

DRAFT

List of Overgrown vegetation in Pilton village centre with proposed actions

Street	Location	Description of issue	Land owner	Proposed Next steps	
<i>Parsons Batch</i>	Section opposite churchyard	Narrowing of highway		Engage with landowner	
	Section next to Manor	Narrowing of highway		Engage with landowner	
	Short section opposite Manor	Narrowing of highway		Engage with landowner	
<i>A361</i>	Wall of Old School House	Saplings growing on verge over 20m	Somerset Council	Report to SC	
<i>Shop Lane</i>	West side at top – Old Vicarage	Narrowing of highway		Engage with landowner	
	West side at bottom	Narrowing of highway		Engage with landowner	
<i>St Mary's Lane</i>	Opposite car park entrance	Metal tubs	Somerset Council	Request SC to remove them.	
	Opposite village hall top entrance	Narrowing of highway		Engage with landowner	
	Opposite Abbot's Way junction	Narrowing of highway		Engage with landowner	
	Left hand side coming up to A361	Narrowing of highway		Engage with landowner	
	Large tree on Right hand side coming up to junction	Needs Review		Engage with landowner	
<i>Shutwell Lane</i>	Two sections of Lavender	Light trim required		Engage with landowner	
	Opposite Church House	Narrowing of highway		Engage with landowner	
<i>Top Street</i>	Opposite Coffee Shop entrance	Yew Tree etc – needs review		Engage with landowner	
<i>Barrow Lane</i>	Both sides	Narrowing of highway		Engage with landowner	
	Brambles	Maple Tree		Engage with landowner	
	Cedar cottage	Yew		Engage with landowner	
	[Corner property]	Laurel		Engage with landowner	
	The Gable?	Tree next to wall		Engage with landowner	

<i>John Beales Hill</i>	Up towards Top Street	Light trim required		Engage with landowner	
	'Triangle'	Narrowing of highways	???	ASBOs?	
<i>Top Street</i>	Gables?	Narrowing of highways		Engage with landowner	
	South side past stream	Light trim required		Engage with landowner	
<i>East Town Lane</i>	Opposite Chantry House	Narrowing of highways		Engage with landowner	
<i>Lower Street</i>	Right hand side after turning off Neat Lane	Narrowing of highways			
	Pilton House? Cottage	Yew Tree			
<i>Mount Pleasant</i>	Right hand side going up	Drains covered over		Work party?	
<i>Bread Street</i>	Opposite Vicar's cottage	Narrowing of highways		Engage with landowner	
	Box Tree house	Narrowing of highways		Engage with landowner	
	Right hand side into Cumhill	Narrowing of highways		Engage with landowner	
<i>Ford Lane</i>	Mulberry Cottage side	Narrowing of highways		Engage with landowner	
<i>Cumhill</i>	Right hand side past Bier House	Visibility		Engage with landowner	
	Triangle of land below footpath to Tithe Barn	Needs review – state, parking, raised drain covers		PPC discussion	
	Verge outside Church	Light trim required			
<i>Pylle Road</i>	Both sides from postbox up to Orchard House	Narrowing of highways		Engage with landowners	

Somerset Heritage at Risk Priority Categories

Proposed categories based on Historic England Heritage at Risk priorities, with an additional Somerset Legacy Candidate category.

Category	Priority Level	Description	Recommended Action
A	Critical	Immediate risk of rapid deterioration or loss of significance; no solution identified or agreed.	Urgent intervention required.
B	High	Immediate risk of rapid deterioration or loss of significance; solution identified or agreed but not yet implemented.	Progress agreed actions as soon as possible.
C	Medium	Slow but continuing deterioration; no solution agreed.	Investigate options and develop a conservation strategy.
D	Medium-Low	Slow deterioration; solution agreed but not yet implemented.	Secure resources and implement agreed actions.
E	Low	Condition stabilised or under repair, but long-term use, management, or repair programme remains unresolved.	Continue monitoring and secure sustainable future use.
F	Recovery	Repair scheme underway and/or sustainable use identified. Asset remains on register until works are completed and risk removed.	Monitor progress towards removal from register.
L	Legacy Candidate	Asset identified as at risk in a previous survey or register, but current condition has not been verified. Requires re-survey	Priority site visit and condition reassessment required. Following survey, assign to Categories A–F or remove from

		before risk status can be confirmed.	register if no longer at risk.
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Notes for Use

The Legacy Candidate category is a data-quality status rather than a risk level. It identifies assets inherited from previous surveys where the current condition is unknown and requires verification.

Once inspected, Legacy Candidates should be reassigned to Categories A–F or recorded as No Longer at Risk where appropriate.

RE: Consultation and Review of Draft Somerset Heritage at Risk Register

I am writing to invite your Town/Parish Council to review and contribute to the local draft Somerset Heritage at Risk Register for your area.

The Conservation Team at Somerset Council have been compiling a draft Heritage Risk Register for Somerset for the first time, in order to gain a fuller more detailed picture of the scale of the problem as part of the update of the Local Plan which has a central role in establishing a positive and proactive strategy for the historic environment. This draft register will include all listed heritage assets (Grade I, II* and II), Registered Parks and Gardens as well as Scheduled Monuments.

Local heritage assets contribute significantly to the identity, culture, and economy of our communities. However, many historic buildings, structures, monuments, and conservation areas face ongoing threats from neglect, decay, or inappropriate development. To better manage and protect these vulnerable sites, we are updating our comprehensive Heritage at Risk Register.

Because your council holds vital, on-the-ground knowledge of your local area, we would like your assistance to ensure this register is as accurate as possible.

What we would like from you:

We kindly ask that your council reviews the enclosed/attached draft register for your parish and provides feedback on the following:

- **Accuracy Check:** Are the current entries accurately described, located, and mapped?
- **Status Updates:** Has the condition of any listed asset changed recently (e.g., has a building been repaired, or has its condition deteriorated)?
- **Omissions:** Are there any locally or nationally important heritage assets currently at risk in your area that have been missed?
- **Removed Risks:** Should any asset be removed from the register because it is no longer under threat?

How to submit amendments:

Please use the email address heritageatrisk1@somerset.gov.uk to detail any changes, corrections, or new suggestions. Where possible, please include:

1. The asset name and precise location.
2. Clear details regarding its current condition and specific threats.
3. Recent photographic evidence supporting the amendment.

Using CIL for Heritage Restoration:

If your council collects the Neighbourhood Portion of the Community Infrastructure Levy (CIL), we would encourage you to consider allocating some of these funds to your local "at-risk" assets. Under national planning guidelines, CIL can legally be used to fund the provision, improvement, replacement, operation, or maintenance of infrastructure—which directly includes historic environment assets and public realm heritage improvements.

How Your Funding Can Make a Difference:

Financial contributions, even if modest, from your council—whether through CIL, section 137 funds, or general reserves—can be pooled with other available resources to deliver:

- **Emergency Repairs:** Urgent weatherproofing or structural stabilization to prevent the immediate collapse of a local monument.

- **Grant Matching:** Providing the local "match funding" required to unlock larger national grants (such as from the National Lottery Heritage Fund or Historic England).
- **Feasibility Studies:** Funding specialist structural surveys or viability assessments to find new, sustainable uses for empty historic buildings.
- **Public Realm Enhancements:** Improving the signage, pathways, and accessibility around heritage assets within your parish boundary.

Community Volunteers and Local Heritage Champions:

Alongside financial support, local volunteers can play a vital role in helping to safeguard Somerset's historic environment. We would encourage councils to share this project with any organisations and interested residents who may be willing to assist. Volunteers can help by identifying heritage assets at risk, monitoring their condition, providing photographs and historical information, researching ownership and significance, and raising awareness within the community. Local knowledge is often invaluable in helping us build an accurate and up-to-date picture of heritage at risk, and we welcome expressions of interest from individuals who would like to support this important work. Anyone interested in becoming a local Heritage at Risk volunteer can contact us via heritageatrisk1@somerset.gov.uk for further information (please note an automated reply is sent from this inbox but we will respond to your offer in due course).

Next Steps:

If your council is interested in co-funding a specific heritage rescue project in your area, please indicate this when returning your register amendments. We are eager to arrange a brief virtual meeting with your council representatives to discuss potential match-funding schemes and how we can maximize the impact of your local investment.

We look forward to working in partnership with you to preserve the distinct character of your community.

Deadline for responses:

Please ensure all council feedback and amendments are returned to us by **Friday, 30th October 2026**. This timeline will allow us to finalise the document ahead of the upcoming planning policy reviews.

If your council requires an extension due to your meeting schedule, please let me know as soon as possible.

Thank you in advance for your time and dedication to preserving our shared local history.

Yours sincerely,

Somerset Council Conservation Team

SHEPTON MALLET ON THE MOVE — EXECUTIVE SUMMARY

Prepared for Somerset Council and Shepton Mallet Town Council members

Shepton Mallet Town Council | July 2026

This is a summary of the full evidence paper "Shepton Mallet on the Move." Source numbers in brackets refer to the reference list in that full document, available on request.

THE GAP

Shepton Mallet is formally designated in the Mendip Local Plan as a "principal settlement serving a market town role to its wider rural catchment area."¹ Its Townsend Retail Park serves a residential catchment of approximately 59,000 people, which is nearly six times the town's own parish population of 10,595², and its community hospital serves 20 rural parishes. Its public transport provision does not reflect that designation: there is no Sunday service on most routes, no evening service after approximately 19:00, only a limited bus connection to Castle Cary rail station, no direct connection to Bristol, and no bus interchange or adequate shelters.

EVIDENCE STRANDS, ONE STRUCTURAL PROBLEM

Young people. Research engaging 1,660 young people across nine schools found 97% feel there is not enough to do locally, with transport cited as the principal reason; post-16 students face a £30-a-week transport cost should their course require travel outside the operating hours of the 669 Strode College service, and Taunton, Yeovil and Bristol are all unreachable without a car.³

Older people and deprived households. The concessionary pass does not activate until 09:30 on weekdays and cannot be used on Sundays or evenings given that access to buses is non-existent or at best extremely limited for Shepton Mallet residents during these times; together these leave most journeys unaffordable or impossible for pass holders. For the 33.8% of households experiencing at least one dimension of deprivation, running a car instead is often not a realistic, affordable alternative. National data corroborates this locally: the town's most affected neighbourhood ranks among the most deprived 10–20% of neighbourhoods in England on the Government's Indices of Deprivation, and separately, among the most deprived 3% of neighbourhoods nationally (2nd of 58 comparable rural Somerset neighbourhoods) on the OCSI Community Needs Index, a distinct measure of civic and social infrastructure on a different scale. Age and disability are protected characteristics under the Equality Act 2010, and Somerset Council's own local equality framework additionally recognises low income. All three converge in this group.^{4,9,56}

Tourism and the Visitor Economy. Shepton Mallet has huge potential as a tourist destination, with its prison, historic buildings and Strawberry Line connection. The Bath & West Showground alone draws 500,000–

1,000,000 visitors a year yet there is only a limited daytime service; a moderate late-night corridor service is modelled to generate £4.58m in additional consumer spend and 115 FTE jobs annually.^{6,7}

Climate. Transport is 28% of Somerset's carbon footprint, the largest single component. Given the town's poor connectivity, use of the car is often the only option available and contributes to the county's carbon footprint.⁸

A GAP IN PROVISION, NOT IN NEED: THE WELLS COMPARISON

Wells, five miles away and in the same ONS Travel to Work Area, is a well-served town.⁹ The comparison is made to illustrate the scale of the disparity between two similarly sized settlements, not to suggest Wells' provision should be reduced – transport is a vital issue for all the Mendip market towns.

Shepton Mallet has more economically active residents, more net out-commuters and a larger rural catchment than Wells, yet substantially weaker transport provision: Wells has an hourly Bristol service running seven days a week with evening services, a regular bus connection to Castle Cary rail station and a dedicated bus interchange; Shepton Mallet has none of these.⁴ That gap reflects post-deregulation route geography, not differing need. Wells sits on a commercially viable through-route, Shepton Mallet does not.

Measure	Shepton Mallet	Wells
Population (2021 Census)	10,595	11,145
Evening service	Ends ~19:00	Available on route 376; Wells–Street corridor runs until after midnight Mon–Sat
Sunday service	Route 174 only; no Sunday Bristol link	Yes — route 376; Wells–Street corridor runs until after 11:00pm
Direct Bristol service	None	Route 376, ~hourly; last bus from Wells ~22:50 Mon–Sat
Bus interchange	None	Yes, since 1955

Full comparison table, including economic activity, local jobs balance and weekday/Sunday movement counts, is at Section 3.3 of the full report:^{3,4,11}

THE PRIORITY ASKS, IN ORDER OF IMPACT

- Extend evening services on key corridors
- Enhance the Bath–Shepton Mallet service toward hourly frequency
- Extend Sunday service beyond the single existing route (174) to cover Street, and increase Sunday frequency
- Improved demand-responsive transport for the 19 rural LCN parishes not covered by existing services
- Introduce a direct Shepton–Bristol connection, or a lower-cost improved connection to the 376 via Wells

- Extend the new Glastonbury/Street 567 rail-link bus service to serve Pilton and Shepton Mallet en route to Castle Cary
- Support the town's layered transport model, including commissioned services, demand-responsive transport and the emerging Volunteer Car Scheme CIC, through a modest town centre mobility hub

Each intervention addresses several of these needs at once. A Sunday service, for example, would serve older residents, young people, visitors and hospitality workers simultaneously, while cutting the highest-carbon leisure travel day. Because the benefits span so many areas, the total return on investment (measured across health, education, equality, economic and climate budgets) is higher than any single department's assessment would show.

WHAT IT WOULD COST

All figures are indicative planning estimates, independently cross-checked against DfT and CPT bus operating-cost benchmarks in July 2026; accurate costs can only be confirmed through Somerset Council's formal tender process.^{27,53}

Intervention	Type	Indicative cost
Extended evening services minimum to 21:00	Revenue	£45,000–£80,000 p.a.
Enhanced Bath–Shepton frequency	Revenue	£70,000–£130,000 p.a.
Sunday service (Shepton–Wells–Street)	Revenue	£60,000–£120,000 p.a.
Extended DRT, eastern LCN parishes	Revenue	£30,000–£60,000 p.a.
Direct Shepton–Bristol route	Revenue + possible capital	£240,000–£340,000 p.a. (incl. vehicle cost; more if extended to Saturday/Sunday)
174 re-timing / early working (Wells connection)	Revenue or one-off	£15,000–£25,000 p.a. (or one-off £2,000–£5,000)
Extend the 567 rail-link bus service to serve Pilton & Shepton Mallet	Revenue	Service launched August 2026 and still being trialled; not yet costed by the Council. Illustrative estimate only, based on diverting five of the route's 9 daily return trips: £25,000–£45,000 p.a., rising to £40,000–£70,000 p.a. if a second vehicle is required. Diverting the full timetable would cost in the region of £92,000–£127,000 p.a.
Volunteer Car CIC (Year 1)	Revenue	~£9,300 net; £23,700 gross
Town centre mobility hub	Capital	£90,000–£150,000

These are not put forward as a single combined bid: each intervention above is a separate ask, to be considered and funded on its own merits against Somerset's confirmed Bus Services Fund allocation of £13.1m revenue over three years to 2028/29 and ~£11.4m capital over four years to 2029/30, of which even the largest individual item above represents a small fraction.^{35,36}

RECOMMENDED NEXT STEPS

This evidence is offered to inform, not pre-empt, Somerset Council's ongoing work, supported by its consultants, to explore bus franchising and wider network improvements; the priorities below are intended as a direct input to that process.

In order of time-sensitivity:

- circulate summary points from the transport paper to key organisations in and around the town and seek brief endorsements over the next 2-weeks.
- submit this evidence base to Somerset Council's transport commissioning team, local MP and the Somerset Bus Advisory Board by autumn 2026, to influence the LTDP 2027/28 outline
- convene the LCN Community Transport Working Party to progress the Volunteer Car CIC
- apply to Awards for All and Somerset Community Foundation for Year 1 CIC funding
- open discussions with MCT on a formal operational partnership
- identify a possible town centre hub location to feed into 2026/27 capital planning
- join the Community Transport Association for funding guidance and driver recruitment support

Somerset Council is invited to review transport commissioning for the Shepton Mallet area. This cannot wait a few more years: there is scope for immediate, lower-cost wins possibly including the rebalancing of existing resource, alongside the case for further investment set out above. The full evidence paper, "Shepton Mallet on the Move," sets out the complete case, methodology and sourcing behind every figure in this summary.

September 19th

43	Staff Costs	16/09/2026 Month 6	H Richardson	Pilton parish Council	X	736.72		736.72	
44	Staff Costs	16/09/2026 Month 6	R England	Pilton parish Council	X	-	-	-	
45	Office Costs	16/09/2026 INV21496	Scribe	Starboard Systems Ltd t/a	S	31.00	6.20	37.20	PAID DD
46	Burial ground Maintainer	16/09/2026 inv P345665	Commercial Waste Contract	Grist Environmental	S	51.02	10.20	61.22	NEW Beneficiary
47	Working from Home A	19/09/2026 Month 6	H Richardson	Pilton parish Council	X	26.00		26.00	