

## Response ID ANON-8CC9-KDP5-B

Submitted to **Local Plan Issues and Options**

Submitted on **2020-01-27 13:38:23**

### Your details

**What is your name?**

**Forename:**

Brenda

**Surname:**

Maitland-Walker

**Are you making an individual response or on behalf of an organisation?**

Individual

**If individual, please tell us what type:**

Resident of Somerset West and Taunton

**Name of organisation:**

Mrs

**Please choose one from the drop-down list:**

Other

**What is your (personal/organisational) address?**

██████████  
██

██████████  
██████████

**What is your email address?**

██████████  
██

### 1. Overview and objectives

**Do you agree that these are the right Objectives for the Local Plan?**

Agree

**Please provide reasons for your answers (200 words max):**

### 2. Carbon neutrality

**Question 1a: Should we aim to require that all newdevelopment is 'zero carbon' by as soon as possible (e.g. by 2025) or give slightly more time (e.g. by 2030) for developers to adapt their design approaches, materials and suppliers?**

As soon as possible (e.g. by 2025)

**Question 1b: Should we allocate sites for specific renewable energy development or identify broad areas which we consider suitable?**

Identify suitable areas through criteria based policies

**Question 1c: Do you have any comments on these policy approaches?**

**Please provide comments (250 words max):**

We should be careful to protect the grade I and II agricultural land.

Any renewable energy scheme should be carefully investigated. For instance we should ensure that wind farms doe now include SF6 gearing mechanisms.

The use of agricultural buildings to generate renewable energy should be encouraged.

### 3. Sustainable locations

**Question 2a: Do you agree with the tiers that identifies Taunton followed by 6 tiers covering the other settlements?**

No

**If not, what changes would you make and why? (200 words max):**

Minehead is designated in Tier 3. It is already acknowledged the Town is subject to climate change and coastal erosion issues, which to date have not been addressed and no study work undertaken with regard to attenuation.

The existing housing allocation on Hopcott is to date undeliverable, the site is steep and the infrastructure is insufficient to take the surface water. The town has the sea on one side and Exmoor National Park on the other. There is little suitable land available for further development without substantial investment. The investment required will mean increasing the sea defence from 1 in 100 to 1 in 200 year event. There is also the Managed Retreat area which requires further investigation (see Minehead Beach Management Plan - the update to the Shoreline Management Plan).

**Question 2b: Do you think Watchet and Williton should be seen as associated settlements for the purposes of the Local Plan due to their close proximity and in complementing the services of each other (and therefore be in a higher tier to Bishops Lydeard and Wiveliscombe)?**

No - Watchet and Williton should be seen as separate settlements

**Please provide reasons for your answers (200 words max):**

They are totally separate settlements and have different planning constraints.

**Question 2c: Do you think we should carry on with the way housing is currently distributed across our area (see pie chart) or should we be doing something different, such as one of the three options suggested below?**

Increase housing in Taunton and Wellington; and reduce in Minehead and Rural Centres

**Please provide reasons for your answers (200 words max):**

Taunton and Wellington are well served in sustainable terms. Minehead and the Rural centres have limited access, little or no bus services, a lack of cycle routes. Also the coastal strip has a higher than average number of elderly, so the housing churn is greater than most areas. There are few jobs, and those that exist are lower paid. People who live in the area have to commute to either Bridgwater or Taunton to work.

The A39 is the busiest road in Somerset - yet there has been little or no improvements.

There are no cycle routes along this road. If the road is closed the only route to Minehead is via Wheddon Cross. There are several bottlenecks from Williton to Minehead making it less attractive for developers, or businesses.

**What else do you think about housing distribution in our area?**

**Please provide comments (250 words max):**

Both Watchet and Williton have planning constraints. Watchet is a coastal town, and a large area is subject to either flooding from the Washford River or from Coastal erosion. Watchet is not well served in terms of roads. the B3191 is at risk of coastal erosion at Blue Anchor and at West Street, Watchet. The road from Doniford to Bridgwater is also at risk of coastal erosion, and insufficient for increased traffic movements. The only other route out of Watchet is via Williton which has junctions to the A39 which are already struggling to meet existing demand.

Williton is also subject to flooding with some areas falling in flood zone 3. Further work should be undertaken on mitigating flooding taking climate change predictions into account.

Any development along the M5 corridor should include sufficient economic infrastructure to ensure there is employment as well as housing.

**Question 2d: Do you have any comments on these policy approaches?**

**Please provide comments (250 words max):**

Higher densities in town centre should be resisted and development should include more open areas with tree planting to improve air quality.

### 4. New and affordable homes

**Question 3a: Should our housing requirement figure match the Government's minimum figure of 702 dwellings per year or should we have a higher figure?**

The housing requirement should be the Government's minimum figure of 702 dwellings per year

**Please provide reasons for your answers (200 words max):**

**Question 3b: How should we proactively plan for Gypsy, Traveller and Travelling Showpeople pitches?**

Allocate sites specifically for pitches.

**Please provide reasons for your answers (200 words max):**

**Question 3c: Should we require that all new housing developments include a percentage of new homes that are designed to be accessible, adaptable and wheelchair accessible?**

Require a proportion of dwellings to meet the category standard as set out in Building Regulations Part M.

**Please provide reasons for your answers (200 words max):**

As the population is getting older, and people live longer, there will be increased need for accessible and wheelchair friendly homes. Adaptation is much more expensive, than building in the measures at the outset.

**Question 3d: How should we provide for custom self-build plots? Should we:**

Identify and allocate specific sites for self-build plots in locations related to where people want to live according to our self-build register; and/or, Include a requirement for all housing development sites over a threshold to include a proportion of plots as self-build plots; and/or

**Please provide reasons for your answers (200 words max):**

Areas where self build plots have been included in other counties and within the ENP have been very successful, and there is more demand than plots for self build.

**Question 3e: Do you have any comments on these policy approaches?**

**Please provide comments (250 words max):**

There is a need for up to date figures on need for affordable housing. Work has been undertaken in the rural areas where government funding has been available, but not in the larger Towns and Villages. Any allocation should be supported by up to date evidence.

There is a need to include the Government's internal space standard as a minimum. Layout should take into account the possible need for wheelchair access and/or access for pushchairs, and in later life the possible need for lift equipment to ensure people can be cared for at home.

## **5. A prosperous economy**

**Question 4a: Should we ensure the growth of our local economy through an increase in the proportion of higher value jobs (with limited increase of jobs overall) or through a significant increase in the number of jobs?**

Develop bespoke and realistic growth ambitions linked to the Council's Economic Development (Prosperity) Strategy (i.e. increase the proportion of higher value jobs within existing overall job numbers and not pursue a significant increase in job numbers overall); or

**Please provide reasons for your answers (200 words max):**

The area already has a high proportion of low paid jobs, mainly the care industry and tourism. We need to promote and encourage better paid jobs.

**Question 4b: Should we keep all of our existing employment sites and allocations in employment use or should we allow the loss of some to other uses? How should we decide which ones to lose?**

Retain all existing and currently allocated employment sites; or

**Please provide reasons for your answers (200 words max):**

Employment sites are already being lost to housing. Employment sites need to be accessible to transport, we cannot afford to lose these sites.

There is a need for small start up units as well as larger units for business expansion.

**Question 4c: Do you have any comments on these policy approaches?**

**Please provide comments (250 words max):**

agreed

## **6. Infrastructure**

**Question 5a: On what infrastructure should we prioritise developer contributions? (Please rank in order of priority)**

**IO - 5a - ranking - Affordable housing:**

4

**IO - 5a - ranking - Designing for the Climate Change Emergency:**

1

**IO - 5a - ranking - Accessible, Adaptable and Wheelchair Accessible homes:**

2

**IO - 5a - ranking - Strategic Infrastructure (schools, transport, community facilities):**

3

## **Question 5b: Do you have any comments on these policy approaches?**

### **Please provide comments (250 words max):**

The need for SUD's should be high on the agenda and should meet the highest criteria as set out by the SCC's guidelines. SUDs systems should be visible and not crated where possible so they can be maintained and or improved when necessary.

Infrastructure provision via CIL needs further investigation as it is understood the Government intends to review this Policy. S106 is too limited and Parishes and Towns should have more input into what is required within the area.

## **7. Connecting people**

### **Question 6a: How can we encourage people not to use their car when travelling into our towns for shopping and work? How can we provide more opportunities for using public transport in rural areas?**

#### **Please provide comments (200 words max):**

At present cycle routes are inadequate or non-existent between towns and villages. There is no encouragement for people to use anything other than their car for shopping and work.

We should upgrade the A39 to include cycle paths. The route is relatively flat and more people would use cycling to work if there were safe routes. The footpath/cycle route from Carhampton to Minehead is not fit for purpose, it is too narrow and often overgrown, and cyclists use the road where the surface is better, thereby holding up traffic and increasing CO2 emissions. Upgrading this should be a priority in terms of either CIL or S106

### **Question 6b: Do you have any comments on these policy approaches?**

#### **Please provide comments (250 words max):**

6b/1 a must, but consideration should also be given to their geography. For instance if on a steep hill the majority of people will have difficulty cycling/

6b/2 It would be great to restore bus routes, but the first priority should be to improve the existing routes to meet the appropriate standards for use as a cycle route.

6b/3 should meet the SCC guidelines on car and cycle parking standards for all new developments.

6b/4 The government is already insisting on full fibre connections.

6b/5 should also include the effective use of church towers/spires. They have been very successful in many areas as they are usually high and cover a large area of the community.

## **8. The natural and historic environment**

### **Question 7a: Are there any specific measures that you would like to see new developments deliver to improve biodiversity locally?**

#### **Please provide comments (200 words max):**

The existing Local Plan for West Somerset states:

"contr bute towards resolving the flood risk issues which affect the settlement including improving the sea defences protecting the eastern end of the town." a further paragraph should be added to include "the need to increase the existing sea defences to meet the 1 in 200 year flood."

Building near the coast particularly where there is the poss bility of coastal erosion should be resisted, and used to enhance the landscape and environment.

Tree planting should not just be allocated to specific areas, but also integrated into all new developments.

### **Question 7b: Do you have any comments on these policy approaches?**

#### **Please provide comments (250 words max):**

Building on Flood zone 3 should not be permitted. These areas should be used for attenuation to mitigate against the effects of climate change. they could also be used to create nature conservation areas and poss ble further tree planting.

Building on Flood zone 2 should only be permitted if the volume of housing per hectare is reduced allowing more green spaces, tree planting.

## **9. Thriving coastal and rural communities**

### **Question 8a: How should we manage development in rural areas? Should we:**

Have settlement boundaries across the District; or

### **Question 8b: Do you have any comments on these policy approaches?**

**Please provide comments (250 words max):**

8b/6 and 8b/ 7 There should be 'NO' development with a coastal change management area, particularly in the light of climate change predictions.

The council should do the necessary study work to mitigate coastal erosion particularly along the Minehead to Blue Anchor areas, and the Blue Anchor to Watchet and Doniford coastline before creating Policies for the coastline.

## **12. Policies for our places: Wellington**

**Question 11a: Do you have any comments on these policy approaches?**

**Please provide comments (250 words max):**

As Wellington has easy access to the M5 it is appropriate to support new employment uses in the area.

## **13. Policies for our places: the Coastal Strip**

**Question 12a: Do you have any comments on these policy approaches?**

**Please provide comments (250 words max):**

Whilst I support the development of new employment sites, it is important to ensure they are accessible sites for deliveries. Improvements to the A39 are desperately needed, particularly at the major bottlenecks at Washford, Bi brook and Carhampton.

I am concerned by 12a/3 as Minehead does not have sufficient protection along the sea wall to meet the guidelines of 1 in 200 year event. Any enhancement should be undertaken with input from the Environment Agency (see Minehead Beach Management Plan and Shoreline Management Plan).

The development at Watchet East Quay has not started, and care should be taken before any piling takes place particularly in the light of the sea wall breach, and the need for improvements to the Marine harbour wall. Both of which are designated sea defences.