/Bristol), of which much greater use could be made.</p>		<p>Comment noted. Suitable references will be made where appropriate.</p>
<p>Dualling of the A303/A358 (para 2.14) is said to be "eagerly-awaited" as part of creating a Second Strategic Route, even though this project is dropped in the Regional Spatial Strategy (RSS) Panel Report and the Government has given up plans for dualling at Stonehenge. It must therefore be assumed that within the time of the LDF the M4/M5 will remain the sole major road route between London and the South West peninsula.</p>	<p>Dualling of the A303 in South Somerset is no longer proposed (RSS Proposed Changes). Sustainable travel should be prioritised (PPG13, RSS).</p>	<p>Alternatives to the car will be promoted in order to tackle congestion, climate change and promote healthier living.</p>

Summary -	Evidence base consideration	Policy or Proposal
Planning can no longer assume low cost road transport in light of future oil provision.		Alternatives to the car will be promoted in order to tackle congestion, climate change and promote healthier living.
Higher oil prices also have major direct and indirect effects on the costs of food production and distribution. The conservation of farmland should now be recognised as a national necessity.		A suitable balance will need to be achieved weighing up the need for agricultural land against the need for housing.
Is it right to assume a reduced demand for school places in light of in-migration (also para 2.4)?	Paragraph 8.18 states that the Office of National Statistics projections show that there will be a decrease in school-age residents in South Somerset. Despite in migration the population of South Somerset can be seen as generally aging. The SCC School organisation management plan, projects population numbers and consultation will be undertaken with SCC to confirm school place numbers.	Noted.
The Core Strategy should reflect the most up to date RSS document.	As the latest version, the Regional Spatial Strategy Proposed Modifications will be used until the RSS is adopted.	Agree. The Core Strategy will reflect the South West RSS on its Adoption.
The Issues and Options Draft document should include an index of the various partnerships and strategies referred to in the document together with the constituent members, authors etc and the statutory status of each of these bodies.		Agree. Where statutory organisations and bodies are referred appropriate references will be made to their status.