

South Somerset District Council

Notice of Meeting



Area North Committee

Making a difference where it counts

Wednesday 25th April 2018

2.00 pm

**Edgar Hall, Cary Court,
Somerton Business Park,
Somerton TA11 6SB**

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



The following members are requested to attend this meeting:

Clare Aparicio Paul
Neil Bloomfield
Adam Dance
Graham Middleton
Tiffany Osborne

Stephen Page
Crispin Raikes
Jo Roundell Greene
Dean Ruddle
Sylvia Seal

Sue Steele
Gerard Tucker
Derek Yeomans

Consideration of planning applications will commence no earlier than **3.20pm**.

For further information on the items to be discussed, please contact the Case Services Officer (Support Services) on 01935 462596 or democracy@southsomerset.gov.uk

This Agenda was issued on Monday 16 April 2018.

Alex Parmley, *Chief Executive Officer*

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



INVESTORS IN PEOPLE

Information for the Public

The council has a well-established area committee system and through four area committees seeks to strengthen links between the Council and its local communities, allowing planning and other local issues to be decided at a local level (planning recommendations outside council policy are referred to the district wide Regulation Committee).

Decisions made by area committees, which include financial or policy implications are generally classed as executive decisions. Where these financial or policy decisions have a significant impact on council budgets or the local community, agendas will record these decisions as “key decisions”. The council’s Executive Forward Plan can be viewed online for details of executive/key decisions which are scheduled to be taken in the coming months. Non-executive decisions taken by area committees include planning, and other quasi-judicial decisions.

At area committee meetings members of the public are able to:

- attend and make verbal or written representations, except where, for example, personal or confidential matters are being discussed;
- at the area committee chairman’s discretion, members of the public are permitted to speak for up to up to three minutes on agenda items; and
- see agenda reports

Meetings of the Area North Committee are held monthly, usually at 2.00pm, on the fourth Wednesday of the month (except December) in village halls throughout Area North (unless specified otherwise).

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

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

Public participation at committees

Public question time

The period allowed for participation in this session shall not exceed 15 minutes except with the consent of the Chairman of the Committee. Each individual speaker shall be restricted to a total of three minutes.

Planning applications

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

Comments should be confined to additional information or issues, which have not been fully covered in the officer’s report. Members of the public are asked to submit any additional documents to the planning officer at least 72 hours in advance and not to present them to the Committee on the day of the meeting. This will give the planning officer the opportunity to respond appropriately. Information from the public should not be tabled at the meeting. It should

also be noted that, in the interests of fairness, the use of presentational aids (e.g. PowerPoint) by the applicant/agent or those making representations will not be permitted. However, the applicant/agent or those making representations are able to ask the planning officer to include photographs/images within the officer's presentation subject to them being received by the officer at least 72 hours prior to the meeting. No more than 5 photographs/images either supporting or against the application to be submitted. The planning officer will also need to be satisfied that the photographs are appropriate in terms of planning grounds.

At the committee chairman's discretion, members of the public are permitted to speak for up to three minutes each and where there are a number of persons wishing to speak they should be encouraged to choose one spokesperson to speak either for the applicant or on behalf of any supporters or objectors to the application. The total period allowed for such participation on each application shall not normally exceed 15 minutes.

The order of speaking on planning items will be:

- Town or Parish Council Spokesperson
- Objectors
- Supporters
- Applicant and/or Agent
- District Council Ward Member

If a member of the public wishes to speak they must inform the committee administrator before the meeting begins of their name and whether they have supporting comments or objections and who they are representing. This must be done by completing one of the public participation slips available at the meeting.

In exceptional circumstances, the Chairman of the Committee shall have discretion to vary the procedure set out to ensure fairness to all sides.

Recording and photography at council meetings

Recording of council meetings is permitted, however anyone wishing to do so should let the Chairperson of the meeting know prior to the start of the meeting. The recording should be overt and clearly visible to anyone at the meeting, but non-disruptive. If someone is recording the meeting, the Chairman will make an announcement at the beginning of the meeting.

Any member of the public has the right not to be recorded. If anyone making public representation does not wish to be recorded they must let the Chairperson know.

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

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Area North Committee

Wednesday 25 April 2018

Agenda

Preliminary Items

1. Minutes

To approve as a correct record the minutes of the previous meeting held on 28 March 2018.

2. Apologies for absence

3. Declarations of Interest

In accordance with the Council's current Code of Conduct (as amended 26 February 2015), which includes all the provisions relating to Disclosable Pecuniary Interests (DPI), personal and prejudicial interests, Members are asked to declare any DPI and also any personal interests (and whether or not such personal interests are also "prejudicial") in relation to any matter on the Agenda for this meeting.

Members are reminded that they need to declare the fact that they are also a member of a County, Town or Parish Council as a Personal Interest. Where you are also a member of Somerset County Council and/or a Town or Parish Council within South Somerset you must declare a prejudicial interest in any business on the agenda where there is a financial benefit or gain or advantage to Somerset County Council and/or a Town or Parish Council which would be at the cost or to the financial disadvantage of South Somerset District Council.

Planning Applications Referred to the Regulation Committee

The following members of this Committee are also members of the Council's Regulation Committee:

Councillors Clare Aparicio Paul, Neil Bloomfield and Sylvia Seal.

Where planning applications are referred by this Committee to the Regulation Committee for determination, Members of the Regulation Committee can participate and vote on these items at the Area Committee and at Regulation Committee. In these cases the Council's decision-making process is not complete until the application is determined by the Regulation Committee. Members of the Regulation Committee retain an open mind and will not finalise their position until the Regulation Committee. They will also consider the matter at Regulation Committee as Members of that Committee and not as representatives of the Area Committee.

4. Date of next meeting

Councillors are requested to note that the next Area North Committee meeting is scheduled to be held at 2.00pm on **Wednesday 23 May 2018** at the **Edgar Hall, Somerton**.

5. Public question time

6. Chairman's announcements

7. Reports from members

Items for Discussion

- 8. Martock Parish Council Our Place Martock Programme Annual Update** (Pages 6 - 8)
- 9. Area North Development - Review of 2017-18** (Pages 9 - 21)
- 10. Langport Cycleway Report** (Pages 22 - 55)
- 11. Area North Committee Forward Plan** (Pages 56 - 57)
- 12. Planning Appeals** (Page 58)
- 13. Schedule of Planning Applications to be Determined By Committee** (Pages 59 - 60)
- 14. Planning Application 18/00072/FUL - 56A Bower Hinton, Martock.** (Pages 61 - 68)
- 15. Planning Application 17/04870/OUT - Land OS 6730, Henley, Langport.** (Pages 69 - 78)

Please note that the decisions taken by Area Committees may be called in for scrutiny by the Council's Scrutiny Committee prior to implementation.

This does not apply to decisions taken on planning applications.

Agenda Item 8

Martock Parish Council Our Place Martock Programme Annual Update

Strategic Director: Netta Meadows, Director of Strategy & Commissioning
Service Manager: Helen Rutter, Communities Lead
Lead Officer: Mary Ostler, Neighbourhood Development Officer (North)
Contact Details: mary.ostler@southsomerset.gov.uk (01935) 462123

Purpose of the Report

This report provides background information on the Our Place Martock programme which is receiving funding from Area North via a three-year service level agreement (SLA).

A presentation will be given at Committee, by the Martock Community Services Co-ordinator, to update on work undertaken during the 2017/18 financial year.

Public Interest

Martock Parish Council has an SLA with South Somerset District Council (SSDC) over a three-year period. As part of the SLA the Parish Council provides regular progress reports. This report, and the presentation that will be given at Committee, will provide an update on work undertaken during the last year.

Recommendation

That Members note the report and note and comment on the presentation given by the Community Services Co-ordinator.

Background

In 2014, Martock Parish Council was accepted into the Our Place programme, a package of grants and support designed to transfer ownership of funding from central government into local communities, so that local people and organisations could identify, develop and manage directly, services needed in that community.

Operation

The programme is funded principally through the Martock Parish Council precept. Research and advisory support was provided by Locality during the development stage of the programme.

The aim of the programme is to fill gaps in services caused by withdrawal of services or the access bar being raised due to economic pressures. Based on needs identified through research and consultation, the programme has developed four key service strands:

- Building self-reliance
- Improving access to services
- Addressing social isolation
- Enhancing employability

Since commencing operation in April 2015, the programme has appointed a Community Services Co-ordinator; Seniors Support Co-ordinator; and Job Club Co-ordinator, and started delivery of a range of services and support for local people.

Service Level Agreement

In March 2016, Area North Committee resolved to award a grant of £12,000 over a three-year period to Martock Parish Council towards the overall costs of the Our Place programme. The first payment of £5,000 was released in 2016. The Year Two (2017-18) contribution was £4,000 with the remaining £3,000 payable in 2018.

The terms of the partnership between SSSDC Area North and the Our Place Martock programme are governed by a service level agreement. SSSDC's funding contributes towards the staffing costs of the Our Place programme and the SLA delineates the focus of work and the expected outputs and key performance indicators (KPI), in four main areas;

- Residents are helped to access information and services online
- Residents are helped to access information and services at key local points
- Local opportunities are provided that help to reduce social isolation
- Job-seekers are helped into employment

SSDC provides background advice and support for the programme.

Monitoring and Evaluation

The Our Place programme provides quarterly reports and, annually, a budget for the coming year and schedule of funding.

The Community Services Co-ordinator (CSC) will provide an update on work undertaken in the last year, in her presentation to the Committee. Some headlines are as follows:

- 72 people enjoyed the first *Merry Martock* event on 28 December, a seated buffet offering companionship during a time that can be lonely for many people
- A walkers' celebration was held in March, as monthly health walks have reached over 250 walkers since starting 18 months ago. A new volunteer has also been trained, meaning the walk will run all year round
- Martock Friends runs at capacity with a waiting list
- The pop-up *Our Place on tour* visited 13 areas in Martock to tell people about the support services on offer in the community and how to access these
- There was a Health and Wellbeing fair, with over 27 agencies coming together to bring information to the community. Another event is planned for 2018
- Community volunteers were offered first aid and defibrillator training
- Over 400 people now supported into work via the help offered at Martock Job Club since 2013, with many more into training or volunteer positions.

Conclusion and Recommendation

The Our Place Martock programme meets SSDC Area North's priority "to promote greater levels of self-help, to promote the sustainability of local services and facilities for all ages". It is an innovative programme at a time when government spending on public services is being reduced.

The Service Level Agreement enables SSDC to be involved as a partner on aspects of the programme, supporting the principle of resourcing communities to find appropriate local responses to local issues.

Financial Implications

There is £8,680 available in the Area North Community Grants programme for 2018-19. Once the third year SLA payment of £3,000 is released, £5,680 will remain unallocated.

Council Plan Implications

The project supports:

Focus One: High quality cost-effective services

Focus Two: Economy

Focus Four: Homes

Focus Five: Health and Communities

Area North Priorities

Jobs and the Economy

Self-help and Community Facilities

Carbon Emissions & Climate Change Implications

Access to local information, advice and services reduces carbon emissions produced by travel to centralised locations.

Equality and Diversity Implications

Martock is a linear community extending over nearly three miles, with shops and services in a relatively small, centralised area. Our Place Martock is working to address the needs of residents who find it difficult to reach the services they need – older people, young families, people with disabilities – by delivering information and advice either at home, or as close to home as possible, and by enabling greater use of digital services.

Martock Parish Council has an Equal Opportunities Policy and a Safeguarding Policy.

Background Papers

Reports to Area North Committee, 23 March 2016 and 22 March 2017.

Agenda Item 9

Area North Development – Review of 2017-18

Service Manager: Helen Rutter, Communities
Lead Officer: Natalie Fortt, Area Development Lead (North and South)
Contact Details: Natalie.Fortt@southsomerset.gov.uk or (01935) 4622956

Purpose of the Report

To report on the work undertaken by the Area North Development Team during 2017-18.

Councillors are asked to contact the Area Development Lead (North) or other named Officers in advance of the meeting with requests for further information about specific projects.

Public Interest

The Area Development Service supports the Council's 4 Area Committees (North, South, East and West) to work closely with local communities to create better places in which to live and work.

This report details the work undertaken by the Area North Development Team for the 2017-18 financial year.

Recommendation

That members note and comment on the report.

Background

The Area Development Plan 2017-18 contains a set of local priorities, agreed by the committee and a service action plan with targets to carry these forward throughout the year.

Progress against projects in the service action plan is attached at Appendix A. A brief presentation will be given at Committee highlighting some of the work undertaken during the last 12 months.

In addition to the work detailed in the service action plan, the team also deals with a wide range of queries and funding requests from Parishes, businesses and community groups throughout the year. Some of these are relatively straightforward enquiries that can be dealt with straight away whilst others lead to more involved work around issues such as registering an Asset of Community Value, designing a project to address a problem, funding advice, support to set up a new group etc.

The team also works with other SSDC services to help deliver the Council Plan and other relevant strategies and can assist with (or find other sources of help for) community led project planning, consultation, securing resources, delivery and evaluation.

Work undertaken during 2017-18

During 2017-18 the Area North team supported 45 community based projects / programmes, (illustrated on the map at Appendix B). This includes work led by a community group or partnership, or directly by SSDC.

In addition to supporting the above projects the team handled over 100 enquiries for information, project support, guidance, printing or hire of equipment. These enquiries are received from ward members, volunteers, local charities and trusts, town and parish councils, residents, local businesses, internal SSDC services and other public sector services.

The Area North Team awarded grants of £16136.50 to 20 projects, worth a total overall investment of £176,649. This is an average grant of 9% of project costs and means that for every £1 of grant from SSDC a further £8 will be raised by the community from local fundraising or by other external investment. A list of community grants awarded during the year is included at Appendix C.

Area North supports four Local Information Centres in Somerton, Langport, Martock and South Petherton through an annual service level agreement worth £500 each (£2,000 in total).

The Community Office which was based at the Langport Information Centre was closed at the end of December 2017 due to low footfall numbers. Following a three month lead up to the closure customers were assisted and encouraged to move, where possible, over to digital services. 24 customers were seen during this period. 14 customers moved to digital, phone or post access. Other customers were either returning equipment, could go to another office or were one off visits. Customers are still able to access our services on an appointment based system where further assistance is required. There have been no enquiries for this service to date.

Area Reserves This is a one-off fund held as a special reserve by the Area Committee. There is £13,894 to allocate for future years. In addition there is £10,000 allocated to support the progress (in exceptional circumstances) of schemes for affordable housing and £2,706 allocated towards the Langport Cycle Path as part of the Area Committee's priorities.

Appendices

- Appendix A – Service Action Plan 2017/18
- Appendix B – Area North Development 2017/18 – map of projects supported
- Appendix C – Community Grants awarded 2017/18

Financial Implications

There are no financial implications arising directly from this report.

Corporate Priority Implications

The work of the ADT contributes towards the following priorities:

High quality cost effective services

- Actively managing assets and resources to ensure the best financial or community return.

Economy

- Work with businesses and use our assets to grow our economy.
- Advise and support initiatives that ensure worker skills meet the employers needs

Environment

- Continue to address the impact of flooding
- Support communities to develop local, parish and neighbourhood plans.

Health & Communities

- Support communities so that they can identify their needs and develop local solutions.
- Target support to areas of need.
- Help people to live well by enabling quality cultural, leisure, play, sport & healthy lifestyle facilities & activities.
- Work with partners to tackle health issues such as diabetes and hypertension.
- Help keep our communities safe.

Carbon Emissions & Climate Change Implications

This is considered on an individual project and programme basis as appropriate. The overall priority is to seek to create more balanced communities where people can live, work and get access to the services and facilities they need on a daily basis

Equality and Diversity Implications

This is considered on an individual project and programme basis as appropriate.

Background Papers: None

Area North Development - Service Action Plan 2017/18

Completed	In progress – on target	In progress – risk of missing target	Future action not started
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Service Action plan: Top level actions – more detail is within individual work programmes / project plans

Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Continue to build SSDC engagement with Town & Parish Councils, including guidance on community plans and local investment	All	6 monthly meetings with clerks/chairs as required	Ongoing	Update meetings have been held with each market town to identify current priorities and support required from SSDC. Attendance has been provided at Parish Council meetings as required
Support local community engagement with SSDC and partnerships between agencies to meet local needs (including community safety) and encourage innovation	All	6 monthly meetings with key partners	Ongoing	Meetings attended as required

Priority Area 1: Jobs and the economy

Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Support our 4 Local Information Centres (Somerton, Martock, Langport, South Petherton) with service level agreements	MO	Release all grant payments by Oct 2017	Ongoing	Completed.
Support towns to take part in MTIG	PB	Attendance at MTIG meetings	Ongoing	Taking lead on digital audit work. With colleagues, devising grant programme for improved digital inclusion in market towns and training scheme for improved use of digital media on the high street

Area North Development - Service Action Plan 2017/18

Completed	In progress – on target	In progress – risk of missing target	Future action not started
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Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Support for small businesses				
<ul style="list-style-type: none"> Production of short run publication promoting local businesses and facilities to visitors and residents. 	PB	Publications issued	March 2018	Good feedback from businesses regarding success of publication. Reprint for Spring 2018, as requested by businesses, being distributed ahead of holiday season
<ul style="list-style-type: none"> Business networking events 	PB	Minimum of 2 events per year	April 2018	Supported local business to take the lead in co-ordinating and hosting events going forward. The first of three events for 2018 will take place in April, bookings at capacity (>50 delegates)
<ul style="list-style-type: none"> Training workshops 	PB	Marketing, promotion and digital workshops for small businesses Signposting to existing training opportunities.	Ongoing	Future social networking training to be picked up through MTIG funding Investigating links with local delivery of ERDF funded programmes

Area North Development - Service Action Plan 2017/18

Completed	In progress – on target	In progress – risk of missing target	Future action not started
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Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Tourism/attracting visitors to the area				
<ul style="list-style-type: none"> • Supporting initiatives to improve local facilities and services including: <ul style="list-style-type: none"> ○ Support for Langport River Group to improve infrastructure for access onto the river ○ Support initiatives to encourage cycling and walking. Consider links with existing and emerging initiatives that support cycling and other low impact opportunities in Area North. ○ Review and improve promotion of the River Parrett Trail (focussing on the SSDC section) Identify local solutions to raising awareness of the Trail and promoting the range of businesses along the course of the river, ensuring connections and links to partner organisations are used to best advantage. 	PB	Advising on funding sources, licenses and permissions	May 2018	Eol to be submitted to RDPE fund for tourism initiatives to cover infrastructure on river at Langport.
		Report to Area North committee regarding the Langport to Muchelney cycleway	April 2018	Community survey for the Langport to Muchelney cycleway indicates very strong local support for its continuation. We have convened a consortium of representatives from four local parishes to consider its future management. Negotiations with land owners underway.
		Review of RPT conducted in 2016/17		On hold –reviewing strategic fit with wider tourism offer in area north.

Area North Development - Service Action Plan 2017/18

Completed	In progress – on target	In progress – risk of missing target	Future action not started
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Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Support to LEADER (Levels and Moors)				
<ul style="list-style-type: none"> Promote LEADER funding to potential applicants Support good applications Represent SSDC on the Levels and Moors Executive 	PB	Applications submitted	Ongoing	Ongoing
	PB	Attendance at meetings	Ongoing	

Priority Area 2. Affordable Housing

Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Support progress to secure completion of affordable housing scheme in Compton Dundon	SK	Build complete	March 2018	Awaiting power to be connected on site before work recommences. Monitoring through rural housing action plan
Continue to offer support with local housing needs surveys (HNS) as requested	ALL	Assist High Ham Parish Council with production and analysis of survey Respond to need from other parishes as requested	Autumn 2017 Ongoing	High Ham survey complete and report being reviewed by Parish Council. No other requests to date
Support progress to complete affordable housing units, to be owned and managed by Community Land Trust, as part of larger development on former Lift West site at Seavington St Michael	SK	Creation of Community Land Trust Build completed	Established May 2017 Ongoing	Build underway Development named Falcon Close Affordable units will be last on site to be completed

Area North Development - Service Action Plan 2017/18

Completed	In progress – on target	In progress – risk of missing target	Future action not started
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Priority Area 3. Self help and community facilities				
Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Support community-led play days and youth work.	ALL	Minimum of 6 play days supported in 2017	Summer 2017	8 play days took place during summer and autumn 2017
Support Kingsbury Episcopi church rooms management committee	CS	Work completed and grant released	December 2017	Refurbishment work has commenced and due to complete end of financial year.
Support delivery of Curry Rivel community facilities investment programme at Westfield and SSDC play areas.	SK	New equipment installed	December 2017	Equipment installed.
Support development of community facilities at Huish Leisure Centre	MO	Attendance at meetings as required. Possible grant application	Ongoing	£25K awarded by ANC towards roofing project. No other support requested at present.
Support Stoke Sub Hamdon Recreation Trust to implement five year plan.	MO	6 monthly updates received. Attend meetings as required	Ongoing	Support offered as required
Support delivery of Ilton community facilities investment programme onto new land at Copse Lane.	CS	Master planning exercise complete and work underway	March 2018	Masterplan drafted and project manager appointed. Support will be ongoing.
Support Curry Mallet Parish Council and Village Hall to implement improved local play facilities	MO	New play equipment installed & \$106 spent	March 2018	Design work complete and awaiting installation date.
Support Martock Parish Council to deliver actions identified in the Martock 'Our Place' programme	MO	SLA signed. Reviewed annually 2016-19	Ongoing	2 nd year SLA payment released
Support South Petherton Parish Council to deliver community facilities investment programme at Lightgate Lane to include master planning exercise	SK	Masterplan produced and first actions commenced	March 2018	CHL colleagues have been providing support and observations as required. Work continuing to bring the plan to a conclusion

Area North Development - Service Action Plan 2017/18

Completed	In progress – on target	In progress – risk of missing target	Future action not started
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Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Support Tintinhull Parish Council to progress new village hall project	CS	Build complete and grant payment released	December 2017	Build complete and final grant payment released.
Support Somerton Recreation Trust to continue master planning for changing and sports facilities	CS	Project fully scoped and approved by Trust. Masterplan complete	December 2017	Feasibility work moved back to summer 2018. Support will be provided as requested.
Support and coordination of ABP abattoir liaison group	CS	Quarterly meetings arranged and attended	Ongoing	Group meets twice a year. Support ongoing.
Support review of community facilities in Ash and ongoing actions that arise from the outcome of the recent survey.	CS	Ongoing support as required. Possible grant application	Ongoing	Grant complete and payment released
Continued support to Kingsbury Episcopi Village Hall/Shop including release of final phase grant payment	MO	Final phase of grant payment released	July 2017	Final payment released. Community centre, shop and café are fully functioning
Support Long Sutton village hall committee with production of 3-5 year business plan and associated actions arising from it	SK	Business plan produced and presented to Parish Council	December 2017	New committee in place. Support will be provided as requested.
Finalise payment of community grant to Aller Village Hall for new hearing loop	CS	Payment released	August 2017	Grant complete and payment released
Support potential new community group looking to undertake community purchase of the King William Inn, Curry Rivel	SK	Either the set-up of a formally constituted group or the decision not to proceed	October 2017	Building has planning permission for change of use. No further action.
Support ongoing improvement to village hall provision in Curry Rivel	CS	3 year plan/feasibility study produced Potential grant application to Area North	March 2018	Grant for community display screen complete and payment released.

Area North Development - Service Action Plan 2017/18

Completed	In progress – on target	In progress – risk of missing target	Future action not started
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Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Support SSH Parish Council with purchase of Methodist chapel and programme of improvements	MO	Purchase complete Project plan produced Funding secured for improvements	March 2018	Aiming for exchange of contracts by Christmas 2017 Access audit completed
Finalise grant payment towards Ilton defibrillator	CS	Payment released	September 2017	Grant complete and payment released
Finalise grant payment to Langport and Huish senior citizens club	CS	Payment released	August 2017	Grant complete and payment released
Support Long Load village hall management committee to finalise works and release grant payment (£5k)	MO	Revised works fully scoped and costed Work underway	December 2018	Work progressing well, with good community support. Following budget saving, Heritage Lottery Fund has agreed reallocating funding for some additional work, with a time extension to complete this.
Support Blake Hall Management committee/Parish council with improvements to Blake Hall to incorporate public toilets	CS	Lease agreed Funding secured Toilet operational	Autumn 2017 January 2018	Grant approved at Committee Dec '17. Work has commenced.
Support South Petherton community Partnership as required	SK	Attendance at meetings	Ongoing	Support ongoing as required.
Support as required to new school project in Somerton	SK	TBC as project progresses	Ongoing	No support requested to date.
Grant to Drayton Village Hall towards replacement of curtains	CS	Grant payment released	Autumn 17	Grant complete and payment released
Grant to Shepton Beauchamp Parish Council towards cost of defibrillator	CS	Grant payment released	Autumn 17	Grant complete and payment released.
Grant to Norton Sub Hamdon village hall towards costs of refurbishment	MO	Grant payment released	November 17	Grant complete and payment released.

Area North Development - Service Action Plan 2017/18

Completed	In progress – on target	In progress – risk of missing target	Future action not started
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Action /Project description	Who	Milestone/ outcome	When	Current position March 18
Grant to Stocklinch village hall towards cost of roof repairs	CS	Grant payment released	November 17	Majority of works completed. Some internal repair works ongoing.

Priority Area 4. Community led Planning and Development

Action /Project description	Who	Milestone/ outcome	When	Current position Oct 17
Support South Petherton Parish Council to refresh the Parish Plan / create Neighbourhood Plan	SK	NP presented to ANC	October 2017	Draft Neighbourhood Plan submitted to SSDC for inspection
Support Martock Parish Council to create Neighbourhood Plan	MO	NP presented to ANC	January 2018	Ongoing. Support offered as required
Support Barrington Parish Council with potential community plan (if they decide to pursue)	SK	Parish Plan published	Spring 2018	NF attended a follow up meeting at the end of March.
Support Fivehead Parish Council with development of Parish Plan	MO	Awards for All grant application Public consultation meeting Parish Plan published	Spring 2018	Grant awarded; public consultation completed and summarised.
Support Martock Parish Council with development of Parish Plan	MO	Parish Plan published	Spring 2018	Support offered as required

Appendix B - Area North Development—local project support 2017—2018



Turn Hill

High Ham

- * New equipment for village hall (£)

Aller

- * Hearing loop at village hall (£)

Curry Rivel

- * Support to improve community facilities at Westfield (S106)
- * Support to programme of improvements at Robert Sewers Hall (£)
- * Supporting local Play day
- * Community display screen (£)

Drayton

- * Village hall improvements (£)

Curry Mallet

- * Noticeboard (£)

Langport & Huish

Langport

- * Information Centre (£) (SLA)
- * Development of Community facilities at Huish Leisure
- * Langport Abattoir liaison group
- * Electric car charging point—Whatley Car Park
- * Support for River Access infrastructure project
- * Senior citizens coach outings and Christmas lunch (£)

Wessex

Somerton

- * Somerton Information Centre (£) (SLA)
- * Parish Rooms chairs (£)
- * Support for development of Community Plan

Compton Dundon

- * Support progress of affordable housing scheme
- * Bus shelter improvements (£)

Martock

Martock

- * Community plan
- * Information Centre (£) SLA
- * Support 'Our Place' programme (£)
- * Economic appraisal for Parrett Works completed

Long Load

- * Village Hall improvements (£)

Ash

- * Community facilities survey (£)
- * Millennium Wood planters and storage (£)

St Michaels

Tintinhull

- * New Village Hall—(£)

Chilthorne Domer

- * Refurbishment at Pavilion and Rec (£)

Montacute

- * Support to Parish Council

Islemoor

Ilton

- * Support to create new community facilities—playing field and play areas
- * Defibrillator (£)

Curry Mallet

- * Play facilities (S106)

Fivehead

- * Support to develop Community Plan

Hamdons

Stoke sub Hamdon

- * CRTB Stoke Methodist Hall
- * Support Recreation Trust 5 year plan (£)

Norton sub Hamdon

- * Village Hall improvements (£)

Burrow Hill

Kingsbury Episcopi

- * Refurbishment of church rooms (£)

Stocklinch

- * Village hall improvements (£)

South Petherton

South Petherton

- * Community Information Centre (SLA) (£)
- * Neighbourhood Plan and Parish Plan
- * Blake Hall improvements (£)

Seavingtons

- * Support set up of Community Land Trust

Lopen

- * Dog waste bin (£)

Shepton Beauchamp

- * Cowleaze Meadow fencing (£)
- * Defibrillators (£)

Area Wide Programmes

- Engagement with Town and Parish Councils
- South Somerset Market Towns Investment Group
- Levels and Moors Local Action Group (LEADER)
- Devon and Somerset Broadband Programme
- Area North Business resilience and marketing
- South Somerset play schemes (£)
- Somerset 20 Year Flood Action Plan
- Housing Needs Surveys

Find out more:

Email: SsdNorth@southsomerset.gov.uk

Telephone: 01935 462252

Key

CRTB Community right to bid

(£) Financial contributions from SSDC in year or previous years

SLA Service Level Agreement

S106 Refers to financial obligations for community facilities

March 2018



Area North Community Grants Awarded 2017/18

Name of Group (applicant)	Name of Project	Amount Requested £	Total project cost £
South Petherton Parish Council	Recreation ground – Feasibility/Master planning	£1000.00	£7000.00
Martock Parish Council	Community Plan	£1000.00	£5471.00
Seavington Community Shop	Seavington store efficiency	£1000.00	£9992.00
Langport Parish Council	SLA 17/18	£500.00	
Martock Parish Council	SLA 17/18	£500.00	
Somerton Parish Council	SLA 17/18	£500.00	
South Petherton Parish Council	SLA 17/18	£500.00	
Aller Village Hall	Aller Village Hall Hearing Loop	£992.00	£3250.00
Ilton Parish Council	Defibrillator	£300.00	£1600.00
Langport & Huish Senior Citizens Club	2017 Coach Outings & Christmas Lunch for Club Members	£500.00	£3350.00
Drayton Village Hall	Replacement of curtains at Drayton Village Hall	£750.00	£1507.00
Curry Rivel Parish Council	Curry Rivel Community Display Screen	£676.00	£1348.00
Shepton Beauchamp Parish Council	Defibrillator	£600.00	£3390.00
High Ham Parish Council	Tea urn and warming cabinet	£362.50	£725.00
Shepton Beauchamp	Cowleaze Meadow Fencing	£397.00	£1200.00
Martock Parish Council	Parish Chairs	£1000.00	£7227.00
Curry Mallet Parish Council	Notice Board	£242.00	£486.00
Somerton Friends of Parish Rooms	Chairs	£967.00	£5688.00
Ash Millennium Wood	Shed	£350.00	£702.00
Martock Our Place	SLA	£4000.00	£123,713.00
	TOTAL GRANTS AWARDED AND VALUE	£16136.50	£176649.00

Agenda Item 10

Langport Cycleway Report

Director: Claire Pestell, Commercial Services & Income Generation
Service Manager: Rachael Whaites, Countryside Manager
Lead Officers: Rachael Whaites, Countryside Manager
Katy Menday, Leisure & Recreation Manager
Pauline Burr, Neighbourhood Development Officer (North)
Contact Details: Rachael.Whaites@southsomerset.gov.uk or 07949 482956

Purpose of the Report

To update members on SSDC's work with local stakeholders to ensure a sustainable future for the Langport Cycleway, and its continued use by the community.

Public Interest

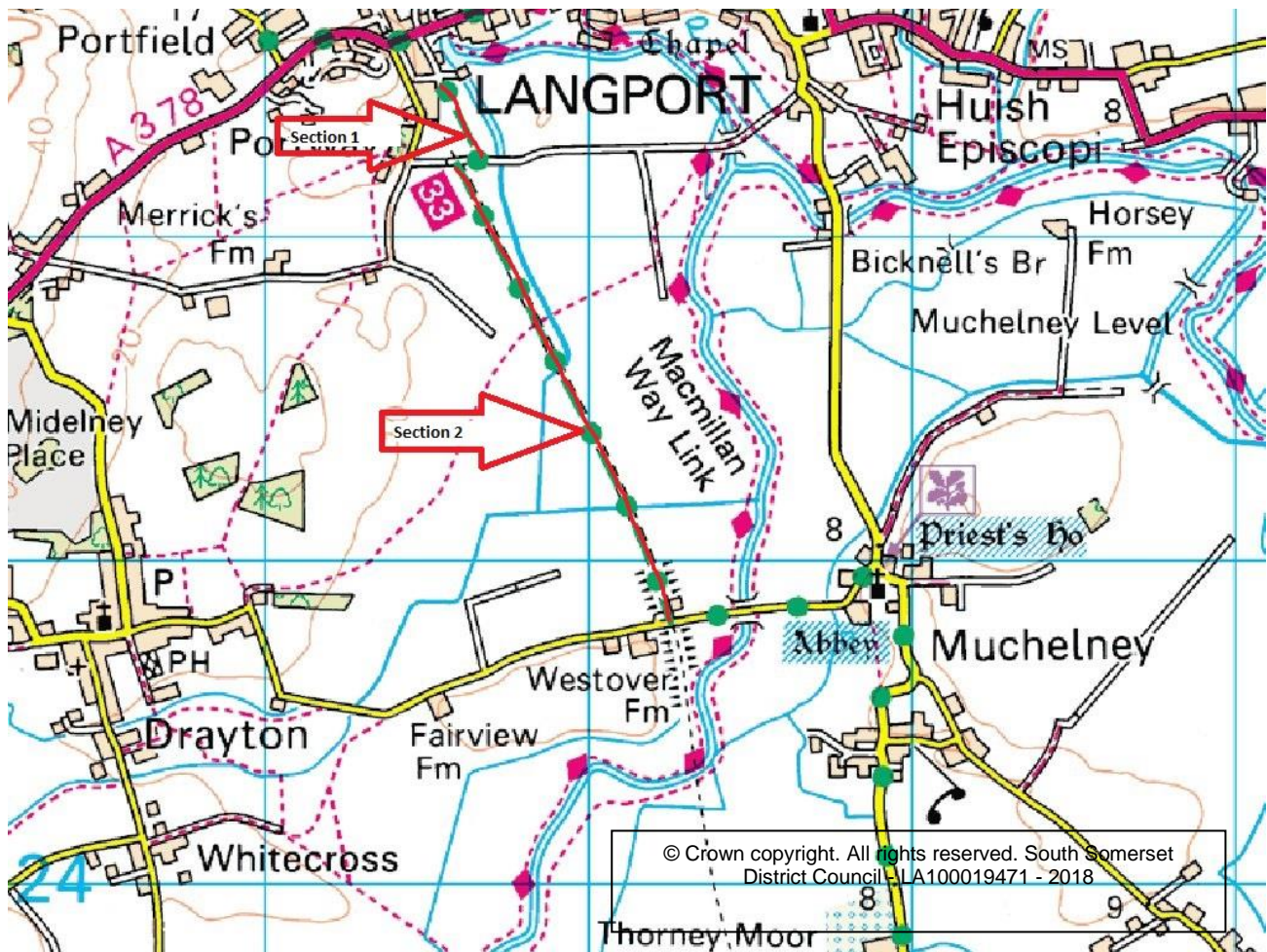
The cycleway runs from the edge of Langport through the parishes of Huish Episcopi and Drayton towards Muchelney. It follows a former railway line and provides a leisure facility for cyclists, walkers, horse riders and mobility vehicles. Initiated as part of the River Parrett Trail project, the cycleway has been managed by SSDC under license to two landowners; increased burdens on resources put the ongoing arrangement at risk, so officers are working with the community representatives to find a local, more sustainable solution.

Recommendations

1. That members note and comment on the report, including the appendix, which indicates that the cycleway is a well-used and popular resource for both the local community and for visitors to the area, and recognise the commitment of the parish and town councils to ensure its future use.
2. That members agree to accept a further report in June 2018, confirming local commitment including financial contributions, which will seek agreement for an Area North grant as part of an "invest to save" strategy.

Background

The Langport Cycleway is a 2.5km stretch of gravel surfaced amenity route (for walkers, cyclists and horse riders) that starts in Westover in the Parish of Huish Episcopi and runs southwards, crossing Huish Drove to join the former railway line. The route is in two parts; the first section is 500m adjacent to a ditch leading south from Westover. The route then crosses Huish Drove before heading southwards along the former railway line for 2km. Both sections cross privately owned land and are not designated Public Rights of Way (RoW). Access agreements were originally set up in 1998 with the land owners to allow for public access on foot, bicycle and horseback. Annual license fees are paid to the landowners, with an increase every three years linked to the Retail Price Index.



Section 1, 500m, £700 per annum, current license ends September 2018
 Section 2, 2km, £2,006 per annum, current license ends December 2018.

The route was originally negotiated as part of the River Parrett Trail (RPT) project when SSSC owned and operated (through a business tenant) the RPT Visitor Centre, linked to the regional River Parrett Trail. Although the RPT is still negotiable on the ground, it is not currently actively promoted. The River Parrett Trail is maintained by Somerset County Council (SCC) to the same standard as other Rights of Way as part of SCC's standard Public RoW maintenance programme. Most of the RPT follows public footpaths, with only small bridleway sections, and so is not available for cycle use.

The RPT Visitor Centre closed in 2012. The cycle business that had operated from the building was established to include cycle hire for use along the licensed route and was a key part of the business.

Current use is mainly local walkers, with some cyclists and occasional local horse riders. Recently a new cycle hire business has been established in Langport and future tourism proposals include recreational access to the water; all forming part of the tourism offer for Langport.

The Langport Cycleway section features in the National Cycleway Network as part of route NCR339 (previously NCR30).

The Langport Cycleway is currently paid for and maintained by the SSSC Countryside Service. Rangers attend four times a year to cut vegetation, repair gate furniture and carry out tree safety

surveys and associated works. The annual license fees are charged to the Countryside budget. This budget historically covered the RoW team who transferred to SCC in April 2010. When SSDC ended the 1974 RoW Maintenance Agency this budget was removed. The final year of an unavoidable budget pressure that covers only the cost of the license fees ended in March 2017. A report to Area North Committee at this time sought agreement for funding to allow officers time to ascertain current use of the cycleway, its strategic value and to investigate options for a more sustainable, local solution for its future management.

Summary of Consultation to Date

A range of individuals, groups & organisations have been consulted over the period and a public consultation was widely circulated. A summary of the results are below.

Public Health, Somerset County Council

Officers supported the retention of the route citing various evidence from NICE on the broad health benefits of walking and cycling. <https://www.nice.org.uk/guidance/ph41>.

The value of cycling: rapid evidence review of the economic benefits of cycling. Easy (and free) access to a traffic free route is also key to encouraging children's cycling and healthy activities for families. <https://travelwest.info/essentialevidence/children>. There is also increasing evidence that access to the countryside and natural open spaces is good for your mental (as well as physical) health. <https://travelwest.info/project/ee-122-best-dose-nature-green-exercise-improving-mental-health>

Sustainable Transport (Sustrans)

Sustrans confirmed that the route is part of the National Cycle Route (NCR339) as an alternative to NCN33 (which is not complete to its final alignment: Bridgwater and Ilminster). Sustrans are currently reviewing the National Cycle Network (NCN) and producing plans for the future of all the NCN including this section and so at this time were not in a position to comment further.

Sustrans do manage a nationwide volunteer programme of volunteers. On routes such as this, complete reliance on volunteers would be too much to expect, but they can supplement routine maintenance contractors' efforts and reduce costs. Sustrans do not have the resources to manage this at Langport, but there may be local bodies well placed to do so. They suggested a 'Friends of the Path' organisation could be established to take on some of the burden and raise funds for rent and maintenance.

Tourism and Local Business

Cycle tourism remains a growth area and in Langport a new cycle hire business has established taking over the gap in the market when the original visitor centre closed. Langport acts as a gateway to the Levels, providing flat, easy cycling which can be appealing to visitors. <http://www.funding4sport.co.uk/downloads/cycle-tourism.pdf>

Langport is a recognised destination and stopping off point for cyclists and walkers; the local cafes, shops and restaurants benefitting from the increased business they bring to the town. Short breaks continue to be the most popular type of tourism visit to South Somerset; the offer of a variety of attractions and activities in and around the distinctive countryside and market towns is firmly supported in the Local Plan.

Local Plan

“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 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.”

The Local Plan is currently under review however the adopted plan (2006 – 2028) is very supportive of the development of appropriate tourism facilities; particularly those that are close to market towns (to provide a workforce) and are sustainable in nature. The tourism short breaks market continues to be important in South Somerset and attractions that provide sustainable activities are welcomed.

Somerset County Council (SCC) Rights of Way Department

SCC has confirmed that Langport has both a Parish Paths Liaison Officer and an Adopt a Path Coordinator. The Adopt a Path coordinator role may be willing to discuss helping to recruit new volunteers to inspect and carry out minor tasks on the route.

The South Somerset Ramblers working party group may also help out on projects that need a few more hands to complete works. They generally meet once months but aspire to meet twice a month to carry out path maintenance and improvement works.

Local Councils are being encouraged to develop a Local Cycling and Walking Investment Plan. If completed this plan may well generate funding for projects on routes such as the Langport Cycleway. We are investigating if SCC intends to complete one.

Langport Cycleway Survey 2017

In order to gauge local views of the Langport to Muchelney Cycleway and to understand how it is used, we ran a public survey between April and the end of June. It was sent to all parish councils in area north, key businesses, community groups, the Local Information Centres, libraries and was posted on site in various locations. Respondents were invited to complete the survey online and on hard copies that were collected and transposed.

In all we received 300 responses. The results show that, of the respondents, over 97% know and use the cycle route with about 90% saying that they use it on a monthly basis or more frequently, 20% use it every day and a further 41% use it weekly.

The majority use the route for walking and cycling, while running, horse-riding and walking, including with children in buggies are also popular activities; only a small percentage use it to get to work, the majority seeing it as a recreational route either for fitness or just for enjoying the countryside. It is used throughout the year and valued by local businesses as an important asset in attracting customers to the area; of the 61 businesses that responded, 57% said that they consider it important to their customers.

Observations such as: “We have a holiday cottage and we encourage our guests to use it as it provides an off road circular route to Langport”, and “This route is a much safer way for my two children to enjoy the benefits of cycling; I find roads around Langport unsafe due to HGVs travelling along the narrow roads”, are representative of the many comments received in praise of the cycleway.

It is highly valued by local people, by visitors from neighbouring villages and from further afield; its contribution to the vitality of the local economy is recognised and prized. *Summary of the Langport Cycleway Survey 2017 is attached as an appendix.*

Meetings with Parish Representatives

SSDC officers from Leisure and Recreation and Area Development convened a meeting with representatives from Langport Town Council, Huish Episcopi Parish Council, Drayton Parish Council and Muchelney Parish Meeting to discuss the management of the cycleway from 2019 onwards.

They have all indicated their commitment to retaining the cycleway for community use. We are aware that a degree of capital investment will be required in the near future. We are in the process of working with the group to establish capital and revenue costs. Langport Town Council has offered to act as the named authority for the coordination of the cycleway and will oversee maintenance and insurance, as an in kind contribution. Levels of contribution from the remaining parishes are yet to be confirmed.

Landowner consultation

The landowners and their agents of both sections of the cycleway have indicated that they are sympathetic to local ownership and its continued use as a cycleway and leisure facility for the community.

The owner of Section 1 (see map) wishes to sell his holding; he has agreed to separate it from a larger parcel of land which will go to auction in June 2018. This is an opportunity for the community to own this stretch and will ensure access and use in perpetuity.

The agent for the owners of section 2 has indicated that they are open to some negotiation on the current levy.

Conclusion

Capital and revenue costs for the Langport Cycleway have been estimated and we are working with the community to agree funding targets for capital and ongoing revenue commitments. We are supporting bids to external funding sources and, with Ward Member support, will contact surrounding parishes to request their support.

There is significant community support for this initiative and the parishes now need time to confirm their annual contribution. SSDC officers are supporting the consortium to develop a Memorandum of Understanding and to finalise the funding package and anticipate that a request for a capital contribution will be forthcoming.

Financial Implications

None at this time.

Corporate Priority Implications

Council Plan – Economy

- Capitalise on our high quality culture, leisure and tourism opportunities to bring people to South Somerset.

Council Plan –Health and Communities

- Help people to live well by enabling quality cultural, leisure, play, sport & healthy lifestyle facilities & activities.

Carbon Emissions & Climate Change Implications

As an off road walking and cycling route the Langport Cycleway offers a safe route for green leisure and commuters to Langport and Huish Episcopi, helping to reduce carbon emissions.

Equality and Diversity Implications

The access to the Langport Cycleway includes gateways that can be opened enabling all-mobility vehicles to make use of the route. Gateways were tested at installation with a range of specialist bicycles and mobility vehicles to ensure the route was accessible for everyone.

Appendix A - Langport Cycleway Survey

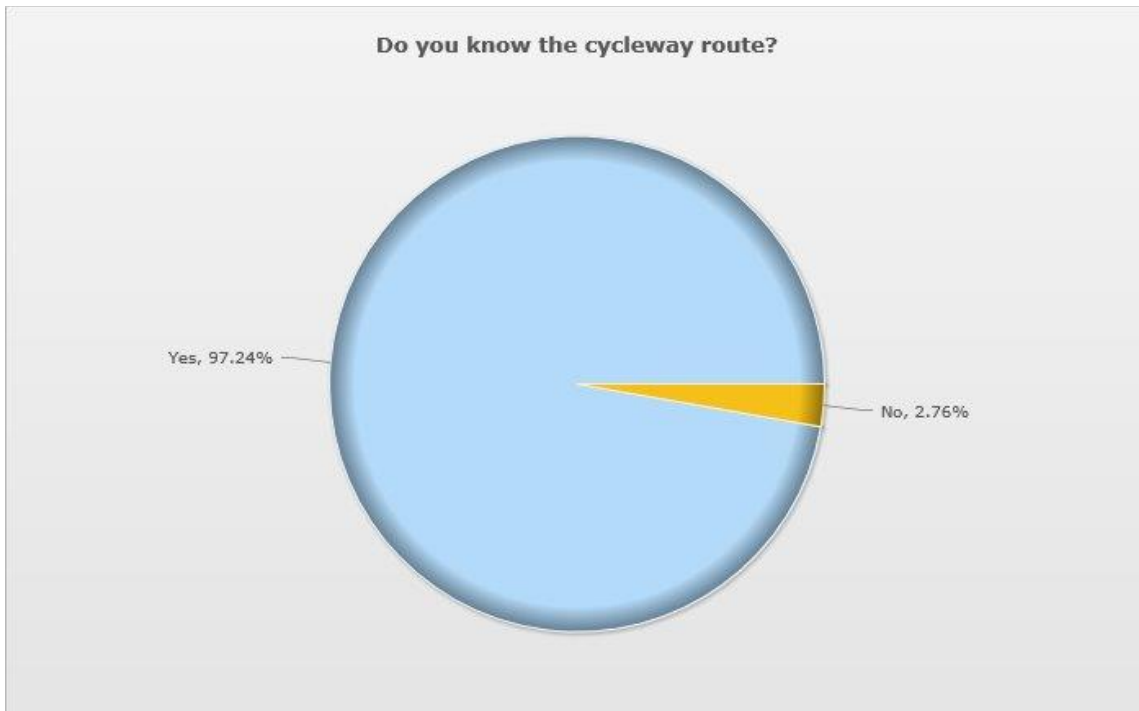
Langport Cycleway

Total responses 333

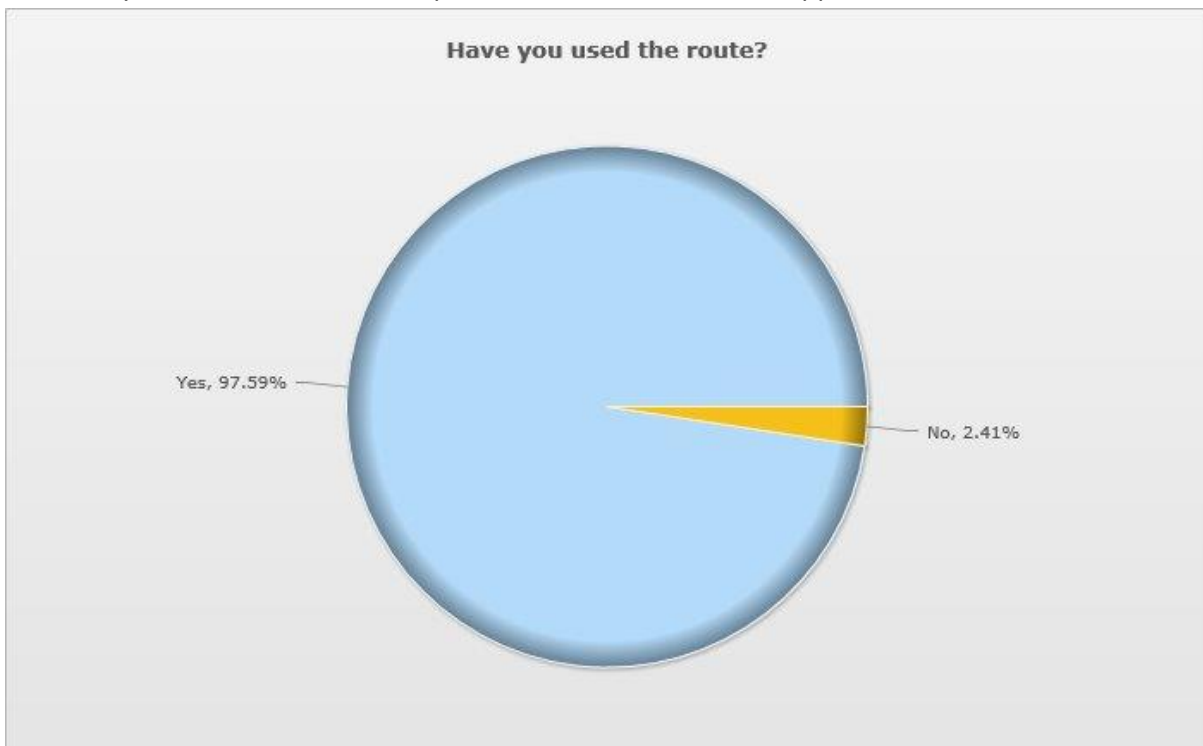
Partial completion 33

Completed 300

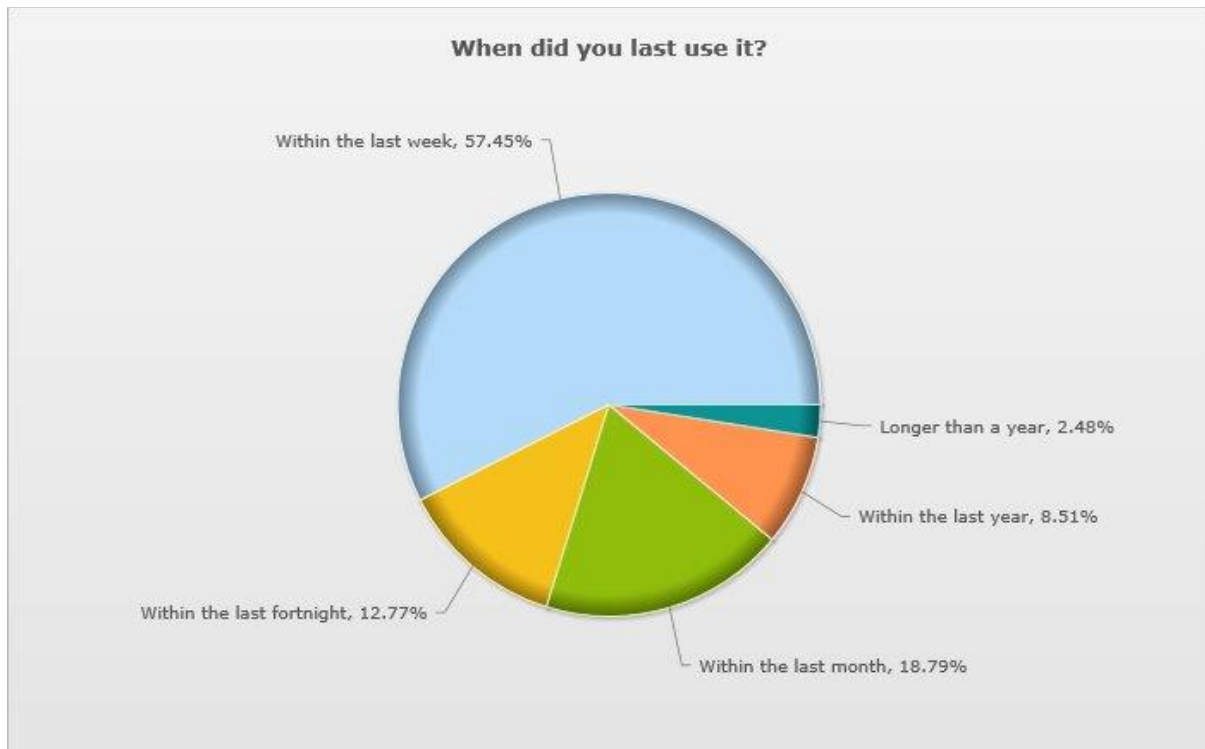
Q3. Do you know the cycleway route? Responses - 290 answered / 10 skipped



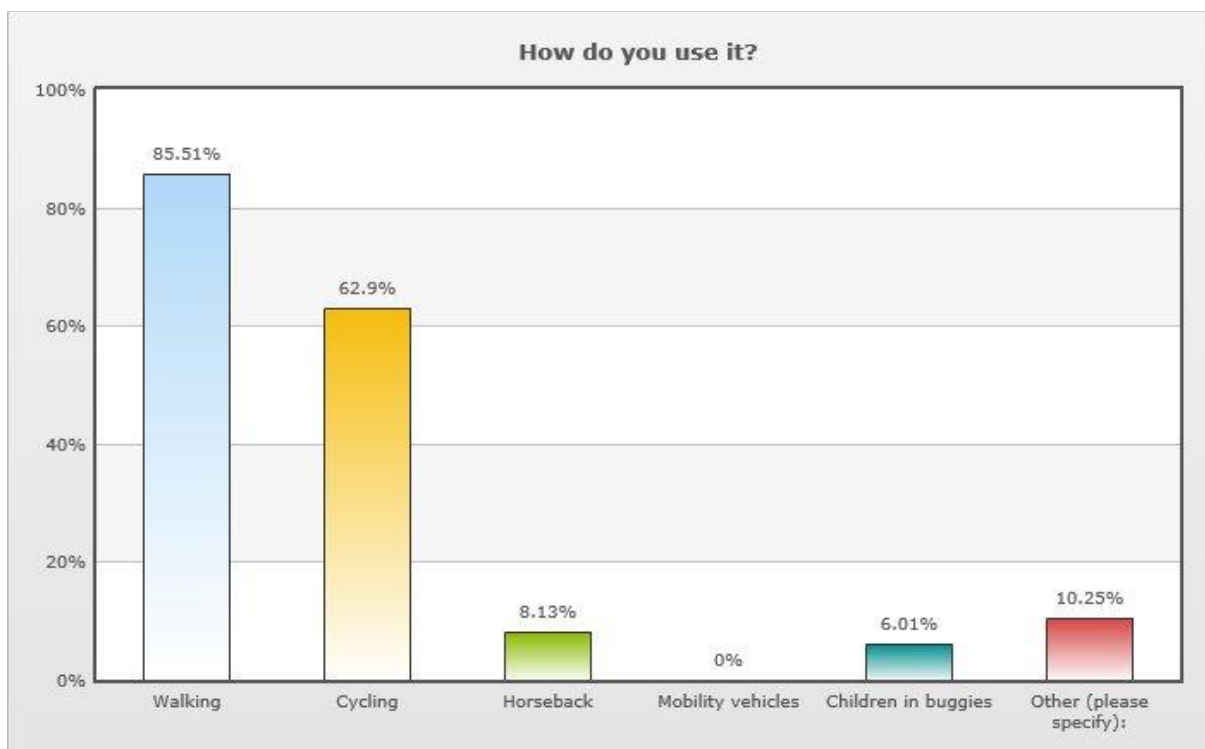
Q4. Have you used the route? Responses - 290 answered / 10 skipped



Q5. When did you last use it? Responses – 282 answered / 18 skipped



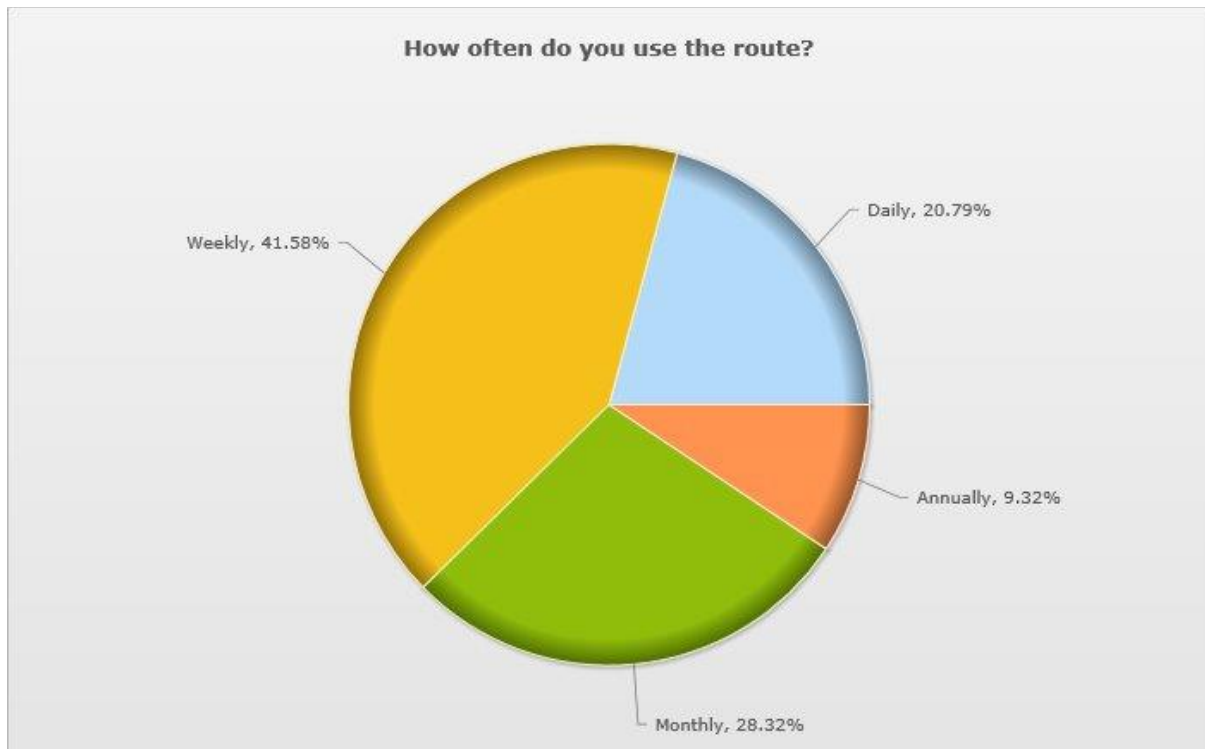
Q6. How do you use it? Responses – 283 / 17 skipped



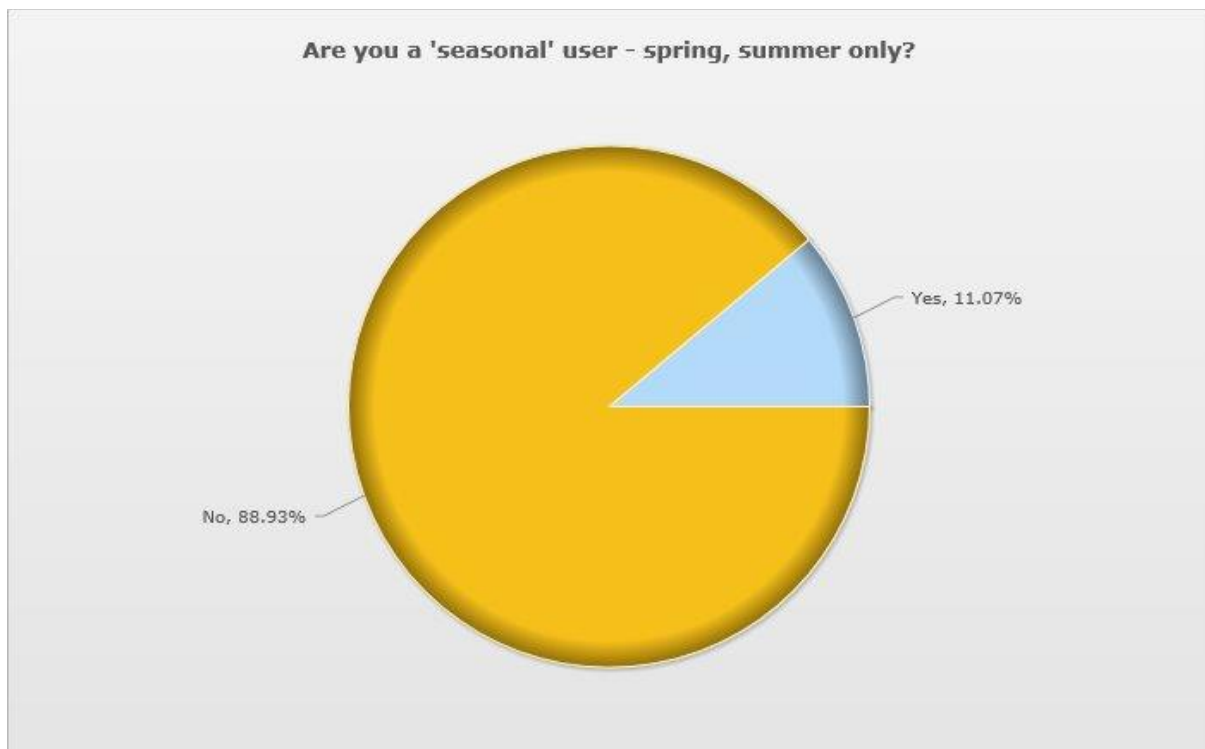
Other:

Running/Jogging = 20
 Dog Walking = 7
 Gathering sloes = 1
 Family/children = 2

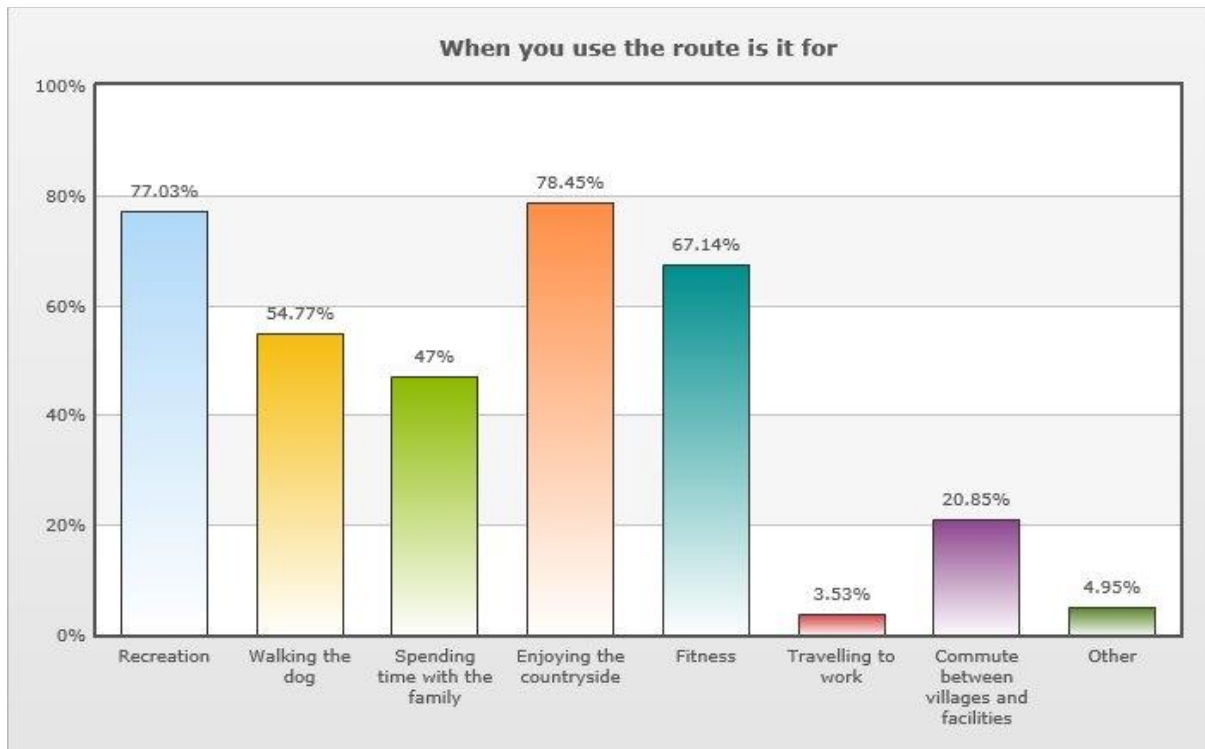
Q7 How often do you use the route? Responses – 279 / 21 skipped



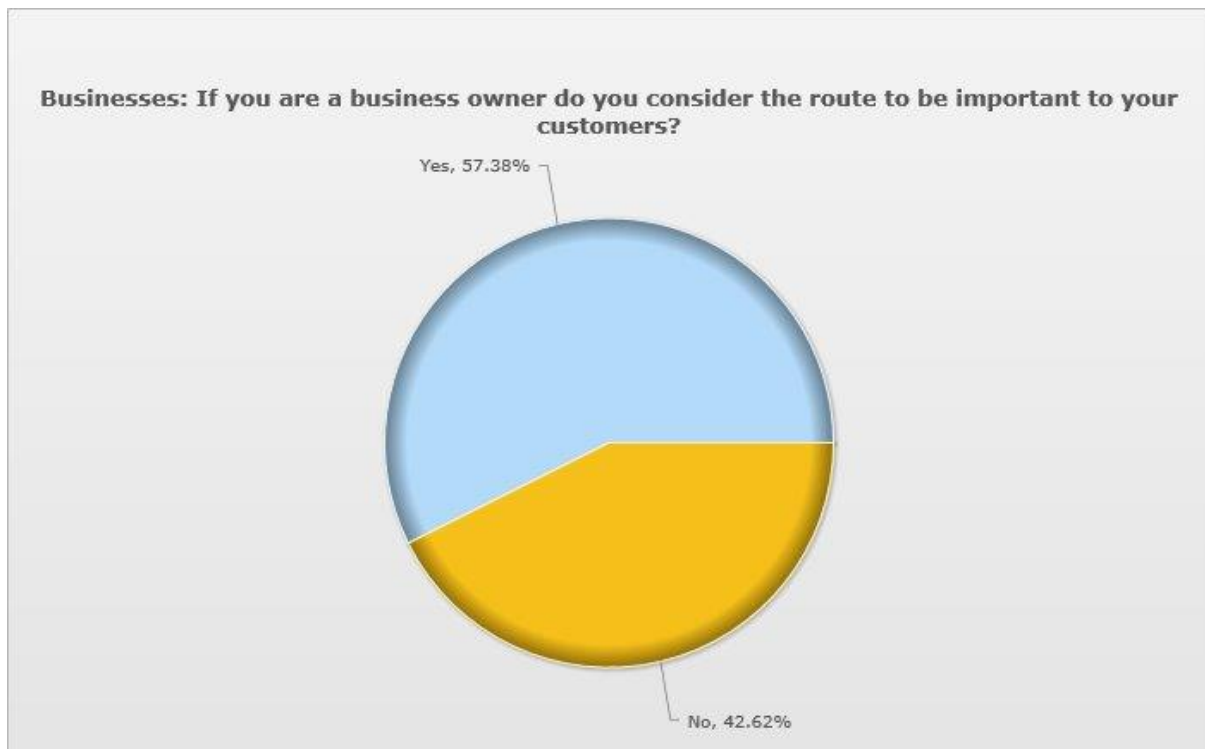
Q8. Are you a 'seasonal' user – spring, summer only? Responses – 280 / 20 skipped



Q9. When you use the route is it for Responses 283 / 17 skipped



Q.10. Businesses: If you are a business owner do you consider the route to be important to your customers?



Comments

Q5. When did you last use it?

1	12/04/17 5:22PM ID: 55491142	I cycle the route every fortnight
2	12/04/17 7:57PM ID: 55496523	The family regularly use it either running, cycling or dog walking
3	13/04/17 5:49PM ID: 55590565	I use it 3 or 4 times a week
4	15/04/17 5:39PM ID: 55808868	I use it daily, and socialise with some of the regulars. I also ride along it and so do the girls that share my pony. It is much coveted and I have met the couple that hang bird feeders up over winter. It is a refreshing, cool green tunnel at the end of a hot day and it is alive with bird song in Spring. It provides a circular route to the field footpaths where you can eventually rejoin the drove and return. It is exactly a miles' fitness run, or 2, back and a wonderful even surface in wet weather for that purpose. It links to Muchelney and the riverside path back along the Parrett. It is one of the greatest amenities of the area and valued by all.
5	16/04/17 5:16PM ID: 55849465	Much improved now it's been cut back and opened out, the gate at the end ought to be replaced as it's been badly bent for quite a while.
6	21/04/17 5:05PM ID: 56197328	Used the route once but prefer the tarmac surface of the quiet road between Langport & Muchelney.
7	23/04/17 9:35PM ID: 56321184	we used to cycle it frequently in the summer months when our children were younger
8	25/04/17 8:52AM ID: 56412095	The cycleway is a route I use at least twice or more a week mostly for return journeys from Muchelney to Langport. I take friends and relatives along here too. Church sponsored rides have used the route too as it provides a traffic free enjoyable section especially for younger people. People walk their dogs along the route or just go for a walk. The route is an asset that is greatly appreciated. Could the cost of the licence be reduced by leasing rather than annual payment.
9	25/04/17 1:55PM ID: 56438025	Really enjoy it.
10	26/04/17 9:46PM ID: 56532165	With the family going to Langport from Muchelney and return
11	29/04/17 8:17PM ID: 56743111	This route forms a regular circular walk (at least twice a week) for me from my home and then back along the river bank or a further walk along to Midelney at Drayton.
12	01/05/17 3:16PM ID: 56797210	I use the route nearly everyday.
13	02/05/17 9:45AM ID: 56829733	We visit regularly from yorkshire and love it - I come from Taunton originally
14	02/05/17 4:08PM ID: 56861454	I use it nearly everyday

15	03/05/17 9:14AM ID: 56897848	Its a fantastic resource for teaching my daughter to ride a bike without the worry of the crazy busy main road through Langport. I've picnicked there and always take weekend visitors for a walk down there.
16	03/05/17 3:41PM ID: 56931320	The cycleway is a well used recreational resource for the surrounding area and is an essential connecting link to other walking and cycling routes.
17	04/05/17 9:14PM ID: 57036582	Normally come down for a lovely walk every weekend
18	08/05/17 9:31AM ID: 57223135	I use the pathway EVERY MORNING walking the dog!
19	08/05/17 7:20PM ID: 57261675	Used it for years
20	08/05/17 7:43PM ID: 57262746	Frequently use this route in conjunction with the river bank (Parrett trail) as a loop out and back from the village.
21	08/05/17 7:58PM ID: 57263525	I use the cycle way daily for dog walking and also jogging
22	08/05/17 9:02PM ID: 57265966	I use it at least 3-4 times a week to walk my dogs, run and cycle with my son. I also birdwatch and see many wonderful birds such as bullfinch.
23	09/05/17 10:22AM ID: 57283512	Lots of our campers use it to get to Langport without going on the road
24	09/05/17 10:51AM ID: 57284745	Use it most days to walk my dogs its a beautiful walk
25	09/05/17 12:08PM ID: 57292271	Although you clearly can't use the section from Hush Drove to Muchelney which is a pain.
26	09/05/17 4:07PM ID: 57307906	Probably most days in the 37 years I have lived here !
27	09/05/17 5:36PM ID: 57312869	Daily
28	09/05/17 5:37PM ID: 57312803	When I lived in the middle of Muchelney, I used it all the time but not so frequently now . We have a holiday cottage and we encourage our guests to use it as it provides an off road circular route to Langport
29	09/05/17 6:13PM ID: 57314634	We walk this path almost every day .
30	10/05/17 12:26PM ID: 57350543	I use it regularly for dog walking and occasionally cycling but surface is not suitable for road bikes.
31	10/05/17 1:00PM ID: 57352655	4/4 times a week

32	10/05/17 2:13PM ID: 57357734	Walked with my mother ,
33	10/05/17 7:27PM ID: 57373863	Sometimes more frequently depending on the weather
34	10/05/17 7:45PM ID: 57374598	Sometimes used more depending on weather! It is nice and sheltered.
35	10/05/17 8:37PM ID: 57376533	use it when I cycle to work
36	10/05/17 11:00PM ID: 57383724	We use the path most days
37	11/05/17 8:20AM ID: 57392065	Use it all the time, walking the dog and cycling
38	11/05/17 1:29PM ID: 57412506	Love this route. Brilliant for young and old people. Great hedgerows to pick produce from.
39	11/05/17 4:58PM ID: 57427557	This is a very popular route for families, cyclists, visitors and walkers. I use this route nearly every day and would be extremely disappointed that this will be closed. Would affect local cafe and cycle centre and other business in the town.
40	11/05/17 5:06PM ID: 57428214	An excellent easy walk used by many people
41	11/05/17 5:21PM ID: 57428950	Very rutted so big puddles
42	11/05/17 7:04PM ID: 57418598	We regularly use the cycle track as it is a safe route for me to take my children of mixed ages. I can walk or take a pushchair for our baby, give the toddler freedom to learn on a balance bike and my 8 year old can safely cycle ahead on her own.
43	11/05/17 7:47PM ID: 57435092	Great to have this. There are few options off the roads
44	12/05/17 3:44PM ID: 57483420	Use occasionally but not often
45	12/05/17 7:51PM ID: 57496186	I love this route and regularly use it for cycling and running on my own and with my husband and kids.
46	12/05/17 10:50PM ID: 57501774	I use it nearly every day for walks
47	13/05/17 5:10PM ID: 57522406	a lovely walk I very much enjoy
48	13/05/17 8:46PM ID: 57526751	I love the cycle way, I used to live in Langport but moved last year, it's a special area and I regularly return to walk the old railway/cycleway and see friends & shop in the town.

49	13/05/17 10:44PM ID: 57529449	I love it. It's historical and the nature is stunning
50	14/05/17 12:11PM ID: 57540146	I use the first section every week and the railway section regularly
51	14/05/17 2:04PM ID: 57542607	I use it virtually every day to exercise my dog - and me!
52	14/05/17 7:56PM ID: 57572091	A great circular route from Huish Bridge to Muchelney. Sheltered from the sun and dry underfoot in the winter.
53	15/05/17 5:28PM ID: 57655234	Use for regular dog walking
54	15/05/17 8:51PM ID: 57666915	I use it regularly once or twice a day.
55	16/05/17 12:03AM ID: 57674838	Four times a week
56	16/05/17 1:17PM ID: 57705419	Part of the route
57	16/05/17 4:00PM ID: 57717332	I used it to cycle into Langport via bridge at Westover. I regularly walk the old railway line to Mulcheney, returning by the river.
58	16/05/17 5:10PM ID: 57722317	I walk on it quite frequently
59	16/05/17 5:18PM ID: 57722753	I am a keen walker but work full time so only have time to walk locally after work so use this often.
60	16/05/17 5:35PM ID: 57723383	It is a great local amenity, much used by local people and visitors alike.
61	18/05/17 12:01AM ID: 57817852	I, and other dog walkers, use this route very regularly.
62	18/05/17 2:45PM ID: 57860909	I use the nearly every day
63	18/05/17 4:02PM ID: 57866612	use it regularly
64	18/05/17 4:19PM ID: 57867276	Hope to use it again in the summer holidays
65	18/05/17 8:23PM ID: 57880054	I use it daily to go to and from work and Chubby's
66	18/05/17 8:29PM	I use it for running, cycling and walking with my dogs and children.

	ID: 57880121	
67	18/05/17 10:34PM ID: 57886862	I usually walk along this route once a week with my dog and other dog walkers.
68	18/05/17 10:34PM ID: 57886922	We use it every day
69	18/05/17 11:56PM ID: 57889361	I used to live in Muchelney and my parents are buried in the church. I frequently walk my dogs along here and in the fields bordering it.
70	19/05/17 6:10AM ID: 57894484	Thus is a lovely safe way to cycle. We should be encouraging more of this not less
71	19/05/17 8:00AM ID: 57897601	I moved away to university but will be moving back to the area in a few years and will definitely be using it again. Especially when I have children.
72	19/05/17 9:35AM ID: 57903037	I use this route on a daily basis for walking my dog and most weekends with both my sons on their bikes, as a much safer route away from the busy rounds around Langport.
73	19/05/17 9:35AM ID: 57903279	Walks and cycles both family and with the Scouts
74	19/05/17 9:45AM ID: 57904021	Very overgrown
75	19/05/17 9:53AM ID: 57904104	I use it frequently to walk and link with other FPs. I also use it for group walks. To save on fuel in car I will walk into Langport to shop and visit friends
76	19/05/17 11:06AM ID: 57909609	Daily use for dog walking
77	19/05/17 11:13AM ID: 57910362	I use it most weeks
78	19/05/17 2:41PM ID: 57925184	I use the route regularly
79	19/05/17 5:32PM ID: 57935603	Every day
80	19/05/17 7:53PM ID: 57940901	This is a well used route, we use it as a family to get outside and keep fit, also mental well-being meeting other people, wildlife fresh air, safe away from traffic.
81	19/05/17 8:01PM ID: 57941312	Walked from Westover to Langport
82	20/05/17 12:34PM ID: 57960669	Frequently use this route
83	20/05/17 8:42PM	this is part of our regular family walk or cycle.

	ID: 57974403	
84	24/05/17 1:22PM ID: 58188681	4 times a week on average
85	26/05/17 6:21PM ID: 58327787	I walk my dog along this route most weeks
86	28/05/17 12:19AM ID: 58365073	I use this route at least 3 times a week
87	28/05/17 11:53AM ID: 58374465	Path used 2 or 3 times per week.
88	28/05/17 11:01PM ID: 58390830	I use the cycleway 3/4 times a week to walk my dog and I cycle for pleasure along it at least once a week
89	29/05/17 6:54PM ID: 58415828	I use the route for exercise and to walk my dog.
90	29/05/17 7:35PM ID: 58417158	On holiday. Would have used it more than once but surface was so appalling, we used an alternative route. Last used it about 10 years ago, several times, when the surface was good,
91	30/05/17 9:40PM ID: 58477169	A safe route from home for shopping or visiting the dentist or going off for lunch.
92	01/06/17 8:34PM ID: 58590793	Use it most days to cycle/run
93	07/06/17 8:27AM ID: 58839125	Use every week,
94	10/06/17 1:02PM ID: 59013926	I have used the cycleway on a regular basis for over 40 years, walking, riding, cycling and also using it as an off road route between Langport and Drayton, and I continue to use it frequently.
95	12/06/17 2:15PM ID: 59086779	Use this cycleway on a regular basis 2_3 times each week year round unless flooded
96	13/06/17 8:55PM ID: 59196307	Use it perhaps twice/week for 6 months of the year
97	20/06/17 3:15PM ID: 59550029	Used it this morning!
98	23/06/17 12:06PM ID: 59698016	Every day I use this cycleway.
99	24/06/17 4:22PM ID: 59744294	I love it! Throughout the year so varied, safe, peaceful beautiful
100	24/06/17 9:52PM	Walked from Langport to Muchelney and back via the riverside path.

	ID: 59750697	
101	25/06/17 9:41AM ID: 59758648	As part of our keep fit regime we use the Cycleway as one of our regular routes, whenever we can find time.
102	25/06/17 10:23PM ID: 59777426	Circular walk along trail way and river.

Q6. How do you use it?

12/04/17 2:19PM ID: 55480753	Slightly bumpy on a bike. However it's very pleasant and safer than riding on the road.
12/04/17 6:58PM ID: 55494515	It's a vital link when cycling, but also used a great deal for walking dogs, as it's so safe and away from roads
13/04/17 3:00PM ID: 55556673	I use the cycle path as part of a loop walk with my dogs. We are just opening a cycle hire business in Langport at Easter for weekend cycle hire.
15/04/17 5:39PM ID: 55808868	It is safe for infants to learn to ride a bicycle and to be left to run free. It is also safe for riders when used permissively and respectfully being a beautiful passage to appreciate the levels and hedgerows from and the only safe access to Muchelney avoiding traffic which is heavy by A16. I value it enormously and consider we are very fortunate to have it. I notice that in the main it is litter free and dog users are mindful of mess.
23/04/17 7:01PM ID: 56314708	It is an enjoyable walk
28/04/17 11:41PM ID: 56705540	I found the surface quite rough, even allowing for the suspension on my hybrid bike.
02/05/17 7:59AM ID: 56822815	Regular dog walking which is vital when there is live stock in fields (with foot paths in). I have a friend who uses a mobility scooter due to health reasons & uses this path as well to walk her dogs, as she can't access certain areas(fields) that others can't due to narrow gates with steps & styles.
03/05/17 3:41PM ID: 56931320	The cycleway is useful for those trying to keep fit and is also rich in wildlife.
08/05/17 7:20PM ID: 57261675	Walking the dog every day
08/05/17 7:43PM ID: 57262746	Ideal safe area for grand children to gain confidence on their bikes and there is always the lure of a drink in Langport half way!
09/05/17 10:51AM ID: 57284745	Usually start at Cocklemoor and walk all the way around via Blackbridge and across the fields (as long as there are no cows) lol
09/05/17 11:53AM ID: 57291045	Beautiful ride. Would be lost without it. So peaceful
09/05/17 4:07PM	It's a great place to walk safely.

<u>ID: 57307906</u>	
<u>10/05/17 7:45PM</u> <u>ID: 57374598</u>	It is good for pushing grandchildren in buggies and also excellent for elderly as it is flat and firm and therefore provides easier walking than on the river bank.
<u>10/05/17 8:37PM</u> <u>ID: 57376533</u>	girlfriend would like to ride her pony down there more but the gates aren't very good
<u>10/05/17 11:00PM</u> <u>ID: 57383724</u>	Dog walking and running
<u>11/05/17 1:29PM</u> <u>ID: 57412506</u>	Lovely to be away from cars
<u>11/05/17 4:58PM</u> <u>ID: 57427557</u>	As before I walk this route nearly on an every day basis.
<u>11/05/17 7:47PM</u> <u>ID: 57435092</u>	Enjoy walking and cycling
<u>12/05/17 7:13AM</u> <u>ID: 57450059</u>	I have used it for cycling once but the surface is not suitable for use other than on a mountain bike
<u>13/05/17 8:46PM</u> <u>ID: 57526751</u>	A beautiful walk, free of traffic. The bird life and hedgerows fascinating all year round.
<u>13/05/17 10:44PM</u> <u>ID: 57529449</u>	Such a lovely walk. You meet great people who are also enjoying the cycle way. It's safe and gives access to a very secret part of Somerset. Don't close it. Promote it. Such a valuable facility and such a privilege to have it.
<u>14/05/17 2:04PM</u> <u>ID: 57542607</u>	Mainly walking but I do cycle on it fairly frequently as it is safer than the roads by avoiding pot holes and vehicles.
<u>15/05/17 5:28PM</u> <u>ID: 57655234</u>	Dog walking
<u>16/05/17 12:03AM</u> <u>ID: 57674838</u>	Use it as part of a circular route running and dog walking 4 times a week sometimes more.
<u>16/05/17 12:24PM</u> <u>ID: 57701830</u>	Excellent dogwalking facility
<u>16/05/17 5:18PM</u> <u>ID: 57722753</u>	I have cycled it but not regularly.
<u>16/05/17 5:35PM</u> <u>ID: 57723383</u>	I often walk from my home in Muchelney to Langport to the shops. What a joy not to have to risk life and limb on the main road where traffic can be heavy in every sense of the word, and there is no pavement or speed limit. Great for children to cycle safely.
<u>18/05/17 2:45PM</u> <u>ID: 57860909</u>	It is a popular route, it is so good to be able to walk somewhere safe off the roads

<u>18/05/17 5:28PM</u> <u>ID: 57873182</u>	It's a flat, off road and safe place for my child who has special needs to ride his specially adapted bike. It's too wide for paths and he's not able to control it safely on a road.
<u>18/05/17 5:59PM</u> <u>ID: 57874500</u>	I have lived in Muchelney all my life and it is a joy to have it open again for horses! I tend to use very early in the morning and rarely see anyone else the views from the railway line are stunning
<u>18/05/17 8:23PM</u> <u>ID: 57880054</u>	Take my grandma out to see the country side as she is in a wheelchair and doesn't get out much
<u>18/05/17 10:08PM</u> <u>ID: 57885838</u>	A safe place for my kids to ride their bikes
<u>18/05/17 11:01PM</u> <u>ID: 57887778</u>	Riders need more off road tracks not risk lose of existing ones. Be nice if this track could be extended to join the rest of the old railway track. Roads are do dangerous so the more off road riding we can get the better.
<u>19/05/17 6:35AM</u> <u>ID: 57895004</u>	I love the cycle route it's safe with young children
<u>19/05/17 10:00AM</u> <u>ID: 57904816</u>	I use the route for a run and going for family walks , my son loves walking along there.
<u>19/05/17 10:13AM</u> <u>ID: 57905618</u>	The hedgerows as they change through the year are a constant, close up reminder of the course of the natural year. Different insects, including butterflies, also blossoms, birdsong, berries, even bats - a veritable nature lesson every day
<u>19/05/17 11:13AM</u> <u>ID: 57910362</u>	It is lovely to get away from traffic
<u>19/05/17 3:12PM</u> <u>ID: 57927336</u>	It is a safe way for my children to cycle from Drayton to Langport avoiding potentially dangerous roads.
<u>19/05/17 10:37PM</u> <u>ID: 57946378</u>	There isn't a lot of places that we can ride off of the roads, it's safe!!
<u>20/05/17 9:29PM</u> <u>ID: 57975462</u>	Also use for level offroad running
<u>22/05/17 10:57AM</u> <u>ID: 58041341</u>	Walking: popular with friends and family visiting the area for walking. Makes a great circuit with Huish Drove and the river paths. Jogging: my main route
<u>28/05/17 12:19AM</u> <u>ID: 58365073</u>	I use this route at least 3 times a week
<u>28/05/17 11:01PM</u> <u>ID: 58390830</u>	I have family with small children who visit regularly and it is a safe and lovely walk for children full of birds and wildlife for them to spot
<u>10/06/17 1:02PM</u> <u>ID: 59013926</u>	Horseback riding in the past only
<u>12/06/17 2:15PM</u> <u>ID: 59086779</u>	Regularly see several other people cycling dog walking and jogging on this route

<u>23/06/17 3:35PM</u> <u>ID: 59709993</u>	Use it regularly for walking dog and running and planning on using it when start cycling with the family
<u>24/06/17 4:22PM</u> <u>ID: 59744294</u>	Have cycled & hope to do so again
<u>24/06/17 9:52PM</u> <u>ID: 59750697</u>	I'm a keen cyclist but would not ride my road bikes on the rough surfaces. The route is also short and hardly worth the effort to divert from the roads. It would be great if the surface could be improved and the route extended. Stating the obvious, good cycle routes attract a great deal of tourist attention and associated wealth to localities.
<u>25/06/17 9:41AM</u> <u>ID: 59758648</u>	As above and we recommend it to other types of user too.
<u>25/06/17 10:23PM</u> <u>ID: 59777426</u>	Occasionally come over from Yeovil. More frequently in the past when we had a dog.
<u>30/06/17 10:44AM</u> <u>ID: 60043660</u>	As a member of Langport Runners it is a good route to get to Muchelney. Its a safe route for beginners in our Beginners Group. I have considered it as a possible route for a regular Junior parkrun which needs a 2 km route. If the surface could be improved it would be ideal. These event take place every Sunday morning at 9 am. The nearest is Longrun Meadow in Taunton..
<u>01/07/17 11:05AM</u> <u>ID: 60103680</u>	Thoroughly enjoyable and peaceful walk or cycle which my family and I use two or three times a week.

Q7. How often do you use the route?

<u>13/04/17 3:00PM</u> <u>ID: 55556673</u>	As a new business in Langport we have had a lot of support for our venture from other business's particularly in the hospitality and leisure sector. All of our 5 planned cycle routes will use the cycle path, so if it is unavailable for future recreational use by public, it will have a serious impact on the viability of our fledgling business.
<u>13/04/17 4:20PM</u> <u>ID: 55574149</u>	in the summer quite often, but not really in the winter
<u>15/04/17 5:39PM</u> <u>ID: 55808868</u>	It is closest to my home and I run morning and evening with the dogs along it. It is a stimulating escape from the busy town being also secluded.
<u>16/04/17 5:16PM</u> <u>ID: 55849465</u>	Mainly during the summer, the Parrett trail back to Langport is often too muddy in the winter.
<u>19/04/17 9:14AM</u> <u>ID: 56027309</u>	Would use it more often if it was joined up to other routes.
<u>21/04/17 5:05PM</u> <u>ID: 56197328</u>	Only used the route once to try it out.
<u>23/04/17 7:01PM</u> <u>ID: 56314708</u>	Probably 3-4 times in a year - on a nice day!
<u>23/04/17 9:17PM</u> <u>ID: 56320237</u>	Several time a year but at no specific period or time of year

<u>25/04/17 8:52AM</u> <u>ID: 56412095</u>	Usually 2 or more return journeys per week
<u>26/04/17 9:46PM</u> <u>ID: 56532165</u>	Used for general fitness instead of driving into Langport
<u>28/04/17 11:41PM</u> <u>ID: 56705540</u>	This was only the 2nd time I'd used the route - the previous trip was about a year ago.
<u>02/05/17 7:59AM</u> <u>ID: 56822815</u>	I use it on an almost daily basis, losing this would be devastating. We can exercise our dogs & selves with them while enjoying the beautiful countryside we live in. Enjoying it in this way is a massive draw for people who live in the town & outside it.
<u>03/05/17 3:41PM</u> <u>ID: 56931320</u>	The cycleway was a key part of last year's Langport walking festival.
<u>04/05/17 9:33PM</u> <u>ID: 57038102</u>	More often in the summer to walk or cycle to Langport
<u>08/05/17 7:43PM</u> <u>ID: 57262746</u>	In the better weather used two or three times a week, average weekly over a year.
<u>08/05/17 7:56PM</u> <u>ID: 57263553</u>	Sometimes daily.
<u>09/05/17 10:51AM</u> <u>ID: 57284745</u>	Daily if the weather is warm
<u>09/05/17 4:07PM</u> <u>ID: 57307906</u>	It's always busy!
<u>09/05/17 4:43PM</u> <u>ID: 57310216</u>	At least four times a week
<u>09/05/17 5:37PM</u> <u>ID: 57312803</u>	If you include our holiday visitors
<u>10/05/17 1:00PM</u> <u>ID: 57352655</u>	Most people reading your flyer will assume that it is only for cyclists so you will probably get a very artificially low response rate. There are about a hundred walkers to cyclists
<u>10/05/17 2:02PM</u> <u>ID: 57356432</u>	The amount we use the route varies sometimes 2-3 times in a week some times once a month if we want to shop in Langport and weather is dry we will cycle as is a safe route also for walking the dog but like to do different routes use more in spring/summer as dry but will sometimes use in winter if a fine day the Langport road is not safe to walk dog along and with smaller people unsafe to walk as no footpath
<u>10/05/17 7:27PM</u> <u>ID: 57373863</u>	Several times a year for dog walking, particularly in the winter when the river banks are muddy and difficult to walk on.
<u>10/05/17 7:45PM</u> <u>ID: 57374598</u>	On average sometimes more combined with river walk.
<u>10/05/17 8:37PM</u>	depends on the weather

<u>ID: 57376533</u>	
<u>10/05/17 9:25PM</u> <u>ID: 57379698</u>	A few times a year
<u>11/05/17 8:20AM</u> <u>ID: 57392065</u>	Not every day but more than once a week
<u>11/05/17 4:58PM</u> <u>ID: 57427557</u>	As above!
<u>12/05/17 7:13AM</u> <u>ID: 57450059</u>	A few times a year
<u>12/05/17 7:53PM</u> <u>ID: 57496310</u>	I always use this route on the weekends and whenever I get the chance during the weekdays for cycling and walking.
<u>13/05/17 6:40AM</u> <u>ID: 57507083</u>	I use it on average once a week. Slightly less in winter, more often at other times of the year. Just pick good days in the winter!
<u>14/05/17 2:04PM</u> <u>ID: 57542607</u>	Usually twice a day, morning and late afternoon.
<u>16/05/17 8:44AM</u> <u>ID: 57684297</u>	Sometimes more
<u>16/05/17 5:10PM</u> <u>ID: 57722317</u>	Probably 3 or more times a month
<u>16/05/17 5:18PM</u> <u>ID: 57722753</u>	On average monthly but more frequently in the summer.
<u>16/05/17 5:35PM</u> <u>ID: 57723383</u>	The main road to Langport from Muchelney is a fast risky place to walk/cycle. There are several narrow bends close to Langport which are dangerous to the above.
<u>16/05/17 10:45PM</u> <u>ID: 57736199</u>	3 or 4 times a week, more in nice weather
<u>18/05/17 12:01AM</u> <u>ID: 57817852</u>	Not every day, but usually at least every other day.
<u>18/05/17 4:19PM</u> <u>ID: 57867276</u>	As a cyclist but use the muchelney end weekly in the car
<u>18/05/17 5:28PM</u> <u>ID: 57873182</u>	More than monthly during the summer, but we still go on family bike rides during the winter on dry days
<u>18/05/17 8:23PM</u> <u>ID: 57880054</u>	3/4 times a day
<u>18/05/17 11:01PM</u> <u>ID: 57887778</u>	As often as possible

<u>19/05/17 8:00AM</u> <u>ID: 57897601</u>	See question 5 comments. When I lived in the area I used it weekly
<u>19/05/17 9:53AM</u> <u>ID: 57904104</u>	At least weekly could be 3 or 4 times a week
<u>19/05/17 10:13AM</u> <u>ID: 57905618</u>	I use the path 3-4 times per week
<u>19/05/17 8:01PM</u> <u>ID: 57941312</u>	Was staying with family when used the path
<u>20/05/17 12:34PM</u> <u>ID: 57960669</u>	At least 3 times a week
<u>22/05/17 10:57AM</u> <u>ID: 58041341</u>	3/4 times per week, all year. It doesn't flood, except in the foot path area in Westover.
<u>22/05/17 9:33PM</u> <u>ID: 58083392</u>	up to 5 times a week
<u>28/05/17 12:19AM</u> <u>ID: 58365073</u>	I use this route at least 3 times a week
<u>28/05/17 11:01PM</u> <u>ID: 58390830</u>	Several times a week every week of the year
<u>29/05/17 6:54PM</u> <u>ID: 58415828</u>	Use is 2-3 times per week.
<u>29/05/17 7:35PM</u> <u>ID: 58417158</u>	See q5 above. Only annually on average!
<u>30/05/17 2:16PM</u> <u>ID: 58454527</u>	I
<u>12/06/17 2:15PM</u> <u>ID: 59086779</u>	Use this cycle route 2/3 times every week alongside lots of other folk.
<u>13/06/17 8:55PM</u> <u>ID: 59196307</u>	Twice/week or more in the summer
<u>13/06/17 8:58PM</u> <u>ID: 59196667</u>	Perhaps 2/3 times a week
<u>19/06/17 8:24PM</u> <u>ID: 59508539</u>	Part of a circular route to go to Langport and avoid A378
<u>22/06/17 9:56PM</u> <u>ID: 59675619</u>	Walked at least twice a week and in summer 3-4 times a week
<u>24/06/17 4:22PM</u>	Popular with walking with friends .

<u>ID: 59744294</u>	
<u>24/06/17 9:52PM</u> <u>ID: 59750697</u>	Useful to use as part of a walk in the area, but it is becoming a dog toilet.
<u>25/06/17 9:41AM</u> <u>ID: 59758648</u>	We use it as often as can be managed. Frequency varies.
<u>25/06/17 10:23PM</u> <u>ID: 59777426</u>	Vist maybe once or twice a year.
<u>30/06/17 10:44AM</u> <u>ID: 60043660</u>	At the moment its roughly monthly bur could be weekly if kept in reasonable order

10. Businesses: If you are a business owner do you consider the route to be important to your customers?

<u>13/04/17 2:02PM</u> <u>ID: 55553584</u>	anything that is on offer to improve local life is of benef it to my business.
<u>13/04/17 2:25PM</u> <u>ID: 55555849</u>	NA
<u>13/04/17 2:40PM</u> <u>ID: 55557851</u>	I get asked about it every week and direct people to it. I have laminated a map to show people the route.
<u>13/04/17 3:00PM</u> <u>ID: 55556673</u>	Please read the comments for question 7.
<u>13/04/17 5:49PM</u> <u>ID: 55590565</u>	our customers walk their dogs, either as a stopover on route to a further destination and then come in and have a coffee, or locals who walk and then come in
<u>25/04/17 1:55PM</u> <u>ID: 56438025</u>	We are leasing the old Visitor's Centre and have many customers in who use and enjoy it.
<u>02/05/17 4:39PM</u> <u>ID: 56863559</u>	We have quite a few guests who come to stay with us specifically as we are on the National Cycle Route (33) and the Langport Cycleway
<u>03/05/17 10:25PM</u> <u>ID: 56959176</u>	This brings trade into the area. We are also working in conjunction with British cycling to run women's only cycle rides starting in Langport and these routes are idea as the area is relatively flat for novice riders.
<u>09/05/17 10:22AM</u> <u>ID: 57283512</u>	Campers use it to get to Langport
<u>09/05/17 10:51AM</u> <u>ID: 57284745</u>	NA
<u>09/05/17 11:53AM</u> <u>ID: 57291045</u>	I run a dog walking business I also use it to walk dogs on and so do a lot of my customers

<u>09/05/17 5:37PM</u> <u>ID: 57312803</u>	Many of our holiday visitors yes the route
<u>10/05/17 12:26PM</u> <u>ID: 57350543</u>	not relevant
<u>10/05/17 2:02PM</u> <u>ID: 57356432</u>	We also have just opened as a B&B so would suggest this as a route for visitors to walk to langport
<u>10/05/17 7:27PM</u> <u>ID: 57373863</u>	n/a
<u>11/05/17 8:20AM</u> <u>ID: 57392065</u>	I'm not a business owner
<u>12/05/17 7:51PM</u> <u>ID: 57496186</u>	N/a
<u>12/05/17 7:53PM</u> <u>ID: 57496310</u>	n/a
<u>13/05/17 6:40AM</u> <u>ID: 57507083</u>	My business is based nearby, in Isle Brewers, but I send our customers to Langport and suggest they make use of all facilities - shops, cafes and walks. They are often looking for local places to explore.
<u>14/05/17 2:04PM</u> <u>ID: 57542607</u>	I am retired.
<u>17/05/17 9:26AM</u> <u>ID: 57749319</u>	We own a Hotel where we have many guests staying that are cyclists and walkers using this route. Closing this will be very bad for my business.
<u>18/05/17 8:29PM</u> <u>ID: 57880121</u>	My workshop and show room is based in the trading estate at the end of the route. I often have customers whom visit me before or after walking the route with family, children, or dogs.
<u>19/05/17 11:06AM</u> <u>ID: 57909609</u>	Retired
<u>20/05/17 10:26PM</u> <u>ID: 57976652</u>	Scouts, cubs, explorers and also langport army cadet platoon all regularly use walk and would miss out if closed to public
<u>28/05/17 11:01PM</u> <u>ID: 58390830</u>	But there is a cycle hire place in Langport and it is the perfect place for visitors to start to see our beautiful landscape and learn about our history. This was an important railway line.
<u>06/06/17 12:31PM</u> <u>ID: 58791553</u>	n/a
<u>07/06/17 8:27AM</u> <u>ID: 58839125</u>	Not a business user.
<u>12/06/17 2:15PM</u> <u>ID: 59086779</u>	Lots of customers walk to our farm shop

<u>19/06/17 9:13PM</u> <u>ID: 59510146</u>	Brilliant to bring cyclists to the area.
<u>24/06/17 9:52PM</u> <u>ID: 59750697</u>	N/A

11. Do you have any other comments?

It's a pity the whole railway line was not maintained as a bridle way

The Cycleway is a vital link into Langport and enjoyed by many people.

We should be looking to open up more routes not close them, you try to encourage people to keep fit & stop using cars then close down paths!!

If people lose areas to exercise then health will worsen and put more strain on NHS & GPs. It's also a major attraction for the town encouraging in walkers, cyclists & visitors.

The cycle way is a key attraction to visitors and residents. It's easily accessible to all. Suitable for all ages. Flat and easy to use. A great asset to Langport.

Would really like cyclepath from Langport to burrow bridge along river parrett. How can I get involved?

I think it would be a disaster for the local economy if it wasn't able to be used. Huge numbers of people come to Langport to walk BECAUSE of the ease of walking away from roads.

The cycle path is used by very many people from Langport and others who come to the area for holidays and recreation. The amenity has been in use for many many years and would be a very serious loss for the community. There will be many people who are not aware of this survey and some who won't bother to fill in this survey, but they are the unheard group that will still lose out and should still be considered.

Another consideration that should be taken into account is that in winter when the levels are in flood is that the cycle way is the only route that is not under water.

I am new to the area but cycle regularly on the roads between Martock Langport and Huish.

I have not heard about this route which may be good for the grandchildren who are not yet Road safe.

The route would be more popular if it was joined up to other routes useable by cyclists, especially child cyclists.

It would be good to extend it along the old railway to Thorney and potentially beyond.

The cycleway forms part of a good circular walk - to Muchelney bridge and back to Langport along the river. Would be great if it could be extended.

The access at the Muchelney end can get very muddy making it unpleasant to use it.

It's a shame the route isn't any longer but it is a pleasure to walk your dog and cycle along without worrying about cars.

It is an enjoyable walk on a nice day and I hope I will be able to continue to use it!

It would be nice to have any other old railway line routes locally made available for cycling & walking without traffic

It is valuable to have a stretch of cycleway off the main roads, which are dangerous with the speed and volume of traffic

on them. Also for the ability to see so much wildlife en route and views of Somerset.

A fantastic scenic route for everyone to enjoy and watch wildlife

The Cycleway has been used by my family and friends as visitors. The route gives them a very attractive and unique way to see the Somerset Levels whether flooded or not. They have also used the route as part of the National Cycle Route. Keeping our section of the National Cycle Route open is a shared social responsibility that has far reaching consequences. Closing our section of the National Cycle Route would ruin the route and worse the links are broken probably forever!

A great local amenity for fitness and attracting tourists.

This cycle path is very important locally: many people use it all year round.

Although not a frequent user we know we would use it more if more free time. We both work full time and I am often away from home with work.

The route is an asset for Muchelney and Langport and reduces the amount of traffic on the road.

The route could use improvement, and not just to the surface. A couple of picnic benches wouldn't go amiss (e.g. as on the Strawberry Line) and the access at the S end - with its two gates, is awkward with a bike. The car park at the N end is also not that inviting, although it's hard to see how it's setting could be improved. Nevertheless, it's a useful facility and appreciated as a level, off-road cycle route.

I sincerely hope this route will not be abandoned just because the cycle shop has gone. Many more walkers than cyclists use the route and we are all told to be more active for the sake of our health. There is much wildlife to see along here in the early morning and it would be a shame to be denied this. The only other route in the vicinity is out and back along the river bank

The Langport Cycle Way is a well used amenity which our family enjoys about 3 or 4 times a week all the year round usually for dog walking and for cycling too. Its sheltered on windy wet days and is not muddy under foot in wet weather.

The route or cycle way brings people to the town and the local area, to enjoy the beautiful countryside that we have, to exercise. Both they and myself also bring others along to enjoy the path(s) and the beauty. This means people come to the town, spend money in the local shops and cafes, the path is seen as a local meeting point. It is an asset to the locals, local businesses and the town. It brings people in and contributes to overall fitness levels and as well encouraging people to visit and spend money. It would be both foolish and sad to see it go.

This is an integral part of the area for the community & others from outside the local community. Closing it would be ridiculous & devastating.

It is an important amenity - please don't close it!!!

please keep this most valuable and wonderful asset to the community

The cycleway is a key element to the local sustainable transport infra-structure and as such it is good for people and wider public health. It is also an important part of the local tourism "offer" for visitors who are attracted to the area and therefore the cycleway helps to support the local economy. Finally the cycleway and associated hedges create an important wildlife corridor.

I think it's vital to preserve cycleways and areas for outdoor recreation, it's all part of the wider community

The cycle path comes to an abrupt end at the road near Muchelney. It would be nice if the path in the future could be

extended further.

A much valued route to avoid the main road and enjoy the scenery. I hope that it will continue to be maintained as a valuable local asset.

It is particularly important to me as it can be used all the year round.

Only just found out last week, everyone I tell on my walk are astonished ! And didn't know about it like me . And most are upset. As it's so safe for children on bikes, hope you will reconsider. As so many use it . And if it closes the landowners will be shutting all paths . Yours Leslie shepherd

This route is invaluable for so many reasons not least the health benefits from walking/cycling but also the reduction in pollution by not driving into Langport. Added to this is the financial benefit and the extra parking as a result.

One of the best places to walk in the area, and useful to fit in with some shopping in Langport.

I hope this questionnaire is not going to result in restrictions on use of this part of Sustrans route 339. Cycling and walking are key to the health of the nation and also helps to reduce waste of NHS resources.

I would miss it very much if it was closed to the public

It would be a shame to lose it as it's so well used and you always bump into runners, walkers and cyclists. It is also part of a circular walk and also gives access to walks to Drayton and Huish. Having spoken to local people there are many who are not aware of the plan to close it and it's not well publicised in my opinion.

It would be a shame to lose this route into Langport!!!

We need more available dog litter bins please .there is still alot of dog fouling and also irresponsible dog owners throwing their poo bags in hedgerows and the sides of the walkways

It's a beautiful track

This is a really well used walking route and is particularly useful, if not essential in times of flood. Because it is higher than the surrounding land, it is one of the few places left to use and enjoy the local environment. It is a very popular amenity and all users enjoy and co-exist harmoniously. We would be very sorry to see this go.

The cycle way is a constant joy, and offers a good walking surface. Once the cattle are turned out in the summer, it also offers a safe walking area. I meet other walkers and their dogs and cyclists enjoying the lovely countryside.

Please, please do NOT close this cycle way. It's of great importance in allowing one to properly enjoy the spectacular Levels.

It would be a great pity if this route was allowed to close .walking along the road nowadays is a nightmare.

I regard the cycle route as an amenity to the local community but also very popular with visitors and holiday makers who make a very large contribution to the local economy.

It's a safe way to travel with my children on bikes to Langport without having to cross the busy main road. It would be a huge loss to the community

Muchelney children use route to walk and cycle to school as somerset county council say the causeway unsafe to walk or cycle along. Thanks

I am a cyclist it will be great to ride a long the path

It would be helpful if path could be extended south along old railway line track

Please put up another set of flyers stating that you want a response from walkers as well

It would be a real loss to the community to lose this facility and all of my family were really upset to hear that there are plans to close it

it is a vital link between the villages and Langport, with the only alternative being a dangerous narrow road, which is unsuitable for younger children and pets

We do teas in Muchelney Church during the summer months to raise money for the Church. Many of our visitors use the cycleway to visit not only the Church but The Abbey and the National Trust Priests House.

With the high hedge and trees I would say this route is very boring because it's very straight with no real views of the beautiful levels and the wildlife it has to offer! Also the gates Muchelney end are awful

It would be helpful to know the purpose of this survey. Why do you want this information. Is access to the path at risk?

It's an important link to Muchelney and a lovely route it would be a shame to lose it

We regularly walk the cycleway, droves and river path with our dog marveling at the beautiful scenery and wildlife.

Needs some upkeep work completing

I would like more not less cycle routes for the family

I love using this unique bit of countryside

Cycleway is part of a link where folks can enjoy meeting and relaxing chilling and destressing looking upon these levels
Brings a community spirit out. Sad day for socialism if we were lost..long live the cycleway

Whatever time of the day we use the cycleway, we always meet other people eg. holiday makers, residents from surrounding villages, day trippers, others going to & from work on foot or bike, horse riders. A fantastic amenity for Langport.

It is a great amenity for the community and visitors; there are numerous cycle enthusiasts who use local businesses particularly cafes so it is very important to maintain it.

It would be devastating if this route was closed as we get so much enjoyment from using this. It is also a safe route for our children to cycle. I regularly see dog walkers, walkers and cyclists on this route.

I would be sad to see this route close. My family and I get a lot of enjoyment using this route as it is on our doorstep and a very safe route for my children.

This path is not only an important recreational facility, but also part of the history of Langport and surrounding villages.

It is a very important walking route for myself and many friends. It is a busy path and very well used and much loved. It is also a safe path to Drayton and Muchelney - easier than using the road for both walking and cycling. I urge SSDC to

maintain it as currently arranged.

This route links everything together, and is vital for walkers.

I would not like to see it tarmacked

this is an important part of the circuit to Muchelney and beyond,

Please don't stop the people of Langport, Muchelney and their numerous friends from using this historic and bucolic track. There are fewer and fewer untainted places to walk or cycle. Somerset and particularly The Levels, have thousands of devotees, but we can share these beautiful spaces with many more visitors, let's share the beauty of South Somerset.

Langport is a great hub. Lots of things to do and see for such a small town. The cycleway is the jewel in the crown.

This is a very well used local route and should stay open. Can the cost be negotiated down?

More and more farmers seem to be determined to close any pathways wherever possible so the number of walking and cycling routes are sadly reducing. We always take friends and relatives down there when they visit.

A very important asset to the community. Please don't let us lose it.

Would be a terrible loss to lose this route, it is used by so many local people and is a safe route to get between Muchelney and Langport, avoiding the bendy road.

It would be a shame if this was closed and the way this is being done under the heading of "a survey" is pitiful

Use it regularly - both walking and cycling. All times of the year.

Safe environment away from traffic and livestock

Loss of this route would increase my use of a car, increase usage of the dangerous Frog Lane exit onto the A378, and diminish the amenity offering the area offers to tourists.

the route requires, I would believe, little maintenance so not sure why it is under threat of closure!

I have enjoyed the cycle path for many years and would be sad if it was no longer open

Please don't close the footpath thank you.

Nice facility but I know there are access concerns for emergency vehicles etc..

I understand that this survey is in response to proposals by the council to reduce costs incurred by renting the land on which the cycleway lies. It forms the only pedestrian round trip to Muchelney, and the footpath by Westover is extremely highly used by dog walkers - the only other round trip to access the drove is to cross Bow Street and use a narrow pavement, crossing the road again on a blind corner to gain access to Frog Lane - dangerous and unsuitable. The route is very popular. It would be very remiss of the council to close it down.

It is a fantastic route and it enjoyed by so many people

I do not see a need or reason to close this cycle way. I pass people most days I use it which proves it is being used by

the local community.

This is a lovely short route that is great for kids.

Please please don't close it...it is a wonderful resource. Hear so many different bird songs along there...and in summer it gives precious shade. So few shady walks around here.

It would be great if more routes were available in the area or possibly extending this one

I would be sad if the path was no longer walkable

This is a valuable asset to the health, wealth and well-being of the Langport community.

It is a lovely and much-used path - a lovely alternative to getting in the car and driving. Keeps us healthy and happy, please let us continue to use it!

This is a lovely place to go to meet friends and go on walks with my children. It's a safe place for the children to play and it's lovely to talk about its old use. We all love the idea of walking on an old railway line. It makes for a great place to exercise too running along it is lovely and I'd hate to see it closed.

This is a fantastic amenity accessible for all - children in buggies, bikes, wheelchairs. Walking aids. Accessible because it is currently well maintained. Please don't stop maintaining it

This is just the most beautiful walk and I very much would like to see it, the wildlife and the flora and fauna preserved.

This route is brilliant and every time I've walked/cycled along it I have never not seen anyone else using it. It's picturesque, quiet and safe and offers a very safe passage between Langport and Muchelney. In the summer I take my children cycling a lot and we use this route.

I think it's a vital part of Langport especially with more developments happening, to keep these spaces available. I have very happy memories of cycling to Muchelney and back with picnics and going blackberrying. I am looking forward to doing all these things again when I eventually move back to the area.

As mentioned, this route is a much safer way for my two children to enjoy the benefits of cycling. I am finding the roads around Langport unsafe due to HGV's travelling along the narrow roads, some without footpaths or very narrow paths.

Use it all the time

I would be very sad to see this route close. I notice it is well used by so many. It is safe for families especially little ones on bikes. The roads are so dangerous

It's not safe to run on the narrow roads between Langport and Muchelney and closing this path would reduce options for safe leisure and tourism.

This is a busy little track for lots of local people, I always pass people on this track using it for various different reasons. My son goes to cubs and this track is part of their activities on hikes etc.

This is a popular cycle and walking path. I see families walking, cycling, and dog walking every day I use it. The path makes a good circular walk to Muchelney then back to Langport on the river bank, or part of a longer walk

Another case of Conservatives trying to break the country

This is beautiful walk, cycle and is cherished by our community ,visitors from around England' as well as other countries

It is a lovely safe dog walk which is brilliant. As a route to run it is safe, car free and a good length.

I love it

We need this for our community.

Lovely route please keep it open for all to use and enjoy

How can the local council spend all that money a few years ago on a metal bridge to cross the River Parrett and then not keep this cycleway open. It is ludicrous

It's one of the only safe ride for horses

Please do not close this route, it gives an enjoyable safe and off road link between villages and a nice route to cycle without having to go on dangerous roads.

The cycle route is a brilliant local amenity which is used by all sorts of people, I see kids on bikes, families walking, joggers, older people out for a stroll. It is such a lovely & safe way to enjoy the countryside, you get to know people you meet on the walk & while we are all being encouraged to keep fit it provides a brilliant way to do just that

please keep this popular route open,try to expand it to the south.

A wonderful asset for our area which encourages people to get out and about. Also forms a dry conduit during times of flood.

As trustee to two charities, Great Bow Wharf at Bow Bridge and the Angel on Bow street, I know both have visitors who appreciate the pathway. Cycling is becoming more popular in the town and this is a practice route.

It is an important route for a cross section of users. I see families with buggies using it as it's suitable for a buggy rather than 'field' walks enabling families to walk locally in the countryside together. Also elderly people walking with or without dogs. As a health professional promoting exercise and being active at all ages is so important especially with the rising level of obesity. To have an easily accessible area for walking is very important.

Would be lost without this excellent amenity.

I use the route daily for most of the year to keep me active and walk the dog. The access to a variety of footpaths in and around the area is really useful particularly in the winter when many other paths can be submerged.

I use this route at least 3 times a week I see loads of people on this route at all times of day do not shut this route it is well used and well loved.

Hands Off This Footpath!!!!

Lots of people use this route at weekends for a variety of reasons. Sometimes the car parks are full so many people are using it. The trouble in the countryside at the moment is people come here to see the countryside and walk or cycle not wander around looking at new build houses that's if they can get here on the overcrowded roads. The cycle way is lovely winter or summer with some great views over the levels and an abundance of flora and wildlife. We have only been in Langport a year and already so much has changed to be honest it would not be our preferred choice now , too many houses, too busy roads.

Why is it under threat of closure ? Whenever I go on that cycleway I see other people. I have never been on it alone

surely this means that it is a well used popular and easy access route for all ages and abilities.

This is a picturesque route as well as being part of the history of Langport, and is a source of relaxation for a great number of local people who enjoy the country walk or two, plus any outdoor minded tourists who might visit the area.

It is such a shame that the quality of the surface is now so poor. Probably ok on a mountain bike but for road bikes and children, verging on impassable since it is so bumpy. The signage off the road at the southern end is absent or invisible. The on-road alternatives are poor. A lot of tourists from Thorney would use this if it were better signed and maintained. I would have thought the bike hire shop in Langport would be very disappointed at its poor state. They have produced an excellent cycling route leaflet (which we followed) and I think all their routes use this cycleway. COME ON, YOU NEED TO HELP FOLK TO ENJOY CYCLING AND WALKING - STEP UP!

I am retired and use this route at least once a week to visit the Post Office, Library, ATMs etc. The alternatives are 1) Drive to Langport/Martock or 2) Cycle to Martock. I love this cycleway for its wildlife and tranquility. Needless to say it also offers a traffic free and safer route to Langport.

In addition to the recreational use, this path is the only path above the level of the winter floods, for those who do not want to risk their lives on the roads which have no pavements for pedestrians.

I am relatively new to the area and have only recently discovered the path despite having cycled between Langport and Muchelney on a number of occasions.

I have not observed signs for the path in either location. There are points on the way where it is not clear how to follow the route.

The path suffers from being short and would benefit from being extended.

I have read the issues involved that threaten its existence and would like to know if the landowners have to undertake maintenance.

I suggest council seek to renegotiate a lower fee.

This represents a great, green way to travel between home and Langport on a safe route away from vehicles. It would be even better if it linked Martock and Cartgate on the disused railway line opening up more commuting, recreational, tourist, and shopping opportunities.

The Somerset levels are increasingly becoming a destination for cyclists of all ages. This route is important as it takes cyclists off the road between Drayton and Langport. I think trails such as this should be valuedit should become part of a more publicised wider cycle or walking network given the increasing popularity of such activities. One only has to cycle or drive around the levels nowadays to see the increased number of cyclists.....this must have a great benefit for the health of the local population

It is a lovely route avoiding speeding traffic. It would be such a pity if it closed. It is safe for young families to roam without safety concerns. Please keep it for the future generations.

This is a special walk that encourages the opportunity to meet others and share stories. It supports family life and encourages family fun and family fitness. It supports general health and emotional wellbeing.

This is a fantastic amenity and allows users to access the area to link with local villages and local attractions, for example the abbey by foot.

I love this track and have used it for over 40 years, I don't understand why it is under threat. It is used by many people and is much appreciated, not misused in any way.

This is a historic section of 19th century railway embankment engineering never, as far as I am aware, overtopped by flooding, including the 2014 floods. It should be either listed as a historical structure or designated a public footpath/right of way to preserve its use and enjoyment in future.

Historic section of disused railway line that should be retained for enjoyment of future generations.

Loss of this cycle way would make getting in and out of Langport via a low carbon method very difficult as there are no cycle lanes in and out of Langport on any tarmac road.

Lovely facility, just wish it could be extended as no motor traffic.

Lovely facility just wish it went on for more miles as it is a motor free route.

I use this cycle way a couple times per week and always see others using it.
Young children learning to ride a bike, walkers, dogs, runners.
Safe and away from cattle or traffic and a good link to Muchelney.

Very useful route, always seems to be well used.
Nice place to eat fish and chips !!

It's just a pity it isn't longer!

A walk with lots of benefits - traffic free, on the level, part of a circular walk, historical interest, just a great asset to the area.

Keep this route open for all users, the traffic levels are increasing around Langport, with constantly poor drivers at the wheel!!!

Beautiful walk, enjoy both with my daughter and alone with dog

Pre-retirement I was a Bikeability trainer. I worried that even though the children we trained to competently cycle on roads, including in the Langport area, would remain light bike users deterred by the lack of safe cycle routes and the concerns of their parents. With a great deal of commitment and thought, I'm sure Langport could become a cycling hub.

As a family, we feel very strongly that this valuable amenity should be preserved for the benefit of local users, but also those visiting the area. This will allow the public to access this beautiful and historic landscape safely, without fear of traffic and the associated danger, noise and pollution. It also provides access to the nature and wildlife that exists within this unique landscape. It is a great experience at any time of the year.

Rather a lot of dog mess on the walk this time. Would be good if trail could be lengthened and surface improved, so that it became an enjoyable cycle path of some distance. At present, only suitable for mountain bikes. Not worth cycling as very short ride, which means rejoining some fairly busy roads to return to base.

We often use the route in the course of a circular walk, perhaps taking in part of the Parrett Trail, or else across to Drayon/Muchelney, concluding with a cup of coffee at Shanspeare Glass, sitting on their balcony overlooking the river. How better to enjoy the lovely country?

It is an important access to the countryside away from roads. North Moor is another important area especially as Langport doesn't have a park. The foot path could be extended for similar reasons to those given above.

It would be a great shame if this wasn't maintained

Agenda Item 11

Area North Committee – Forward Plan

Lead Officer: Helen Rutter, Communities Lead
Officer: Becky Sanders, Case Services Officer (Support Services)
Contact Details: becky.sanders@southsomerset.gov.uk or (01935) 462596

Purpose of the Report

This report informs Members of the Area North Committee Forward Plan.

Public Interest

The forward plan sets out items and issues to be discussed over the coming few months. It is reviewed and updated each month, and included within the Area North Committee agenda, where members of the committee may endorse or request amendments.

Recommendation

Members are asked to:

Note and comment upon the Area North Committee Forward Plan as attached, and identify priorities for further reports to be added to the Area North Committee Forward Plan.

Area North Committee Forward Plan

Members of the public, councillors, service managers, and partners may also request an item be placed within the forward plan for a future meeting, by contacting the Agenda Co-ordinator.

Items marked *in italics* are not yet confirmed, due to the attendance of additional representatives.

To make the best use of the committee, the focus for topics should be on issues where local involvement and influence may be beneficial, and where local priorities and issues raised by the community are linked to SSDC and SCC corporate aims and objectives.

Further details on these items, or to suggest / request an agenda item for the Area North Committee, please contact one of the officers named above.

Background Papers: None

Area North Committee Forward Plan

Further details on these items, or to suggest / request an agenda item for the Area North Committee, please contact the Agenda Co-ordinator; at democracy@southsomerset.gov.uk

Items marked in italics are not yet confirmed, due to the attendance of additional representatives. Key: SCC = Somerset County Council

Meeting Date	Agenda Item	Background / Purpose	Lead Officer(s) SSDC unless stated otherwise
23 May '17	Appointments to Outside Bodies	New municipal year – appointment of members to working groups and outside bodies.	Becky Sanders, Case Services Officer (Support Services)
23 May '17	Revised Scheme of Delegation – Development Control Nomination of Substitutes for Chairman and Vice Chairman for 2018-19	New municipal year – appointment of two members to act as substitutes.	Becky Sanders, Case Services Officer (Support Services)
<i>23 May '17</i>	<i>Community Grant Request</i>	<i>Report to consider a grant request from Barrington Parish Council.</i>	<i>Mary Ostler, Neighbourhood Development Officer (North)</i>
<i>May / June '18 TBC</i>	<i>Somerton Conservation Area</i>	<i>Report regarding the Somerton Conservation Area Appraisal and designation of extensions to the Conservation Area.</i>	<i>Greg Venn, Conservation Officer</i>
Jun '18	Langport Cycleway	Update report and consideration of funding.	Katy Menday, Countryside Manager
<i>Jul '18 TBC</i>	<i>Highways Update</i>	<i>Routine update report from SCC Highways.</i>	<i>SCC Highways.</i>
<i>TBC</i>	<i>Endorsement of Community Led Plans</i>	<i>South Petherton Parish Plan and Neighbourhood Plan</i>	<i>Area Development (North)</i>

Agenda Item 12

Planning Appeals

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

Purpose of the Report

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

Public Interest

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

Recommendation

That members comment upon and note the report.

Appeals Lodged

17/03388/FUL – Stancrest, Currywoods Way, Curry Rivel.
Proposed new single storey dwelling on land associated with Stancrest including works to an existing access.

Appeals Dismissed

None

Appeals Allowed

None

Agenda Item 13

Schedule of Planning Applications to be Determined by Committee

Director: Martin Woods, Service Delivery
Service Manager: Simon Fox, Lead Officer (Development Management)
Contact Details: simon.fox@southsomerset.gov.uk or 01935 462509

Purpose of the Report

The schedule of planning applications sets out the applications to be determined by Area North Committee at this meeting.

Recommendation

Members are asked to note the schedule of planning applications.

Planning Applications will be considered no earlier than 3.20pm.

Members of the public who wish to speak about a particular planning item are recommended to arrive for 3.15pm.

SCHEDULE					
Agenda Number	Ward	Application	Brief Summary of Proposal	Site Address	Applicant
14	MARTOCK	18/00072/FUL	Demolition of stone walls of former cottage, Erection of 2 dwellings with associated access and parking etc. (revised application)	56A Bower Hinton, Martock.	Mr P Venn.
15	TURN HILL	17/04870/OUT	Alterations to existing access and erection 2 dwellings (revised application)	Land OS 6730, Henley Langport.	Mr B Bartlett

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

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

Referral to the Regulation Committee

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

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

Human Rights Act Statement

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

Agenda Item 14

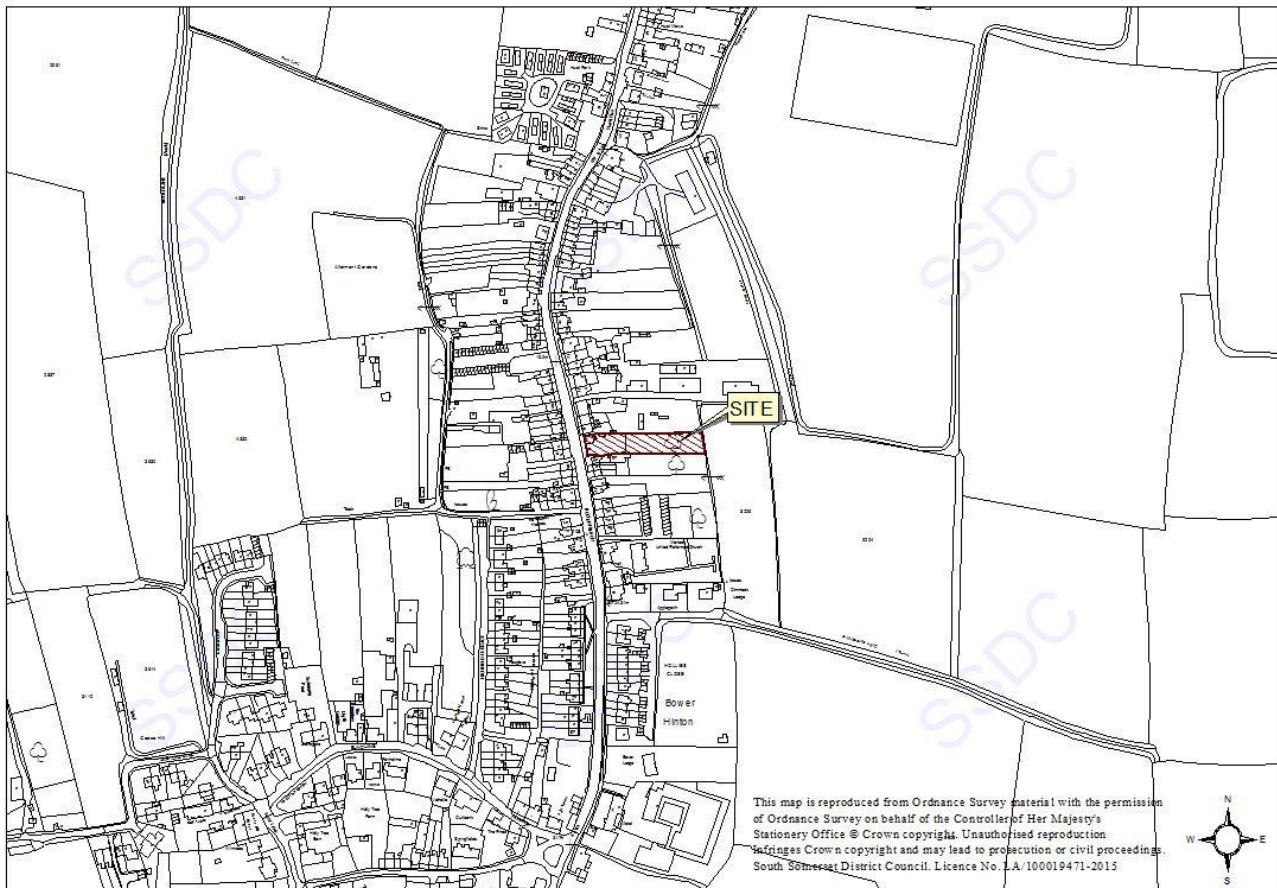
Officer Report On Planning Application: 18/00072/FUL

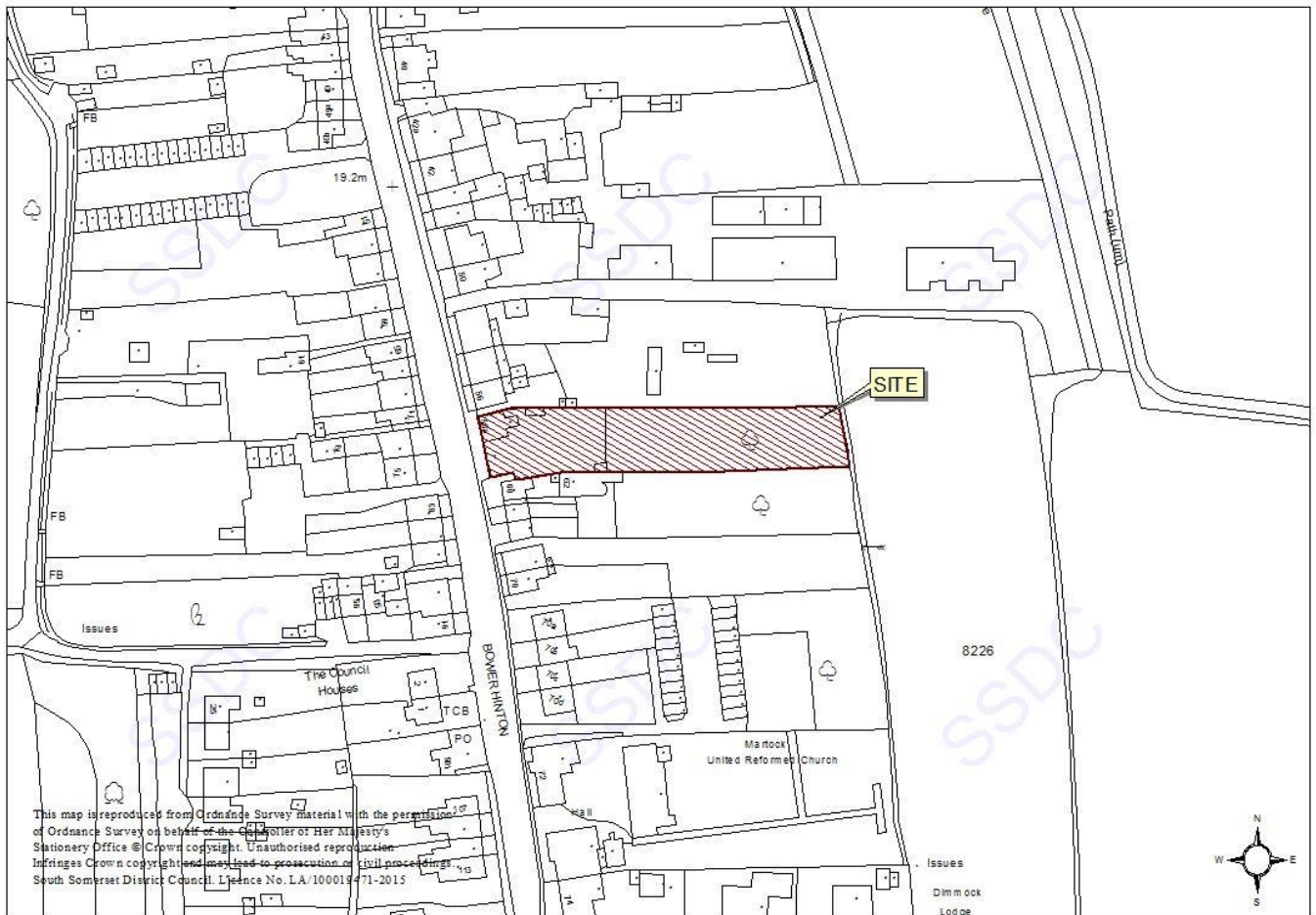
Proposal :	Demolition of stone walls of former cottage. Erection of 2 No. dwellings with associated access and parking. Erection of front wall to 56A and restoration of existing outbuilding (revised application to 17/03184/FUL)
Site Address:	56A Bower Hinton, Martock, Somerset.
Parish:	Martock
MARTOCK Ward (SSDC Member)	Cllr Neil Bloomfield Cllr Graham Middleton
Recommending Case Officer:	Alex Skidmore Tel: 01935 462430 Email: alex.skidmore@southsomerset.gov.uk
Target date :	6th March 2018
Applicant :	Mr Patrick Venn
Agent: (no agent if blank)	Mr William Styles, Somerset House, Lower Middle Street, TAUNTON TA1 1SH
Application Type :	Minor Dwellings 1-9 site less than 1ha

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to Area North Committee at the request of the Ward Members and with the agreement of the Area Chair to allow the issues raised by this application to be discussed further.

SITE DESCRIPTION AND PROPOSAL





This application is seeking full planning permission to erect two detached dwellings, a two-storey dwelling along the road frontage between 56a Bower Hinton and 60 Bower Hinton, and a part single storey, part two-storey dwelling within the rear garden of 56a Bower Hinton.

The application site has a central location within Bower Hinton and is located within a defined conservation area and forms part of the garden belonging to 56a Bower Hinton. It would appear that there was historically a cottage on the site to the side of 56a Bower Hinton, according to the applicant this was demolished in the 1950-60's however part of the original front elevation of this structure still remains forming a front boundary wall. There is existing vehicular access via an 'up and over' style garage door which leads to a single parking space and a large private garden area to the rear and side of the existing house. The application site is relatively flat and level with the existing houses to either side, both of which are relatively modest two-storey properties fronting on to the highway behind narrow strips of front garden.

HISTORY

17/03184/FUL: Alterations to 56a Bower Hinton, demolition of walls and outbuildings and the erection of two dwellings with associated access and parking. Withdrawn.

14/01792/FUL: Erection of a dwelling. Permitted.

51856: Conversion of dwelling to a private lock-up garage and formation of vehicular access. Permitted.

16345: Erection of a dwellinghouse with pedestrian access. Permitted.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act (2004), and Paragraphs 2, 11, 12, and 14

of the NPPF states that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

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

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

SD1 - Sustainable Development

SS1 - Settlement Hierarchy

TA5 - Transport Impact of New Development

TA6 - Parking Standards

EQ2 - General Development

EQ3 - Historic Environment

EQ4 - Biodiversity

National Planning Policy Framework:

Part 1 - Building a strong, competitive economy

Part 4 - Promoting sustainable transport

Part 6 - Delivering a wide choice of high quality homes

Part 7 - Requiring good design

Part 8 - Promoting Healthy Communities

Part 10 - Meeting the challenge of climate change, flooding and coastal change

Part 11 - Conserving and enhancing the natural environment

Part 12 - Conserving and enhancing the historic environment

CONSULTATIONS

Martock Parish Council: No objections provided highways are satisfied with the access arrangements.

County Highway: Referred to their standing advice

SSDC Highway Consultant: I refer to the comments I made in response to the previous application (17/03184/FUL). The details submitted for the current scheme are largely acceptable. Provided the frontage wall either side of the access is no higher than 600mm then pedestrian / vehicular inter-visibility would be secured. The on-site parking provision is slightly below the required standard, a three-bed dwelling should provide 2.5 spaces rounded up to 3 spaces, however, given the provision of the visitor space, the overall development scheme complies with the optimum standards. In addition, this is a sustainable location where a level of parking below the recommended standards could be supported. I recommend conditions are imposed securing the access and parking / turning details on the submitted plans, including the aforementioned wall height and the proper consolidation and surfacing (not loose stone or gravel) of the access from the carriageway to the entrance gates, as well as suitable drainage measures to ensure surface water does not discharge onto the public highway.

County Archaeology: The site lies within the Martock and Bower Hinton Area of High Archaeological Potential which encompasses the core of these medieval planned villages, the development therefore has the potential to impact archaeological remains. I therefore recommend a condition to secure a programme of archaeological monitoring.

Ecology Officer: No comments or recommendations.

Conservation Officer: "This application is within a conservation area where we have a statutory duty to preserve or enhance the character of the area.

The application involves the demolition of the remains of a house, last used as a garage. What remains is poorly maintained high quality ashlar stonework. It has some significance in that it is part of the history of the area, but its loss is acceptable, any replacement should be of sufficiently high quality.

There is an approval to build a new dwelling on the roadside plot. This approval appears to be a good quality building.

56a dates from 1952, and is reconstructed stone. Previously it was intended to change this to natural stone. This is now omitted and this improvement is now lost.

The new dwelling to the front plot has been improved in terms of its design and materials. The render needs to be an appropriate finish and colour.

The new dwelling to the rear I still find balanced. Of itself it runs contrary to the grain of development here where houses face onto the road. I am aware of No 62 which is an old building but it is not clear if it was built as a dwelling or a conversion. As with other dwellings which are to the rear of the road frontage they appear to be conversions of historic building. Whilst there are improvements with this application I still remain of the view that a new dwelling in the garden of this historic single dwelling to run contrary to the historic grain of dwellings, and therefore have a level of harm."

REPRESENTATIONS

Written representations have been received from one local resident objecting to the proposal and raising the following comments and observations:

- It would be better to reduce the height of 56b to that of other neighbours (not 56a) to respect its surroundings.
- 56b should be set further back from the road to allow better pedestrian visibility.
- The front wall of 56a is to be reduced in height due to visibility problems. It is said that a shallow stone wall will complement its neighbour's stone walls, these all have iron railings set into their walls, a strong feature of Bower Hinton.
- The planned use of hamstone is a big improvement on 56a. There is a lack of other details, i.e. window, sill, lintel, chimney materials etc. These should be secured. There have been recent developments in Bower Hinton with fibreglass chimneys and concrete sills. The gas meter box should be hidden out of sight. Coping stones are also very much a feature of the area.
- The timber gates should have flat tops not curved.
- The LPA must stipulate that applicant cannot apply later to change the windows from timber to UPVC, especially through NMA's.

Written representations have been received from three local residents who are not objecting to the principle of the development but have raised a number of observations and concerns as follows:

- It needs to be ensured that a Party Wall Agreement is secured prior to the commencement of any works that abut or adjoin my property. My concern is to ensure that the services, fabric and condition of my property remain unaffected.
- The proposal includes the demolition of an old toilet and shed which abuts our property. We would like assurance of the standard of making good to our property and we would insist on a Party Wall Agreement being in place prior to commencement of such works.
- The proposal states that the entrance to the proposed development has been used frequently. As residents at No 60 for over 40 years we can categorically state that access has been infrequent. The planned access is also diagonally opposite an existing access.

- We would like assurance that the proposal will not impact upon any utilities, foul & storm drainage, these currently serve multiple properties and are already stressed.
- There is no assurance that our (No 60) existing front boundary wall will be unaffected during the works. We cannot see how the works will not encroach upon our property.
- The whole of 58's frontage currently has a dropped kerb, this should be raised in front of the new house to provide additional on-road parking.
- The proposal will lead to an increase in traffic. Bower Hinton has an overloaded road system, anything that would lead to increased traffic volumes should be avoided.
- Ivy is currently growing on the applicant's property against our wall, this should be removed prior to works.
- Our main concerns stem from the likelihood or potential for damage to our property as a result of the construction works. Of particular concern is our prior knowledge that our property is constructed on minimal foundations and with the close proximity of the proposal there is a risk that it could undermine our property's structural stability.
- The proposed design should respect the sense of place created by the surrounding listed buildings, in particular the Chapel, its Hall and the former Manse which are just to the south of the site. To ensure this setting is respected the following conditions should be applied:
 - A small front garden to the front of No 58 should be formed and the current block wall outside 56a replaced with a stone wall similar to others in the area.
 - Hamstone should be used for all elevations visible from the road including the north elevation of 56b and the west wall of 56c.
 - Windows and doors should be timber and well recessed. Lintels and sills should be natural stone / timber.
- Much effort is currently being made to reduce surface water flows into the local river system. The use of permeable hard surfaces for the drive is welcome and should be conditioned.

CONSIDERATIONS

This application is seeking full planning permission to erect a detached dwelling within the side garden of 56a Bower Hinton and a second dwelling within its rear garden.

The application site is located within Martock's defined development area as such the principle of the proposed development is acceptable.

Impact on the conservation area and visual amenity

The proposed dwelling (56b) to the side of the existing house conforms, in terms of its position, scale and form, to the established building line and with the character and form of surrounding development. The proposed use of local natural stone and the overall design is quite traditional and overall this element of the scheme is considered to respect the established pattern of development in the area as well as the character and setting of the surrounding conservation area.

The same however cannot be said of the proposed dwelling to the rear (56c). On this side (east side) of this stretch of Bower Hinton the prevailing pattern of development is linear in nature, i.e. houses fronting on to the road and backing on to open countryside. Another notable feature are the long, narrow garden plots that are associated with many of the properties, including the application site, and which are evidence of the original historic burgage plot and small field pattern arrangement that were once widespread in the area.

It is important to acknowledge that there are variations to this pattern of development, including immediately to the south No. 62 which sits behind No 60, as well as some garage blocks further to the south and a farm development a short distance to the north which sits behind a number of properties that front on to Bower Hinton. With regard to the dwelling known as No 62, this building appears on the 1880

maps but it is unclear whether it was originally built as a cottage or whether it was originally an outbuilding that was later converted to a cottage, in any case this is a singular anomaly to the historic building pattern as the other variations tend to be outbuildings or agricultural development associated with the development fronting on to Bower Hinton road.

Whilst some of this nearby development does to some extent water down the linear pattern of development, nonetheless, this historic pattern is evident and is considered to be an important characteristic along the east side of this stretch of Bower Hinton. It is noted that the proposed dwelling (56c) has been designed to mimic or to give the impression of a former outbuilding that is in some regards reflective of 62 Bower Hinton, however, this does not change the fact that it is backland development that is contrary to the pattern of development identified above. Such a development will contribute to the erosion of the historic linear arrangement and is considered to be harmful to the character and setting of the surrounding conservation area. Furthermore, if this development were permitted it could be viewed as setting a precedent to allowing backland development in the locality and is likely to encourage further similar development pressures which may be difficult to resist.

Local Plan policy EQ2 (General Development) requires new development to be of a high quality design that conserves or enhances the landscape character of the area and reinforces local distinctiveness and respects local context. Policy EQ3 (Historic Environment) requires new development proposals relating to the historic environment to safeguard or where appropriate enhance the significance, character, setting and local distinctiveness of heritage assets. It states that "heritage assets will be conserved and where appropriate enhanced for their historic significance and important contribution to local distinctiveness, character and sense of place". Paragraph 134 of the NPPF states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal".

For the reasons set out above, the proposed development is not considered to reinforce local distinctiveness or to respect the local context, neither does it safeguard the significance, character, setting or local distinctiveness of the surrounding conservation area, as such it is contrary to LP policies EQ2 and EQ3.

Further to this, it is accepted that the extent of the identified harm to the character of the conservation area is less than substantial and that in view of the Council's lack of a five-year housing land supply and in accordance with para. 134 of the NPPF it is appropriate to weigh any identified harms associated with this scheme against the public benefits it is considered to provide. This balancing argument will be dealt with further in this report.

Residential amenity

The proposed development is not considered to give rise to any substantive harm to residential amenity. Due to the scale, position and design of the proposed new dwellings that should not cause any demonstrable loss of light or loss of privacy to neighbouring properties. The first floor window within the west elevation of plot 56c will look directly into the rear of 56a however due to the distance between the properties and intervening boundary treatment such overlooking will not be substantive. Any views into 56 next door will be oblique and again due to the distance any overlooking will not be demonstrable. There is also a first floor window within the south elevation however this will look across the parking area and into the blank wall of No 62.

The general layout of the scheme allows for a suitable level of amenity space for each property and overall is considered to be acceptable.

Highway safety and parking

The level of onsite parking and turning broadly accords with the highway authority's standing advice (i.e. the recommendations set out within the Somerset Parking Strategy). The proposed access in terms of its width and visibility splays are considered to be substandard as the access is not wide enough to allow

two vehicles to pass and the visibility splays are across third party land which do not accord with the highway authority's standing advice. However, given the modest scale of the development and the nature of the road, where traffic speeds are generally lower than the 30 mph restriction and there are numerous existing accesses in the vicinity that are similarly substandard, it can be reasonably expected that passing motorists will drive with the appropriate level of due care and attention to the possibility of vehicles turning into and out of the various accesses, including the one serving the site. On this basis, the proposed parking and access arrangements are not considered to constitute a significant highway safety risk and to therefore be acceptable.

A local resident has raised concern about traffic volumes in Bower Hinton and that the proposed development will add to this issue. Whilst it is recognised that this scheme will generate traffic, its modest scale is such that the level of additional traffic is not considered to be significant when compared to existing traffic levels.

Other matters

- CIL and planning obligations - As this proposal is for less than 10 units the LPA will not be seeking any contributions towards leisure and recreational facilities or other local or district wide obligations, in accordance with the High Court of Appeal decision (SoS CLG vs West Berks/Reading) made in May 2016, which clarifies that Local Authorities should not be seeking contributions from schemes of 10 units or less. For the same reason the LPA does not seek any affordable housing obligation, however, it is noted that the applicant is voluntarily offering the provision of two affordable units which are secured through the completed Unilateral Undertaking. The scheme will be liable for the Community Infrastructure Levy (CIL) and it is noted that the applicant has submitted a completed Form
- Several neighbours have noted the need for a Party Wall Agreement if the works affect their property, this is matter is a legal matter however and needs to be dealt with separately to the planning process by the relevant parties. Concern has also been raised with regard to possible damage to their property, again this is a legal matter however it is unclear from the submitted details why the proposal should necessary cause damage to neighbour property.

Planning balance

As noted earlier in this report SSDC is not currently able to demonstrate a five-year housing supply. Paragraph 47 of the NPPF sets out the requirement to boost significantly the supply of housing, which is especially relevant whilst the LPA is unable to demonstrate a five-year housing land supply. The NPPF goes on to state under paragraph 134 that where a development "will lead to less than substantial harm to the significance of the designated heritage asset, this harm should be weighed against the public benefits of the proposal".

This application proposes the provision of two new dwellings which will contribute towards meeting the district's housing supply needs and must be viewed as a positive of this proposal. The scale of the development however is very modest and as such its contribution towards meeting the district's housing needs is very limited.

The proposal will also bring some economic benefits in the form of employment opportunities associated with the construction of the new houses, however, given the modest nature of the development such opportunities will only be for a very short duration, as such only very limited weight is afforded to this benefit.

On the other hand, by virtue of the proposed plot at 56c, the proposed development comprises backland development that will be at odds with the historic linear pattern of development that prevails in the locality and as such is considered to be harmful to the character and setting of the surrounding conservation area. Given the permanence of the proposed development it is considered that such a concern should be afforded great weight.

Whilst the drive for new housing is a substantial concern the benefits that this proposal offers will only be modest given the modest scale of the proposal, however, the harm the proposal is considered to cause to the conservation area will be permanent and is, in this instance, considered to outweigh such benefits.

For this reason the proposed development is recommended for refusal.

RECOMMENDATION

Refuse permission for the following reason:

01. The proposed development, by reason of its backland nature, fails to respect the historic linear pattern of development that prevails in the locality and is therefore harmful to the character and setting of the locality and the surrounding conservation area contrary to policies EQ2 and EQ3 of the South Somerset Local Plan. Whilst the proposal will make a positive contribution towards meeting the district's five-year housing supply, such a contribution will be very limited due to its modest scale and is not considered to outweigh the identified harm that the proposal is considered to make to the character of the locality and the character and setting of the conservation area. The application therefore fails to comply with the aims and objectives of sustainable development as set out within policy SD1 of the South Somerset Local Plan and the National Planning Policy Framework.

Informative:

In accordance with paragraphs 186 and 187 of the NPPF the council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The council works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions

In this case, the applicant/agent did not take the opportunity to enter into pre-application discussions.

Agenda Item 15

Officer Report On Planning Application: 17/04870/OUT

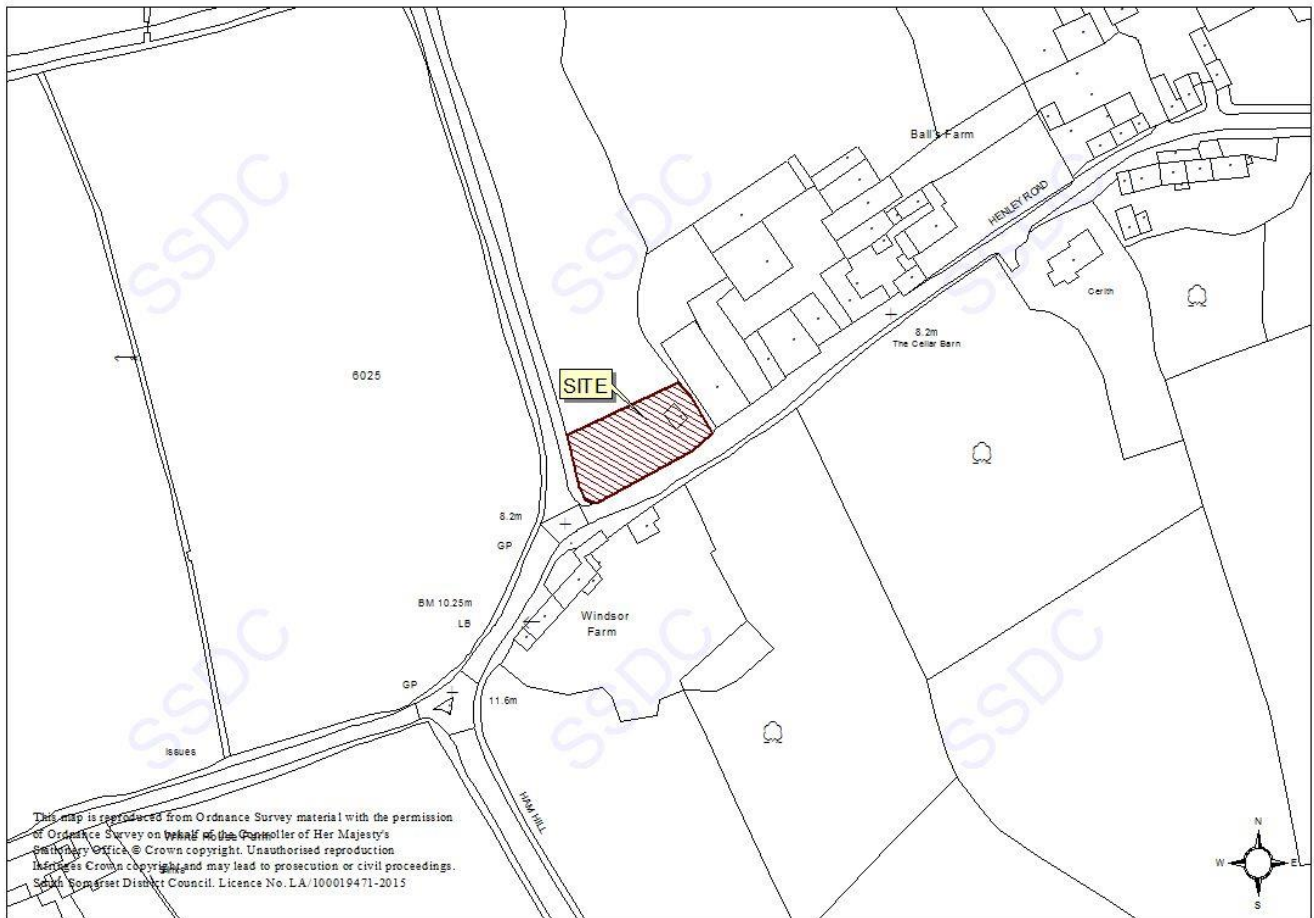
Proposal :	Outline application for alterations to existing accesses and erection of 2 No. dwellings (Revised Application).
Site Address:	Land OS 6730, Henley, Langport.
Parish:	High Ham
TURN HILL Ward (SSDC Member)	Cllr Gerard Tucker
Recommending Case Officer:	John Millar Tel: (01935) 462465 Email: john.millar@southsomerset.gov.uk
Target date :	28th February 2018
Applicant :	Mr Bryan Bartlett
Agent: (no agent if blank)	
Application Type :	Minor Dwellings 1-9 site less than 1ha

REASON FOR REFERRAL TO COMMITTEE

This application is referred to committee at the request of the Ward Member, due to the established need for 'affordable housing' within the parish of High Ham. The Area Chair has agreed that the issues raised should be fully debated by Members.

SITE DESCRIPTION AND PROPOSAL





The site is located in open countryside, on the north side of Henley Road, at the junction with the Nythe Road. Both of these roads are un-numbered classified ('C') roads. The site is agricultural land with roadside hedge boundaries to the south and west. There is a grade II listed house, Windsor Farm, on the south side of Henley Road, opposite the site. A farm with several agricultural buildings adjoins the site to the east. Blackham Wood, a designated Ancient Woodland lies approximately 350m to the south west. It is also within approximately 400m of King Sedgemoor SSSI. Henley Fields County Wildlife Site is also in close proximity.

The application is made for outline planning permission for the erection of two houses. Access is proposed via the new access arrangements provided for use by the new development to the south.

HISTORY

16/04526/OUT: Outline application for alterations to existing accesses and erection of two, two bedroom dwellings - Application withdrawn.

891192: The use of land as a site for a mobile home/residential caravan - Refused. Subsequent appeal dismissed.

883757: Outline: Dwelling - Refused.

POLICY

The South Somerset Local Plan (2006 - 2028) was adopted on the 5th March 2015. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and Section 70(2) of

the Town and Country Planning Act 1990 (as amended), the adopted local plan now forms part of the development plan. As such, decisions on the award of planning permission should be made in accordance with this development plan, unless material considerations indicate otherwise. Legislation and national policy are clear that the starting point for decision-making is the development plan, where development that accords with an up-to-date local plan should be approved, and proposed development that conflicts should be refused, unless other material considerations indicate otherwise.

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

SD1 - Sustainable Development
SS1 - Settlement Strategy
SS2 - Development in Rural Settlements
TA5 - Transport Impact of New Development
EQ2 - General Development
EQ3 - Historic Environment
EQ4 - Biodiversity

National Planning Policy Framework

Core Planning Principles - Paragraph 17
Chapter 4 - Promoting Sustainable Transport
Chapter 6 - Delivering a Wide Choice of High Quality Homes
Chapter 7 - Requiring Good Design
Chapter 10 - Climate Change and Flooding
Chapter 11 - Conserving and Enhancing the Natural Environment
Chapter 12 - Conserving and Enhancing the Historic Environment

National Planning Practice Guidance

Design
Natural Environment
Rural Housing

Policy-related Material Considerations

Somerset County Council Parking Strategy (September 2013)
Somerset County Council Highways Development Control - Standing Advice (June 2015)

CONSULTATIONS

Parish Council: Object - The application was fully discussed at the recent Parish Council meeting. It was acknowledged that a need for housing had been identified. However, it was felt that this may not be the best location within the Parish for these affordable houses.

The Application met with a vote of 2 against and 3 abstentions. One Councillor unable to attend the meeting sent a letter of support to the council for the application.

SCC Highway Authority: Standing Advice applies.

SSDC Highway Consultant: Consider the sustainability issues in transport terms (accessibility and connectivity). Nythe Road and the short length of Henley Road appear suitable to accommodate the low level of traffic that would be generated by the scheme. At the proposed access point, the splays shown on the submitted plan appear excessive. The sightline in the SW direction is more than adequate. The NE splay to the off-side carriageway is incorrectly shown - this needs to extend to the nearside vehicle track line - but in addition, I would imagine vehicle speeds from the NE direction would be reducing on the approach to the junction. The 64.5m splay would be commensurate with vehicle speeds in excess of 37mph when the actual speed of traffic is likely to be lower than this. The agent should assess the likely

speed of traffic from the NE direction and then indicate splays using the guidance set out in Manual for Streets. The width (5m wide) and layout of the access appear suitable and the first 6m of the access should be properly consolidated and surfaced. The parking provision would be influenced by the number of bedrooms per dwelling and the standards set out in the Somerset Parking Strategy. A S.184 road opening notice would be required from SCC. I recommend an amended plan is submitted addressing the above.

Natural England: No objections.

SW Heritage Trust: The application site lies within the Pitney Area of High Archaeological Potential. A 12th/13th century pottery jug was found nearby at Ball's Farm. Early medieval pottery has also been found in the orchard to the south. Fieldname evidence does suggest that there could be a settlement in the vicinity. It is of note that a Grade II listed 15th/16th century farmhouse also lies in close proximity.

For this reason I recommend that the developer be required to archaeologically investigate the heritage asset and provide a report on any discoveries made as indicated in the National Planning Policy Framework (Paragraph 141). This should be secured by the use of the following conditions attached to any permission granted.

"Programme of Works in Accordance with a Written Scheme of Investigation (POW)

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

and:

"Archaeology and ensuring completion of works

No building shall be occupied until the site archaeological investigation has been completed and post-excavation analysis has been initiated in accordance with Written Scheme of Investigation approved under the POW condition and the financial provision made for analysis, dissemination of results and archive deposition has been secured."

SSDC Ecologist: No comments nor recommendations to make.

SSDC Environmental Protection Officer: I concur with the concerns raised. Before being able to reach an informed view I would request that the applicant undertake and submit a noise and odour assessment using the appropriate methodologies. Introducing new receptors to an active agricultural unit presents many possible impacts on residential amenity which would be very difficult to mitigate against should problems occur.

SSDC Landscape Architect: My previous comments (which follow) remain pertinent. PPG - Natural Environment - has re-iterated the necessary role of landscape character assessment in planning for change due to development without sacrifice of local character and distinctiveness, whilst an understanding of landscape character is also utilised to help determine a view on what may - or may not - be acceptable in terms of development and land-use in any particular landscape. It is this capacity of landscape character assessment to inform appropriate development and land-use that is pertinent to this proposal. A development here would clearly erode local character, as has been set out below, hence there remain grounds for objection.

(Comments received in relation to 16/04526/OUT)

Whilst this application site has a degree of correspondence with adjacent built form, I have some concerns with this.

The site is a small grass paddock that lays to the (west) side of Balls Farm, whilst the grade 2 listed Windsor Farmhouse is located to the southwest of the application site, on the opposite side of the road. It is associated with the scattered hamlet of Henley, which is a linear settlement that is characterised by dispersed development form - primarily farmsteads - threaded along the Henley Road (akin to beads on a necklace). There is no nucleus to the settlement.

Whilst development of this site in laying alongside Balls Farm, would not be markedly at variance with the settlement pattern, it can be noted that the above farmsteads currently provide a western 'bookend' to development along the Henley Road, such that this site would extend the settlement's form to the west, to be an extension, rather than infill, of development form. I also note that;

- i. the site falls within the setting of listed farmhouse, with its prospect over open farmland to the north, to thus erode that setting;
- ii. there would be a loss of roadside hedge to the south side of the plot in the necessary pursuit of achieving sightlines to SCC Highways standards and;
- iii. the current farmstead (Balls Farm) is clearly defined to its west side, thereafter the moorland edge is open in character. Two new dwellings here would erode this local characteristic.

I consider the aggregation of these impacts to erode local character and distinctiveness, contrary to local plan policy EQ2.

REPRESENTATIONS

Two letters of objection have been received from local residents, as well as a letter from the NFU raising concerns about the development proposal. The following main points are raised:

- Impact on livestock in adjoining agricultural building, overall ability of the business to function, and impact of adjoining use on residential amenity of future occupiers of the development.
- Impact on highway safety.
- Adverse impact on the character and appearance of the area.
- Remote from the village centre.

Two letters of support have been received from local residents, make the following points:

- There is an identified need in the village for affordable housing. This development will go towards allowing young people to stay in the village.
- Removing hedges around the site would improve visibility at the junction.

CONSIDERATIONS

The main considerations concern the principle of development, impact on the character and appearance of the area and highway safety.

Principle of Development

The application site is located in open countryside to the western end of Henley, a settlement primarily characterised by linear development. The site is approximately 1km from the developed edge of High Ham, to the south, via Ham Hill, a 60mph classified road with no pedestrian footpath or lighting.

In policy context, national guidance contained within the National Planning Policy Framework (NPPF)

sets out a presumption in favour of sustainable development, advising that "local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances." Paragraph 49 of the NPPF also states housing applications should be considered in the context of the presumption in favour of sustainable development, as does policy SD1 of the South Somerset Local Plan (2006-2028).

Policy SS1 (Settlement Strategy) highlights the areas where new development is expected to be focused, grouping certain towns and villages into a hierarchy, of settlements including the Strategically Significant Town (Yeovil), Primary Market Towns, Local Market Towns and Rural Centres. All other settlements are 'Rural Settlements', which policy SS1 states "will be considered as part of the countryside to which national countryside protection policies apply (subject to the exceptions identified in policy SS2. Policy SS2 states:

"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 5.41 (i.e. local convenience shop, post office, pub, children's play area/sports pitch, village hall/community centre, health centre, faith facility, primary school)."

The applicant notes that a housing needs survey has recently been carried out within the Parish of High Ham, with results confirming a need of up to 5 affordable dwellings, with a split of 1 social rented and 4 intermediate solutions. The applicant seeks to justify the proposal by stating that the proposed dwellings will be "offered on the open market to 'First Time' buyers at a reduced market value." While this is commendable, there are no measures proposed to control the 'affordable' element of the proposal, with affordable housing usually controlled by a registered social landlord (RSL), and/or a section 106 legal agreement. By maintaining the properties as open market dwellings, there would be no controls on requiring the properties to be sold at a reduced rate, who they could be sold to or that they would be maintained as such going into the future. As such, the proposed development cannot be seen as constituting 'affordable housing' for which a need has been identified within High Ham.

Notwithstanding the above failure to meet an identified local need, the site adjoins the nearest 'Rural Settlement' of Henley, which comprises of a group of dwellings and farmsteads in a linear form spreading eastwards from the site to Henley Corner. This is a settlement with insufficient services to meet the requirements of SS2 and should therefore be considered as part of the countryside to which national countryside protection policies apply, as specified in Local plan policy SS1. The nearest 'Rural Settlement' that does have the requisite number of key local services to comply with Local Plan policy SS2 is High Ham, which is approximately 1km to the south. Due to this distance and the site is considered to be poorly related to this nearest rural settlement. The site is therefore not considered to be an acceptable location for new residential development in principle, due to its open countryside location and the level of separation from the High Ham. Furthermore, there are no pedestrian links to the village with no roadside footpaths and no lighting. It is also noted that the main road is a busy classified 'C' road, which reduces the likelihood of pedestrian access to local services on safety grounds. It should also be noted that while acknowledging the identified need for affordable housing within the Parish, High Ham Parish Council have objected to the application on the basis that the site is not considered to be an

appropriate location within the Parish for the houses.

Scale, Appearance and Heritage Context

As only access is proposed to be considered at outline stage, the final appearance of the dwellings, and landscaping, would be addressed at reserved matters stage. Nonetheless, the provision of residential development in this location can be assessed in general landscape character terms. It is also noted that specific details are given in respect to the removal of all hedgerow to the south and west roadside boundaries of the site, with existing rails underneath repaired and reinstated. This is said to be with the intention of improving visibility at the proposed site access, and at the junction of Henley Road and Nythe Road.

Policy EQ2 states that "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. Furthermore, development proposals...will be considered against (among other things):

- Conserving and enhancing the landscape character of the area
- Reinforcing local distinctiveness and respect local context
- Local area character
- Site specific considerations

In this case, the application site is located within open countryside, at the edge of Henley. While any proposed development could accord with the prevailing linear character, it is considered that the buildings to the east (Balls Farm) currently provide a coherent edge to the built part of Henley, opening up into moorland edge, with the site and countryside to the north and west defined by its open character. The Council's Landscape Architect has considered the proposal and objected on the basis of erosion of the open character. Concerns are also raised about the impact of loss of hedgerow on the roadside boundaries.

It is also noted that there is a listed building, Windsor Farm, to the south, for which the open farmland to the north (the application site) falls within its setting. As well as the impact on local landscape character, and associated rural context, the proposed residential development of the site, and loss of hedgerows is considered to erode the setting of this heritage asset. As such, it is important to bear in mind that guidance within the NPPF (paragraphs 131, 132, 133 and 134) which introduces, amongst other things, the desirability of sustaining and enhancing the significance of heritage assets, that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, the need to assess whether the development proposal is likely to lead to substantial or less than substantial harm to the significance of a designated heritage asset, and the need to balance the level of harm identified against the public benefits of the proposal. Paragraph 128 also states *"in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation."* No such assessment of the affected heritage asset has been submitted, with no reference even made to it within the application. Despite this, it is unlikely that the development of this site would be deemed to lead to substantial harm to the setting of Windsor Farm. Nonetheless, it is considered that there will be some harm. In cases where less than significant harm is deemed to occur to the significance of a heritage asset, paragraph 134 of the NPPF requires that this harm should be weighed against the public benefits of the proposal. On the basis that the site is deemed inappropriate for residential development, and that no appropriate justification has been put forward for residential

development of the type proposed in this location, it is considered that there are no public benefits that would outweigh the harm to the significance of the heritage asset.

Highway Safety

The proposed development is to be served from an existing agricultural access that will be improved. The plan submitted shows visibility to the north east of 64.5m, and to the south west of 60m. The Council's Highway Consultant has advised that the south west visibility splay is acceptable, however the 64.5m splay is drawn incorrectly as it is taken to the off-side carriageway edge instead of the nearside vehicle tracking line. Notwithstanding this, it is also suggested that 64.5m is greater than required as vehicle speeds are likely to be less than 37mph, which is the speed at which 64.5m would be relevant. It is suggested that an amended plan be submitted with revised visibility commensurate to expected vehicle speeds. An amended plan has not been submitted, however it is considered that appropriate visibility can be provided should the application be approved. In addition, the access width is acceptable, and all other requirements of the County Highway Standing Advice, such as provision of properly consolidated access, drainage and parking, can be met. As such, the proposal is not considered to have any detrimental impact on highway safety.

Residential Amenity

The proposed development is located at sufficient distance from any other nearby property to avoid any unacceptable impact on residential amenity. The site is however located immediately adjacent to an agricultural holding, with a barn on the boundary used (mainly in winter) for the accommodation of livestock. Both the neighbouring landowner, and the NFU, have raised concerns about the proximity of the application site to this holding, with particular concerns raised about disturbance to livestock, and potential impact through odour and noise disturbance to future occupiers of the site. There are also concerns about the future viability of this business should complaints be made in respect to a statutory nuisance in the future. While it is not considered that there would be reasonable planning grounds to refuse on the potential impact on livestock, the impact on future occupiers of the site does raise potential issues.

Local Plan Policy EQ2 includes several criteria aimed at ensuring high quality development, and includes a requirement for *"development proposals should protect the residential amenity of neighbouring properties."* Equally it should be expected that prospective occupiers of new dwellings have their residential amenity protected too by not being sited in inappropriate locations. Likewise, the Core Planning Principles of the NPPF (paragraph 17) states that *"planning should always seek to secure high quality design and a good standard of amenity to all existing and future occupants of land and buildings."*

In this case, the Council's Environmental Protection Officer shares the concerns raised and has suggested that the applicant should arrange for a noise and odour assessment to be undertaken to assess the potential harm. The applicant has declined to carry out such an assessment. As the close proximity of this livestock building is considered likely to give rise to significant potential for harm to the residential amenity of future occupiers of the dwelling, it is considered appropriate to recommend refusal.

Other Issues

The site is within an Area of High Archaeological Potential. It is noted that a 12th/13th Century pottery jug has previously been found at the adjoining Balls Farm, as well as early medieval pottery in an orchard to the south. SW Heritage Trust also note that fieldname evidence suggests that there could be a settlement in the vicinity, and that a Grade II listed 15th/16th century farmhouse also lies in close proximity. It is therefore suggested that should planning permission be granted, appropriate archaeological investigation be conditioned.

The site is near to King Sedgemoor Site of Special Scientific Interest (SSSI), Blackham Wood, designated as Ancient Woodland and Henley Fields County Wildlife Site. It is not however considered that the proposed development would have any adverse impact on these national and locally important sites.

As of 3rd April 2017, the Council adopted CIL (Community Infrastructure Levy), which is payable on all new residential development (exceptions apply). Should permission be granted, an appropriate informative will be added, advising the applicant of their obligations in this respect.

Conclusion

The site is poorly related to key local services, by virtue of distance to these services, and the development fails to provide for an essential need. It is also considered that the associated intrusion into open countryside and failure to respect local character, including harmful impact on the setting of an adjoining heritage asset, makes the scheme unacceptable. It is furthermore considered that the proximity of the site to an adjoining agricultural holding would have the potential to give rise to unacceptable harm to future occupiers of the proposed development.

The development proposal is therefore considered to be unacceptable and fails to meet the aims of sustainable development.

RECOMMENDATION

Refuse permission

FOR THE FOLLOWING REASON(S):

01. The proposal would represent new residential development in open countryside, for which an overriding essential need has not been appropriately justified. The application site is also remote from local services and therefore constitutes unsustainable development that is contrary to policies SD1 and SS1 of the South Somerset Local Plan (2006-2028) and to the aims and objectives of the National Planning Policy Framework.
02. The proposed development by reason of its siting within open countryside, and associated proposed hedgerow removal works, represents an incongruous form of development that would erode local character and distinctiveness, in addition to causing less than significant harm to the significance of a nearby heritage asset. As such, it has an unacceptable impact on the character, appearance and the rural context of the locality. The proposal is therefore contrary to policies EQ2 and EQ3 of the South Somerset Local Plan (2006-28) and provisions of chapters 7, 11, 12 and the core planning principles of the National Planning Policy Framework.
03. The proposed dwelling is unacceptable by reason of its siting in close proximity to an adjoining agricultural building. This relationship has the potential to cause unacceptable harm to the residential amenities of the future occupiers of the proposed dwelling by way of noise and odour generation as a result of the possible use of the adjoining building for the accommodation of livestock. As such it is contrary to policy EQ2 of the South Somerset Local Plan (2006-2028) and the provisions of the core planning principles of the National Planning Policy Framework.

Informatives:

01. In accordance with paragraphs 186 and 187 of the NPPF the council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The council works with applicants/agents in a positive and proactive manner by;
- offering a pre-application advice service, and
 - as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions

In this case, there were no minor or obvious solutions that could be applied during the course of the application to overcome the reasons for refusal.

02. Please be advised that any subsequent approval of this application by appeal will attract a liability payment under the Community Infrastructure Levy. CIL is a mandatory financial charge on development and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice.

In the event of an approval at appeal, you would be required to complete and return Form 1 Assumption of Liability as soon as possible after the grant of permission and to avoid additional financial penalties it is important that you notify us of the date you plan to commence development before any work takes place. Please complete and return Form 6 Commencement Notice.

You are advised to visit our website for further details <https://www.southsomerset.gov.uk/cil> or email cil@southsomerset.gov.uk.