

## **Officer Report On Planning Application: 19/02614/FUL**

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

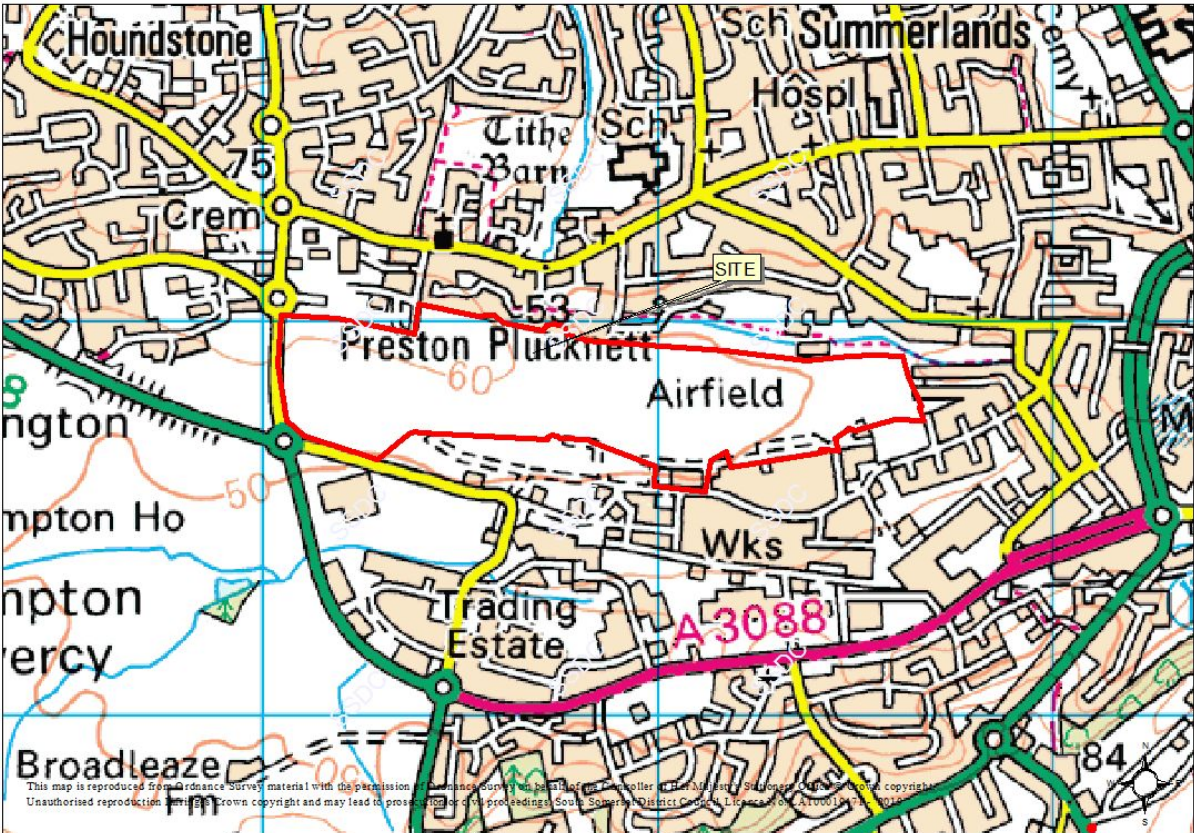
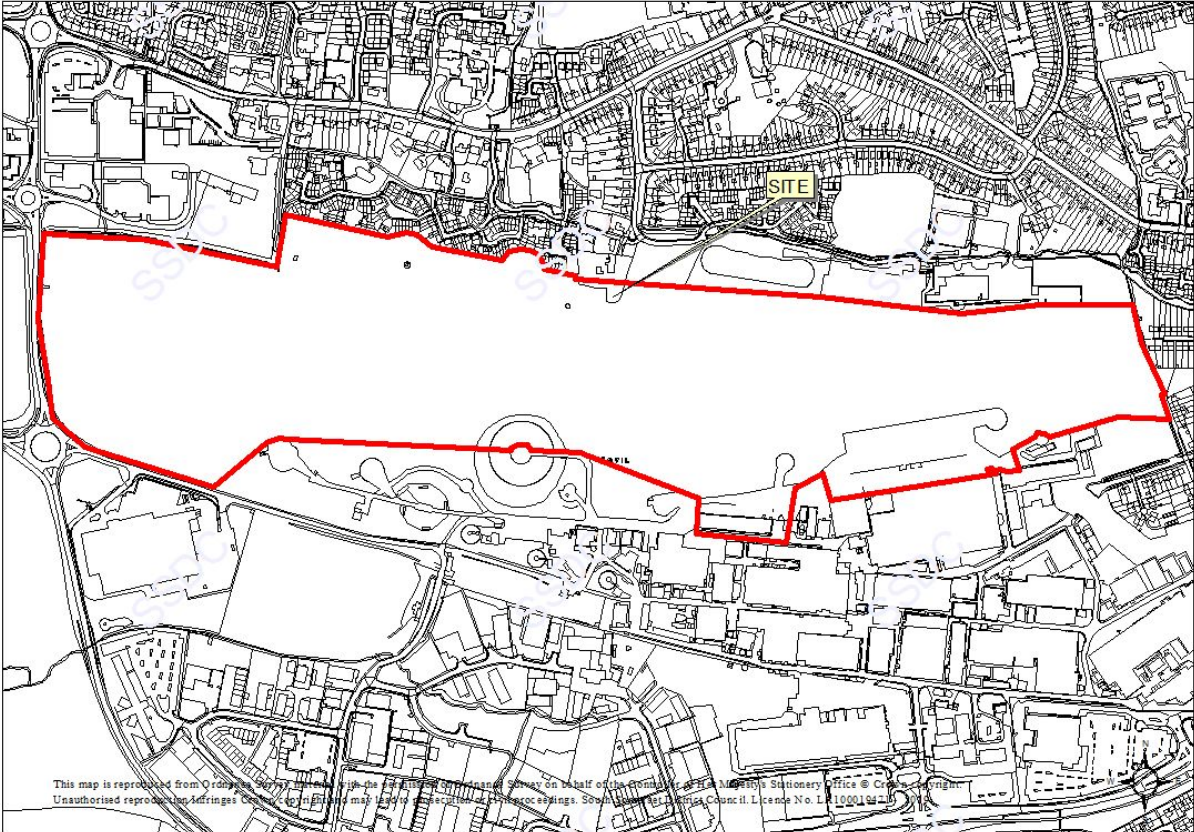
### **REASON FOR REFERRAL TO COMMITTEE**

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

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

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

**SITE DESCRIPTION AND PROPOSAL**



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

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

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

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

The application includes the following supporting documentation:

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

## **HISTORY**

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

The most recent applications include:

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

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

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

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

18/01630/S73 - Application to vary conditions 2 (approved plans), 16 (noise mitigation), and 17 (travel plan) and remove conditions 4 (finished floor levels) and 8 (access arrangements)

of approval 16/03628/FUL. Approved 5/7/2018.

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

16/03628/FUL - The erection of a research and development building, incubator office and light engineering facility (Use Class B1) with associated parking, landscaping, access and security facilities. Approved 2/12/2016

## **POLICY**

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

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

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

### National Planning Policy Framework

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

### National Planning Practice Guidance

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

## **CONSULTATIONS**

Yeovil Town Council:  
Recommend approval.

Brympton Parish Council (adjacent Parish):

Recommend approval.

West Coker Parish Council (adjacent Parish):

Support the application.

County Highway Authority:

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

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

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

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

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

Environmental Protection:

Have no comments to make on the application.

MOD:

Verbal update to be provided at Committee.

Ecologist (Somerset Ecology Services):

Advises:

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

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

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

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

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

#### Natural England:

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

#### South West Heritage Trust:

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

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

#### Local Lead Flood Authority (LLFA):

In their original response the LLFA advised:

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

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

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

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

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

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

#### Wales and West Utilities:

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

#### **REPRESENTATIONS**

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

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

#### **CONSIDERATIONS**

##### Principle

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

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

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

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

#### Residential Amenity

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

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

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

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

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

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

#### Highway Safety

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



are agreed before works commence at the site.

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

#### Setting of Listed buildings and impact upon visual amenity

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

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

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

#### Drainage

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

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

#### Ecology

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

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

#### Other issues

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

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

## Conclusions

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

## **RECOMMENDATION**

Approve

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

## **SUBJECT TO THE FOLLOWING:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Informatives:**

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

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

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