

South Somerset Proposed Submission Local Plan 2006-2028



CONSULTATION STATEMENT APPENDICES - PART TWO

Comprising:

- Appendix 4 - Issues & Options District Executive Report
- Appendix 5 - Early Engagement Workshops
- Appendix 6 - Report on Public Engagement
- Appendix 7 - Examples of the Display Boards
- Appendix 8 - Draft Core Strategy Consultation Responses (Part 1 & 2)



January 2013

Appendix 4

**Issues & Options Report (including
Appendices) to District Executive
3rd December 2009
(including Minutes of the Meeting)**

District Executive – 3rd December 2009

9. Issues and Options Report: Report on the Core Strategy Consultation Responses received

Executive Portfolio Holder: Peter Seib, Economic Development, Planning & Transport

Head of Service: Simon Gale, Assistant Director (Economy)

Lead Officer: Andy Foyne, Spatial Policy Manager

Contact Details: Andy.foyne@southsomerset.gov.uk or (01935) 462650

Purpose of the Report

To inform Members of the number and nature of responses to the Issues and Options report during consultation last year and the key matters emerging for consideration by policies or proposals.

Recommendation(s)

That Members note the responses received and key policy and proposal matters (as set out in Appendix 1) and endorse the programme of work set out in the appendix as required to develop the draft Core Strategy for consultation.

Background

Publication of the South Somerset Core Strategy Issues and Options report in March 2008 complied with the statutory requirement to publish such a document. Consultation took place from 11th March to 30th May 2008. Some 204 people or organisations responded and some 8131 individual responses on all parts of the Core Strategy were recorded. Four workshops were held with town and parish councils in each of the District's 4 areas and the Consultation was formerly advertised and press release produced and press coverage was obtained. Internal consultation workshop with Members and officers were also held.

Report

A schedule of responses to the Issues and Options report has been compiled. This schedule is ordered in accordance with the page order of the Issues and Options report itself. Where Options have been presented in the original Issues and Options report these are presented in graphic form showing what proportion of respondees preferred which options. Where questions have been raised in the Issues and Options report peoples' responses have been set out against each question (the question is re iterated on the schedule).

For each comment or response made by a respondee the relevant evidence from the Core Strategy Evidence Base is marshalled and set out in the adjacent column to support the officer response set out in the third column. The officer response identifies whether there is agreement or not with the initial comments made and whether further work is needed (and the nature of that further work) to develop an appropriate policy or proposal (or to investigate whether such is needed).

The Schedule is around 300 pages long and has been deposited in Area Offices and has been placed on the web site for closer inspection. In view of its size the policy identification and further work coming out of the Responses Schedule has been captured

in summary form in a Review Schedule that is set out as appendix 1. This identifies the issue in question, whether a proposal or policy is needed and sets out the work required as currently understood for developing an appropriate proposal and/or policy.

The Work identified at the start of the appendix to develop a settlement hierarchy is being undertaken through a series of “cluster workshops” with Town and Parish Councils and key stakeholders commencing on 16th November and concluding in mid January. At these cluster workshops officers of the Council will be facilitating debate to reach conclusions based on evidence and local vision and aspiration relating to

- which settlements are suitable for strategically significant growth
- which settlements are suitable for growth to accommodate local needs
- appropriate scale of growth for these settlements
- possible location for growth where of strategically significant scale
- local requirements for employment land

The Regional Spatial Strategy already prescribes the settlement status and scale of growth for Yeovil which is a strategically significant town with a provision of 11,400 dwellings. The focus of the cluster meeting for Yeovil will therefore be on locating the additional growth and identifying associated ancillary land uses needed. In relation to Chard the advanced state of the Urban Regeneration Framework means that consultation will be undertaken imminently through the Consultant’s existing project plan and will focus on the 4 identified options for growth for housing, employment and other associated land uses. It is the intention to identify growth proposals and policies of a strategic nature from the Urban Regeneration Framework and take them forward through the Core Strategy and through the formal consultation process that entails. The timing of consultation on the Urban Regeneration Framework is being planned to co-incide with this intention.

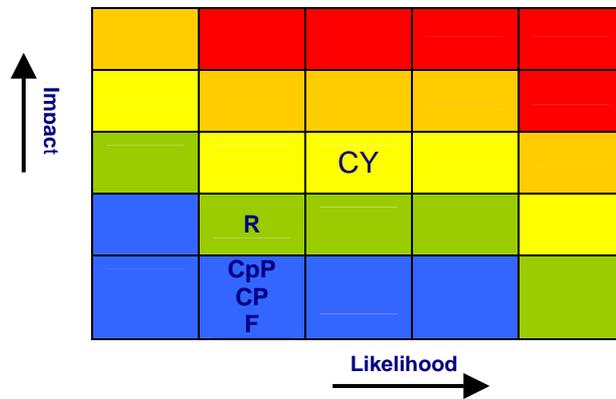
The appendix to this report also incorporates issues and suggested policies deriving from separate but parallel work undertaken to ensure a comprehensive coverage of potential Core Strategy policies. This has entailed a “gap analysis” of all the Government Planning Policy Documents showing where there is an expectation of locally generated policies and where policy cover at national level is deficient, discussions with Development Control colleagues to identify policy matters deriving from application and experience and a review of recently published sound Core Strategies of other Authorities. Where policy has been identified that has already emerged from the Issues and Options responses then this is flagged up by an asterisk in the Review Schedule and where new policy has emerged from this work not previously picked up by the Issues and Options Responses then these are set out at the last section of the Review Schedule under specific heading.

The Review Schedule is the work programme for the policy formulation aspects of the Core Strategy and a deadline date for the policy development of 15th January is established which is co-ordinated with the cluster workshop work. The coming together of both the policy development work and the growth distribution work during January allows the Core Strategy to be drafted and prepared for going through Area Committees in February and March and to District Executive in April. The revised Local Development Review Scheme is anticipated to be brought before members of this Committee in January 2010.

Financial Implications

None.

Risk Matrix



Key

Categories	Colours (for further detail please refer to Risk management strategy)
R = Reputation	Red = High impact and high probability
CpP = Corporate Plan Priorities	Orange = Major impact and major probability
CP = Community Priorities	Yellow = Moderate impact and moderate probability
CY = Capacity	Green = Minor impact and minor probability
F = Financial	Blue = Insignificant impact and insignificant probability

Implications for Corporate Priorities

The Core Strategy and the Policies therein are central to the delivery of the Sustainable Community Strategy and the Corporate Plan (across all five themes)

Other Implications

None

Background Papers: Consultation responses received

Appendix 1: Review Schedule (of Proposals and Policy Issues to address)

Theme	Issue	Policy or not	Work required for policy formulation	When	Comment
Strategy	Identification of “Policy B and C settlements” (as determined by the Regional Spatial Strategy) to determine a settlement hierarchy	Policy	“Cluster” workshops with town and parish councils and key stakeholders to develop the settlement hierarchy	15/1/10	Outcome of Strategic Housing Land Availability Assessment (SHLAA) required to inform
Strategy	Scale of growth for policy B and C settlements	Policy	“Cluster” workshops with town and parish councils and key stakeholders to develop the settlement hierarchy	15/1/10	Outcome of SHLAA required to inform
Strategy	Broad Location of (strategic scale) growth – Yeovil, Chard and Policy B settlements where appropriate	Policy and proposals	“Cluster” workshops with town and parish councils and key stakeholders to develop the settlement hierarchy	15/1/10	Outcome of SHLAA required to inform
Strategy	development policies for other settlements	Policy (ies) covering exceptional case for development and infill	Review of past completions of rural infill and of large sites in non rural centres. Trawl of other Core strategy policies	15/1/10	Restrictions on unsuitable infill and infill in keeping with scale and layout of development to prevent cramming - an issue from Development Control colleagues
	Climate change mitigation and adaptation	Policy	Review Council’s climate adaptation strategy and PPS1 supplement	15/1/10	Climate change covers several themes to be covered in overarching policy
Housing	Affordable housing	Policies on targets (district, site and appropriateness of	Co-ordination with Somerset Strategic Housing Market Assessment (SHMA) project	15/1/10	Viability review is a critical constraint to be undertaken by end of January

		variable target), thresholds, tenure, commutation, exception sites, low cost market housing and balanced housing	team, viability update of SHMA, viability work on thresholds, justification for balanced housing and low cost market housing, review of Sedgemoor's policy in their preferred options report		
	Affordable housing Rural exceptions	Policy	Consider approach to policy application e.g. retain settlements of 3,000 pop or less or list settlements where policy could be applied – will depend on approach to policy C – review of Housing legislation re rights to “staircase” from shared housing to market housing	15/1/10	
	*Density	Policy refining Regional Spatial Strategy (RSS) and Planning Policy Statement (PPS)3 criteria	Reflect settlement strategy (development Policy A, B and C) to express a place specific density policy based on RSS and PPS3, review LDA (Chard Consultants) density proposals for Chard and review recent density monitoring	15/1/10	
	Previously developed land target	Policy	Refining RSS and PPS3 criteria, review of Annual Monitoring Report (AMR) data, assessment of SHLAA sites forthcoming, review of past completion rates	15/1/10	
	*Gypsies and Travellers	Policy (Criteria based)	Review of circular and RSS, discussion with DMU	15/1/10	

			(Consultants for Somerset Gypsy and Traveller Accommodation Assessment) , update on site provision		
	*Travelling showpeople	Policy (Criteria based)	Review of circular and RSS, discussion with DMU and update on site provision	15/1/10	Consider one all embracing policy to address gypsies, travellers and travelling showpeople
	Code for Sustainable homes/BREEAM	Policy (include in a climate change policy)	Evidence search locally for an earlier introduction of higher standards and understanding of market implications	15/1/10	Completion of evidence search for local justification
	Lifetime homes	Policy	Evidence search locally for an earlier introduction and understanding of market implications	15/1/10	Completion of evidence search for local justification
Economic Prosperity	*Farm diversification	Policy	Local evidence of need for policy over and above PPS7 guidance. Needs to cover additional built form and impact on countryside. Discussions with Development Control colleagues	15/1/10	
	*Equine Development	Policy	Local evidence for policy to cover impact on countryside and landscape in particular over and above PSS7 and draft PPS4.	15/1/10	
	*Re use and conversion of	Policy	Develop criteria from pragmatic experience and	15/1/10	

	buildings for employment use in rural areas (residential use secondary)		discussions with Development Control colleagues		
	Employment on locally important but non strategic locations	Policy	Criteria to guide provision based on emerging work from Employment Land Review (ELR) through the Cluster Workshops. Delivery with mixed other land uses will need to be guided by this policy	15/1/10	
	Employment in countryside	Policy	Specific justifications from ELR and criteria needed	15/1/10	
	Protection of employment land	Policy	Refer to local loss rates and relevant criteria for protection (liaise with Economic Development and Development Control colleagues) evidence of viability for employment use and likely take up of protected site is likely	15/1/10	Policy required as there is a vacuum.
	New Economic Development	Policy (covering strategic provision and the amount of employment land, in hectares, required for each significant settlement.)	Based on emerging work from ELR through the Cluster Workshops	15/1/10	
	*Generic Development/ Design	Policy	Review of PPS1 and government guidance	15/1/10	Needs to cover all development design issues etc.

			literature and consideration of SSDC “Creating Quality Places” leaflet and incorporation of this and other Development Control Guidance and village and town statements and guides into policy where possible and appropriate		Early consideration of existing guidance required
	Retail and other town centre development	Policy?	PPS6 and emerging PPS4 are prescriptive	15/1/10	Requirement for a general policy supporting retail in town centres to be explored in the context of PPS6 and developing PPS4 which are prescriptive documents in nature. Reference to retail capacity for towns would be advantageous esp. Yeovil and Chard where early evidence indicates most extra capacity for both convenience and comparison retailing
	Sport Zone	Policy (criteria based)	Review project configuration now and review literature	15/1/10	
	Loss of significant service facilities	Policy	Focus on length of time and voracity and nature of marketing to establish there is no market to support retention before considering alternative uses. Need to liaise with DC and establish clear ground rules	15/1/10	
Transport and Accessibility	Rail line station re-opening	Policy for Chard	Reflect evidence in Chard LDA transport assessment	15/1/10	

	Yeovil Transport Strategy Review (YTSR2)	Emerging policy to be part of Core Strategy	Engage in YTSR2 and pull out policy issues for transport in and around Yeovil	15/1/10	YTSR review publication is critical
	Travel Plans	Policy	Assimilate Local Transport Plan and SSDC emerging policy into a general policy – include employment sites for travel plan policy	15/1/10	
	UWE cycle town initiative	Policy?	Establish policy implications of initial report	15/1/10	
	Modal shift	Policy	Develop policy from YTSR2 and LDA work for Chard to develop modal shift policies for the two largest towns in South Somerset	15/1/10	YTSR review publication is critical and Transport Assessment of Chard URF
	Car parking operational	Policy	Reflecting SCC emerging car parking strategy and RSS	15/1/10	Publication of County parking strategy review critical
	*Car parking residential	Policy	Reflecting SCC emerging car parking strategy and RSS and PPS3 and survey work undertaken in towns	15/1/10	Publication of County parking strategy review critical
	Chard transport	Policy?	Reflecting findings of Chard LDA transport assessment	15/1/10	Transport Assessment of Chard Urban Regeneration Framework
Health and Well being	Open space, sport and recreation standards	Policy	Is the evidence base there, consider what it says, consider role of dual use facilities, differentiation and consideration of adult/community use from structural landscaping and other amenity use	15/1/10	Pursue delivery of open space study by 31/12 at latest. Sport and recreation sections already drafted.
	*Planning	Policy	District Executive Decision to	15/1/10	More detailed policy must await

	obligations/Community Infrastructure Levy (CIL)		review in mid 2010 means that a policy based on the status quo is needed – is a policy needed beyond circular 5/2005?		introduction or otherwise of CIL. If latter suggest a tariff based policy to be pursued via a Supplementary Planning Document (to pick up work done to date on the Planning Obligations Guidance Note)
	*Urban design supporting sustainable transport	Policy?	Consideration of design factors influencing movement (to be part of Generic Development /Design – see above)	15/1/10	
Environmental quality	Renewable or decentralised energy	Policy? (Depends on local evidence for early introduction of higher standards)	Gather local evidence as case for % higher than RSS and a lower threshold than RSS also assess impact on economy	15/1/10	
	Green infrastructure	Policy or suite of them establishing access parameters to amenity land and other public open land and proposals for biodiversity protection	Establish database of sites (parks, woods, informal open space and nature reserves and historic sites) consider linkages between them and access criteria and their maintenance and enhancement	15/1/10	Pursue delivery of open space study by 31/12 at latest. Open space study will present recommendations about access to green infrastructure.
Policy Considerations emerging from sources other than Issues and Options responses					

	Biodiversity	Policy	protecting Brackett's coppice SAX bat flying zone and also reflecting outcome of levels and moors appropriate assessment, Somerset Biodiversity action plan and Biodiversity studies for Chard Yeovil and wider District	15/1/10	Await completion of Biodiversity study but first draft is available
	Agricultural tied dwellings	policy	Need to clarify PPS7 reference to "commensurate with the needs of the holding" to provide clearer guidance for justification	15/1/10	
	Replacement dwellings	Policy	Size and justification	15/1/10	But doesn't new GDO make a policy effectively not possible to apply?
	Restrictions on extent of extensions to properties in open countryside	Policy		15/1/10	But doesn't new GDO make a policy effectively not possible to apply?
	Barn conversions	Policy	Discuss with Development Control colleagues	15/1/10	
	Flats	Policy	Impact on intrinsic residential character	15/1/10	Need to stipulate which settlements this applies to
	Building for life	Policy	Reflecting the government guidance and local aspiration	15/1/10	
	Noise and Air Quality	Policy?	Explore if existing regulations render a policy unnecessary	15/1/10	

* policy matters identified through Planning Policy Statement Gap analysis, liaison with Development Control colleagues and plan review as well as through comments on the Issues and Options Report

South Somerset District Council

Minutes of a meeting of the **District Executive** held on **Thursday, 3rd December 2009** in the Council Chamber, Council Offices, Brympton Way, Yeovil.
(9.30 a.m. – 12.00 p.m.)

109. Issues and Options Report: Report on the Core Strategy Consultation Responses received (Agenda Item 9)

At the commencement of discussion of this item, members of the public present were invited to address the committee on the Issues and Options report.

Mr S Bowler addressed the Committee and questioned the size of development proposed for the town of Ilminster. He said that one part of the Core Strategy document showed Ilminster listed as a Policy B settlement and at another point it was listed as Policy C. He also questioned the need for 19,700 new homes in the area, saying that the document failed to give reasons for the numbers proposed and he said that no serious attempt had been made to deal with food shortages if too much farm land was taken for housing.

Mrs M O'Neill noted that the Core Strategy document currently listed the village of East Coker as a Policy C development area and she asked if the District Executive committee agreed with the figures involved and questioned whether they would mount a legal challenge to them.

Mr D Saunders said he owned a small residential park at Combe St Nicholas and he would like to offer a small piece of adjacent land for affordable housing. He said the land was within walking distance to shops and a Post Office although the boundary would be just outside the current development area of the village.

The Portfolio Holder for Economic Development, Planning and Transport thanked Mr Saunders for his offer and asked him to speak separately to Councillor Pallister as the scheme he proposed may be achievable under current policy.

The Portfolio Holder for Economic Development, Planning and Transport then responded to the other points raised, saying that:-

- Initial workshops had been held with Town and Parish Councils and key stakeholders to discuss the most appropriate policy for each settlement. Formal community consultation would follow in Spring 2010.
- The 19,700 new homes proposed were within the national planning process and it was for SSDC to produce the best plan for the area within this brief.
- The evidence of need for the new homes proposed was partly due to the break up of family relationships and also people moving to the area to retire.
- Whilst there was a national requirement to protect farm land for food production where considerations conflicted the best option for the locality must be negotiated with the local community to see the best way forward.
- SSDC had no plans to mount any legal challenges as the Regional Spatial Strategy document was in draft form only and not worth challenging. The cost of such a challenge would be high and would fall on the tax payers of South Somerset.

The Spatial Policy Manager clarified that the town of Ilminster was listed as a Policy B settlement and it had been an oversight to list it as a Policy C settlement elsewhere

in the document. He explained that the initial consultation which had taken place and the need to 'cluster' villages around the existing market towns for the workshops as officers were not able to visit every Town and Parish Council individually. He said the initial consultation responses would be collated in early 2010 and then further consultation with the public and hard to reach groups would be made. A detailed timetable of the consultation process would be presented to District Executive in February 2010.

In response to questions from Members, the Spatial Policy Manager confirmed that most of the major issues of Town and Parish Councils had been resolved through the initial consultation process and further formal public consultation would follow in 2010.

During discussion, Members noted that this was only the beginning of the consultation process and feedback from Town and Parish Councils attending the cluster workshops had been positive. It was also pointed out that developers would only build houses if they thought that they could sell them so the figure of 19,700 new homes were most likely to be built over a period of years. Members thanked the Spatial Policy Manager and his staff for arranging and attending the workshops and for keeping communities informed.

RESOLVED: That the District Executive noted the responses received and proposal matters (as set out in Appendix 1 of the Agenda report) and endorsed the programme of work as set out in the appendix, required to develop the draft Core Strategy for consultation.

Appendix 5

**Draft Core Strategy (incorporating
Preferred Options October 2010)**

**Early Engagement Workshops
Workshop Notes and List of Attendees**



**South Somerset Local Development Framework
Core Strategy Consultation
Town & Parish Council Presentation Workshop - Area South**

**Notes of meeting held on 14 July 2009 at 2.00pm
Yeovil Innovation Centre, Yeovil**

Attendees

Town and Parish Councils Reps:

Yeovil Town Council
Yeovil Without Parish Council
Brympton Parish Council

East Coker Parish Council

Odcombe Parish Council

South Somerset District Councillors:

Cllr Peter Seib

South Somerset District Council Officers:

Marie Ainsworth (Regeneration Officer – East)

Nick Cardnell (Planner)

Flo Churchill (Interim Planning Policy Team Leader)

Andy Foyne (Head of Service Economic Development Planning & Transport)

Keith Lane (Planner)

Martin Woods (Head of Service Area Development – East)

Jo Wilkins (Planner)

Alan Brown (Yeovil Vision Project Director)

Consultation Strategy

- General support for an early meeting to establish a mission statement setting out what they want to achieve through the consultation process.
- Parish and Town Councillors are keen to view the evidence base however many do not have access to the Council website. It was suggested that a 'Data Room' could be set up for Councillors to view the evidence base. Some Councillors suggested that each Parish Clark could be sent a full hard copy of the evidence base documents.
- At the next meeting it was agreed that once Parish & Town Councillors were more familiar with the evidence base they would be in a better position to discuss the growth options for Yeovil. Essentially this would be taking Councillors through a sieve mapping exercise of sites around Yeovil. Town and Parish Council's would then be asked to select a sub-group of representatives to take things forward.
- The sub-group will then be expected to report back its findings to the full group for sign off and authorisation.
- The outcome of the consultation exercise will be presented in the Core Strategy Submission Document.
- It was decided that these meeting would focus specifically on the growth options of Yeovil. This would mean that other Core Strategy issues would not be covered in as much detail with Parish and Town Council's. It was suggested that should other specific topics emerge, specialist sub-groups could be set up to tackle these issues.

General Comments, Observations & Notes

- It was felt that the evidence base should be made more accessible.
- In Area South there is likely to be a divide in opinion between urban and rural parishes.
- East and West Coker PCs considered that grade 1 agricultural land must be protected from development.
- There was general agreement that meetings should be held in the evening.
- Town and Parish Council's wished to understand what the total physical land take for 5000 homes would be including all the addition service infrastructure; employment, roads, open space, schools and health facilities.
- Early engagement with the Parish and Town Council's has been welcomed.
- Odcombe PC wished to stress the social implications of any planning decisions made in their area. Odcombe is a small community with significant potential for community tension on controversial issues. Suggest that Odcombe and the other Ham Stone villages are consulted in a sensitive manner.
- As this project will include land in West Dorset it is essential that the effected West Dorset PCs be invited to the Yeovil workshops.



**South Somerset Local Development Framework
Core Strategy Consultation
Town & Parish Council Presentation Workshop – Area East**

**Notes of meeting held on 15 July 2009 at 6.30pm
Churchfields, Wincanton**

Attendees

Town and Parish Councils Reps:

Abbas and Templecombe Parish Council
Ansford Parish Council
Barton St David Parish Council
Bruton Town Council
Castle Cary Town Council
Charlton Horethorne Parish Council
Compton Pauncefoot Parish Meeting
Horsington Parish Council
Ilchester Parish Council
Keinton Mandeville Parish Council
North Vale Parish Council

Milborne Port Parish Council
Mudford Parish Council

Queen Camel Parish Council
Stoke Trister and Bayford Parish Council
Wincanton Town Council
Yeovilton Parish Council

Other Groups:

Bruton Trust
Queen Planning Development Group

South Somerset District Councillors:

Cllr Tim Carroll (also Somerset County Cllr)
Cllr Tony Capozzoli
Cllr Michael Lewis
Cllr Peter Seib
Cllr Colin Winder

Somerset County Council:

Cllr Jimmy Zouche

South Somerset District Council Officers:

Nick Cardnell (Planner)
Flo Churchill (Interim Planning Policy Team Leader)
Andy Foyne (Head of Service Economic Development
Planning & Transport)
Keith Lane (Planner)
Helen Rutter (Head of Service Area Development –
East)
Jo Wilkins (Planner)
Pam Williams (Regeneration Officer – East)

Consultation Strategy

- Strategy agreed at Area South and Area North workshops was outlined i.e.:
 - Set up a 'Data Room' containing all local development framework evidence base documents in a fixed location (likely to be Yeovil) where the documents can be viewed at leisure and attendees can have the opportunity to discuss issues with officers. In addition to the static room there will be a 'roving' version, this will visit other parts of the district (using the community bus?). This will enable parish and town councillors to familiarise themselves with the evidence base before considering where growth should be located.
 - SSDC officers to identify key grouping of parishes, taking account of cross-parish impacts. Initial suggested groupings to be forwarded to parish and town

councils for consideration. A sub group would be selected from each parish grouping to engage in the debate regarding growth options (Policy B and Policy C settlements) with officers and other stakeholders.

- Following the initial debate the wider grouping will meet to endorse the decision of the sub group.
- An all area meeting to consider the district as a whole. The outcome of the consultation exercise will be presented in the Core Strategy Publication Document - followed by a period of formal consultation.
- There was general support for the strategy as outlined. Cllr Capozzoli suggested that parish groupings should be based on wards.
- Suggested that the parish groups should be co-ordinated by selected individuals who will be able to feedback to the other discussion groups.

General Comments, Observations & Notes

- Attendees were reminded that calculations as at April 2009 indicate a shortfall 2028 new homes outside of Yeovil.
- Some discussion on the status of parish plans – concern that a lot of time and effort might have been wasted. Existing parish plans have fed into the Sustainable Community Strategy (SCS) process they also provide valuable evidence base for the Core Strategy as the local development framework is expected to reflect the spatial objectives of the (SCS). Attendees were reminded of the Planning Policy Team's commitment to engage with the process at the beginning to ensure linkages with existing strategy and to proof read the document at the end of the process. Confirmed that if a parish plan contains evidence based information this can be used in the consideration of planning applications – moving away from Development Control to Development Management. Those parishes that have completed documents may want to review them to ensure that they reflect the most up to date evidence available.
- Bruton Conservation Area Appraisal issue to be resolved – Helen Rutter dealing.
- Agreed that Flo will send out copies of the presentations and that they, along with the notes of the workshops, will be put on SSDCs web site.



**South Somerset Local Development Framework
Core Strategy Consultation
Town & Parish Council Presentation Workshop - Area North**

**Notes of meeting held on 15 July 2009 at 1.00pm
Long Sutton Golf Club, Long Sutton**

Town and Parish Councils Reps:

Martock Parish Council

Curry Mallet Parish Council
Somerton Town Council

High Ham Parish Council

Kingsbury Episcopi Parish Council
Norton Sub Hamdon Parish Council

Compton Dundon Parish Council

South Petherton Parish Council
Lopen Parish Council

South Somerset District Councillors:

Cllr Peter Seib
Cllr Patrick Palmer
Cllr Roy Mills
Cllr Sue Steele

South Somerset District Council Officers:

Les Collett (Community Development Officer – North)
Nick Cardnell (Planner)
Flo Churchill (Interim Planning Policy Team Leader)
Andy Foyne (Head of Service Economic Development Planning & Transport)
Keith Lane (Planner)
Charlotte Jones (Head of Service Area Development – North)
Tessa Oulds (Community Regeneration Officer – North)
Jo Wilkins (Planner)

Somerset County Council Councillors

Cllr Anne Larpent
Cllr Jimmy Zouche

Consultation Strategy

There was general support by Area North Parishes for the consultation strategy proposed at the Area South Parish Meeting.

- Early meeting to establish a mission statement setting out what we want to achieve through the consultation process.
- Parish and Town Councillors are keen to view the evidence base however many do not have access to the Council website. It was suggested that a 'Data Room' could be set up for Councillors to view the evidence base.
- At the next meeting it was agreed that once Parish & Town Councillors were more familiar with the evidence base they would be in a better position to discuss the settlement hierarchy and issues of growth redistribution.
- At the Area North meeting it was suggested that sub-groups would be made up of a collective of 'like' parishes. This approach has the added benefit of maximising Officer resource time. AF stated that the Planning Policy Team would undertake the work to establish collective groups. Parish Councillors

would then be given the opportunity to object if they felt groupings did not reflect their interests.

- Town and Parish Council's would then be asked to select a sub-group of representatives to take things forward.
- The sub-group will then be expected to report back its findings to the full group for sign off and authorisation.
- The outcome of the consultation exercise will be presented in the Core Strategy Submission Document.
- It was decided that these meeting would focus specifically on the growth options for the district. This would mean that other Core Strategy issues would not be covered in as much detail with Parish and Town Council's. It was suggested that should other specific topics emerge, specialist sub-groups could be set up to tackle these issues.

General Comments, Observations & Notes

- Where can we find the evidence base? AF explained that the Evidence Base would be accessible in a mobile 'Data Room' that would travel around the district and be managed by a member of the policy team.
- It was noted that Parish Councils had yet to receive feedback from their responses submitted to the Core Strategy Issues and Options Document.
- It was noted that the Ham Stone Villages have a strong relationship with each other and could be considered a 'like' collective. As these villages boarder Yeovil, concern was expressed about the volume of development. AF confirmed that he would be willing to meet with these villages on a one-to-one basis to explain the situation.
- Have the Local Education Authority been consulted? AF confirmed that the Local Education Authority had been consulted and will continue to be involved. For clarification it was explained that the level of growth for the rest of the district (excluding Yeovil and Chard) would be unlikely to generate a need for a new school if distributed evenly.
- Parish and Town Councils wished to be notified via email & letter when Evidence Base documents have been published.
- A request was made that Parish and Town Councils are given plenty of warning before a meeting/workshop to allow time to get up to speed with discussion issues.
- Parish and Town Councils were interested in what infrastructure providers had to say about certain development options. It was felt that their specialist knowledge would be invaluable in the decision making process. AF confirmed that they would be invited to meetings but suggested that due to limited resources this maybe better handled through district wide meetings rather than individual parish meetings.
- A request was made to receive an email and letter containing all the links to the evidence base held on the Internet.
- The Area North Manager offered the Internet facilities at the Kellways Officers to all Parish and Town Councils.



South Somerset Local Development Framework
Core Strategy Consultation
Town & Parish Council Presentation Workshop - Area West

Notes of meeting held on 29 July 2009 at 5.30pm
The Henhayes Centre, Crewkerne

Town and Parish Councils Reps:

Crewkerne Town Council

Iminster Town Council

Combe St Nicholas Parish Council

Donyatt Parish Council

Misterton Parish Council

Chard Town Council

South Somerset District Council Officers:

Nicky Doble (Community Development Support – West)

Nick Cardnell (Planner)

Flo Churchill (Interim Planning Policy Team Leader)

Andy Foyne (Head of Service Economic Development Planning & Transport)

Keith Lane (Planner)

Andrew Gillespie (Head of Service Area Development – North)

Zoe Harris (Community Regeneration Officer – West)

Jo Wilkins (Planner)

Jo Manley (Planner)

Margaret Bignell (Planning Assistant)

Rob Murray (Economic Development Officer)

South Somerset District Councillors:

Cllr Carol Goodall

Cllr Kim Turner

Cllr Mike Best

Cllr Geoff Clarke

Cllr Angie Singleton

Cllr Martin Wale

Somerset County Council Councillors

Cllr Anne Larpent

Cllr John Dyke

Consultation Strategy

Area West Parishes generally supported the consultation strategy proposed at the earlier Committee Area Meetings.

- Parish and Town Councillors are keen to view the evidence base however some had problems viewing them on the Council website. Would be keen to have visit from the Community Bus with Officers to discuss the needs of their Parish. It was suggested that the 'Data Room' for Councillors to view the evidence base should be in Yeovil as it has the best public transport links, but might be useful to have documents in Area Offices as well.
- The suggestion of Parish clusters was agreed, but needs to include Parishes outside SSDC for completeness. This approach has the added benefit of maximising Officer resource time. AF stated that the Planning Policy Team would undertake the work to establish collective groups. Parish Councillors would then be given the opportunity to object if they felt groupings did not reflect common interests.
- Parish/Town Plans are a starting point for future consultation meetings. We need to have them as soon as they are available so we have time to look at them.

- We need the Town and Parish Councils to let us know if we should be consulting with adjacent authorities who influence settlements in South Somerset. (Note: Chard looks to Taunton for much of its employment and services; Crewkerne has close links with Dorset parishes).

General Comments, Observations & Notes

- Status of existing Local Plan housing allocations discussed – saved until adoption of the Core Strategy. As the Core Strategy reaches its later stages it will be of greater consideration, but the saved policies are the final fallback. (Note: The LDS will be revised towards the end of the year).
- Development possibilities in settlements below Category C. Settlements in Categories A, B and C have prescribed growth, but may lose their development areas. The criteria set for development in other settlements will be based on sustainability. (Note: current development areas are saved until the Core Strategy is adopted).
- Concerns regarding possible loss of development areas – will some settlements be able to keep them and others lose them? Constraints on development could be stricter through Development Management policies than currently through development areas. A new policy would be needed to retain them. (Note: Windfalls can no longer be included in the housing provision figures, but, as they are likely to occur, there may be scope to delay some greenfield allocations for future supply).
- Will future consultation include Community Planning and other Community groups? We are keen to include all interested groups.
- If land has not yet been identified for the SHLAA is it now lost? No. The SHLAA will be updated annually so other sites could be added. However, sites must be available, suitable and deliverable to be included. Was there a blueprint for sites in the “Call for Sites”? No, but all sites were assessed on the same criteria. We should have a 5-year supply of housing land as a result of the SHLAA. If not, it will be open to developers to put other sites forward. How can Town and Parish Councils argue against SHLAA sites and allocations if all the consultations that have been done by “experts” are in favour? Core Strategy hearings are for discussion, not confrontation. The Inspector is looking for information. Planning Aid could help with presentation of a case. The SHLAA is reviewed annually so there is an opportunity to put other sites forward and remove sites if deliverability, suitability or availability changes.
- What should we be doing now? Encourage Town and Parish Councils and other organisations to engage in the Core Strategy process to inform discussion as much as possible.
- How does viability come into the equation? The development industry are involved in the SHLAA indicating the viability of sites for housing. The Infrastructure Delivery Plan (IDP) will give a broad indication of what infrastructure is required within the District, where, when, how much it will cost, who is responsible for delivery and how it will be funded during the plan period. The key agencies responsible for infrastructure are involved throughout the Core Strategy process.
- How much spatial evidence will be used in the evidence library, for example, the provision of services for the elderly? The initial driver for the Core Strategy is the RSS requirement for 19,700 dwellings by 2026. However, the type of housing, tenure and related infrastructure requirements will be dealt with by Development Management policies. A lot of the evidence has looked at social factors as well.
- Where will the drop-in centre be and when will it be open? Suggest area offices, play bus, central hub in Yeovil.
- Each town should be balanced; open space, community facilities, schools etc as important as housing and employment. Town centres need to be protected as the towns expand.
- The Core Strategy should link to the Crewkerne Vision (Note: already linked to Sustainable Community Strategy).

Summary Report

South Somerset Core Strategy: Parish Cluster Workshops November 2009 – March 2010

As part of an overarching consultation strategy for “front-loading engagement” with parish and town councils following the successful completion of the Evidence Base Tour during September and October 2009 a number of facilitated workshops took place.

The objectives of the workshops were:

- To identify the context for and implications of decisions
- Assist communities to develop their vision based on SCS and growth needs
- Early involvement in decision making and assist with subsequent formal consultation

On 15 October 2009 parish and town councils and identified stakeholders (identified by Area Regeneration staff & the town and parish councils themselves) were notified of the dates and locations of the Cluster Meetings. Nine Clusters were identified and confirmed in discussion with the town and parish councils themselves following the initial workshop launching the Evidence Base Tour during September and October. The Clusters and their make up are appended. A press release was not issued, as this was an “invitation only” event. The invitation letter is shown in Appendix 1.

An initial briefing meeting took place at Haynes Motor Museum, Sparkford on 16 November 2009 with cluster meetings successfully taking place as scheduled between 24th November and 14 December 2009 (the meeting planned for 23rd November was postponed until 9th December so that representatives from Crewkerne Town Council were able to attend). The schedule included a number of dates for follow up meetings should they be required. The schedule is also shown in Appendix 1.

At each meeting members of the Spatial Policy and Area Development teams were present to assist with any queries. Each meeting followed the same format and agenda except for Yeovil, where the growth agenda is already set out in the Regional Spatial Strategy and Chard where much work has already been undertaken by consultants LDA in developing a Regeneration Framework for Chard. The agenda for most of the Clusters was:

CORE STRATEGY INFORMAL CONSULTATION
CLUSTER (number)
(date)
(location)

- 7pm Welcome – the story so far and purpose of the workshop
- 7.10pm Your Place your Views:
- **what type and level of growth/ development do we wish to see (if any) in our parish?**
 - **for each point recorded say why you believe this is needed**
 - **(only for villages) read the settlement policy for villages. Do you think it will protect you adequately and give you the flexibility you need to allow exceptional development to meet any local needs?**
- 7.55pm Comfort break and chance to read the work of other groups
- 8.10pm Discussion about work so far
- 8.40pm Agreeing any aspects that need further discussion
- 8.50pm Concluding comments & close

The objective of the workshops was to establish a clear view of a settlement hierarchy for the District and the scale of growth that should occur in particular places and where strategic scale growth should be located in and around towns. Employment requirement was discussed also as an input into the final Employment Land review stage three report. The implications of placement in the lowest level in the settlement hierarchy and the anticipated limited opportunities for growth in such settlements and the proper policy response to this was also for discussion.

The Yeovil meetings presented options for the urban extension and it was arranged for further work to be undertaken to develop specific Sustainability Assessment of these options and integrate work on infrastructure, general costing and viability issues and the implications of a possible Eco town bid prior to a third meeting in March would seek to refine the options presented in the light of the more detailed work undertaken. The surrounding parishes were given the opportunity to express their views on their position in the hierarchy as set out in the evidence base.

With regards to Chard, the Town Council considered the LDA Masterplan draft but with the wider Cluster Engagement process explained to them and the implications of their decision

for that process made clear. A separate meeting was held for the parish councils around Chard with a combined agenda of both the LDA Masterplan and the general Cluster Workshop agenda to ensure that there was comprehensive engagement with town and parish councils in the south west of the District on both the LDA Masterplan and the wider Core Strategy cluster process.

Notes were made of each Cluster Meeting, these are shown in Appendix 2. Attendees were asked to fill out a feedback form. Initial analysis of the feedback form shows that in answer to the question *Was the Planning Cluster meeting tonight a good opportunity to discuss planning growth issues with others in the Area and record your Parish/Agency's views?* All respondents selected, "good", "very good" or "excellent" options. Feedback generally has been very positive as evidenced by the forms.

Approximately 140 people attended these initial Cluster Meetings, this figure includes parish councillors, stakeholders and district councillors, but excludes South Somerset District Council officers.

Provision for a second round of Cluster Meetings for all Clusters in the event proved unnecessary although a number of meetings with individual parish councils took place at their request, effectively in order to conclude the agenda for specific locations where particular circumstances warranted further work. Those meetings were as follows:

8th December 2009 – Ilminster Town Council

16th December 2009 – Castle Cary Town Council

4th January 2010 – Martock Parish Council

14th January 2010 - Langport & Huish Episcopi Parish Councils

20th January 2010 – Ilchester Parish Council

Notes of these meetings and attendees can be seen in Appendix 3.

Upon completion of all Cluster Meetings a concluding workshop with all the parish clusters was held on 4th March 2010 (excluding Yeovil - although the Yeovil Cluster parishes were invited should they be interested in attending). This presented all invitees with officer reports which took forward the outcomes of the Cluster Meetings and identified and addressed compatibilities and conflicts within the wider District context and in particular the housing and employment requirements. The purpose of the meeting was to:

- Further test and check emerging settlement growth status to be set out in the draft core strategy
- Consider and establish preferred distribution of growth across the District based on 3 options ranging from concentration on B settlements to a more dispersed growth model
- Test and comment on the emerging village/ rural settlement policy

A list of attendees and notes of the meeting can be found in Appendix 4.

A separate Yeovil Cluster Meeting was held on 10th March 2010. This meeting presented the outcomes of the detailed sustainability appraisals of the growth options around Yeovil, findings from engagement with infrastructure providers and the Eco town initiative. Notes of the meeting and a list of attendees can be found in Appendix 5.

APPENDIX 1 - Copy of invitation letters for Parish Cluster Meetings - 15th October 2009

Dear Sir or Madam:

SOUTH SOMERSET DISTRICT COUNCIL CLUSTER WORKSHOPS

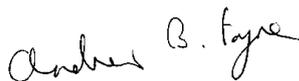
As a local stakeholder you would have recently received a letter dated 8 September 2009 inviting your organisation to attend the planning policy teams 'evidence base tour' of the district following initial area workshops in July. The aim of the tour was to showcase studies already completed by the Council and to inform stakeholders of the full range of evidence that will be used to prepare the Core Strategy Development Plan Document (DPD). Although this tour was principally targeted at our Parish & Town Councillors they felt that an invite should be extended to local organisations and groups that they think would be able to contribute to future meetings and that would benefit from a more involved role.

Following on from the 'evidence base tour' that has now been completed the planning policy team would like to invite you as a local stakeholder to attend a set of 'cluster workshops' that will be discussing the settlement hierarchy for the district, the growth of the districts towns and villages and the implications of growth and non-growth for settlements. The Yeovil workshop will differ as the growth agenda has already been decided by the emerging Regional Spatial Strategy (RSS) and instead this group will focus on specific growth options for a major urban extension. Please note that there is no cluster workshop planned for Chard because this work is being handled through the Chard Urban Regeneration Framework and imminent consultation will be organised by consultants LDA.

To kick-start this process you are formally invited to attend a briefing on the 16 November 2009 at 7pm at Haynes Motor Museum (Merlin 1 Room). This meeting is open to all parish and town councils as well as local stakeholders and is intended to act as a briefing session on the concept of the growth agenda for the district, the process for engaging you and the intentions behind the workshop programme. This initial briefing will then be followed by a set of cluster workshops that are being held between the 26 November and 16 December that you are also invited to attend.

As a local stakeholder you are welcome to attend any of the cluster workshops that you think would be most relevant to you or your organisation. As places are limited we would be grateful if you could let us know which cluster meeting you would like to attend so that we can ensure manageable group sizes. The final cluster group list is enclosed with this letter along with the timetable for the cluster workshops. Should you have issue with any of these arrangements please don't hesitate to contact any member of the planning policy team.

Yours faithfully,



Andy Foyne
Head of Economic Development, Planning & Transport

Enc. Parish and Town Council Cluster List
Cluster Workshops (Dates, venues and times)

Dear Sir or Madam:

SOUTH SOMERSET DISTRICT COUNCIL CLUSTER WORKSHOPS

As a town or parish Councillor you will be aware that the planning policy team have recently carried out an 'evidence base tour' of the district following initial area workshops in July. The aim of the tour was to showcase studies already completed by the Council and to inform Councillors of the full range of evidence that will be used to prepare the Core Strategy Development Plan Document (DPD).

Following on from the 'evidence base tour' the planning policy team would like to invite your parish / town council to send representatives to attend a set of 'cluster workshops' that will be discussing the settlement hierarchy for the district, the growth of the districts towns and villages and the implications of growth and non-growth for settlements. The Yeovil workshop will differ as the growth agenda has already been decided by the emerging Regional Spatial Strategy (RSS) and instead this group will focus on specific growth options for a major urban extension. Please note that there is no cluster workshop planned for Chard because this work is being handled through the Chard Urban Regeneration Framework and imminent consultation will be organised by consultants LDA.

To kick-start this process your parish / town council is formally invited to send two representatives to attend a briefing on the 16 November 2009 at 7pm at Haynes Motor Museum (Merlin 1 Room). This meeting is open to all parish and town councils and is intended to act as a briefing session on the growth agenda for the district, the process for engaging you and the intentions behind the workshop programme. This initial briefing will then be followed by the cluster workshops that are being held between the 26 November and 16 December that your parish and town council is also invited to attend.

We would ask you to again send two representatives to participate in the cluster workshops to act on behalf of your town or parish council, we will ask you for the nominated councillors at the briefing workshop. We appreciate that more people from your council may wish to attend than those spaces allocated. Places have been limited to keep cluster groups to a more manageable size. Should your members wish not to attend, please let us know so that any un-used spaces can then be redistributed to councils that may wish to send additional members?

The final cluster group list is enclosed with this letter along with the timetable for the cluster workshops. Please note the date and venue for your particular cluster workshop. Should you have issue with any of these arrangements please don't hesitate to contact any member of the planning policy team.

Yours faithfully,



Andy Foyne
Head of Economic Development, Planning & Transport

Cc. Ward & Divisional Members
Enc. Parish and Town Council Cluster List
Cluster Workshops (Dates, venues and times)

CLUSTER MEETINGS SCHEDULE

All meetings are to be held between 7-9pm at the venue indicated

Week beginning 23/11

Monday 23rd

Cluster 9 Crewkerne George Hotel Crewkerne

Tuesday 24th

Cluster 6 Ilchester Marston Magna Village Hall

Wednesday 25th

Cluster 4 Castle Cary/Bruton Churchfields Wincanton

Thursday 26th

Cluster 2 Somerton/Langport Edgar Hall Bancombe Trading Estate, Somerton
Cluster 8 Ilminster Shrubbery Hotel, Ilminster

Week beginning 30/11

Monday 30th

Cluster 1 Yeovil Council Chamber Brympton Way Yeovil

Wednesday 2nd December

Cluster 3 Martock Function room George Inn, Martock
Cluster 5 Wincanton/ Milborne Port Churchfields Wincanton

Follow up (if needed)

Week beginning 7/12

Monday 7th

Cluster 8 Ilminster Shrubbery Hotel, Ilminster

Tuesday 8th

Cluster 6 Ilchester Marston Magna Village Hall

Wednesday 9th

Cluster 2 Somerton/Langport Edgar Hall Bancombe Trading Estate, Somerton
Cluster 9 Crewkerne George Hotel Crewkerne

Week Beginning 14/12

Monday 14th

Cluster 1 Yeovil Council Chamber Brympton Way Yeovil
Cluster 5 Wincanton/Milborne Port Churchfields Wincanton

Tuesday 15th

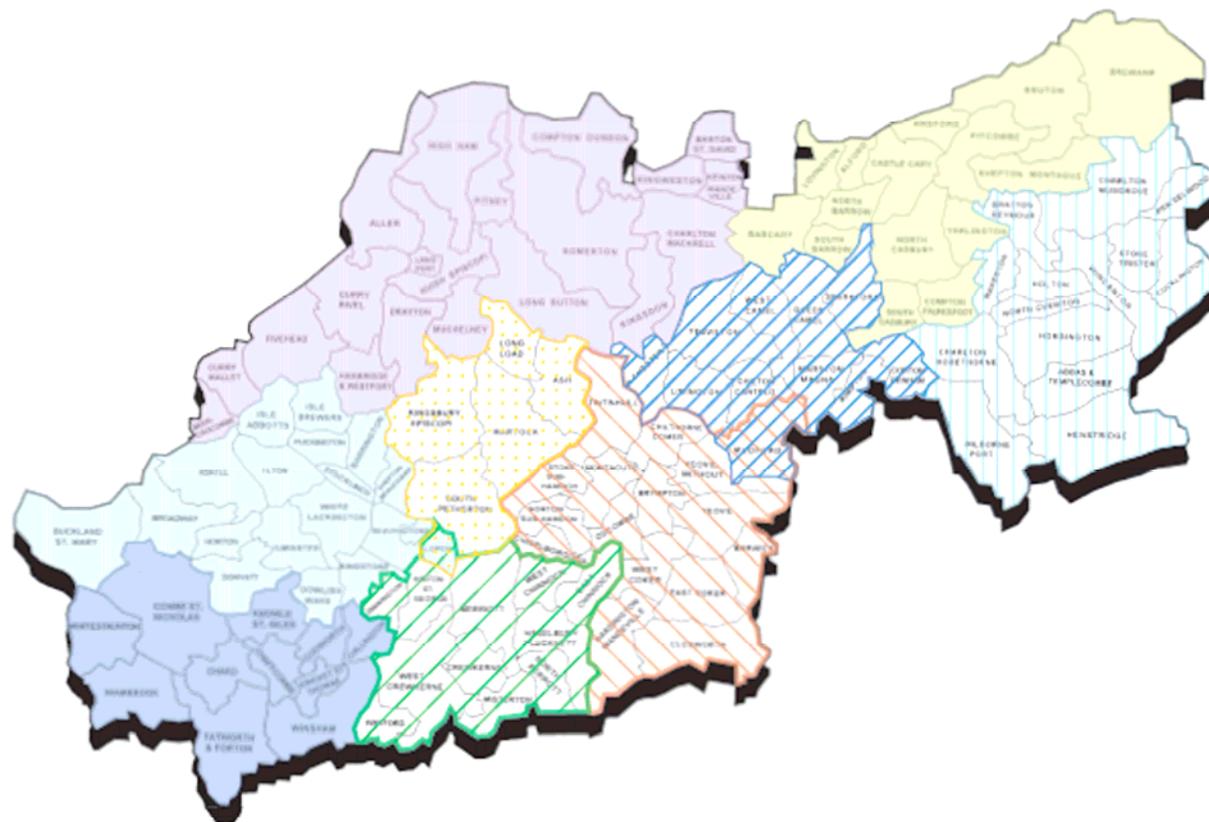
Cluster 3 Martock Function room George Inn, Martock

Wednesday 16th

Cluster 4 Castle Cary/Bruton Churchfields Wincanton

Map of Parish Clusters for Consultation Workshops

Please note that some parishes are in 2 or 3 clusters where natural relationships would appear to suggest that this is appropriate



- Cluster 1**
- Parishes
- Barwick
 - Bampton
 - Bradford Abbas *
 - Chilthorne Damer
 - Chiselborough
 - Closworth
 - East Coker
 - Hardington Mandeville
 - Montacute
 - Mudford
 - Norton-sub-Hamdon
 - Odcombe
 - Queen Thorne Group *
 - Stoke-sub-Hamdon
 - Tintinhull
 - West coker
 - Yeovil
 - Yeovil Without
- * Please note these are West Dorset parishes

- Cluster 2**
- Parishes
- Aller
 - Barton St David
 - Beercrocombe
 - Charlton Mackrell
 - Compton Dundon
 - Curry Mallet
 - Curry Rivel
 - Drayton
 - Fivehead
 - Hambridge & Westport
 - High Ham
 - Huish Episcopi
 - Keinton Mandeville
 - Kingsdon
 - Kingweston
 - Langport
 - Long Sutton
 - Muchelney
 - Pitney
 - Somerton

- Cluster 3**
- Parishes
- Ash
 - Kingsbury Episcopi
 - Long Load
 - Lopen
 - Martock
 - South Petherton

- Cluster 4**
- Parishes
- Ansford
 - Bab Cary
 - Brewham
 - Bruton
 - Cary Moor
 - (Group Parish with Alford, Lovington, North Barrow, South Barrow)
 - Castle Cary
 - Compton Pauncefoot
 - North Cadbury
 - Pitcombe
 - Shepton Montague
 - South Cadbury
 - Yarlington

- Cluster 5**
- Parishes
- Abbas & Templecombe
 - Bratton Seymour
 - Charlton Horethorne
 - Charlton Musgrove
 - Cucklington
 - Henstridge
 - Horsington
 - Milborne Port
 - North Vale
 - (Group Parish with Holton, Maperton & North Cheriton)
 - Penselwood
 - Stoke Trister
 - Wincanton

- Cluster 6**
- Parishes
- Chilton Cantelo
 - Corton Denham
 - Ichester
 - Limington
 - Mudford
 - Marston Magna
 - Queen Camel
 - Rimpton
 - Sparkford
 - West Camel
 - Yeovilton

- Cluster 7**
- Parishes
- Chaffcombe
 - Chard
 - Chillington
 - Combe St Nicholas
 - Cricklet St Thomas
 - Cudworth
 - Knowle St Giles
 - Tatworth & Forton
 - Wambrook
 - Whitestaunton
 - Winsham

- Cluster 8**
- Parishes
- Ashill
 - Barrington
 - Broadway
 - Buckland St Mary
 - Donyatt
 - Dowlish Wake
 - Horton
 - Ilminster
 - Ilton
 - Isle Abbots
 - Isle Brewers
 - Kingstone
 - Lopen
 - Puckington
 - Seavington St Mary
 - Seavington St Michael
 - Shepton Beauchamp
 - Stocklinch
 - Whitelackington

- Cluster 9**
- Parishes
- Crewkerne
 - Dinnington
 - East Chinnock
 - Haselbury Plucknett
 - Hinton St George
 - Lopen
 - Merritt
 - Misterton
 - North Perrott
 - Wayford
 - West Chinnock
 - West Crewkerne

APPENDIX 2 – Process notes for cluster meetings and list of attendees

PROCESS NOTES FOR ...(name of workshop/ date location etc.)

Outcomes Sought:

- To establish and record parish/ stakeholder views on the needs and aspirations of their own communities for growth -housing, jobs and other facilities- scale type and reasons, both individually and collectively within that area.
- To ensure that participants have the chance to explore and discuss the implications of the policy categories B, C and unclassified (as appropriate to their villages/ towns) and what growth can deliver
- To test the match between these local aspirations and the provisional policy designations for growth emerging from the planning evidence base

TIME	ELEMENT (short descriptor of each phase of the meeting including set up, registration, intro, breaks etc.)	WHO (will deliver it)	METHOD (Include questions to be answered method to be used, resources required and sub element timings etc.)
6.15—7.00	Room set up and registration	PP team/ ADT	Collect keys/ sort access (ADT to arrange), do room layout, set up any resources needed, flip chart paper, pens, blu tac(ADT), set out tables and chairs to create welcoming environment PPT/ADT. Give out programme, name label etc. for eve, run registration (PPT)Also bring spares
7.00 – 7.10	Welcome, story so far and purpose of the workshop. Introduce session 1	ADM/ ADT recorder	Short talk, including chance to check that participants are happy with format for the eve. This needs to include the point in the wider process and the headline levels of growth as netted off over the time period. HR to circulate script. Record all feedback to help to shape subsequent sessions
7.10-7.55	Your place your views	All participants	Each parish pair + any cllr or other local stakeholder group. Copy of SHLAA maps available (PPT) and the sustainability appraisal headings sent in pack, spends 45 mins answering:- <ol style="list-style-type: none"> 1. what type and level of growth/ development do we wish to see(if any) in our parish? 2. For each point recorded say why you believe this is needed

			<p>3. (only for villages) read the settlement policy for villages. Do you think it will protect you adequately and give you the flexibility you need to allow exceptional development to meet any local needs?</p> <p>Instruction sheet to each group. Recording your views onto a sheet (s)of flip chart paper. If you have any questions arising from your discussion record it separately or ask the PP team rep to explain</p> <p>ADT/PPT will circulate/ sit with groups to help as needed Pin up you sheets on the wall at the end of the session (45 mins)</p>
7.55- 8.10	Comfort break	All participants	Mill around and read each others work
8.10- 8.40	Discussion of work so far	ADM with PP team rep (in role of expert giving a commentary / stimulating discussion)	<p>ADT Facilitated plenary session:- Groups invited to give headline of deliberations, PPT rep invited to comment on what they have seen, re : the match with the evidence base(Baker, current levels of commitment to housing and workspace land etc.), with chance for Q&A, and this is opened up to the wider group to test the recorded points.</p> <p>. A member of the ADT to record key points to flip chart</p> <p>(NB This session may need to be split in areas with 2 towns and many parishes. Play this by ear.)</p>
8.40-8.45	Agreeing any aspects that need further discussion	ADT	<p>Facilitated discussion in plenary. Summarise for group any areas that appear to require further discussion – this could include disagreement over policy designation (B/C/unclassified) or specific types of growth wanted but looking unlikely to be delivered/ not wanted but implied by designation</p> <p>Check if group wants a second workshop to explore these further</p>
8.45-8.50	Concluding remarks, close	PP team rep	Explain next steps, ask participants to complete feedback forms (ADT East will prepare a draft) and leave in box

Outcomes Sought:

- To establish and record parish/ stakeholder views on the needs and aspirations of their own communities for growth -housing, jobs and other facilities- scale type and reasons, both individually and collectively within that area.
- To ensure that participants have the chance to explore and discuss the implications of the policy categories B, C and unclassified (as appropriate to their villages/ towns) and what growth can deliver
- To test the match between these local aspirations and the provisional policy designations for growth emerging from the planning evidence base

TIME	ELEMENT (short descriptor of each phase of the meeting including set up, registration, intro, breaks etc.)	WHO (will deliver it)	METHOD (Include questions to be answered method to be used, resources required and sub element timings etc.)
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7.10-7.55	Your place your views	All participants	Each parish pair + any cllr or other local stakeholder group. Copy of SHLAA maps available (PPT) and the sustainability appraisal headings sent in pack, spends 45 mins answering:- <ol style="list-style-type: none"> 4. what type and level of growth/ development do we wish to see(if any) in our parish? 5. For each point recorded say why you believe this is needed 6. (only for villages) read the settlement policy for villages. Do you think it will protect you adequately and give you the flexibility you need to allow exceptional development to meet any local needs?

			<p>Instruction sheet to each group. Recording your views onto a sheet (s)of flip chart paper. If you have any questions arising from your discussion record it separately or ask the PP team rep to explain</p> <p>ADT/PPT will circulate/ sit with groups to help as needed Pin up you sheets on the wall at the end of the session (45 mins)</p>
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8.40-8.45	Agreeing any aspects that need further discussion	ADT	<p>Facilitated discussion in plenary. Summarise for group any areas that appear to require further discussion – this could include disagreement over policy designation (B/C/unclassified) or specific types of growth wanted but looking unlikely to be delivered/ not wanted but implied by designation</p> <p>Check if group wants a second workshop to explore these further</p>
8.45-8.50	Concluding remarks, close	PP team rep	Explain next steps, ask participants to complete feedback forms (ADT East will prepare a draft) and leave in box

Parish Cluster Meetings and Attendees November/December 2009

Parish/Stakeholder/Councillor	Representative/s
Cluster 1 Meeting, Monday 30 November 2009	
Brympton	Liz Glashier Chris Legg
Bradford Abbas (West Dorset DC)	Derek Hayward Peter Pepper
East Coker	Justin Bennett M. O'Neill Barrie Hartley
Hardington Mandeville	J R Lloyd Peter Bysouth
Mudford	Dinah Cheek Yvonne Rowlands Stephen Bartlett
Norton sub Hamdon	Prue Biddle
Odcombe	Barry Savildoor Neil Griffiths
Tintinhull	Philip Horsington Mike Hayne
West Coker	Angus McPhee Gina Seaton
Yeovil	Clive Davis
Yeovil Without	Barbara Strong
Yarlington Homes and Galaxy Group	Mike Kay
Somerset County Council Transport	Emma Cockburn
NHS Somerset	Matthew Dominey
Yeovil College	Jane Lewis
SSDC	Cllr Peter Seib Cllr Tim Carroll
West Dorset District Council	Malcolm Woodward (Environment Policy Team Leader)

Cluster 1 Meeting, Wednesday 14 December 2009	
Brympton	Liz Glashier
Bradford Abbas (West Dorset DC)	Derek Hayward Peter Pepper
East Coker	Justin Bennett M. O'Neill Barrie Hartley
Hardington Mandeville	J R Lloyd Peter Bysouth
Mudford	Dinah Cheek Yvonne Rowlands Stephen Bartlett
Norton –sub-Hamdon	Prue Biddle
Odcombe	Barry Savildoor Neil Griffiths
Tintinhull	Philip Horsington Mike Hayne
West Coker	Angus McPhee Gina Seaton
Yeovil	Clive Davis Philip Chandler
Yeovil Without	Barbara Strong
Yarlington Homes and Galaxy Group	Mike Kay
Somerset County Council Transport	Emma Cockburn Stephen Walford
NHS Somerset	Matthew Dominey
Yeovil College	Jane Lewis
West Dorset District Council	Hilary Jordan (Planning Policy Manager)

Cluster 2 Meeting, Thursday 26 November 2009, Edgar Hall, Somerton	
Barton St David	Janet Powell Rob Jarvis
Charlton Mackrell	Alan Tucker

Compton Dundon	Greg Jones Mike Bowles
Curry Rivel	Madelaine King-Oakley
Drayton	Grant Evans Eddie Hancock
Keinton Mandeville	M.C. Richardson
Langport	Duncan Pyle James Grover, Cara Naden
Somerton	David Harrison Pat Bennett
Avon and Somerset Police	Stewart Brand Elaine Seward

Cluster 3 Meeting, 2 December 2009, George Inn, Martock	
Stoke Sub Hamdon	Roger Bevan
Norton Sub Hamdon	Prue Biddle Jennie Harris
Ash	Rosemary Gray
Lopen	S Crane
Long Load	Peter Turpin Bob Mitchell
Martock	Richard Walsh Douglas Campbell
Kingsbury Episcopi	Alison Foskett
SSDC	Cllr Patrick Palmer Cllr Ann Campbell

Cluster 4 Meeting, Wednesday 25th November, Churchfiled, Wincanton	
Ansford	Jeanetter Croney
Bruton	Kevin Viney
Castle Cary	David Dilnut
Compton Pauncefoot	Tim Adams

North Cadbury	Peter Newth
SSDC	Cllr Anna Groskop Cllr John Crossley
Bruton Trust	John Bishton
Yeovil College	Peta Fraser

Cluster 5 Meeting, 2 December 2009, Churchfield, Wincanton	
Abbas & Templecombe	Ian Speight Martin Batchelor
Bratton Seymour	Mr Waltinshaw
Charlton Horethorne	Tony Magson
Henstridge	Adam Temperton
Horsington	June Wood Jackie Pyne
Milborne Port	Ernie Davis Ted Watts John Farley
North Vale Group (Group Parish)	Dave Young
Stoke Trister & Bayford	Mike Dixon
Wincanton	Muriel Cairns
Compton Pauncefoot	Tim Adams
Holton Heritage Trust	Lilian Elson
SSDC	Cllr Tim Carroll Cllr Colin Winder Cllr Lucy Wallace Cllr William Wallace Cllr Peter Seib

Cluster 6 Meeting, 24 November 2009, Marston Magna, Village Hall	
Corton Denham	Mr P S Demmer Mr R Thatcher
Mudford	Yvonne Rowlands Dinah Cheek
Ilchester	Eddie Edmondson Hilary Panter
Queen Camel	Rosemary Heath-Coleman
Sparkford	Tony Bourke Justin Crawford
Yeovilton	Rosemary Jones
Representatives from RNAS Yeovilton	Cdr Richard Seymour
SSDC	Cllr Peter Seib Cllr Tony Capozzoli

Cluster 7 Meeting, 3 December 2009, Holyrood Lace Mill Chard	
Combe St Nicholas	Gerry Sayers
Chaffcombe	Alf Drewer Elaine Drewer Mike Miles Josie Miles
Donyatt	Robin Morrison Lynn Mortimer

Cluster 8 Meeting, Thursday 26th November, Shrubbery Hotel, Ilminster	
Ashill	PT Kingston P A Kalhill
Donyatt	Philip Davies Lynn Mortimer
Dowlish Wake	Mrs H Kemp
Horton	Anne Goody Mike Henry
Ilminster	Steve Fisher Elizabeth Beattie Caroline Cameron Gordon Childs Mark Davis David Miller Stuart Shepherd Paul Whaites M M Excell Paul Whatson
Kingstone	Philip Creed
Lopen	Peter Little
Shepton Beauchamp	Roger Cripps Ian Hawkins
SSDC	Cllr Keith Ronaldson
Avon and Somerset Police	Police Liaison Officer

Cluster 9 Meeting, Wednesday 9th December, George Hotel, Crewkerne	
Crewkerne	Hilary Leamon Robin Paithorpe
Lopen	Brian Drinkall (did not stay)
Merriott	Gil Merrick
SSDC	CLlr Peter Seib

Cluster 1 Meeting

The Yeovil Cluster Meetings considered the options for an urban extension within the 360 degree area of search. The consideration of the those options is set out below:

Group 1 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northern linear extension	Option 2 Brimsmore and Thorne Coffin	Option 3 Yeovil Marsh
1. Improve access to essential services and facilities	...ensure high levels of accessibility to shops, schools, health/leisure facilities and other key services by walking, cycling, and public transport?	<p>Positives:</p> <ul style="list-style-type: none"> - Avoid grade 1 agricultural land and historic park - Minimum flooding compared to SE - Distribute traffic across a number of routes - Add onto Brimsmore <p>Negatives:</p> <ul style="list-style-type: none"> - Would need major infrastructure, existing would not cope - Not located close to existing essential services and facilities, not accessible by walking and cycling, etc - Too spread out to encourage trips by foot/cycle to school etc 	<p>Positives:</p> <ul style="list-style-type: none"> - Avoid grade 1 agricultural land and historic park - Minimum flooding compared to SE - Add onto Brimsmore - More recognisable service centre and equal distance for all surrounding it <p>Negatives:</p> <ul style="list-style-type: none"> - Would need major infrastructure, existing would not cope - Not located close to existing essential services and facilities, not accessible by walking and cycling, etc - Too spread out to encourage trips by foot/cycle to school etc 	<p>Positives:</p> <ul style="list-style-type: none"> - Avoid grade 1 agricultural land and historic park - Minimum flooding compared to SE - Add onto Brimsmore - More recognisable service centre and equal distance for all surrounding it <p>Negatives:</p> <ul style="list-style-type: none"> - Would need major infrastructure, existing would not cope - Not located close to existing essential services and facilities, not accessible by walking and cycling, etc - Too spread out to encourage trips by foot/cycle to school etc
2. Reduce poverty and social exclusion	...benefit particularly deprived areas?	Subject to built form – application process	Subject to built form – application process	Subject to built form – application process
3. Provide sufficient housing to meet identified needs of the community	...increase the range, quality and affordability of housing for all social groups? ...reduce homelessness?	Subject to built form – application process	Subject to built form – application process	Subject to built form – application process
4. Improve health and well being	...improve access to high quality health facilities? ...reduce health inequalities? ...encourage healthy lifestyles through, for example, public open space, green infrastructure?	Subject to built form – application process. Essential to ensure planning by design is followed through to delivery of development	Subject to built form – application process. Essential to ensure planning by design is followed through to delivery of development	Subject to built form – application process. Essential to ensure planning by design is followed through to delivery of development
5. Improve education and skills of the population	...improve qualifications and skills of young people and adults?	Subject to built form – application process	Subject to built form – application process	Subject to built form – application process

Group 1 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northern linear extension	Option 2 Brimsmore and Thorne Coffin	Option 3 Yeovil Marsh
6. Reduce crime and fear of crime	...reduce anti-social behaviour? ...reduce actual levels of crime? ...reduce the fear of crime?	Subject to built form – application process	Subject to built form – application process	Subject to built form – application process
7. Support a strong, diverse and vibrant local economy	...foster balanced economic growth? ...provide jobs for all with a diverse range of employment opportunities? ...ensure accessibility to work by walking, cycling and public transport? ...promote town and local centre vitality and viability?	<ul style="list-style-type: none"> - There is employment land to the west, but not to the east, therefore additional employment land would be needed as part of the allocation. - The development spread along the northern corridor has access to a number of key arterial routes to the town centre 	<ul style="list-style-type: none"> - There is employment land in close proximity to the site but would still need additional employment land as part of the allocation. - Accessibility, this site is the furthest from the town centre 	<ul style="list-style-type: none"> - There is employment land to the west, but not in close proximity, therefore additional employment land would be needed as part of the allocation. - The development has access to a number of key arterial routes to the town centre
8. Reduce the effect of traffic on the environment	...reduce the need to travel? ...increase proportion of journeys made by non-car modes? ...reduce road traffic accidents?...reduce the effect of traffic congestion?	<ul style="list-style-type: none"> - Won't help to achieve a reduction in the need to travel. - More inter development traffic is likely as the schools, services and facilities are not located within easy access to everywhere - Major public transport infrastructure would be required to support thi 	<ul style="list-style-type: none"> - Won't help to achieve a reduction in the need to travel with regard to access to the town centre (bus station/railway station) - If the development results in the provision of supporting services i.e. schools, healthcentre, local shops and located centrally this could reduce the need to travel - Major public transport infrastructure would be required to support this 	<ul style="list-style-type: none"> - Won't help to achieve a reduction in the need to travel with regard to access to the town centre (bus station/railway station) - If the development results in the provision of supporting services i.e. schools, healthcentre, local shops and located centrally this could reduce the need to travel - Major public transport infrastructure would be required to support this
9. Protect and enhance the landscape and townscape	...protect and enhance the landscape and townscape and its local distinctiveness? ...reduce the amount of derelict, degraded and underused land? ...promote visual amenity?	<ul style="list-style-type: none"> - Development on northern escarpment will be visually intrusive and lead to increased light pollution to the north - Pushing pollution into the countryside - Yeovil becomes visibly closer to Ilchester - Loss of agricultural land 	<ul style="list-style-type: none"> - Development on northern escarpment will be visually intrusive and lead to increased light pollution to the north - Pushing pollution into the countryside - Yeovil becomes visibly closer to Ilchester - Loss of agricultural land 	<ul style="list-style-type: none"> - Development on northern escarpment will be visually intrusive and lead to increased light pollution to the north - Pushing pollution into the countryside - Yeovil becomes visibly closer to Ilchester - Loss of agricultural land
10. Conserve and where appropriate enhance the historic environment	...conserve and enhance the cultural heritage, archaeological sites and remains, listed buildings?	Impact on Thorne Coffin Conservation Area and Roman Villa	Impact on Thorne Coffin Conservation Area and Roma Villa	Impact on Yeovil Marsh and Mudford village

Group 1 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northern linear extension	Option 2 Brimsmore and Thorne Coffin	Option 3 Yeovil Marsh
11. Reduce contribution to climate change and vulnerability to its effects	...promote energy efficiency? ...encourage renewable energy? ...reduce carbon dioxide emissions? ...incorporate the principles of sustainable construction? ...make efficient use of water? ...consider the need to adapt to climate change?	Subject to built form – application process	Subject to built form – application process	Subject to built form – application process
12. Minimise pollution (including air, water, land, light, noise) and waste production	...improve and maintain air and water quality? ...minimise noise and light pollution? ...minimise pollution of land and soil (including minimising loss of best and most versatile agricultural land)? ...reduce waste production and increase reuse, recycling and recovery of waste?	Subject to built form – application process	As project deeper into the open countryside than option 1 there would be greater negative impact	As project deeper into the open countryside than option 1 there would be greater negative impact
13. Manage and reduce the risk of flooding	...minimise the risk of flooding to people and property? ...promote the use of Sustainable Drainage Systems (SUDS)?	Would need major investment to mitigate for flood and displacement due to topography of the land	Would need major investment to mitigate for flood and displacement due to topography of the land	Would need major investment to mitigate for flood and displacement due to topography of the land
14. Conserve and enhance biodiversity and geodiversity	...protect and enhance wildlife habitats and sites of geological conservation interest? ...conserve and enhance species diversity, in particular avoiding harm to protected species? ...promote Green Infrastructure?	Care would need to be taken with regard to the potential impact on public footpaths, including Monarchs Way and in addition local biodiversity (unable to identify specific species)	Care would need to be taken with regard to the potential impact on public footpaths, including Monarchs Way and in addition local biodiversity (unable to identify specific species)	Care would need to be taken with regard to the potential impact on public footpaths and in addition local biodiversity (unable to identify specific species)

Group 1 – Options 4-5

Objective	Questions: will the policy / proposal / strategy help to...?	Option 4 Keyford and West of A37	Option 5 <u>Cartgate</u>	
1. Improve access to essential services and facilities	...ensure high levels of accessibility to shops, schools, health/leisure facilities and other key services by walking, cycling, and public transport?	<ul style="list-style-type: none"> - Would need major infrastructure, existing would not cope - Not located close to existing essential services and facilities, not accessible by walking and cycling, etc 	<ul style="list-style-type: none"> - Would need major infrastructure, existing would not cope - Not located close to existing essential services and facilities, not accessible by walking and cycling, etc - Heavy reliance on designing in essential services and facilities as no existing 	
2. Reduce poverty and social exclusion	...benefit particularly deprived areas?	Subject to built form – application process	Subject to built form – application process	
3. Provide sufficient housing to meet identified needs of the community	...increase the range, quality and affordability of housing for all social groups? ...reduce homelessness?	Subject to built form – application process	Subject to built form – application process	
4. Improve health and well being	...improve access to high quality health facilities? ...reduce health inequalities? ...encourage healthy lifestyles through, for example, public open space, green infrastructure?	Subject to built form – application process. Essential to ensure planning by design is followed through to delivery of development	Subject to built form – application process. Essential to ensure planning by design is followed through to delivery of development	
5. Improve education and skills of the population	...improve qualifications and skills of young people and adults?	Subject to built form – application process	Subject to built form – application process	

Group 1 – Options 4-5

Objective	Questions: will the policy / proposal / strategy help to...?	Option 4 Keyford and West of A37	Option 5 <u>Cartgate</u>	
6. Reduce crime and fear of crime	...reduce anti-social behaviour? ...reduce actual levels of crime? ...reduce the fear of crime?	Subject to built form – application process	Subject to built form – application process	
7. Support a strong, diverse and vibrant local economy	...foster balanced economic growth? ...provide jobs for all with a diverse range of employment opportunities? ...ensure accessibility to work by walking, cycling and public transport? ...promote town and local centre vitality and viability?	<ul style="list-style-type: none"> - Closer to the town centre reducing pressure on the northern routes into town and increasing likelihood of use of the town centre - Greater potential for connectivity to town centre and work by cycling/walking - Needs supporting infrastructure 	<p>Would benefit from rapid bus transport link. Employment sites would be integral to the development to promote sustainability.</p> <p>Would not support the town centre development due to distance.</p>	
8. Reduce the effect of traffic on the environment	...reduce the need to travel? ...increase proportion of journeys made by non-car modes? ...reduce road traffic accidents?...reduce the effect of traffic congestion?	<ul style="list-style-type: none"> - Needs improved public transport - Close proximity to hospice - Good access to leisure and open space with close proximity to Country Park and open countryside 	Could be achieved but dependent on the provision of public transport infrastructure	-
9. Protect and enhance the landscape and townscape	...protect and enhance the landscape and townscape and its local distinctiveness? ...reduce the amount of derelict, degraded and underused land? ...promote visual amenity?	Mostly grade 3 agricultural land, however would result in the loss of some grade 1 land	No specific value to the land or landscape therefore minimal detrimental impact	
10. Conserve and where appropriate enhance the historic environment	...conserve and enhance the cultural heritage, archaeological sites and remains, listed buildings?	Consideration given for Roman Villa nearby	By concentrating development here it protects areas of interest in the surrounding areas of Yeovil	

Group 1 – Options 4-5

Objective	Questions: will the policy / proposal / strategy help to...?	Option 4 Keyford and West of A37	Option 5 <u>Cartgate</u>	
11. Reduce contribution to climate change and vulnerability to its effects	...promote energy efficiency? ...encourage renewable energy? ...reduce carbon dioxide emissions? ...incorporate the principles of sustainable construction? ...make efficient use of water? ...consider the need to adapt to climate change?	Subject to built form – application process	High dependence on public transport to achieve major benefit for climate change	
12. Minimise pollution (including air, water, land, light, noise) and waste production	...improve and maintain air and water quality? ...minimise noise and light pollution? ...minimise pollution of land and soil (including minimising loss of best and most versatile agricultural land)? ...reduce waste production and increase reuse, recycling and recovery of waste?		Subject to built form – application process	
13. Manage and reduce the risk of flooding	...minimise the risk of flooding to people and property? ...promote the use of Sustainable Drainage Systems (SUDS)?	Would need major investment to mitigate for flood and displacement due to topography of the land and consideration for the river in the valley	Would need some investment to mitigate for flood and displacement.	
14. Conserve and enhance biodiversity and geodiversity	...protect and enhance wildlife habitats and sites of geological conservation interest? ...conserve and enhance species diversity, in particular avoiding harm to protected species? ...promote Green Infrastructure?	Care would need to be taken with regard to the potential impact on public footpaths and in addition local biodiversity (unable to identify specific species). Development may help to protect and enhance important biodiversity, eg adjacent Country Park	Unaware of anything significant for consideration.	

Group 2 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northwest	Option 2 Northeast	Option 3 Barwick
1. Improve access to essential services and facilities	...ensure high levels of accessibility to shops, schools, health/leisure facilities and other key services by walking, cycling, and public transport?	<p><i>Pro's</i> -Level area for cycling & walking. -Easy access to services adjacent to site. -Employment area's close by & football club. -Close to A303 and London link's. -Cartgate link carries bus services from large outlying villages, employment created would be easily accessible to those people via public transport. -A37 linking Yeovil to Yeovilton. - 5000 would bring more public facilities to neighbouring existing housing developments.</p> <p><i>Cons</i>- Too far from town centre. -Very few bus stops in vicinity, buses would have to be diverted off Cartgate. - Long way from train station.</p>	<p><i>Pro's</i> – Closer in proximity to town centre. - Close to A37 & A 303. - Four link roads into town.</p>	<p><i>Pro's</i> – Closest site to town centre. - Close to A37. - Potential to hugely improve sustainable access to train station or sustainable transport interchange between both lines. - Could make PT to station viable.</p>
2. Reduce poverty and social exclusion	...benefit particularly deprived areas?	<p>Developer should adopt 'designing out crime' principles. <i>Pro's</i> – 5000 should get more facilities than smaller development therefore reducing social exclusion. - Thorne Lane key site close by which should have some facilities <i>Cons</i> – Too far from town for non car users, public transport would have to be excellent.</p>	<p><i>Pro</i> – Raise quality of services and provision to Mudford and Yeovil east.</p>	<p><i>Pro</i> – Upgrade existing housing (Barwick and Stoford).</p>
3. Provide sufficient housing to meet identified needs of the community	...increase the range, quality and affordability of housing for all social groups? ...reduce homelessness?	<p><i>Pro</i> – 35% social housing will be required.</p>	<p><i>Pro's</i> – Mix - Life time homes policy.</p>	<p><i>Pro</i> – High quality houses to increase site viability to supplement affordable housing.</p>
4. Improve health and well being	...improve access to high quality health facilities? ...reduce health inequalities? ...encourage healthy lifestyles through, for example, public open space, green infrastructure?	<p><i>Pro</i> – 5000 should provide healthcare facilities to local community eg. Doctors surgery etc., plus open spaces. - close to Yeovil football club.</p>	<p><i>Pro's</i> – Cycle path and walking through country park. - access to schools and college</p>	<p><i>Pro's</i> – Open spaces built into development. - Good cycle and walking links through site, leisure and utility use.</p>
5. Improve education and skills of the population	...improve qualifications and skills of young people and adults?	<p><i>Pro's</i> – 5000 should provide school facilities -Reasonable links to collage - Close to existing employment, possible apprentice schemes.</p>	<p><i>Pro's</i> – Easy access t secondary school and Yeovil college plus S 106.</p>	

Group 2 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northwest	Option 2 Northeast	Option 3 Barwick
6. Reduce crime and fear of crime	...reduce anti-social behaviour? ...reduce actual levels of crime? ...reduce the fear of crime?	Design issue.	<i>Pro's</i> - Open spaces - Improved social and leisure facilities	<i>Pro</i> – Green spaces.
7. Support a strong, diverse and vibrant local economy	...foster balanced economic growth? ...provide jobs for all with a diverse range of employment opportunities? ...ensure accessibility to work by walking, cycling and public transport? ...promote town and local centre vitality and viability?	<i>Pro's</i> – Already some opportunities with existing employment close by. - New nucleus for new community. - Links with Thorne Lane.	<i>Pro's</i> – Close to Penn Mill Station - Supermarket. - Pen Mill trading estate. - Access Gillingham, Salisbury, Street and Bristol etc.	
8. Reduce the effect of traffic on the environment	...reduce the need to travel? ...increase proportion of journeys made by non-car modes? ...reduce road traffic accidents?...reduce the effect of traffic congestion?	<i>Pro's</i> – Cartgate link coming from A 303. - Thorne Lane key site will provide a new road. - A 37 close by. - Western Ave.	<i>Pro's</i> – Station N bus route (existing). - Access to cycle route. - Arterial routes into centre of town. - Monorail.	<i>Pro</i> – Good potential for walking cycling, bus & rail.
9. Protect and enhance the landscape and townscape	...protect and enhance the landscape and townscape and its local distinctiveness? ...reduce the amount of derelict, degraded and underused land? ...promote visual amenity?	<i>Pro's</i> – Protecting grade 1 agricultural elsewhere. - Extension of land already earmarked for development (Thorne Lane) <i>Con</i> – Will be seen on escarpment but least visual impact.	<i>Con</i> – Moderate capacity to accommodate built development.	Build landscape into site and provide for maintenance.
10. Conserve and where appropriate enhance the historic environment	...conserve and enhance the cultural heritage, archaeological sites and remains, listed buildings?	- Mild impact on Thorne Coffin but keeping away from main historical areas (hamstone villages). Thorne Coffin could be a village green due to small size and protected by creating further planting minimising visual impact to villagers.	Hundred Stone – Planning gain used to enhance green spaces and heritage (currently not well known).	

Group 2 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northwest	Option 2 Northeast	Option 3 Barwick
11. Reduce contribution to climate change and vulnerability to its effects	...promote energy efficiency? ...encourage renewable energy? ...reduce carbon dioxide emissions? ...incorporate the principles of sustainable construction? ...make efficient use of water? ...consider the need to adapt to climate change?	<i>Pro's</i> - Developer to adopt high standard of sustainable build - Can walk and cycle to work - Landscape not as steep to north of Yeovil as south.	- Potentially use sewage treatment works as a fuel. - Hydro power on river Yeo.	
12. Minimise pollution (including air, water, land, light, noise) and waste production	...improve and maintain air and water quality? ...minimise noise and light pollution? ...minimise pollution of land and soil (including minimising loss of best and most versatile agricultural land)? ...reduce waste production and increase reuse, recycling and recovery of waste?	<i>Pro's</i> – Mostly grade 2 & 3 agricultural land, no grade 1 in this area. - Close to existing recycling centre.	- Close to sewerage treatment plant - Upgrade to improve system for all.	
13. Manage and reduce the risk of flooding	...minimise the risk of flooding to people and property? ...promote the use of Sustainable Drainage Systems (SUDS)?	<i>Pro</i> – No known flooding & no impact on minimal flooding area's adjacent.	- Touches flood plain but can follow course of river without impacting.	
14. Conserve and enhance biodiversity and geodiversity	...protect and enhance wildlife habitats and sites of geological conservation interest? ...conserve and enhance species diversity, in particular avoiding harm to protected species? ...promote Green Infrastructure?	<i>Pro's</i> – No triple S'l's or known high quality wildlife habitats. - Could create a new woodland area and or nature reserve as part of new development.	- By insuring development follows profile of river encourage wildlife habitat along riverside.	

Group 3 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northern Extension (Parking Zones 6,172)	Option 2 5,000 Eco Town Extension	Option 3 Compromise 2,500 North-East to West & 2,500 South-West
1. Improve access to essential services and facilities	...ensure high levels of accessibility to shops, schools, health/leisure facilities and other key services by walking, cycling, and public transport?	<ul style="list-style-type: none"> • 4 'spine' links into town. • Expansion of existing schools • Cycling links via spines • Link road (not relief road) East/West thus avoid town circular journeys 	Difficult to link to existing, would require own facilities. Access to Yeovil would require/result in increased traffic not cycling/walking	Benefits of option 1 still apply
2. Reduce poverty and social exclusion	...benefit particularly deprived areas?	<ul style="list-style-type: none"> • Community facilities will support and improve deprived area's to the east 	<ul style="list-style-type: none"> • Would create exclusion and divide from existing Yeovil 	
3. Provide sufficient housing to meet identified needs of the community	...increase the range, quality and affordability of housing for all social groups? ...reduce homelessness?	Same for all options:- 35% affordable on all developments	Same for all	Same for all
4. Improve health and well being	...improve access to high quality health facilities? ...reduce health inequalities? ...encourage healthy lifestyles through, for example, public open space, green infrastructure?			
5. Improve education and skills of the population	...improve qualifications and skills of young people and adults?	Same for all	Same for all	Same for all

Group 3 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northern Extension (Parking Zones 6,172)	Option 2 5,000 Eco Town Extension	Option 3 Compromise 2,500 North-East to West & 2,500 South-West
6. Reduce crime and fear of crime	...reduce anti-social behaviour? ...reduce actual levels of crime? ...reduce the fear of crime?	Larger population increases crime, our proposal provides a number of smaller populations thus reducing likelihood. Smaller developments create/allow integration.	Believe a 5000 development would increase levels of crime	Smaller settlement extensions preferable to one large development
7. Support a strong, diverse and vibrant local economy	...foster balanced economic growth? ...provide jobs for all with a diverse range of employment opportunities? ...ensure accessibility to work by walking, cycling and public transport? ...promote town and local centre vitality and viability?		Would be detrimental to existing economy	Supports existing economy and infrastructure
8. Reduce the effect of traffic on the environment	...reduce the need to travel? ...increase proportion of journeys made by non-car modes? ...reduce road traffic accidents?...reduce the effect of traffic congestion?	No ring road, or relief road (which increases traffic) Model creates spine links into town pushing cycling/walking. Reduces traffic congestion and provides several traffic routes	Result would significantly increase traffic flow both into town and through town	Utilises existing road systems and reduces need for commuting option for cycle routes
9. Protect and enhance the landscape and townscape	...protect and enhance the landscape and townscape and its local distinctiveness? ...reduce the amount of derelict, degraded and underused land? ...promote visual amenity?	Avoids hills/escarpment and city key landscape area's	Does nothing to address current under used/derelict land	
10. Conserve and where appropriate enhance the historic environment	...conserve and enhance the cultural heritage, archaeological sites and remains, listed buildings?	Avoid existing key area's of architectural interest and conservation area's	?	Avoids key areas of arch interest and conservation areas

Group 3 – Options 1-3

Objective	Questions: will the policy / proposal / strategy help to...?	Option 1 Northern Extension (Parking Zones 6,172)	Option 2 5,000 Eco Town Extension	Option 3 Compromise 2,500 North-East to West & 2,500 South-West
11. Reduce contribution to climate change and vulnerability to its effects	...promote energy efficiency? ...encourage renewable energy? ...reduce carbon dioxide emissions? ...incorporate the principles of sustainable construction? ...make efficient use of water? ...consider the need to adapt to climate change?	Some for all	Some for all	Some for all
12. Minimise pollution (including air, water, land, light, noise) and waste production	...improve and maintain air and water quality? ...minimise noise and light pollution? ...minimise pollution of land and soil (including minimising loss of best and most versatile agricultural land)? ...reduce waste production and increase reuse, recycling and recovery of waste?	Generally same for all, however this scheme reduces traffic and hence pollution. Avoids East Coker area recognised as a 'dark' area for astrology		
13. Manage and reduce the risk of flooding	...minimise the risk of flooding to people and property? ...promote the use of Sustainable Drainage Systems (SUDS)?	Avoids the highest risk area for flooding in the south	One of 2 locations is an area of high flooding risk in the future	Spreads load of risk over a number of sites/areas
14. Conserve and enhance biodiversity and geodiversity	...protect and enhance wildlife habitats and sites of geological conservation interest? ...conserve and enhance species diversity, in particular avoiding harm to protected species? ...promote Green Infrastructure?	Develops on land of least interest		Develops on land on north of least interest

LDF Cluster 2 meeting, Somerton, Edgar Hall 25/11/09

Drayton

- Village - shop, post office and school no longer viable therefore we rely on Curry Rivel and Langport.
- Business - Farming (beef and dairy), nursery gardener, Joy's Taxis and Drayton Arms (all viable – no growth)
- Needs
 - 1) Maintain and develop village hall (community focal point)
 - 2) Support to Anglican church
 - 3) Obtain playing field for village activities
 - 4) Flood alleviation improvement needed**
 - 5) More customers in the Drayton Arms

- Sub

Policy 'C'

Some affordable housing would be acceptable in principle
Major constraints on location / no land?

Compton Dundon

1996 ↓ 2009	approx 275 dwellings Development approx 26 approx 300 dwellings	}	+10%
Permission	= 17	Robins Way [Compton Commercials] (6 discounted ownership)	
Imminent Application	= 13	Moor Close - (Yarlington)	
2011	= 330	(+ 10%) we hope!	

Would be nice

5 years time (Significant need will arise in each 5 year period)	Shortage (about 6-8 houses) of affordable housing for young people (significant) Low turnover of housing Cannot afford to buy Rent = 50% of mortgage payment
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Where is the scope for development?

- 1) Housing Needs Survey → shows need
- 2) How to fulfil need
 - a) small affordable development - 6-8 houses every 5 years
- 3) Barn conversions = Work / live – no control over size / affordability

Compton Dundon is a sustainable location.

- 2026**
 - Continuous growth to meet local need
 - Let our young people stay in our village
 - 5 year cycle of Needs Survey
 - Infill**
 - Don't lose our green spaces (openness is important)
 - Ribbon development typical to village
 - Small houses in individual locations (not back gardens)
 - Employment**
 - Work / live barn conversions
 - A lot of small businesses in village / working from home
 - Improve broadband speed (end of line from 2 exchanges)
- **Need a Village Shop**

Barton St David & Keinton Mandeville

Please make it clear how the SHLAA relates or does not relate to this exercise

Local business needs are generally provided for – there are units vacant at the moment.

Both parishes happy to be in Sub-C Category

Need to improve broadband access to promote work from home

Both villages have limited in-fill sites available and would want to be able to support the development of single dwellings (while maintaining the character of the village). Ribbon not cul-de-sac

Small houses for retired or single people 1 / 2 bed

No more large houses or groups

Ensure adequate drainage

Affordable housing for Barton's

Local people (young families to restore balance). (Would not increase traffic)

Car parking to address problems near pub in Barton

Keinton needs allotments

No more executive homes

Generally improve transport links, bus and train.

Curry Rivel

- Need bigger village hall
- Need to check with villagers however: -(survey)
 - More cheaper starter homes?
 - Retirement flats?
- We could take more housing
- More buses – some people go to Langport to get on as they are sometimes full when they get to Curry Rivel!

Somerton

Development Policy B

Existing allocation Bancombe Road OK (173)

One other site same (180) size, e.g. Langport Road

But 20% increase in population
Lack of open space in town
Lack of allotments
Parking in town
Pressure on Doctors Surgery
Road space

Housing

Best to west

This means building on greenfield and loss of good quality food production land.

Radio station site (major) is outside envelope of town.

Drain / sewerage system currently overloaded.

Lack of easy access to routes outside town for walkers, cyclists and runners.

Pressure on local road system.

Railway station

Employment land

Langport and Huish

Possibly 'C' ?

1. No real available land in the boundaries of Langport – mainly Huish but for the purpose of planning Huish and Langport are seen as one.
2. Reinstate the train station – desperate need for better affordable public transport as high street too congested and dangerous.
3. Concerns about current capacity for sewage works. Needs immediate attention due to current new developments, never mind any more.
4. Community are investigating with SCC the development of an anaerobic digester site adjoining the abattoir to provide renewable energy and jobs.
5. Langport / Huish may not meet Policy B unemployment criteria
 - ↳ look at potential in Westover Trading Estate
 - ↳ BI use at Kelways

Little room to grow in town centre, particularly retail and employment.

6. Must ensure existing playing fields and public spaces retained.
7. A site should be allocated for community assisted agriculture for local sustainable food production and jobs.
8. High street cannot cope with current traffic levels and any new development should be car free. Not enough car parking in town for work, shopping and business.

9. Keep any commercial focus in the centre of town.
10. Sustainable affordable housing – survey done and project proposed.

Avon and Somerset Police

Alan Chinn / or Similov Palo, our representative needs to be included and invited to all discussions regarding housing issues.

Requirements desired

Youth shelter needs to be erected if more young people are to live in Somerton.

Extra traffic needs to be considered in the location of the newbuild area.

Key Points

Drayton:

Happy in principle with sub Policy C. Ok to have affordable housing if land available.

Compton Dundon:

Grown by 10% since 1996. Young people major concern – will need local housing for 6-8 youngsters in next 5 years.

Concern over **barn conversions** – control over them? Need development management. All have been converted for dwellings not employment.

For this cluster of sub-C villages – controlled infill between clusters of houses within settlement: infill → less open space can destroy character.

Removal of development limit leads to emphasis on **benefit to community** of each new proposed development. Currently, if wish to build outside limit has to be affordable housing. Will change in future – must bring benefit but could be a mixture. Different to development policy for Category B.

Barton & Keinton:

No more large houses in villages.

Keep or maintain character of each village: look at key characteristics of each village. Development **must be appropriate** to village – will be picked out by village design guide. What is the process for Design Guide (will be outside this study)?

Curry Rivel:

Local needs can include retirement homes – whatever the community needs.

Analysis of local needs will be done if or when developer applies for permission: will go back to **local needs and benefits**. Community must want it.

Langport and Huish:

May not meet “B”: not much room for commercial growth.

Categories are **allocated according to current** position – not future.

Langport and Huish concerned re “B” category – more discussion needed.

Can you look at Langport and Huish and surrounding villages as a whole?-No

If cat ‘C’ local development will have to address local needs.

If cat ‘B’ would be expected to take growth – what level?

Somerton:

Open space is important in towns too.

Will need more employment if to expand. Where? No big employers.

“B” will need increased employment. Employment land.

Needs more discussion.

Might be allocation of land in “B”: not necessarily a specific field but rather the general direction.

***All different studies (e.g. landscape, infrastructure, SHLAA) – all taken together when looking for appropriate sites.**

Communications

Need clear, succinct explanation of implications of B/C/Sub C – confusion over rules regarding development if a Sub C and removal of development limit.

LDF Cluster 3 Meeting, The George Martock, 2/12/09

Stoke-sub-Hamdon

Housing needs analysis conducted in 2008 determined a very minor need for more housing. Already a number of shops but use Martock village as hub. No further development envisaged.

Comprehensive school at capacity but most pupils bused in from other villages. Primary school Victorian and at capacity.

Public transport adequate but road through village used as bypass to B3088.

Development to south prevented by Ham Hill, Hedgecock Hill and St Michaels'.

Norton-sub-Hamdon

Low cost housing needed over next 20 years.

Limited infill, not destroying lots of gardens as per SHLAA green sites.

Maintain separation between Norton and Stoke.

Concerned re development in Stoke and possible Yeovil urban extension along Cartgate / Yeovil road.

Concern re 'rat runs' if increased development in nearby areas.

Would like to maintain distinctive character of hamstone village.

Ash

Affordable housing need established – young couples / single young, off road parking.

Development in Martock (north end) will affect Ash – residential and industrial **traffic** (planning gain for Ash?).

Road and pavement improvements already needed.

Very few infill spaces – but along Martock Lane some space – but has been refused (junction improvement needed).

Enough big houses – what about elderly wanting to down size – in private houses. Hot spots – school parking / post office.

School / pub / post office / playing field / recreation ground / village hall / pavilion – good facilities.

Flooding issues.

No Youth Club

Keep the separation of Ash / Martock to retain individuality.

Concern that other development might affect Ash life and employment growth, Ash end of Martock – trucks, etc.

Affordable housing definition: possible this could include housing stock that is affordable on open market to local people, i.e. not 5 bedroomed, but 1 or 2 bedroomed houses. Not just those who need RSC stock housing / part buy → broader range of stock / variety.

- *Linked to income / need, e.g. young couple and baby **need** bigger house but can't afford.

Kingsbury Episcopi

- Would like **some** new housing over 16 years!
- Would like more control over type of housing – should benefit whole village community: -
 - i.e. - family housing to fill school
 - housing in reach of local families so extended families can stay together
- If left to developers they build large expensive houses – very important right sort of houses are built if they are to be limited.
- Brown / farmyard sites should be carefully developed rather than left to decay, (in **all** villages in parish), could be

Lopen

- ◆ No further development: - **Except for small scale infill of Affordable Housing** in order to maintain village viability.
- ◆ **Required** - Childrens' play area.
- ◆ **Reduction** of heavy traffic through village
- ◆ **Lopen** is over subscribed with 2 business parks with only 100 homes that equals a maximum of 200 adults, majority of these are in or near retirement. Percentage available to work local very limited?? **Where will labour force come from?**
- ◆ Public transport not conducive with labour market, shopping trips give 40 minutes before return journey or 3-4 hours plus delay.

Long Load

- **AFH** – 6 units planned – survey needs ✓

- Restricted infrastructure – no public transport - (1 bus / week) Nippy Bus Development.
- Community size affects facilities available. Pub under threat. no shop, no post office.
- Linear development – village design statement
- Village Hall thriving, community / ext involvement
- Church – plans for closure
- Settlement policy – O.K.

Martock – Happy to be C

- New Youth Club facilities / building.
- Employment land considered at north side of village railway line within half a mile of Cartgate with easy access by foot / cycle from village.
- Land adjacent to recreation ground considered as part housing and part additional rec.
- Cycle path to link Langport – Cartgate – Yeovil.
- Protect and improve local services.
- Improvement to slip road access onto A303 Martock / Stoke and Ash / Tintinhull.

Martock Cluster – 2/12/09

Notes from discussion

General agreement that in rural areas – future development only for local needs.

Might be able to have some local development if adds to sustainability / viability of school, etc whilst remaining non – C.

Development management policies being looked at e.g. for: -

- Design
- Form diversification
- Barn conversions
- Restrictions on size of extensions
- Agricultural tied cottages

Aim to keep level of balance within communities through core strategy.

Question: Who determines age limit for those living in park homes? Could be affordable for young people but only seem available to the 55 plus age group?

Attendees:

Stoke Sub Hamdon
Norton Sub Hamdon

Ash
Lopen
Long Load

Martock

Kingsbury Episcopi
Cllr Patrick Palmer
Cllr Ann Campbell

Roger Bevan
Prue Biddle
Jennie Harris
Rosemary Gray
S Crane
Peter Turpin
Bob Mitchell
Richard Walsh
Douglas Campbell
Alison Foskett

Cluster 4 Meeting

Core Strategy- Informal Consultation
25 November 2009

Castle Cary/Ansford,
Bruton And Surrounding Villages
Planning Growth

Parishes/Towns present:-

Ansford, Bruton, Castle Cary, Compton Pauncefoot and Blackford, North Cadbury.

Programme

7.00pm Introduction/Welcome

7.10pm Your Place, Your Views

7.55pm Break – Coffee, view each other's work

8.10pm Discussion about work so far and fit with planning evidence base

8.40pm Agree any aspects for further discussion

8.50pm Concluding comments – next steps

North Cadbury – Galhampton – Yarlinton – Woolston

<u>What growth</u>	<u>why</u>
Assume Three existing sites complete Paddock, Galhampton Ticknell, Galhampton Montgomery, North Cadbury	Factors Reduced farm employment Home work Small Business ? Incoming firms
Housing Infill Brown Field (ex farms) Otherwise Greenfield (undesirable)	Need some affordable (define sensibly) Home workshops Discourage Large houses (typically weekenders)
Employment In village employment Small business sites Home workshops Help work from home (broadband, council tax, public attitude etc) Sensible growth North Cadbury Business	

Park	
------	--

Other development needs – **Kiss** (keep it simple stupid!)

Flexibility

Allotments

Youth facilities

Blackford and Compton Pauncefoot

Yeovil 11,400 houses

£169 million and transport, utilities, flood

skews everything involved to Yeovil

sucks life e.g employment and shops from B and C settlements

Parish is rural – Sub Policy C

- need some development
- key message working to strong presumption against development
- affordable housing not only need
- “sustainability” interpretation
- flexibility
- types of villages, services and people
- strong sub C will support B and C including schools, shops and employment
- need mixed communities
- infill policy
- alternative use of existing buildings

Services the villages use

- Wincanton , due to A303 but also
- Castle Cary
- Sherborne

Ansford and Castle Cary - Policy B settlement

- Appropriate growth – 250ish homes, existing sites if possible

But improved infrastructure needed:-

- roads
- drainage
- Need suitable employment opportunities linked to correct skill of person
- Not large industry but small high tech or small general employers (not B) (those with high land to employee ratio)
- Need light industrial land to be available, circa eight acres needed
- Need one bed housing units – none are available – proportion currently too small

- Flexible approach – today’s policy about growth needs may not be suitable in seventeen years (presumption against growth in sub C settlements may limit this)
- Unable to provide broadband through planning- this needs to be raised elsewhere
- Focus on Yeovil could mean that funding of infrastructure/planning gain is directed there
- Sustainability does not = accessible by foot/ bike/ public transport! A much broader assessment of what is meant by sustainability is needed in a rural area.
- Smaller service centres/market towns are sustained by rural settlements
- Infrastructure for transport / traffic badly needed – highways management and car parks
- Recognising unique cultural / creative diversity in area – challenge to preserve this
- Service infrastructure must be improved to support growth
- Preserve local distinctness
- Removal of development limits is a matter of some concern, how will this work?

Cluster Follow up?

- It was concluded that no further cluster meeting was needed.
- Castle Cary and Ansford will need a separate joint meeting to discuss in more detail the growth issues for the town.
- A topic based meeting would be useful to discuss the emerging development management policies for rural settlements and to test if they are likely to be able to fulfil the protection and flexibility required by smaller settlements

Attendees:

Ansford
 Bruton
 Castle Cary
 Compton Pauncefoot
 North Cadbury
 Cllr Anna Groskop
 Cllr John Crossley
 Bruton Trust
 Yeovil College

Jeanette Croney
 Kevin Viney
 David Dilnut
 Tim Adams
 Peter Newth

 John Bishton
 Peta Fraser

Cluster 5 Meeting

Core Strategy Informal Consultation

Wincanton, Milborne Port and

Surrounding Villages

Planning Growth

Notes of Cluster meeting – 2 December 2009

Parishes present:

Abbas & Templecombe
Bratton Seymour
Charlton Horethorne
Henstridge
Horsington
Milborne Port
North Vale – Holton
Stoke Trister
Wincanton

Format

7.00pm	Introduction Story so far
7.10pm	Your Place, Your Views - Type (level of growth) - Why?
7.55pm	Break – look at views
8.10pm	Discussion of local views - fit with planning evidence base
8.40pm	Agree any aspects needing further discussion
8.50pm	Concluding comments – Next steps

ABBAS & TEMPLECOMBE

- Size of village is about correct, taking the infrastructure into account
- Have a sizeable affordable housing development in progress at this time
- A previously planned development would have swamped the village
- Agree that “sub-C” status is correct
- Need additional parking for station (station car park – now pay to use)
- New cemetery needed (old one full up!)

- Allotments required

BRATTON SEYMOUR

- We are happy as we are and require no further growth or development other than an unlikely need for agricultural housing in the future
- No further comment needed

VILLAGE SETTLEMENT POLICY

- The policy for villages will provide adequate protection for the village

CHARLTON HORETHORNE

- Happy with “sub-C” status
- Social housing development
- Better broadband/mobile ‘phone facilities
- Public transport
- Youth facilities
- Concerns over building redevelopment
- Encourage rural business development
- Requirement for allotments
- Limits on market housing development

HENSTRIDGE

- Employment needed to support existing housing growth (especially for those living in social housing in the village)
- Large growth in village in recent years, forces people to commute as no employment growth to match
- Village has a good range of local services (school, shop, pubs & restaurant)
- Poor bus services with limited ones to Yeovil and Wincanton forces commuters to drive

VILLAGE SETTLEMENT POLICY

Is village policy suitable for Henstridge?

- Yes – will allow for local needs to be met including employment and protects village from unnecessary housing growth

HORSINGTON

- South Cheriton & Horsington villages agree with below “C” classification
- “Need” more rented housing due to sale of ex-Council houses (only 5 out of 32 left!)
- Shared ownership too expensive for locals
- Accommodation for farm labourers, etc., local village jobs, etc. need smaller houses
- Live/work units would help
- School needs extra parking
- Better broadband (working from home)
- No needs survey to date

MILBORNE PORT

- Make available land for business in order to reduce amount of people travelling out to work
- Need housing to balance existing housing commitments
- Looking to encourage more retail (small supermarket)

- 10 or so business starter units
- Small family/family housing – 2/3 beds – 100ish over 20yrs inc affordable %age

NORTH VALE

HOLTON:

- Little development is needed in the village (as shown by draft Parish Plan)
- Maybe some affordable housing if needed
- No facilities in village apart from pub, village hall and church
- Wincanton is main local centre for schools, health centre, etc.

VILLAGE SETTLEMENT POLICY

- Suitable to meet needs of Holton
- No comment on the needs of North Cheriton or Maperton – their views not known

STOKE TRISTER & BAYFORD

- No further growth or development required or necessary, or envisaged
- Inhabitants are content and have not requested any changes to present state of affairs (Parish Plan may suggest changes)
- Proximity to Wincanton provides all services of a general nature and Yeovil/Gillingham more specialised
- Arable farming is the only 'industry' (occasional small housing development is requested (only one house per farm – SSDC has so far resisted all applications)
- Bayford has a pub and village/church hall – Post Office recently closed (facility not greatly missed)
- Cancel weekly bus service? Thursday service only empty!

WINCANTON

- Housing must be matched with employment
- Health Centre
- Other infrastructure
- Household waste recycling
- Primary School
- Housing increase in range of 350 – New Barns extension, too/near North Overton area, prefer continued development to the West
- Employment land - extend existing at A303 junction (south of A303)
- Renewable energy

OVERARCHING ISSUES

- * Employment balance with housing
- * Social housing (truly affordable)
- * Broadband access enabling home working

Attendees:

Abbas & Templecomber

Ian Speight

Martin Batchelor

Bratton Seymour

Mr Waltinshaw

Charlton Horethorne
Henstridge
Horsington

Milborne Port

North Vale Group
(Group Parish)
Stoke Trister & Bayford
Wincanton
Compton Pauncefoot
Holton Heritage Trust
Cllr Tim Carroll
Cllr Colin Winder
Cllr Lucy Wallace
Cllr William Wallace

Tony Magson
Adam Temperton
June Wood
Jackie Pyne
Ernie Davis
Ted Watts
John Farley
Dave Young

Mike Dixon
Muriel Cairns
Tim Adams
Lilian Elson

Cluster 6 Meeting

Core Strategy Informal Consultation

Ilchester And

Surrounding Villages

Planning Growth

Notes of Cluster meeting - 24 November 2009.

Parishes present:-

Corton Denham, Queen Camel, Sparkford, Yeovilton, Ilchester, Mudford & representatives from RNAS Yeovilton

Programme

7.00pm Introduction/Welcome

7.10pm Your Place, Your Views

7.55pm Break – Coffee, view each other's work

8.10pm Discussion about work so far and fit with planning evidence base

8.40pm Agree any aspects for further discussion

8.50pm Concluding comments – next steps

Queen Camel

Type and level in accordance with Queen Camel Development Plan 2009 (endorsed by Parish Council and sits under Parish Plan)

- Affordable housing – Housing needs analysis undertaken
- Replacement school including community facilities – on grounds of safety and flood risk (provisionally approved project by Somerset County Council – subject to funding)
- Up to maximum fifty houses as married quarters for RNAS Yeovilton (Parish Council submitted letter of interest without prejudice)
- Parish Plan has identified need for business units (e.g live/work units, small scale) but more survey work needed to confirm this – to keep village alive

Key issue - Will designation as 'rural settlement' restrict Queen Camel's ability to fulfil objectives of Queen Camel's Development Plan

Sparkford

- Requirement for limited commercial employment land
- Sparkford has many existing businesses
 - Expansion (Availability of local jobs for residents)
 - Co-Location
- Previously designated site lost to residential planning permission in the last two years
- A303 favours easy access
- Residential development has seen thirty-three new houses recently. Possible additional twenty to come. No commercial development linked to this

Corton Denham

1. No economical growth needed/appropriate/foreseeable
2. Small population, conservation area, no shop, no public transport, narrow lanes, all agricultural
3. Policy recognises neither need for feasibility of growth
 - protects no change view
 - interested to know other views

Yeovilton

- As a Parish Council we have supported applications for new build infill and barn conversions which have been refused on noise grounds
- No longer viable to have farming in centre of village – smell mud on roads etc
- We would like to see a degree of flexibility with each case considered on it's merits. Infill to conversion. No estates!
- We are close to RNAS
- Villages need to be kept alive

- A37 is a busy road. Is it right to put navy personnel there
- Need a cycle route along bridleway Limington to Yeovil Marsh
- Village policy is too restrictive
- It is difficult to be self contained
- We need to allow for occasional development
- No everybody wants to live towns

Mudford Village

- Limited growth
- On only dry site between cemetery and village (not over brow of the hill)
- Small businesses on road side – where bakery forge were demolished
- Keep shop viable
- One hourly bus service 7.00am – 5.00pm
- Concern of drainage and services in the village (Too many hard surfaces)
- No back line building due to flooding

Mudford Urban - Restraints

- Combe Bottom
- View – drainage, traffic
- Problems – Protect countryside from encroachment from Yeovil

Ilchester

- Housing development only on high ground (Old Fosse Way)
 - Full mix (four bed to affordable)
 - Roads/Access critical
- 2000 cars an hour already go through Ilchester
- No development South of the river
- Local employment? Needed but where?

- Flash flooding of A37 and A303 critical if more commuting envisaged – more culverts under A303

Plenary Session – Key points from discussion

Queen Camel

- Bus service between Yeovil – Shepton Mallet nearly hourly
- Yeovilton is less than five miles away
- Potential to 'cluster' with Sparkford to demonstrate a community able to offer jobs and services locally
- Policy justification
 - affordable housing okay
 - market housing could happen if broader community benefit demonstrated
- Opportunity to safeguard school, surgery
- **Key issue- If not C wording of policies is crucial**

Sparkford

- Happy with flexible policy approach
- Small workshop scale development dealt with via policy
- No need for allocation for this scale of development

Corton Denham

- Fits with existing / proposed policy

Mudford

- Discuss further at Yeovil meeting

Yeovilton

- Threshold issue
 - small infill doesn't always support local service/business – hard to demonstrate
 - infill for local needs fine if need demonstrated
 - redundant buildings (farms) – could be employment first priority – if not viable conversion possible

Ilchester

- Currently 'C' → scale? No clear view currently

- School sites put forward as possible housing sites by Somerset County Council, Local need for school due to RNAS
- Very good public transport connections

Cluster Follow up?

- It was concluded that no further cluster meeting was needed.
- Larger villages with a range of services will want to be satisfied that any village settlement policies are flexible enough to allow them to get the growth needed to create a more sustainable village and protect existing services.
- A separate meeting with the parish council and some further fact finding was needed concerning the growth of the main village, Ilchester

Attendees:

Corton Denham	Mr P S Demmer Mr R Thatcher
Mudford	Yvonne Rowlands Dinah Cheek
Ilchester	Eddie Edmondson Hilary Panter
Queen Camel	Rosemary Heath-Coleman
Sparkford	Tony Bourke Justin Crawford
Yeovilton	Rosemary Jones
Representatives from RNAS Yeovilton	Cdr Richard Seymour
SSDC	Cllr Peter Seib Cllr Tony Capozzoli

Cluster 7 Meeting

Notes from Cluster Workshop – Chard 3rd December 2009

Attendees:

Gerry Sayers - Combe St Nicholas
 Alf Drewer - Chaffcombe
 Elaine Drewer - Chaffcombe
 Mike Miles - Chaffcombe
 Josie Miles - Chaffcombe
 Robin Morrison - Donyatt
 Lynn Mortimer - Donyatt

Chaffcombe

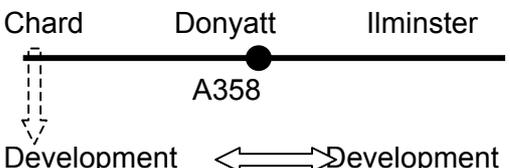
Broadband
 Public Transport
 A358 1.6 m } narrow lanes
 A30 1.6 m }
 Parking for village hall
 Low cost housing (minimal) required 2-5%
 Avoid using village roads (with increased traffic) as rat run from A30 – A358

Combe St Nicholas

Desirable:
 10/20 affordable housing and supporting employment
 Provision of land for leisure activities for 13-17 year olds (i.e. skateboard area)
 Improved Broadband

Not necessary:
 Speculative development (houses)

Donyatt

Need	Evidence
10-25 low cost housing units	Donyatt Parish Plan
Bypass <ul style="list-style-type: none"> • Increase traffic through village. Pinch point on bridge. • Flooding (will Chard Regeneration increase storm water run off into River Isle thereby flooding Donyatt?) • Also Ilminster Development Plan (mixed housing and industrial units) likely to impact on Donyatt traffic 	Donyatt Parish Plan A358 closed in extreme weather conditions Alternative to Bypass <ul style="list-style-type: none"> • Traffic management • Zebra crossing (lights) • Reduce speeds of traffic • Reduce volume of heavy traffic 

	More Traffic!
Improved public transport (if possible)	

NB This evidence sheet to be used to represent Donyatt's view for Ilminster Cluster as well please.

Cluster 8 Meeting

26th November 2009 The Shrubbery Hotel

Ashill & Shepton Beauchamp Sub C

We do not want to be left with the possibility of no development!

Limited organic development to sustain the viability of our community.

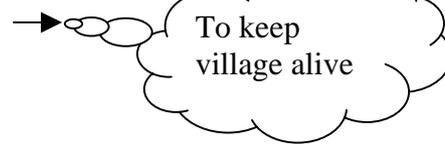
Barrington Sub C Settlement

- Live work situations i.e. Barrington Court in old Barrington Court Farm Buildings. Small craft industries.
- No further development of large housing.
- Need for older people to downsize i.e. Small terrace cottages/bungalows so older people can remain in the community.
- Other live work development within the community to sustain farming i.e. Vinyard.
- Affordable housing if survey suggests it i.e. to maintain young families in village – in danger of losing village school at moment.
- Approx 6 houses max.
- Planning officers please pay more attention to views of parish councils.

Donyatt (Village sub c !)

- Affordable housing
- Social housing
- Bridge safety A358.
- Regular flooding weakens structure?
- Comprehensive flood protection scheme.
- Increase in traffic impact on village.
- Bypass?

e.g. 20 houses



Dowlish Wake

Unfortunately land suitable for housing or development is restricted. Even though flood alleviation work has been done, flooding is still happening on a regular basis. There is little employment, Perry's and three farms. These are family run and use family for staffing. Dowlish is mainly a retirement settlement. The parish itself takes in Dowlish, part of Kingstone, Moolham and Oxenford.

Horton

Requirements:

- Allow small low cost starter homes linked to local needs to max of 5 per annum. This level of housing would enable local employers to expand and provide jobs for the community which in turn would make the settlement more sustainable. We feel current infrastructure would allow this level of development through to the end of proposed period – 10 years.
- By using Section 160 agreements continuity of the requirements for these dwellings to remain available for the community could be assured for the future.

Ilminster

- Agree Category 'B'.
- Balanced community.
- First priority infrastructure.
- Second employment.
- Third housing.
- Sports facilities.

- Road to Shudrick Lane to Crewkerne Road.
- Car parks.
- All schooling in Ilminster.
- Public buildings only to south west of Canal Way.i.e. No ouses south west of Canal Way.
- 20 hectares acceptable (need to make up Horlicks acreage if land lost to flood plain and highways depot).
- Decent new built roads.
- 20 houses/year.
- Increase the size of the commercial heart of Ilminster.

Kingstone

- Agricultural/mainly residential (retired). Growth not anticipated except conversion of obsolete farm buildings.
- Settlement police prohibit no demand for affordable housing and no public transport.

Lopen

- Don't want additional employment land
 - Surplus exists
 - Poor road access 7.5 h limit.
- N/Lope/0900 unpopular, brings in business from afar, not local employment.
- Don't want any expansion onto agricultural land.

Housing

- No need known or anticipated.
- Have 8 social housing units.
- Any land for Rural Exception sites is SCC but on lease.
- Roads very tight and rural.

Notes taken during the meeting

- Villages/settlements are all very different. Concern was raised at how SSDC had clustered them all together.
- Q. Shepton Beauchamp may want planning application development at some stage. Some villages do want limited development. How can we ensure this happens?
- A. Government position reduction in CO₂ and car use. Development in larger places like Yeovil and Chard and a lot less in settlements below that scale. General policy – not countryside, yes to employment land and social housing. 1 – 2 bed houses don't sustain the local school or village shop. Already got disproportionate growth in South Somerset.
- Q. Planners lack rural knowledge. How can we bring them up to speed and can the parish get site meetings. Will that change after this strategy?
- A. Planners decisions are made on evidence of need and can be overturned on appeal. Introduce community leaders earlier in process. Try to understand what community wants before it gets to the planning application stage. Guidelines in place. A site visit should have a place in this process but not to make a decision at. Go to planner, if no, go to Ward member instead. At site visit discuss the application – no decisions are made.
- ACTION: Hold a workshop to explain the planning process to the parishes.
- There should be a high priority to consider fulfilling requirements for children and all ages in the village.
- Ilminster town to have second meeting – invite Highways.

Attendees:

Ashill

Donyatt

Dowlish Wake

Horton

Ilminster

PT Kingston

P A Kalhill

Philip Davies

Lynn Mortimer

Mrs H Kemp

Anne Goody

Mike Henry

Steve Fisher

Elizabeth Beattie

Caroline Cameron

Gordon Childs

Mark Davis

David Miller

Stuart Shepherd

Paul Whaites

M M Excell

Paul Whatson

Kingstone

Lopen

Shepton Beauchamp

Cllr Keith Ronaldson

Police Liaison Officer

Philip Creed

Peter Little

Roger Cripps

Ian Hawkins

Cluster 9 Meeting

Notes from Cluster 9 Workshop – Crewkerne 9th December 2009

Crewkerne

- Quality housing
Sustainable/green housing
- Good services – not just housing estates
- Good amenities
- No Longstrings without CLR being completed first – this is imperative
- Already 928 indicated CLR to be completed first then possible growth of c.100 per annum to 2026 would be sustainable – second site (Longstrings) with good road connections.
- Light and heavy industry necessary.

Merriott

- 'D' category – happy with this classification
 - Ongoing developments providing sufficient housing
 - Employment = Merriott Plastics + 80 businesses – part time/small one man bands
 - Traditionally Merriott Plastics providing employment for surrounding villages
- Affordable housing – some to hopefully be provided by development of Merriott Plastics old buildings. Parish Council not aware of particular demand for affordable housing.

NOTES OF INDIVIDUAL PARISH MEETINGS

Notes of Ilminster Town Council Following Meeting Held on 8th December 2010**RESPONSE TO LOCAL DEVELOPMENT FRAMEWORK PROPOSALS**

There is consensus that Ilminster should be categorised as a Policy B settlement as meeting the criteria for Market Towns.

1. Settlement Role

There is a strongly held view that the growth of Ilminster in the last ten years has been unbalanced and that the LDF should seek to redress the situation.

The imbalance has been created largely by the development of a major housing complex around the western fringes of the town which was initially planned at around 200 dwellings, but by the time it was completed was well over 400. This development when set alongside more modest individual sites - but collectively significant - has resulted in population growth from somewhere in the region of 4500 to well over 6000 residents.

The situation has been exacerbated by the loss of major employers in Clarks, Horlicks and Theaks and reduced job opportunities at other major concerns in the town. Furthermore the town gained no improvements of any significance to its infrastructure from either the housing and population expansion of the last ten years or the introduction of a major supermarket into the town save a southern distributor road and a change to the traffic system in part of the town centre.

Accordingly the town lacks a breadth of local employment opportunities to provide a healthy balance between those working locally alongside the proportion that inevitably will commute. When set alongside a lack of local community facilities, there is a danger of Ilminster becoming increasingly a dormitory town, a trend which the LDF must seek to reverse.

2. Employment Land

The Town Council is content that the main thrust of future employment should be sited to the west of the town, on both sides of the main road and embracing the old Horlicks site. In that way, the residential area on the fringes of the town can move to industrial land to the west, where advantage can be taken of the excellent road links flowing from Southfields Roundabout.

However there is major concern that whilst the existing allocation may seem reasonable for expansion of the town over the next 15 years, much of that land lies on a potential flood plain.

It must be borne in mind that zones at flood risk are under constant review and that areas with potential to flood are frequently prohibitive financially to develop. The most recent plans for development of the Horlicks site are far more restrictive than their original ideas and may well be reflecting the problem.

Accordingly if the Town Council is to accept the proposed allocation, it would only be with an assurance from the Environment Agency that it is considered 'fit for purpose'. Otherwise alternative proposals will be necessary.

The Town Council is also concerned that employment land should be converted into jobs and will therefore expect to achieve a balance between (say) light industry B2 and warehousing (B8) where jobs per land area vary considerably. There is also some concern that the statistical information underpinning the analysis of job availability and employee mobility is based on 2001 and 2006 data and does not always appear credible.

3. Community Infrastructure

a. Sports Facilities

The town is well served for outdoor grass pitch facilities although there is some need for additional space to the west of Brittens Field which is being negotiated with SCC.

The town however is lacking a Sports Hall, general indoor sporting facilities and Synthetic Turf Pitches, a factor recognised fully by SSDC in a recent PPG17 report.

These needs are immediate and are omissions in the portfolio of provision that lead to the imbalance described in paragraph 1 above. The Town Council does not accept that redressing the situation should be a long term 2018 strategy and would urge that such facilities be given a much higher priority. Efforts are already being made to develop a Sports Hall and with the community behind the initiative, it would be expected that SSDC would see its delivery as of fundamental significance in both the short as well as long term.

b. Swimming Pools

It is noted that the SSDC Report concludes that a swimming pool in Ilminster is not feasible, despite the fact that it was considered of high importance by residents in their contributions to the Community Plan.

The Council would not wish to see the prospect of a swimming pool removed from the infrastructure aspirations of the town.

c. Schooling

The Council has long taken the view that the coherence of a community is improved immeasurably if the statutory schooling of its young people is delivered within the town. Not only do the young people retain ownership of the locality but there are other socio-economic advantages and the spin off facilities of Sports Halls etc (see paragraph a. above) additionally improve community provision.

Furthermore children benefit from not having to spend time travelling, there is a reduction in the carbon footprint and on a purely financial argument, there would be a saving of a reported £1 million per year on transportation costs.

It is appreciated that the number of children within Ilminster may at present be insufficient to sustain a secondary school under current Somerset County Council viability criteria. However schools in rural areas have always served a wider catchment area and the number of properties (2734) in the cluster of villages viewing Ilminster as its focus exceeds the number of properties in Ilminster itself (2676) suggesting that the contributory population is already at the threshold level for a secondary school.

The two tier option favoured in the recent County Council review of schools in the area would make a new secondary school in Ilminster the more feasible.

The Council would therefore wish to retain the possibility in the Planning Framework.

d. Car Parks

There is a reported car parking deficit in Ilminster, expected to rise in the next few years to 120 by 2016. There is a need therefore to identify alternative sites.

In the meantime, the Council will expect to argue for the provision of adequate car parking spaces in all new developments in the town.

e. Road from Shudrick Lane to Knott Oak

In recent years the town has been provided with a southern distributor road – Canal Way – to allow traffic to skirt the town to the south west. There was also a change to traffic circulation in the town when Ditton Street was made one-way south as part of the development of a Supermarket along Shudrick Lane.

This leaves a pressing need for a relief road to the east on the extension of Shudrick Lane down to the valley to the Knott Oak area. Such a loop would allow traffic from the south the opportunity to travel east towards Yeovil and Crewkerne as well as coming back into town from that direction. As such the provision would be seen as satisfying the wider community needs for both circulation and by-pass purposes and would complement the revised town centre traffic flows and southern ring road.

Furthermore an eastern loop would facilitate the possibility of introducing some pedestrianisation of the town centre by maintaining and improving access routes and would additionally reduce the carbon footprint.

It is appreciated that the opening up of the eastern valley beyond Shudrick Lane would allow for some new housing development which would make a contribution to the costs of a new road. In the event that this was insufficient to meet the overall sum required, the Council would argue that roads of community benefit should expect adequate public funding and not be reliant solely on Section 106 contributions.

The Council would strongly urge that this development be introduced into the LDF and that equal efforts are made to secure its inclusion in the Local Transport Plan.

f. Section 106

The Council feels most strongly that in principle, a town like Ilminster should benefit directly from monies realised under Section 106 agreements relating to development in that town. They are not persuaded by the argument that such contributions should go to strategic facilities of benefit to other settlements as well as Ilminster. There is a history of that strategy operating only in one direction and there is no evidence of monies flowing into Ilminster from developments elsewhere to counter balance.

4. Town Centre

There is concern that a mechanism must be found to protect the retail premises in the town which should spread into West Street slightly beyond the present perceived commercial heart of Ilminster. In this context, the absence of a clear retail boundary in LDF planning is unhelpful and there is a strong feeling that the concept should be established in the LDF.

Whilst some housing, possibly at first floor level clearly helps to improve the balance of a town centre, the success of a market town relies on a vibrant commercial and retail centre which every effort must be made to preserve.

5. Housing Development

The Town Council is content to see some modest housing expansion over the period and has worked on a guideline figure of around 20 dwellings per year. However it is extremely difficult to prescribe a figure for the next 15 years when what is more important is achieving the balance between housing and employment argued in paragraph 1 above. The guideline therefore must be dealt with flexibly and the Council would insist that future development of Ilminster is not frustrated by strict adherence to a level of housing expansion whose quantification in 2009 could not predict the future.

It is felt that this expansion could most reasonably be accommodated on the eastern side of town beyond Shudrick Lane in association with an eastern ring road.

The Town Council is opposed to housing development to the south and west of Canal Way. Some public building (e.g. a school) might be acceptable but only if it offered overriding advantages to the town. That policy is aimed at protecting the views to and from Herne Hill and was part of the Town Council stance when housing to the west of Canal Way was first planned ten years ago.



Notes of Follow-up Cluster Meeting with Castle Cary & Ansford

16 December 2009

SO FAR:

- Data from evidence base and Role & Function study indicates Policy B
- Much land allocated but not yet developed – reasons?
- Some key growth needs have been identified through:
 - CanPlan
 - Discussion at Area East Community Forum
 - Cluster meeting

PURPOSE:

- Consolidate our understanding of growth needs from a local perspective
 - (a) Types of growth, reasons why/evidence – where
 - (b) Nature of constraints

CONTEXT:

- Community Infrastructure Levy – on 5 or more homes possibly – not assured at this stage
- Smaller developments may be more appropriate to CC but
- Advantage of larger scheme is planning gain
- Some clarification over listing of applications/commitments/allocations in particular Hillcrest site
- Cannot include windfall sites (unable to predict) but windfall sites will be counted once committed
- Discussion of houses per hectare

GROWTH NEED:

- Small businesses units (Crown Petfood site is underdeveloped)
- Protect business premises ie: resist change of use
- High ratio employment/land. Possibly around 8 acres
- Check Dyne Drewett change of use – why allowed?
- Preserve town centre businesses
- Proximity to town centre key to retaining cohesive community – ideally develop closer to town centre first
- Variety of dwellings – single/family occupancy, more school children to safeguard schools

INFRASTRUCTURE:

- Drainage at capacity already
- New development designed to not adversely affect town centre run off but equally cannot redress existing problems
- Infrastructure Delivery Plan needed plus in pipeline and identify the gap to support outside bids ie: Environment Agency IT needs to be improved
- Crucial infrastructure needed to support new growth & wider infrastructure

A Northeast Torbay Road – business units

- Extend employment around Station

- Extend Castle Cary Station car park
- Public transport improvements plus connectivity
- Bus layby/shelter A371 northbound

H Suitable for housing – preferred north of A371 around school

- Linear development Ansford Hill
- Infill between new houses on former garage site
- Seek to achieve mixed use scheme when BMI site brought forward again
- Community woodland/garden vulnerable? Part of site
- Land to rear of Wagon & Horses major junction – improvements needed
- Behind Torbay Road near Pet Food factory
- North of South Cary Lane
- Behind Bay Tree PH (south)
- Avoid Lodge Hill side

MARTOCK PARISH COUNCIL, 4TH JANUARY 2010

Meeting Notes

Attendance: Liz Arnold, Patrick Palmer, Ann Campbell, Roger Powell, Richard Walsh, Douglas Campbell and David Reynolds.

Purpose of the Meeting

At the Cluster Meeting of 2 December 2009, potential for employment development in and around Martock was discussed. It was suggested that a potential site could be located to the east of Martock adjacent to the Cartgate Roundabout, with vehicle access from the A303 and a pedestrian/cycle link from Martock.

The aim of this meeting is to look at this in more detail and discuss a Vision for Martock.

The Vision for Martock needs to take account of:

- the optimum mix/location of industrial provision, retail and new affordable housing to achieve a sustainable community;
- settlement design in keeping with Martock's heritage and the conservation area;
- easing of traffic issues, particularly heavy vehicles in Martock and Ash,
- road design to encourage optimum traffic movement and to improve junctions with the A303.

It is expected that this Vision will be developed as part of the 2010 update to Martock's Local Community Plan.

Policy Issues

In line with Policy C settlements as defined in the RSS, Martock consider that in order to be more sustainable, additional employment opportunities are required.

The previous discussions identified a potential site on land adjacent to the Cartgate Roundabout, however in policy terms an employment site detached from Martock would not be acceptable. There are however sites to the east of Martock off Foldhill Lane that would be more closely related to the existing settlement, but with the potential to provide better access to the A303 with a new road link along the former railway line.

An alternative site could be to the south of Bower Hinton. There is an existing proposal for development off Ringwell Hill, however due to extensive conditions to provide infrastructure improvements, an element of low cost housing is to be considered. It is expected that a revised application for this site will be submitted.

There is an existing industrial site to the north of Martock at Great Western Road.

Proposals

- 1) A potential site to the east of Martock with a new access road to the Cartgate
- 2) A potential site to the east of Martock with access to the Tinitinhull Junction along an improved Foldhill Lane
- 3) An extended site to the south of Bower Hinton with access to the Prophets Lane Junction

Potential Issues

The main route from the Great Western Industrial Estate to the A303 is through the village of Ash, joining the A303 at the Tintinhull junction. Both the road access and the junction are not considered to be satisfactory especially should there be an increase in traffic as a result of the existing estate being extended.

There would be a significant cost for the creation of a new access road to Cartgate. This could possibly be mitigated by the transfer of existing heavy industry, such as the Martock Waste Paper to a new site with better access and the use of the former industrial land for housing.

Regardless of the location of any potential industrial development, it is perceived that there will be an impact upon the A303 and potential for objections by the Highway Agency and Somerset County Highways.

Proposed Way Forward

- LA to arrange a meeting with Martock PC, Ward Members, Highway Agency, Somerset County Council, David Laws and David Heath
- AC to speak to David Heath to establish who would be the best contact at the Highway Agency.
- PC to establish how much employment and housing is required (LA to provide links and information to evidence base)

**LANGPORT AND HUISH EPISCOPI PARISH COUNCILS, LANGPORT TOWN HALL 14TH
JANUARY 2010**

Attendees:

Name	Organisation
Robin Williams	Langport Town Council
Julia Gadd	Langport Town Council
Jane Refearn	Huish Episcopi Parish Clerk
Shirley Nicholas	Huish Episcopi Parish Council Chairman
John Wood	Huish Episcopi Parish Council
Graham Lock	Huish Episcopi Parish Council
Doug Northcott	Langport Town Council
Duncan Pyle	Langport Town Council
Paddy Mounter	Langport Town Council
Pauline Burr	SSDC
Keith Lane	SSDC

The consensus from the group was that Langport / Huish Episcopi should be considered as a Policy 'C' settlement. In discussing Policy 'B', the group did not think that Langport / Huish Episcopi met the 'employment' and the 'sustainable transport modes' criteria. Also, the group would like there to be greater control over what is built in Langport / Huish Episcopi i.e. locally needed development – it was felt that being a Policy 'C' settlement would allow this to happen.

Comments and Issues:

- What would be the implication for the green field areas around Langport and Huish Episcopi?
- The public transport service is currently very limited. Road through Langport already very busy. Only one bus service. Reinstatement of rail link would be ideal but there was the recognition that the cost implication would be prohibitive and, as the line is currently used as an express link, this would slow down the service between Paddington and the West Country. There would be a lack of space for car parking at the current (derelict) site. Nearest railway station is 15 miles away; suggestion that if the station in Somerton were to be reopened it could serve both towns and local villages.
- Recognised that the area benefits from "Green " tourism, transport systems (public transport, cycle ways etc) should be developed to support this
- Desire for more local industry and employment, not just homes. Recent decline has resulted in closure of e.g. bank, solicitors etc. Preferred option would be to have more employment close to the town centre, possibly a small trading estate (similar scale to

Westover). Comment that the recent development at Kelways was initially intended to include small industry/employment but had changed to residential.

- While there was a view that the local schools are currently at capacity, it was recognised that there is some room for further building extension, at least in the case of the primary school.
- Facilities and services are limited and would not support substantial growth.

AOB:

- In considering the sites identified on the landscape study, the group recommended that the strip of land next to the railway line and close to the cricket ground (area 1) should be retained as public recreational space.
- Consider the potential impact of new roundabout on area 2 on the landscape study.
- Area 3 on the landscape study has potential for industrial units.
- Suggested that all new housing should have sufficient parking allocated.

ILCHESTER PARISH COUNCIL

Report of a meeting of Ilchester Parish Council held on Wednesday January 20th 2010 with Officers of SSDC in the Town Hall, at 7.30pm.

Present: Mr. A. Stephens, Chairman, Mrs. H. Panter, Mr. A. Macgregor, Mr. S. Marsh, Mr. S. Stewart, Brigadier N. Knudsen, Mr. J Edmondson, Mr. A Foyne, SSDC, Mrs. H. Rutter, SSDC, Mrs. A. Goldsmith, SSDC and the Clerk.

The Meeting was held to consider Current Housing requirements under Core Strategy policy.

Apologies were received from Mrs. P. Morley and Miss J. Stapleton.

Mr. A Stephens welcomed the three members from SSDC.

Mr. Foyne outlined the Classes of Towns stating that Ilchester would come into category C for the smaller Market Towns, which would permit some flexibility in expansion of housing. There is a need of 8,300 extra houses throughout the District not including Yeovil for up to 2026.

The draft proposed number in total is 13,700 dwellings, whilst 19,700 is the present figure.

Mr. Foyne gave an overview of the key Policies involved and in response to a query from Mr, Edmondson stated that these figures are from the Regional Spatial Strategy.

The timetable is that the discussions with Parishes will be collated and a report taken to the SSDC District Executive Committee by July. From which a draft report will be put into the public domain.

To support Ilchester's case, there is a supply of employment at RNAS, at Ilchester Cheese, the Hotels and the two Schools. Mr. Edmondson stated that there is no way of predicting the future number of jobs available at RNAS.

Mr. Marsh asked if the brief is purely for housing and not considering infrastructure and flooding issues.

Mrs. Rutter stated that there is a need for local input to indicate what type of growth that the Parish would need.

Mrs. Goldsmith stated she has the maps showing the constraints and produced them. These showed the flooding constraints, SHLA map, archaeological and noise constraints.

Mrs. Goldsmith stated that long term, the County Council has ambitions to put the two Schools onto one site, but this is a long way away and there is nothing as yet entered into SCC's Capital programme.

Mr. Foyne stated that the Noise contour maps were too old and resources have been allocated for Consultants, that are being engaged by SSDC to monitor noise from RNAS on a 24 hour basis by the end of February.

Mr. Foyne asked the Council to consider which policy the Parish Council wishes to adopt, either to opt for category C, permitting some limited expansion, or to be below that category, which effectively will permit no future development and the presumption against any growth.

If the Council do support Ilchester being in category C then is there a need for a mix of housing, with some light industrial facilities. In principle, for every 100 houses built, 35% can be affordable housing.

Mrs. Rutter stated that there needs to be credible evidence base for category C from the local community via the Parish Council.

Mr. Foyne asked do people drive to Ilchester and do people like living in Ilchester.

Mrs. Rutter stated that SSDC are looking into a cycle way to connect Yeovil with RNAS

The Councillors made many comments, among which were – Ilchester already has good facilities, major traffic volume through the Village and much parking problems, which make

life difficult for existing residents, flooding issues and their constraints, impact on the local Surgery, that the site of any future development is somewhat limited to the north of Ilchester, the impact of any extra housing that MOD may require over and above these consultations and the need to protect what Ilchester already has. On the other side opinion was expressed that there needs to be some growth to help business, lack of starter homes, the need to encourage housing for local families.

In summing up, Mr. Foyne stated that the Council need to consider what Ilchester may require

- a) some affordable housing
- b) some employment provision
- c) maintain existing services by better traffic management & provision for more car parking
- d) there is an opportunity for some type of Eco housing.

FINAL FEEDBACK MEETING (DISTRICT WIDE – EXCLUDING YEOVIL)

4TH MARCH 2010, THE SHRUBBERY, ILMINSTER

ATTENDEES

Cluster 2 – Langport/Somerton

Parish and Town Representatives

Name	Represented by	Represented by
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FIVEHEAD	Hazel Clarke	
HUISH EPISCOPI	John Wood	
KINGSDON	Mr Lehey	
SOMERTON	Pat Bennett Tony Julcton David Harrison	

SOMERSET COUNTY COUNCIL	Cllr Jimmy Zouche	
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Cluster 3 – MARTOCK

Parish and Town Representatives

Name	Represented by	Represented by
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ASH	Peter Garrett	Rosemary Gay
KINGSBURY EPISCOPI	Alison Foskett	
LOPEN	Peter Little	
MARTOCK	Roger Powell	David Reynolds
SOUTH PETHERTON	Roger Neve	

SOUTH SOMERSET DISTRICT COUNCIL	Cllr Patrick Palmer Cllr Keith Ronaldson	
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Cluster 9 – Crewkerne

Parish and Town Representatives

Name	Represented by	Represented by
CREWKERNE	Hilary Leamon	Robin Paithorpe
EAST CHINNOCK	Andrew Sinclair	
SOUTH SOMERSET DISTRICT COUNCIL	Cllr Mike Best Cllr Angie Singleton	
SOMERSET COUNTY CONCIL	Cllr Stuart Burgess	

SESSION 1 – TESTING THE GROWTH CATEGORIES ARE RIGHT?

LANGPORT AND SOMERTON – CLUSTER 2

Somerton

Proposed number of houses too high?

Lack of work

Parking

No Open Space in Town

Road Structure limits amount of development

New Council – 12 new members

No hospital 2nd school

Not B C+?

Development all on the west side.

Langport

New development will be in Huish Parish

Content with Rural Settlements policy.

MARTOCK – CLUSTER 3

South Petherton

Content with being C

Martock

Also content with being C

Lopen and Ash

Content as long as points already raised are taken into consideration

Sub C Policy

Agree with principle or policy.

Agree there should be some flexibility and room to grow, however some protection is also required. Need to get the right form of wording.

Liz stated that there are diversification policies to control that occurring.

Farms trying to change into industrial developments

Needs careful control

- Strength
- supports sustainability
 - allows limited growth and flexibility
 - Consultation
 - Planning authority needs to control

Weaknesses

- Sub C
- Actual draft policy doesn't actually say anything, weak.
 - Contradictory

Should there be overall allocation for village settlement growth?

Sub C – no needs to be based on needs of village

C – would prefer flexibility

Note: two highways authorities to deal with on applications. Example Farm next to Ind. Site, Ind. Site extends into farmland, how would this be viewed?

BRUTON AND ANSFORD/CASTLE CARY – CLUSTER 4

Castle Cary

- concern that housing identified at last meeting was in addition to existing commitments

- small business employment/land ratio much better/more suitable

- infrastructure concerns

- drains

- highway

- parking

- spread of town likely to generate more car journeys

- excellent facilities none other in Somerset which offers this

- Real risk to secondary school demographic trend concern

Bruton

- identical containment yet suggested settlement status different

- Reducing roll and primary

- demographic change

<ul style="list-style-type: none"> - 700 capacity 550 viable capacity 640 + currently - Small village development may well address concerns - demographic change in lender economy - existing facilities already at capacity <ul style="list-style-type: none"> - health - leisure 1. Solution needs to be flexible not absolute B or C 2. Infrastructure at capacity 3. Viability of secondary education 	<ul style="list-style-type: none"> - more trade needed - parking Parking Viability of primary school, more sustainable site available Housing mix with workspace
<p>Village Overall Settlement</p> <p>* small no. of dwellings may well be acceptable to villages</p> <p>* would increase viability of secondary school in CC</p>	

MILBORNE PORT AND WINCANTON - CLUSTER 5

1. Milborne Port

Broadly happy with policy 'C' Settlement Status

Will 'C' status allow sufficient employment growth?
Will need to expand into "Greenfield" sites.

Level of growth identified is about min needed.

Wincanton

Support provision of large modern Doctors Surgery
Need more employment led development in the town.
Problem of lorry facilities in vicinity of A303.

2. **Rural Settlement Policy**

Strengths	Weaknesses
<ul style="list-style-type: none"> • Allows small development to occur in response to local need – including needs of bigger villages • Controlled expansion in response to local needs should be able to enable retention of local facilities 	<ul style="list-style-type: none"> • Will the policy allow for growth to sustain small village schools? • Will it keep housing <u>affordable for local people</u>? E.g. rented and shared ownership • Market forces will lead to the erosion of village services and facilities • Will it protect against "second dwellings" (such as annexes not to be

| sold off)

3. Split vote on village allocation 2-4

Issues

- Too little too late – most facilities have already gone.

ILCHESTER AND STOKE SUB HAMDON – CLUSTER 6

- Sparkford – no strategic allocation but happy with DM Policy
- Concerns re commuting for employment from villages with growth
- O for below C settlements is worrying
- Assume no infill
- Brownfield in below C settlement? Presumption?
- Question whether Stoke should be C or below C
- Changes of Use?
- Allows fluidity outside black line
- Identifying local Housing Need.

Local means own village/sett?

Subdivision of hses

What happens to renewals of pp?

CHARD – CLUSTER 7

- Concern with linking A30 with A358 as designate greenspace and threat to Reservoir
↳ to not do this would severely restrict the growth of the town
- Encroachment on outlying villages is a concern but need probably outweighs
- Broad agreement with natural boundaries outlined by LDA.
- Employment land needs to be appropriate
 - we haven't got enough!
- Mixed view between town and country recognition for need for growth and need to maintain a strong green boundary.

Rural Policy

In support.

Logical, reasonable and proportional by need.

About being sustainable

Keep future provision in rural settlements as O as allows flexibility.

Infrastructure e.g. leisure facilities are just as important as housing and employment.

ILMINSTER – CLUSTER 8

340 houses

23 hectares

seek to achieve infrastructure through s106 agreements.

The Eastern Relief Road is still a local need, with benefits for the town.

Concern for the impact of growth on villages – the Isle (Drain the Westport Canal!)

Upstream and downstream.

Donyatt Dowlish Ilton

Ensure flood impact assessed – impact on surrounding rural villages by River Isle & others

Chard – growth here could also affect.

Concern for s106 contributions for community facilities and infrastructure.

2. Ilm – Strategic health facility? If not B

Ilminster – give added weight to concerns for lack of infrastructure from past developments.

Rural

Donyatt – ok – but – the village is affected by growth in Chard and Ilminster

Donyatt – impact of flooding major problem

Concerns for timings to allow better input into the ‘system’.

Ashill – feel we (SSDC) don’t listen to local needs for applications to be approved/refused.

Shepton Beauchamp – happy with statements – flexibility and control

Ilminster – If we are a ‘B’ town – what protection do we have against unsustainable growth?

Donyatt – its not all about the settlement. Its also about the impact of others – eg the main road traffic now divides our village.

Dowlish – concern for the Crewkerne road; and possible Eastern Link Road (Ilminster); creates ‘rat runs’ affecting Kingston and Dowlish.

Still flooding despite the previous flood alleviation scheme.

- Donyatt – concerns are the impact of development on charge and Ilminster show it impacts on Donyatt.
- Need to highlight this.

CREWKERNE – CLUSTER 9

(1) Broad Agreement with ‘B’

Need to retain existing employment land (as local plan allocation)

- (2)
- Creates, contributes to or enhances com. Facilities etc. – preferred, less restrictive – ‘future proof’
 - Definition of sustainability needed (or plain English)

(3) No – growth as needed not as an allocation/commitment

SESSION 2 – CONCENTRATION OR DISPERSAL OF GROWTH?

LANGPORT AND SOMERTON – CLUSTER 2

Key is infrastructure

MARTOCK – CLUSTER 3

Option 2

2-1 smaller communities more sustainable growth.
However each village/town should be taken viewed on its own merits

Option 4

Unrealistic, stagnates smaller villages (growth in all B settlements)
Some settlements may benefit from more growth so somewhere between option 2 and 3)3-1)

NB There are concerns for lack of infrastructure across whole of South Somerset.

BRUTON/CASTLE CARY AND CREWKERNE – CLUSTERS 4 AND 9

2B : 1C

Dispersed growth

Concentrated growth

Smaller settlements would lose out from infrastructure opportunities

Preferred option – slightly more in 'B's
Don't specify for 'C's and others. More fluidity.
B : 70% C+ below 30%

MILBORNE PORT & WINCANTON AND CHARD - CLUSTER 5 & 7

Concentration Growth

+

Might help to maintain definition between town and rural
Might help attract more facilities in larger settlements
More people able to not rely on cars
This option supported by larger towns.

-

Reduce sustainability of 'C' settlements
Negative impact on population demographics – older pops of smaller settlements
General lack on investment in smaller settlements
Could create ghetto's in larger settlements
Rural people will be forced to travel further for services

↔
Need to deliver balanced growth

Dispersed Growth

+	-
May help to sustain existing services	Will it deliver the need for homes where there is demand
People have more choice	Unlikely to lead to new facilities in a settlement
Substantial growth could help attract investment and facilities	Increased effect on travelling unless jobs provided locally.
Need to attract public transport	Will it have less appeal to families
Mixed views on this approach	Is the infrastructure there to deal with increase?
Market forces are much bigger than planning policy	Could lead to reduction in green space
	Might limit delivery of affordable housing
	More divided communities

ILCHESTER AND STOKE SUB HAMDON – CLUSTER 6

Growth Scenarios

Dispersed – shouldn't perpetuate existing Infrastructure on dispersal complex

Concentration B's only
Removing choice
Would be hard to use PM policy for C's
Potential over delivery in rural areas through DM policy

3:1 – some merit in more concentration, reduction in travel. But need facilities in B's with capacity C's don't necessarily have existing facs.

Happy with 3:1. Have to bear in mind 12 months more business as usual.

NOT happy with extremes.

Need to give other 'Bs' a chance against Yeovil

ILMINSTER – CLUSTER 8

Chard	2191
Crewkerne	1028
Ilminster	531
Wincanton	1053
Somerton	500
Langport	300
Castle Cary	500
Ilchester	151
South Petherton	145

Martock	246
Bruton	217
Milborne Port	299
Stoke	55
<u>Other</u>	1199

Options

- Agree could move growth up ↑ to more sustainable areas where there is infrastructure. But –
- Small amounts of development can bring benefits to villages.
- If you reduce growth – lose infrastructure
- Lack of size/growth constrains investment which tends towards the largest places
- Could 'Cs' take a little more e.g. South Petherton
- Villages – need some growth to sustain facilities.

Allocations? – villages

- depends on the size of potential development
 - no presumption basis fits with draft rural policy
 - very important to discuss
-

Questions @ end

How were additional housing numbers added to some settlements?

Are figures set in stone?

Why is it fair that settlements are affected by additional housing (eg: traffic) without an improvement to highways when the cost of investment in highways (eg: A303) has been used to limit growth elsewhere.

What will happen with the RSS (elections)

Infrastructure – explain the plan!

**YEOVIL WORKSHOP 3 – NOTES
BRYMPTON WAY, YEOVIL
10TH MARCH 2010**

ATTENDEES:**Parish and Town Representatives**

Name	Represented by
BARWICK	
BRYMPTON	Liz Glaisher Peter Dutton Denise Jagger
BRADFORD ABBAS (WEST DORSET DC)	Derek Hayward
CHILTHORNE DOMER	
CHISELBOROUGH	
CLOSWORTH	
EAST COKER	Justin Bennett M. O'Neill Barrie Hartley Henley Boucher
HARDINGTON MANDEVILLE	Peter Bysouth
MONTACUTE	
MUDFORD	Dinah Cheek Yvonne Rowlands
NORTON-SUB-HAMDON	Prue Biddle
ODCOMBE	Barry Savildoor
QUEEN THORNE GROUP (WEST DORSET DC)	
STOKE – SUB-HAMDON	
TINTINHULL	Philip Horsington
WEST COKER	Angus McPhee Gina Seaton
YEOVIL	Dave Greene Clive Davis Philip Chandler
YEOVIL WITHOUT	Barbara Strong

Other Stakeholder Representatives

Name	Represented by
SOMERSET CC TRANSPORT	Emma Cockburn Stephen Walford
RNAS YEOVILTON	CDR R Seymour
AVON & SOMERSET POLICE	PC Jackie Poole
WDDC (PLANNING POLICY MANAGER)	Hillary Jordan
SSDC (PORTFOLIO HOLDER)	Peter Seib
SSDC (LEADER)	Tim Carrol

Question Session

1. 31 ha of employment land, how does that fit into this?
2. You can't have 5000 houses and employment placed there, some or most will commute to work, not rational.
3. Distance from extension to town, can't see where links will be made on southern options. Is there any difference with north?
4. Hendford Hill is significant slope for cycling, walking so therefore problematic.
5. Question about north facing and south facing solar especially in relation to housing location? Shouldn't be in as justification, needs clarification.
6. Yellow area flood plane, isn't that a problem? Global warming, more rain more flooding.
7. Area around Yeovilton, Business Park, A303 link to Wincanton, Shepton Mallett ect... Has this been considered for employment land?
8. Land to north grade 2/3 agricultural land to south, grade 1. Will this be taken into consideration?
9. Previous workshop we discussed one big block or smaller blocks. Does eco-town influence this?
10. Once option submitted to Government who makes final decision especially with eco-town?
11. Area around Cartgate was put forward at last workshop, why taken out? Lufton and Houndstone there now? Looked at it and suggested that Stiby Road could be the link to upgraded.
12. Cost of road infrastructure for north too much. What about cost of sorting out flooding, is it less?

Group 1

1. Land train, links to railway an advantage with options East & South East.
2. East & South East greatest risk with 'water'
3. South East advantage of proximity to town centre and issues of access easier to overcome than other areas.
4. South East making good use of natural assets as 40% open space a requirement and historic parks can be incorporated.
5. South East would discourage commuter traffic to West, more than North – West sites.

Group 2

1. Some members in Parishes are not normally invited to Area South. Can they be invited to Area South Committee when report goes (E.g. Tintinhull)
2. Maps do not show highways very well.
3. Discussion around current road infrastructure and upgrading. Highways saying there is no money. Not for brand new road.
4. Need an option that results in least amount of major road infrastructure work.
5. Important to keep buffer zone to prevent villages being swamped.
6. If we go for Barwick / Stoford / Over Compton West Dorset careful consideration in need to be given to highways infrastructure.
7. No showstoppers but plenty of sacred cows.
8. If Yeovil expands towards train stations will rail links be improved? This should be the case and should be a positive reason for this area being considered.
9. Would like further information on the Over Compton area, not enough known to really consider properly (Transport & Ecology).
10. Note: One member didn't agree with any South options and preferred Lufton as a further growth area.

Group 3

1. General discussion on the process of sustainability appraisal and its importance in making strategic decisions.
2. Group members queried the scoring of some indicators, including the distance from services, accessibility to the West Dorset option and opportunities for walking to the southern option. The County Park and steep topography was considered a significant barrier to movement.
3. Some members of the group could see the advantage of growth to the south in link new development with the town centre and the existing train stations. In the context of the Eco-town Bid the advantage development adjacent to the Country Park was noted and the possibility of meeting high open space targets.

Yeovil Workshop 3 – 10th March 2010 - Group 1

Objective	Option 11 Over Compton / West Dorset	Option 10 Barwick / Keyford	Option 9 Keyford / South
1. Improve access to essential services and facilities	0	++	0
2. Reduce poverty and social exclusion	+	0	-
3. Provide sufficient housing to meet identified needs of the community	++	++	0
4. Improve health and well being	+	+	0
5. Improve education and skills of the population	+	+	+
6. Reduce crime and fear of crime	+	+	+
7. Support a strong, diverse and vibrant local economy	0	+	+
8. Reduce the effect of traffic on the environment	-	-	-
9. Protect and enhance the landscape and townscape	-	+	0
10. Conserve and where appropriate enhance the historic environment	0	0	0
11. Reduce contribution to climate change and vulnerability to its effects	-	-	0
12. Minimise pollution (including air, water, land, light, noise) and waste production	-	-	-
13. Manage and reduce the risk of flooding	-/0	-/0	0
14. Conserve and enhance biodiversity and geodiversity	-	-	-
Score	0	4	-1

Appendix 6

**Draft Core Strategy (incorporating
Preferred Options October 2010)**

**Report on Public Engagement
October to December 2010
(including Appendices)**

**Report on Public Engagement,
Local Development Framework Draft Core Strategy,
October to December 2010**



1. Introduction

Public engagement on the draft Core Strategy for the Local Development Framework has been designed and co-ordinated by the four Area Development Teams working closely with the Spatial Planning Team. A brief (see Appendix 1) and budget were agreed in July 2010 to set a framework for this consultation. Simplified materials were drawn up over the late summer period as soon as the draft Core Strategy was made available. In designing the public engagement, the main focus has been on:

- Fulfilling the requirements of the adopted and approved Statement of Community Involvement - <http://www.southsomerset.gov.uk/planning-and-building-control/planning-policy/local-development-framework>
- Complying with the requirements of Planning Policy Statement 12 and Statutory Instrument 2008/1371 Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.
- A cost effective programme that maximised broad public engagement and that would augment the formal consultation process.
- Actively seeking online responses through the iNovem system, whilst clearly accommodating other response methods, so as not to exclude key groups of people who otherwise may not participate.

The strategy was finally approved for public consultation, at Full Council on 16 September 2010, with a launch on 8 October for an 8-week period, closing on 3 December 2010.

This followed an extensive period of testing of the emerging growth proposals.

- Firstly with Parish Councils and other key stakeholders through cluster group meetings based around towns and their catchment areas across the district. This was conducted in the late Autumn and early Spring of 2009/10 and led by Spatial Policy Team in liaison with the Area Development Teams.
- This was followed up by discussion of both the overall growth proposals and also the draft key policies, under the five themes contained in the Core Strategy, by the Council's corporate officer group and by the Council's Area Committees in open meetings. The second period of testing ran from June to August 2010.
- The consultation materials were scoped in June and July 2010 and then developed over the August to September period. A special event was held in Chard, 9 September, to engage residents in proposals developed through the Chard Regeneration Framework. This attracted 400 people and was used to link these detailed plans with the emerging Core Strategy.

2. Main Elements of Consultation Programme

1. Household leaflet

The main element of the engagement plan was a simple, easy to read summary, in a colour A4 format, distributed via the Royal Mail to all domestic addresses across the whole district. This document (see Appendix 2) was designed to say: what the strategy was; the stage it had reached; a central spread with the main highlights from the strategy; all dates of the main public exhibitions plus other locations where it was available for inspection; how to make online and written responses to the document and finally the timetable for completion and adoption.

This leaflet was circulated at the end of September (the consultation started on 8 October) and circulation was staggered across the district to try to achieve about two weeks notice in advance of local exhibitions.

Generally speaking the leaflet was well received. Some people missed it, and in certain instances we received reports that some homes did not receive delivery, despite all of the reported problems being from homes that were within postcode sectors that we had booked for delivery by Royal Mail. (Some reports were contested by neighbours who said they did indeed get the leaflet). An ample overrun was done, however to enable copies to be available in all our public offices and at exhibitions and as “lead in” materials to a wide range of discussion groups held with specific sub sets of the population. In this way, the broadest possible awareness raising was given to the public about the importance of the draft Core Strategy.

The leaflet was supplementary to many other forms of communication and was seen as ‘above and beyond’ what was required, particularly as many other authorities simply advertised the consultation on their websites only.

2. Website

A web area was developed on the South Somerset District Council’s website enabling interested parties to see the full document online and make their comments on any section that interested them via the web tool iNovem. In addition, the website pages were constructed in such a way that all the consultation summaries and materials were available via the website, including the summary leaflet and all the summary panels explaining the different elements within the strategy. This was linked back to the home page of the website via an easy access route, so that the profile of the strategy consultation has been maintained throughout the consultation period.

The substantial evidence base underlying the draft Core Strategy’s preparation was also readily available for inspection on the web site and had previously been publicised to Town and Parish Councils and made available for inspection at a number of “data room exhibitions”.

In addition to the above, the strategy was featured on YouTube with links provided via Twitter and Facebook to encourage broader access, by young people in particular.

3. Public Relations Campaign

An extensive and sustained PR campaign was maintained in the run up to the consultation period and throughout the consultation period. The Communications Officer was a key person in developing the summary leaflet, exhibition materials and web areas. Media releases were targeted at different geographical areas timed to coincide with the run up to the public exhibitions. Specialist releases were done to interest the business community. The press articles run during the consultation, including those aimed to boost attendance are set out in Appendix 3.

The Portfolio Holder for Spatial Planning participated in numerous interviews for radio and press purposes and also attended many of the public meetings, exhibitions and discussion groups to enable a clear and sustained message from politicians about the role and purpose of the Core Strategy and the importance of public engagement to improve the final document. All District Councillors were briefed and asked to talk to their constituents about the importance of the consultation and encourage them to get involved and make a response if they so wished.

As the campaign advanced, further releases were issued to showcase the success of earlier exhibitions and encourage people to make their comments in the remaining time available. The final tally of responses is around 2770 from 927 respondents. However, a further consultation is taking place with those respondents whom have commented about transport issues around Yeovil, which will increase the number of responses received.

4. Formal Consultees

The Spatial Policy Team maintain a database consisting of 1292 consultees, this includes all relevant Specific and General Consultation Bodies and Other Consultees, as well as those individuals/agents/bodies who have asked to be added and those who had made responses to the earlier consultations on the Issues and Options document (March 2008). Letters/emails detailing where the document could be viewed, commented upon and copies of and/or links to the Draft Core Strategy were sent to all those on that database in the week commencing 4 October 2010.

Formal notices were placed in the following publications:

- Blackmore Vale Magazine
- Chard and Ilminster News
- Western Gazette
- Yeovil Express
- Fosse Way Magazine

Copies of the consultation document, including the Draft Core Strategy and Sustainability Appraisal were placed in all local libraries and the District Council Offices.

5. Public Exhibitions

A total of 18 exhibitions were pre-planned, in all of the main centres across the district, focusing on Yeovil and the market towns. In addition, special events were held in the villages of Barwick and East Coker, the areas most likely to be affected by green field growth proposals for Yeovil. As noted earlier, the Chard Regeneration Framework event was held prior to the consultation period, giving residents an important opportunity to give in-depth consideration to the major growth proposals for the town.

These consultation events were supplemented by further events arranged in response to feedback as needed. This led to an additional event held in Somerton and a special, rurally focused event held in North Cadbury. Most events were held in the late afternoon through into the evening, although some were also held on Saturday mornings in the bigger towns and attendances were mainly in the fifty to one hundred people range with 200 and upwards attending exhibitions at East Coker and Somerton.

Each took the form of a drop-in exhibition with around twenty specially developed exhibition panels. Most of these were generic boards that explained what the exhibition was about, gave a simple summary of the main elements of the Core Strategy, the growth proposals, sustainability appraisal method, the main features of the policy areas and growth strategy. In addition, each exhibition carried specific panels covering the settlements in that area giving a summary of the main characteristics of market towns and rural centres, the headline growth proposal for those places and, where appropriate, maps showing the preferred areas for growth.

People attending exhibitions were greeted by Area Development staff and, encouraged to take an exhibition feedback form to complete and leave this in the box provided before they left the exhibition. At least two members of the Spatial Planning team attended each event to enable visitors to talk in-depth about any particular aspect that interested them. After each event feedback forms were analysed by Area Development staff. This gave an instant snapshot of numbers attending, where people came from, how they found the exhibition, whether they agreed broadly with the proposals and canvassed, whether they planned to submit a formal response to the strategy. This quick overview enabled us to plan and refine future events. A summary of feedback from each event is contained in Appendix 4, along with a copy of the feedback form. In total 1581 people were recorded attending these exhibitions, which is a conservative figure as accurate recording was difficult at the most popular exhibitions and at the most popular times. Of those who completed feedback forms we can note that:

- Apart from the Yeovil Town Centre events, the majority of people lived in the town, where the exhibition was being held.
- Overall 64% found the summary information at the exhibition useful and informative, 19% found it a bit helpful and 17% found it unhelpful.
- Overall 55 % indicated that they intended to submit detailed comments, with 27% saying they might do and 18% not to submit comments.

Area Development staff were in charge of choosing venues, timings and hosting these events, based on their experience of successful consultations on other topics. They also used contacts with local groups and organisations to encourage attendance at the exhibitions e.g. local business associations, local schools and youth groups, representatives from black and ethnic minority communities resident in the area etc.

The exhibition material was used to hold a further event for South Somerset District Council's staff, which was attended by 43 people. This served the dual purpose of raising awareness amongst staff that live in the district, whilst also encouraging service teams to think about the implications of the LDF policies for their professional areas and formulate a response if appropriate.

6. Reaching Minority Groups

In addition to the broad programme of public events some special discussion groups were held with a range of groups who we felt were unlikely to attend the exhibition.

1) Young People

A series of events were held in November 2010 at schools and colleges. The method chosen was to meet with groups of young people and hold a structured discussion around the overall growth proposal, a more in-depth look at key policies and seek some specific feedback on local growth proposals in the catchment area of the school.

Four such events were held in schools at Yeovil, Castle Cary/Ansford and Huish Episcopi chosen to enable coverage of urban, market town and more rurally based students.

- Ansford School, Castle Cary, 80 pupils across Years 7, 8 and 9
- Bucklers Mead School, 30 pupils from Year 8
- Yeovil College, 15 students studying A-level geography
- Huish Episcopi Academy, Langport, 30 pupils from Year 11

Each of these sessions has been written up and submitted as separate evidence as part of the consultation process. These are presented as Appendix 5.

2) Black and Minority Ethnic Groups

This was arranged through the Somerset Racial Equality Council and consisted of a discussion group held with 16 representatives from black and ethnic communities across South Somerset. Good representation was achieved from different ethnic groups from across a wide geographical area. This followed a focus group format using a topic guide where participants had been sent a copy of the summary leaflet and paper copies of the exhibition boards (which summarised the contents of the strategy) in advance. There was then a facilitated discussion going through the main aspects of the strategy and pausing to record views on any particular aspect that interested the participants. These again were written up as a separate piece of evidence and have been submitted as part of the consultation. These are presented at Appendix 6.

3) **Gypsy and Traveller**

A focus group was held with a group of Gypsy and Traveller representatives from across the district. Participants had received a copy of the summary leaflet in advance of the meeting and on the day there was a discussion about the housing needs of gypsy and traveller people and views were sought on the draft policy for Gypsy and Traveller pitch development. The feedback has been written up and submitted as a separate piece of evidence as part of the consultation. This is presented at Appendix 6.

4) **South Somerset Equalities Steering Group**

A discussion group was held with representatives groups from the Equalities Steering Group, which includes disability groups, groups representing young people, faith groups, black and minority ethnic representation etc This discussion group was held in the same format as that with black and minority ethnic groups, detailed above and the feedback from the groups has been submitted as separate evidence as part of the consultation and this is presented at Appendix 6.

3. Resources

A summary of the main elements of additional costs incurred in running this consultation exercise, are shown in Appendix 7. These were well within the budget set.

4. Conclusions and Lesson Learned

Some of the main ones from this exercise are:

- Despite going to considerable efforts to simplify and summarise the material contained in the draft Core Strategy, many members of the public found the language and complexity of the document difficult to follow. The presence of expert planning officers to advise and discuss the content with the public was a positive response to this natural difficulty.

- There was a general appreciation of the effort made to discuss the Core Strategy with the wider community at this stage in the process; however, there was also a degree of scepticism about the likelihood of local views and evidence having any effect on the proposals in the final document. For this reason, it will be important to follow statutory regulations in considering and responding to every specific point made by representees and making these responses available for inspection as a part of the report on the Core Strategy representations and further evidence that is scheduled for October 2011 that will seek to finalise the Core Strategy for publication and submission for examination.
- Representees will be informed, in advance, of when the Area Committees, District Executive and Full Council are to consider the report on representations that will be presenting the revised Core Strategy for publication and subsequent submission for examination.
- The summary document was well worth producing and distributing broadly across the district, however the narrative of the simple summary, the more in-depth exhibition summary and the actual document itself would benefited from further refinement to draw people into increasing levels of detail and helping their understanding of how final recommendations had been arrived at.
- The range of discussion groups held with harder to reach groups was a requirement of the Planning regulations and has certainly led to some different perspectives being feed into the overall body of consultation responses.

Helen Rutter
Assistant Director (Communities)

Updated March 2011

Appendix 1

South Somerset Local Development Framework- Draft Core Strategy

Brief for community consultation.

Title	South Somerset draft Core Strategy – community consultation programme	Sponsor:	Andy Foyne (for Martin Woods)
<p>Link with corporate agenda</p> <ul style="list-style-type: none"> • Required by LDF – community involvement as part of preparation of South Somerset core strategy. • to test and further refine the draft policies & proposals of the core strategy through a public dialogue bringing local knowledge of place and at the same time forge a broader public understanding of and respect for the planning function. • Links to ‘continuous improvement in local quality of life’ and helping to build a sustainable South Somerset in conformity with SCS. • Ensure proposals are broadly what community is seeking and help to deliver aspirations both local and wider visions for South Somerset <p>Test practicality of proposals/ policies</p>			
Background	<p>Developed in parallel to the Sustainable Community Strategy, the spatial form is the draft core strategy. It is formulated from an evidence base, results of Issues & Options (2008) consultation and following town & parish cluster workshops (2009)</p> <p>The next step is to test the reaction to the preferred Strategy set out in the document due to be approved for consultation at DX in September. The final version of the Core Strategy will be put on deposit for formal inspection Spring 2011 leading to formal examination in public. On adoption it will replace the current adopted local plan</p>		
Benefits / Outcomes	<ul style="list-style-type: none"> • Allows LDF project team to test document in a wider public as well as stakeholder arena. From this able to assess local views and further evidence submitted in order to refine the Strategy • Will enable the public to better understand the role of spatial planning and development management to shape better more sustainable places to live through the documents making up the LDF • Increase likelihood that what is being proposed is what communities want and so more deliverable • Essential contribution to ‘tests of soundness’ for Core Strategy, • Increased levels of involvement with and understanding of planning process – building linkages with Yeovil UDF and Chard vision. 		

Appendix 1

Objectives	<p>To deliver a programme of public and local stakeholder consultation and involvement, in accordance with the South Somerset Statement of Community Involvement, and SSDC Equalities scheme, and PPS12.</p> <p>Test preferred options for the settlement hierarchy, locations for growth and major policies.</p> <p>Build the Council's reputation for high quality engagement programmes and continuous community involvement in shaping sound policies over spatial matters that affect peoples' lives.</p> <p>To raise broad public awareness and interest in planning in the future – through the LDF, and development management.</p> <p>To bring to statutory status work undertaken through Chard Vision, local community planning and the South Somerset Community Strategy.</p>
Deliverables	<p>A series of events and activities to achieve objectives and benefits.</p> <p>Individual and group responses – feedback / reports / photographs.</p> <p>Communications materials to support the above.</p> <p>A summary report to the LDF project board and core strategy inspector on the process, outputs and outcomes.</p>
Approach	<p>Programme commissioned by the LDF project board through the Area Development Service – lead officer – Helen Rutter – Area East Development Manager in dialogue with Andy Foyne, Spatial Policy Manager.</p> <p>Staffing from in-house service teams - partners if appropriate.</p> <p>Communications materials may be commissioned internally and externally.</p> <p>Delivery of programme will be varied to achieve the objectives and benefits, including use of a range of media channels and methods as part of press strategy.</p> <p>Close demonstrable linkages to the Chard regeneration programme, Yeovil Vision and town/ parish plans.</p>
Inclusions	<p>Target groups for public engagement using draft Core Strategy and materials drawn from it as basis for feedback and involvement.</p>
Exclusions	<p>Statutory consultees and existing stakeholder list will be contacted by direct (e) mail by the Spatial Policy Team (SPT) in October</p>

Appendix 1

	<p>Area committee workshops (SPT July 2010)</p> <p>Other current spatial or community planning activities eg minerals & waste, transport, RSS, LSP.</p> <p>Non-spatial issues (although feedback may still be required to contributors)</p>
Success criteria	<p>Project board accepts final report.</p> <p>Test of soundness – inspector’s report.</p> <p>Feedback from events / stakeholders (including conformity with SCI)</p>
Constraints	<p>Budget – up to £30,000</p> <p>Time – eight weeks from publication of draft core strategy. Currently aiming for 1 October after DX</p> <p>Officer resources (planning, area development – for local delivery, support for admin, IS / comms for materials)</p> <p>Procurement rules for commissioned work (publications etc)</p>
Key dependencies	<p>Programme cannot start until draft core strategy published (on website).</p>
Key assumptions	<p>Officer time available in kind from appropriate teams for technical input / support, from now until end of consultation period.</p> <p>Draft core strategy will be made available in July to enable preparation of communications in advance of publication of draft</p>
Risks	<p>Insufficient clarity on scope of community/ public involvement and correct mix of place and issue based consultation – confusion / missed stakeholders ACTION – check against SCI / get agreement!</p> <p>New evidence requires further consultation</p> <p>Insufficient capacity from appropriate officers– slippage to time and / or quality - ACTION – establish time & skill requirements</p> <p>Raised expectations from stakeholders not realised – loss of support into future activities – ACTION – use of communications to manage expectations</p> <p>Stipulations of consultation method using the I-novem system to record views, personal details and evidence will be off putting and so limit wide public involvement especially from harder to reach groups – ACTION ensure multiple routes to allow input</p>

Appendix 1

	<p>including hand written submissions and reports from focus groups or other events</p> <p>Delay to project (eg from lack of material for communications, changes in Government frameworks etc.) ACTION – check on resources and input for communications – advise project board on requirements. Continuous monitoring of national messages and evaluate impact on process</p> <p>Wish for far-reaching programme beyond scope of objectives creates slippage or raised expectations – ACTION – discuss / agree programme brief with sponsor and project board.</p> <p>Duplication / confusion with existing spatial programmes eg Chard regeneration programme – ACTION – checks with relevant ADM / boards to agree scope / detail of consultation programme.</p>
Next steps (outline plan)	<p>Agreement of brief</p> <p>Definition of scope / breadth of consultation – responsibilities of respective area teams in conjunction with planning</p> <p>Confirm consultation programme and clarify needs for communication material in advance of publication</p> <p>Draft programme of events and related communications plan for the public engagement element.</p>

Project name	South Somerset draft Core Strategy – community consultation programme
Document name	Draft brief community consultation
Status	draft
Security	
Date	25 07 10
Version	1.2
Author	Charlotte Jones (original)
Owner	Helen Rutter

Version	date	Summary of Changes
1.0	06-04-10	Sent to Martin Woods for comment
1.1	09-04-10	Added linkage to Chard regeneration programme
1.2	09-04-10	Amendments agreed by Jean / Andy
1.3	25 05-10	Refined after project meeting
1.4	26 07 10	Refined after board meeting
1.5	10.08.10	Refine after PFH advice and legal advice



Plan for South Somerset to 2026

Have your say

A consultation event is being held in your area - see the back page for details.



Do these subjects matter to you, your children and where you live?

- » Jobs
- » Homes
- » Shops
- » Health services
- » Recreation
- » Tourism

We need your feedback on the plan that will identify:

- How much housing will be built and where,
- Where industry providing jobs will be located,
- What roads, schools, shops, health centres and green spaces you feel are required until 2026.

What is its purpose?

The draft plan (known as the Core Strategy) will form part of a series of documents called the Local Development Framework, used to guide and manage new development and change across South Somerset up to 2026.

The story so far...

The draft plan (Core Strategy) is not yet council policy. It has been shaped by evidence about the local area and by engagement with the community. It includes some 'preferred options' on which we are seeking your views before final publication. We need your help to make sure the details are correct and to make sure we haven't missed important facts.

↓	March 2008: Core Strategy Issues and Options document consultation
↓	8 October to 3 December 2010: Public consultation on draft Core Strategy (incorporating 'preferred options')
↓	December 2010 to July 2011: Evaluate all responses and finalise Core Strategy for approval by South Somerset District Council
↓	September 2011: Publication of Core Strategy. Further public consultation
↓	December 2011 to January 2012: Examination by Planning Inspector
↓	Spring to early summer 2012: Adoption

Why do we need growth?

"Our population is growing. We are all living longer and people move here from elsewhere, often to retire. At the same time we need employment growth so there are jobs for local people and those leaving education. A vibrant economy means low unemployment and enough homes, health services, leisure facilities and good shops set in an area where people want to live. We need to plan carefully to meet the future needs of those who live in our towns and villages, especially to get homes and jobs, in the right places and with the right balance."

Cllr. Ric Pallister, Deputy Leader and Portfolio Holder for Spatial Planning

Printed on recycled paper at a cost of 4p per copy.

Plan for South Somerset 2026: Our Vision

“South Somerset is a thriving, attractive and affordable place to live and work. Its settlements are more self-contained with the opportunity for using less energy in businesses and everyday living.”

Have your say on these proposals

These are the current ‘preferred options’ being put forward from 2006 to 2026. You are invited to view and comment on all of the options that have been identified, either online or at your local consultation event. (See back page for more details).

Objectives

- Safe, inclusive, sustainable communities
- Health enhancing environment
- Low carbon quality services and facilities
- Integrated sustainable transport system
- High performing, low carbon economy
- Balanced housing market
- Eco town (well-designed homes connected to open spaces, facilities and local employment) for Yeovil
- Protected and enhanced natural environment, maintaining a wide range of species.

Langport/Huish Episcopi

- 1.5 hectares of new employment land
- 182 homes already allocated*, propose a further 118
- Safeguard local shopping

Somerton

- 1 hectare of new employment land
- 219 homes already allocated*, propose a further 281
- Improvements to town centre services
- Safeguard local shopping

Castle Cary/ Ansford

- 3 hectares of new employment land
- 238 homes already allocated*, propose a further 262
- Improvements to transport, parking and roads
- Safeguard local services and shopping

Bruton

- 1 hectare of new employment land
- 97 homes already allocated*, propose a further 120
- Improve parking and local services
- Safeguard local shopping

Martock

- 1 hectare of new employment land
- 96 homes already allocated*, propose a further 150

Wincanton

- 1.5 hectares of new employment land
- 703 homes already allocated*, propose a further 350
- Improve local services
- Increase town centre shopping

South Petherton

- 1 hectare of new employment land
- 145 homes already allocated*, none further proposed

Milborne Port

- 2 hectares of new employment land
- 199 homes already allocated*, propose a further 100
- Improve local shopping

Ilminster

- 19.4 hectares of employment land already committed
- 191 homes already allocated*, propose a further 340
- Increase local shopping

Ilchester

- 1 hectare of new employment land
- 1 home already allocated*, propose a further 150
- Propose new noise contours for Yeovilton Airbase
- Safeguard local services

Chard

- 13 hectares of new employment land
- 1,863 homes already allocated*, propose a further 328
- 1 new primary school
- 2 neighbourhood centres (Millfields and Holbear)
- Improve town centre facilities
- Town centre road improvements
- Improve local services, including leisure
- Increase town centre shopping

Yeovil

- 39 hectares of employment already committed
- 23 hectares of new employment land in Eco extension
- 3,725 homes already allocated*, propose a further 4,475, to include an Eco extension of 3,700 homes. This would include new schools and better walking, cycling and public transport
- Improve local services, including leisure
- Increase town centre shopping

Crewkerne

- 10.53 hectares of employment land already committed
- 928 homes already allocated*, propose a further 100
- Better road links for industrial estate
- Increase town centre shopping

Stoke Sub Hamdon

- 0.5 hectares of new employment land
- 5 homes already allocated*, propose a further 50
- Safeguard local services

Rural communities

- Improve access to key services
- Support employment and services for local communities
- Meet local housing needs
- Increase self-containment
- Protect rural character and distinctiveness



*The allocated figure is at autumn 2009 and includes: Sites already built since 2006; those under construction; those with planning permission and ‘saved’ Local Plan allocations.

Find out more and give us your views

We are holding a number of exhibitions and events throughout October and November 2010. Here you can meet council representatives and discuss the proposals and policies that interest you and ensure you have your say.

1 Consultation events

Tuesday, 12 October	Somerton , Edgar Hall	4pm to 7 pm
Wednesday 13 October	Milborne Port , Town Hall	3pm to 7pm
Friday 15 October	Chard , Guild Hall	3pm to 7pm
Monday 18 October	Martock , Market House	4pm to 7pm
Wednesday, 20 October	Bruton , Bruton Museum	3pm to 7pm
Thursday, 21 October	Ilchester , Ilchester Town Hall	3pm to 7pm
Saturday, 23 October	Castle Cary , Market House	9am to 1pm
Tuesday, 26 October	Barwick , Village Hall	4pm to 7.30pm
Wednesday, 27 October	East Coker , Village Hall	4pm to 8.30pm
Saturday, 30 October	Yeovil , Yeovil Town Centre, Vicarage Walk (SSDC resource bus)	9am to 2pm
Wednesday, 3 November	Stoke sub Hamdon , Memorial Hall	4pm to 7pm
Thursday, 4 November	Yeovil , the Octagon Theatre	5pm to 8pm
Thursday, 4 November	South Petherton , Blake Hall	4pm to 7pm
Saturday, 6 November	Ilminster , Tesco's car park (SSDC resource bus)	9am to 1pm
Monday, 8 November	Langport , Huish Episcopi Science College, Wincanton Road, Huish Episcopi	4.30pm to 8pm
Tuesday, 9 November	Wincanton , Town Hall	4pm to 7pm
Wednesday, 10 November	West Coker , West Coker Club	4pm to 7.30pm
Saturday, 20 November	Crewkerne , Henhayes Centre (South Street car park)	9am to 1pm

Further events are being planned or will be undertaken where needed. Please check our website and local press for further information.

The full document is available on our website: www.southsomerset.gov.uk/corestrategy

2

Do it online



You can send any feedback to us online, by visiting:

www.southsomerset.gov.uk/corestrategy

More details will be added to our website from 8 October to 3 December 2010.

Email us: planning.policy@southsomerset.gov.uk
Call us: 01935 462462

3 Visit us

You can also visit any of our council offices (from 8 October until 3 December) to see the draft Core Strategy and give feedback:

- Brympton Way, Yeovil, BA20 2HT
- Churchfield, Wincanton, BA9 9AG
- Holyrood House, Chard, TA20 2YA
- Kelways, Langport, TA10 9YE
- Petters House, Yeovil, BA20 1AS

If you would like this document translated into other languages or into Braille, large print, audio tape or CD, please call 01935 462462.

Dokument ten jest na życzenie udostępniany w językowych polskim.

Este documento encontra-se disponível em Português, a pedido.

Appendix 3 – examples of press releases run through the consultation period

Date: **20 September 2010**

Public invited to have their say on homes, jobs and infrastructure plan

Residents will soon be invited to give feedback on a crucial planning document that will shape the future of the district at a series of events being held from October.

South Somerset District Council wants people to have their say on the latest draft of a plan that will identify how much housing will be built and where, what roads, schools, shops, health centres and green spaces residents feel they require until 2026, and where new land for employment will be located.

District councillors approved the draft 'Core Strategy' document at a meeting on Thursday, meaning it can now be taken to 18 locations in local towns and villages for people to make comments, ask questions and help the council further progress the plan.

People can also take part in the consultation online from Friday 8 October at www.southsomerset.gov.uk/corestrategy or visit any of the district council's main offices from 8 October until 3 December.

Amongst other means of contact, a leaflet will be delivered to all homes within the district between 27 September and 24 October encouraging people to get involved, including consultation event dates and a map showing a summary of the proposals made so far for each area.

The plan was originally forced to include a total of 19,700 new homes when the previous Government insisted on the figure as part of targets within the Regional Spatial Strategy – a document that was recently scrapped by the new coalition Government.

The figure was always strongly opposed by South Somerset District Council, which has immediately reduced the proposed total to 16,600. This is the figure the district council originally proposed from its own initial research as being in line with the district's growth needs.

Nearly 10,000 of this 16,600 have already been allocated, built or been given planning permission (as at Autumn 2009)

The council has aspirations that around 3,700 of the remaining 6,600 are built to eco-towns standard on the edge of Yeovil, with the rest of the growth appropriately scaled across the district.

Cllr Ric Pallister, Portfolio Holder for Spatial Planning and South Somerset's Deputy Leader explained, "This is the plan that will be used to assess and guide all future proposed changes and development to the district until 2026 so we really want people to get involved.

"Our population is growing. We are all living longer and people move here from elsewhere, often to retire. At the same time we need employment growth so there are jobs for local people and those leaving education. Most families no longer live in one large family home but in several smaller homes, especially after marriage breakups. A vibrant economy means low unemployment and enough homes, health services, leisure facilities and good shops set in an area where people want to live. We need to plan carefully to meet the future needs of those who live in our towns and villages, especially to get homes and jobs, in the right places and with the right balance.

"I'd urge all residents to have a look at the leaflet when it is delivered, learn more about it and come along to your local event. Help us to make sure the details are correct and give us your views."

Views gathered in the six-week consultation period will then be incorporated into the evidence base used to develop the plan, and the next version will be compiled. A further consultation is planned for late 2011.

The council hopes to adopt the final plan in Spring 2012 following an independent examination from the Planning Inspectorate likely in late 2011 or early 2012.

Consultation Dates:

Tuesday, 12 October **Somerton**, Edgar Community Hall 4pm to 7 pm
Wednesday 13 October **Milborne Port**, Town Hall 3pm to 7pm
Friday 15 October **Chard**, Guild Hall 3pm to 7pm
Monday 18 October **Martock**, Market House 4pm to 7pm
Wednesday, 20 October **Bruton**, Bruton Museum 3pm to 7pm
Thursday, 21 October **Ilchester**, Ilchester Town Hall 3pm to 7pm
Saturday, 23 October **Castle Cary**, Market House 9am to 1pm
Tuesday, 26 October **Barwick**, Village Hall 4pm to 7.30pm
Wednesday, 27 October **East Coker**, Village Hall 4pm to 8.30pm
Saturday, 30 October **Yeovil**, Yeovil Town Centre, Vicarage Walk (SSDC resource bus) 9am to 2pm
Wednesday, 3 November **Stoke sub Hamdon**, Memorial Hall 4pm to 7pm
Thursday, 4 November **Yeovil**, the Octagon Theatre 5pm to 8pm
Thursday, 4 November **South Petherton**, Blake Hall 4pm to 7pm
Saturday, 6 November **Ilminster**, Tesco's car park (SSDC resource bus) 9am to 1pm
Monday, 8 November **Langport**, Huish Episcopi Science College, Wincanton Road, Huish Episcopi 4.30pm to 8pm
Tuesday, 9 November **Wincanton**, Town Hall 4pm to 7pm
Wednesday, 10 November **West Coker**, West Coker Club 4pm to 7.30pm
Saturday, 20 November **Crewkerne**, Henhayes Centre (South Street car park) 9am to 1pm

Further events are being planned or will be undertaken where needed. Please check our website and local press for further information. You can also visit any of our council offices (from 8 October until 3 December) to see the draft CoreStrategy and give feedback:

Date: **4 October 2010**

Consultation begins on homes, jobs and services plan for district's future

People in South Somerset are being invited to have their say on the crucial planning document that will shape the future of the district up to 2026.

South Somerset District Council wants people to give their views on a draft plan which proposes how much housing and employment space will be built and where, and what roads, schools, shops, health centres and green spaces are needed in support.

The first of 18 public drop-in consultation events will be held in Somerton, Milborne Port and Chard next week, and people can also express their ideas, support or concerns online from Friday 8 October at www.southsomerset.gov.uk/corestrategy . Consultation will run until 3 December.

Cllr Ric Pallister, Deputy Leader and Spatial Planning Portfolio Holder for South Somerset District Council said, "This is everyone's chance to influence the policies that will be used to shape South Somerset in the future so we want to ensure that the final published plan is about the needs of the people and agreed by the people.

"If as the community of South Somerset we fail to produce a clear vision with the right amount of employment and housing land to meet local need, then future decisions will be made by Planning Inspectors and we may not like what is decided for us.

"As well as planning what can go in each town, it's also about shaping the district as a *whole* up until 2026, including things like protecting shopping centres, making sure there are enough jobs and homes for the population, sports provision and even how carbon friendly new homes should be, so it really does affect all residents.

"The proposals within the draft so far have been shaped by considerable research and discussions with local representatives, but before the final version is produced we now need the people to tell us what they think."

"As our population grows naturally, local housing demand at all levels from first-time buyers, older persons specialist provision, family homes, affordable housing and private rented properties is set to become a major issue for many families and their grown up children across the district. It is vital that we ensure that land is allocated to meet that need in both our towns and villages where it is appropriate. In some cases it may be about accepting and planning for what we need and not always about what we want or do not want."

Consultation events will be held on:

- Tuesday, 12 October **Somerton**, Edgar Hall 4pm to 7pm
- Wednesday 13 October **Milborne Port**, Town Hall 3pm to 7pm
- Friday 15 October **Chard**, Guild Hall 3pm to 7pm
- Monday 18 October **Martock**, Market House 4pm to 7pm
- Wednesday, 20 October **Bruton**, Bruton Museum 3pm to 7pm
- Thursday, 21 October **Ilchester**, Ilchester Town Hall 3pm to 7pm
- Saturday, 23 October **Castle Cary**, Market House 9am to 1pm
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- Thursday, 4 November **Yeovil**, the Octagon Theatre 5pm to 8pm
- Thursday, 4 November **South Petherton**, Blake Hall 4pm to 7pm

- Saturday, 6 November **Ilminster**, Tesco's car park (SSDC resource bus) 9am to 1pm
- Monday, 8 November **Langport**, Huish Episcopi Science College, Huish Episcopi 4.30pm to 8pm
- Tuesday, 9 November **Wincanton**, Town Hall 4pm to 7pm
- Wednesday, 10 November **West Coker**, West Coker Club 4pm to 7.30pm
- Saturday, 20 November **Crewkerne**, Henhayes Centre 9am to 1pm

Further events are being planned and will be organised where needed.

The plan, called the draft 'Core Strategy', includes proposals for 16,600 new homes across the district until 2026 to meet local need.

Nearly 10,000 of these 16,600 homes have already been built, allocated or given planning permission.

For the 6,600 homes yet to be planned, the evidence based on previous consultation and research has led to a proposal that around 3,700 are built to eco-towns standard on the edge of Yeovil, with the rest of the growth appropriately scaled across the district.

The total represents a reduction on the 19,700 homes originally being planned for – a figure imposed by the previous Government and opposed by the council. When the new Government scrapped the Regional Spatial Strategy the council reduced the figure to 16,600 – a figure reflecting evidence of what local people want, and what can be provided.

A leaflet is being delivered to all homes in the district which includes a map and summary of proposals for each town, and information on how to get involved.

Cllr Pallister added, "Our population is growing. We are all living longer and people move here from elsewhere, often to retire. At the same time we need employment growth so there are jobs for local people and those leaving education. Most families no longer live in one large family home but in several smaller homes, especially after marriage breakups. A vibrant economy means low unemployment and enough homes, health services, leisure facilities and good shops set in an area where people want to live. We need to plan carefully to meet the future needs of those who live in our towns and villages, especially to get homes and jobs, in the right places and with the right balance.

"Help us to make sure the details are correct and give us your views."

Views gathered in the eight-week consultation period will then be considered and the plan improved to reflect what people need and what can be achieved. The next version will then be compiled and a further consultation is planned for late 2011.

The council hopes to adopt the final plan in Spring 2012 following an independent examination from the Planning Inspectorate likely in late 2011 or early 2012.

Date: 14 October 2010

Businesses urged to give their views on plan for district's future

Business owners across South Somerset are being urged to give their views on a crucial planning document that will set out policies affecting business and employment for the next 20 years.

South Somerset District Council has launched its latest round of consultation on the draft plan that, when complete, will set out how much housing and employment land should be developed and where, and what roads, schools, shops, health centres and green spaces are required in support.

But the draft plan, called the Core Strategy, also includes 16 draft policies directly relating to business and commercial development and the district council is keen to ask businesses for their opinion.

The overall aim of the plan is to support economic development in the district, and makes proposals that are aimed towards making the district more sustainable with self-contained settlements where people can both live and work in the same place.

“The draft policies cover everything from where offices should be developed, how much land in each settlement should be developed, how we support rural businesses and tourism, to how we go about protecting and developing viable town centres and supporting and retaining local shops and facilities,” said Cllr Jo Roundell Greene, Portfolio Holder for Economic Development at South Somerset District Council.

“So it is so important that business owners and anyone with an interest in our local economy to look at the documents and tell us what they think.

“We want to know whether businesses think our policies are the right ones. Will our proposed criteria ensure that we are supporting and growing our economy? Are we protecting employment land in the right way and preventing it being lost to uses such as housing? Do they think our policies will improve town centres?

“We need to protect the countryside but equally we need to provide enough opportunities for countryside businesses to grow. These are things that will affect us all and future generations so I would encourage everyone to take the opportunity to help shape the policies and therefore our future.”

People can take part online at www.southsomerset.gov.uk/corestrategy until 3 December or contact South Somerset District Council's Spatial Policy team on 01935 462462 for guidance.

A series of public events are also being held across the district for all residents, including business owners, to get involved.

ENDS

Notes to Editor:

The Core Strategy includes many policies but particularly of interest to businesses will be the following policies which focus development on Yeovil, the market towns and rural centres, but aim to create a viable rural economy:

Policy SS5: Delivering New Employment Land which looks at a minimum level of land for each settlement

Policy EP2: Office Development which seeks offices to be developed firstly in Town Centres to aid their vitality and viability by increasing the number of people using services and facilities.

Policy EP6: Expansion of Businesses in the Countryside recognises the effort put into developing viable businesses and supports the growth of existing businesses in more countryside locations.

Policy EP7-8: Supporting Tourism.

The Core Strategy is the main document within a set of documents called the Local Development Framework which will replace the Local Plan when adopted.

It runs from 2006 to 2026, which is the reason why a proportion of homes included in the proposed targets have already been allocated or built.

The process consists of many stages – we are still fairly early in the process and there are several other versions and consultation periods to go before getting close to publication and adoption of the final Local Development Framework.

The first public consultation took place in early 2008 to give an indication. Research that shaped the evidence base has been extensive and ongoing.

Views gathered in the six-week consultation period will then be incorporated into the evidence base used to develop the plan, and the next version will be compiled. A further consultation is planned for late 2011.

The council hopes to adopt the final plan in Spring 2012 following an independent examination from the Planning Inspectorate likely in late 2011 or early 2012.

Next consultation Dates:

Friday 15 October **Chard**, Guild Hall 3pm to 7pm

Monday 18 October **Martock**, Market House 4pm to 7pm

Wednesday, 20 October **Bruton**, Bruton Museum 3pm to 7pm

Thursday, 21 October **Ilchester**, Ilchester Town Hall 3pm to 7pm

Saturday, 23 October **Castle Cary**, Market House 9am to 1pm

Tuesday, 26 October **Barwick**, Village Hall 4pm to 7.30pm

Wednesday, 27 October **East Coker**, Village Hall 4pm to 8.30pm

Saturday, 30 October **Yeovil**, Yeovil Town Centre, Vicarage Walk (SSDC resource bus) 9am to 2pm

Wednesday, 3 November **Stoke sub Hamdon**, Memorial Hall 4pm to 7pm

Thursday, 4 November **Yeovil**, the Octagon Theatre 5pm to 8pm

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Wednesday, 10 November **West Coker**, West Coker Club 4pm to 7.30pm

Saturday, 20 November **Crewkerne**, Henhayes Centre (South Street car park) 9am to 1pm

Further events are being planned or will be undertaken where needed. Please check our website and local press for further information.

You can also visit any of our council offices (from 8 October until 3 December) to see the draft Core Strategy and give feedback:

- Brympton Way, Yeovil, BA20 2HT
- Churchfield, Wincanton, BA9 9AG
- Holyrood House, Chard, TA20 2YA
- Kelways, Langport, TA10 9YE
- Petters House, Yeovil, BA20 1AS

Date: 1 December 2010

Thousands give their views on draft plan for South Somerset's future

Thousands of local people have taken part in a consultation to help develop a plan that will shape the district over the next twenty years.

South Somerset District Council has been gathering views on a set of draft policies that suggest everything from how much housing and employment space is built and where, to what schools, roads, shops, parks and other services are needed in support.

Over 1,800 residents attended the twenty special consultation events held in towns and villages across the district to have their say since this stage of consultation began in October.

School and college pupils, gypsy and traveller residents and black and minority ethnic groups took part in further events.

Hundreds of emails and comments made to the spatial planning team by telephone and at council offices have also been received.

Cllr Ric Pallister, South Somerset District Council's Deputy Leader and Portfolio Holder for Spatial Planning explained, "Local people have shown incredible interest in this consultation and we are extremely pleased that our efforts to encourage as many people as possible to get involved have been heeded.

"We want to ensure that the final published plan reflects the needs of the people and takes account of what people know about where they live. We are glad people came to the events we organised, took part online, or just got in touch in any way they could."

Views gathered will play a vital role to inform and improve the next draft of the plan so that it reflects what people need and what can be achieved. The responses will be used along with updated assessments on transport needs, population data and economic information due back early next year.

Cllr Pallister added, "It's not just about how much development will go in each town or about protecting villages from housing growth.

"It's also about shaping the district as a *whole* up until 2026, including things like protecting shopping centres, making sure there are enough jobs for the population, requiring enough sports provision for future generations, and even how carbon friendly new homes should be.

"So often, when the public are consulted, they feel it makes little difference as decisions are already made and they won't be changed. This is different. We are listening. We know we can't please everybody all of the time, but our intention is to meet emerging need with the minimum of impact."

The latest two-month stage of public consultation ended on Friday 3 December.

The next and final draft version is expected to be ready for the final round of public consultation in Autumn 2011, before it is then examined and finally determined by the Planning Inspector in early 2012.

The council expects to adopt the final Core Strategy and the policies within it in autumn 2012.

Notes that might help with enquires on the LDF/Core Strategy/ Proposed Growth for towns and villages in the district

Information for the press or public – Local Development Framework for South Somerset

South Somerset District Council has a duty to produce a plan that, when complete following several years of development and consultation, will identify:

- How much housing will be built and where
- Where industry providing jobs will be located
- What infrastructure, services and facilities are needed
- Which roads, schools, shops, health centres and green spaces are required, for the next 15 years.

These plans, called the 'Local Development Framework', will consist of a whole series of documents built around a 'Core Strategy'. When it is fully agreed it will be used to inform decisions on new development and change across South Somerset until 2026.

The next stage of extensive public consultation is going ahead from October, with South Somerset District Council holding consultation events in all of the district's major towns.

Every household in the district will be sent a leaflet explaining what the Core Strategy is, what the process is, why it is important, and encouraging residents to have their say.

Displays are being held in all of the area community offices, evening and weekend roadshow displays will be taken around the district, and an online consultation will be available for anyone to send in their feedback.

So what stage are we at now?

The draft document so far has already been shaped by evidence about the local area and by the views of local people, and we have got to the stage of having a draft Core Strategy, that includes draft growth proposals, figures, and other recommendations and aims for each settlement, - referred to as 'preferred options' for each town/village.

In short, a 'Draft Core Strategy Incorporating Preferred Options' was considered by our District Executive on Thursday. District Executive was asked simply to make recommendations to Full Council, which will meet in September, so no further actual decisions have been made.

Full Council, which meets on Thursday 16 September, will then either approve the latest draft as it is at the moment, or make changes to the draft. The draft (which may stay the same or include Full Council's changes) will then go out for October's extensive public consultation.

We are asking members to view the progress on shaping the draft core strategy and preferred options, take note of comments made at recent consultations, and then either approve the draft as it is so that it can go forth to consultation, or make amendments so that an amended draft can go forth to consultation.

There is still a long way to go after this winter's consultation and a timetable is below. You will see that there are further windows of consultation too. The idea is to get a document/plan that most people (if not, everyone) agrees with, and to ask people for their comments now so that further improvements can be made.

- March 2008: Core Strategy Issues and Options document consultation
- 8 October to 3 December 2010: Public consultation on "draft Core Strategy (incorporating 'preferred options')"
- December to July 2011: Evaluate all responses and finalise Core Strategy for approval by South Somerset District Council
- September 2011: Publication of Core Strategy. Further consultation
- December to January: Examination by Planning Inspector

Spring to early summer 2012: Adoption

Years of research and previous consultation have gone in to these proposals so there should be no 'surprise proposals'.

All of the proposals are based on evidence including many, up to date studies, that show economic, population and household information and projections which help to calculate how much growth is needed and where.

Now that the Government has scrapped the Regional Spatial Strategy, we are no longer having to work to a target of ensuring 19,700 new homes are built between 2006 and 2026; a target which South Somerset District Council always objected to as being too high.

Instead South Somerset District Council is recommending that growth is reduced to 16,600 homes – a figure which all evidence points towards as more reasonable.

So what are the current figures that are being proposed?

These figures have been informed by years of research on the local area, and shaped by public consultation.

These figures, if agreed at Full Council, are the figures that local people are being invited to comment on and find more out at the upcoming consultation events.

Why do we need growth?

“Our population is growing. We are all living longer and people move here from elsewhere, often to retire. At the same time, we need employment growth so there are jobs for local people and those leaving education.

A vibrant economy means low unemployment and enough homes, health services, leisure facilities and good shops set in an area where people want to live. We need to plan carefully to meet the future needs of those who live in our towns and villages. We need to get homes and jobs in the right places and in the right balance.”

Cllr. Ric Pallister, Deputy Leader and Portfolio Holder for Spatial Planning

APPENDIX 4

Summary of LDF Exhibitions - Autumn 2010

VENUE DATE EAST	NO OF ATTENDEES	TOTAL OF FEEDBACK FORMS REC'D %age living in town	DID YOU FIND IT USEFUL/ INFORMATIVE?			ARE PROPOSALS RIGHT/BROADLY RIGHT?			ARE YOU SUBMITTING MORE DETAILED COMMENTS?		
			YES	NO	BIT	YES	NO	D/K	YES	NO	MAYBE
M PORT 13 October	55	30 70% from M Port	14	4	12	21	6	2	7	10	13
BRUTON 20 October	52	33 67% from Bruton	20	1	10	22	1	8	12	5	15
ILCHESTER 21 October	54	39 67% from Ilchester	21	3	15	15	9	14	15	10	14
CASTLE CARY 23 October	55	11 82% from Castle Cary	6	1	4	5	5	1	6	2	3
WINCANTON 9 November	101	64 80% from Wincanton	32	22	10	17	36	11	46	8	10

VENUE DATE NORTH	NO OF ATTENDEES	NO OF FEEDBACK FORMS REC'D %age living in town	DID YOU FIND IT USEFUL/ INFORMATIVE?			ARE PROPOSALS RIGHT/BROADLY RIGHT?			ARE YOU SUBMITTING MORE DETAILED COMMENTS?		
			YES	NO	BIT	YES	NO	D/K	YES	NO	MAYBE
SOMERTON 12 October	105	18 94%	11	7	0	7*	3	7	10	0	7
MARTOCK 18 October	65	35 69%	19	12	3	16	7	11	22	6	7
STOKE SUB HAMDON 3 November	73	30 87%	19	9	2	14	6	10	19	7	4
S PETHERTON 4 November	69	43 74%	22	20	1	25*	6	12	17	9	16
LANGPORT 8 November	33	13 69%	11	1	1	9	3	1	6	1	6
SOMERTON 22 November	191	106 95%	71	30	5	8	54	8	51	6	14

VENUE DATE SOUTH	NO OF ATTENDEES	NO OF FEEDBACK FORMS REC'D %age living in town	DID YOU FIND IT USEFUL/ INFORMATIVE?			ARE PROPOSALS RIGHT/BROADLY RIGHT?			ARE YOU SUBMITTING MORE DETAILED COMMENTS?		
			YES	NO	BIT	YES	NO	D/K	YES	NO	MAYBE
BARWICK 26 October	60	25 60%	20	0	5	7	10	8	18	2	5
EAST COKER 27 October	208	41 76%	14	9	18	0	37	4	34	2	5
YEOVIL 30 October	Approx 45	5 20%	4	0	1	3	1	1	3		2
YEOVIL 4 November	52	22 31%	14	6	2	7	11	4	6	6	10
WEST COKER 10 November	71	40 85%	25	14	1	9	21	10	22	9	9

VENUE DATE	NO OF ATTENDEES	NO OF FEEDBACK FORMS REC'D %age living in town	DID YOU FIND IT USEFUL/ INFORMATIVE?			ARE PROPOSALS RIGHT/BROADLY RIGHT?			ARE YOU SUBMITTING MORE DETAILED COMMENTS?		
			YES	NO	BIT	YES	NO	D/K	YES	NO	MAYBE
WEST											
CHARD 15 October	111	11/12 = 92%	6	6	0	7	4	1	6	1	5
ILMINSTER 6 November	92	39/67 = 58%	41	2	23	32	13	20	40	12	15
CREWKERNE 20 November	89	35/48 = 72%	32	3	13	22	13	13	13	21	14



**LDF CORE STRATEGY CONSULTATION
Autumn**

EXHIBITION FEEDBACK FORM

Thank you for attending!

Tell us which town/village you live in:

Please complete this card before you leave and place in the box provided. Your feedback will give us a sense of what people think and help us to plan and improve future events.

1. Did you find the exhibition useful/informative?

Yes - very

A bit

No - not very

2. Do you feel the proposals for South Somerset are right/broadly right?

Yes

No

Don't know

Do you intend to submit more detailed comments on any aspect of the Strategy during the consultation period, which runs until 3 December?

Yes

No

Maybe

Full response forms can be obtained at this exhibition or you can make your responses online on the SSDC website.

PLEASE LEAVE THIS IN THE BOX PROVIDED – THANK YOU!

(This was printed on A5 card)



Appendix 5

Notes of Discussion with Young People at Ansford School on Growth Proposals for South Somerset

24 November 2010

The session involved 80 young people from years 7,8 and 9 working in 10 groups. Below is a summary of the main points recorded from flip chat notes made by the young people.

Working in groups the young people considered the following 3 questions:

- 1) Do you agree with the overall settlement hierarchy for the District?
- 2) Do you agree with the scale of growth for the District?
- 3) Do you think that most growth should go towards Yeovil?

A variety of responses were given from the groups, the main points made were:

About overall level and settlement hierarchy

- We agree with the principle of growth, but these should be held at about 15% rather than 25%
- We agree with the scale of growth because South Somerset is not densely populated enough
- Would like growth to maintain facilities
- We agree with the settlement distribution because we don't want more homeless people than we have now
- We agree with the scale of growth for the District, with a direct route to London, Bristol, etc. it is a perfect place for housing so feels right

Yeovil

- Yeovil is the centre of South Somerset so there is more of a demand for houses than in small villages
- Most growth should happen in Yeovil as it has better facilities so more demand for houses, etc
- Yeovil should grow so that more people can settle there and will be able to earn money
- In Yeovil we would like to see more re-development and less greenfield development
- Yeovil grows there will be more traffic and less growth in the market towns won't be able to grow as much because of everything going to Yeovil
- Yeovil is in good proportion to the number of houses because it has lots of facilities

About market towns

- Having less people living in the smaller towns will keep a feeling of community spirit and there aren't as many education facilities so not as many people will want to live there
- Most of the houses and investment needs to be put into smaller towns
- We agree that Castle Cary is not a small town like Bruton, but it's not a large town like Yeovil, so this town fits into its class

About villages

- Don't agree with less growth in villages; would like to see them grow and stop congestion in the towns
- We are concerned that some of the small villages will expand too much.
- Villages don't need lots more houses because it gets rid of the village life and sense of community
- I live in West Camel and think it could use a village shop and some more buses, because buses only go to Yeovil and back when some people need to go to other places

Policies Governing Aspects of Growth

The young people worked in groups, with 2 groups considering each of the 5 policy areas:

Housing:

1. *Density*
 - We think there should be bigger houses and gardens, more space, so that kids don't get into trouble
 - It should be raised to a maximum of 35 homes per hectare but not above that or the homes will be smaller and more cramped together
2. *Affordable Housing – should the threshold be lowered from 15 dwellings to 6 dwellings to provide more affordable homes?*
 - It should be lowered slightly but not to 6, people can take advantage of affordable houses and don't get a job, as they don't need to. It is important for first homes to be affordable
 - I think it should be lowered but not drastically. If it was lowered it could increase the quality of houses
3. *Replacement Dwellings – should the Council restrict the size of replacement homes or house extensions in rural areas to keep smaller homes in the area?*
 - We think they should restrict the size of replacement homes or extensions in rural areas to keep small houses
 - It should have a rule that unless the people living in the house can't fit in. It will stop people moving away because they can't extend their house

4. *Gypsies, Travellers & Travelling Show People*

- I think there are quite a lot of homeless people in the world and no-one is doing anything, so I reckon that if we had to put up some kind of shelter, it doesn't have to be big, just warm & safe, I would put it in Yeovil or a big town because more of them would pass through if travelling

Economic Prosperity:

1. *Rural Employment – should old buildings in the countryside, like barns, be used for employment rather than residential? Should the Council allow new buildings in the countryside for jobs?*

- Barns should be turned into business buildings because if it's a farm building that's not in use then it's a waste. Also it would provide more businesses for local villages and more jobs

2. *Tourism – should new tourist facilities (museums or hotels) be restricted to the towns, what about tourist accommodation like B&Bs, where should they go?*

- We think that museums should be restricted to towns as nobody knows that it is there if in a village. But you should have small B&Bs in villages as well as towns
- We don't need tourism in the countryside nor more hotels

3. *Retailing – do you think the Council should protect town centre shops from changes to other uses?*

- Yes, the Council should continue to protect the town centre shops from changes to other uses
- There is a great need to re-open shops in the town centres
- For large towns like Yeovil, out-of-town retail parks are good and convenient and they offer competitive prices
- More shops in villages are needed, like newsagents and bakeries

Transport & Accessibility:

1. *Modal Shift – what should new homes and businesses have to provide to encourage alternatives to the car?*

- No electric charging points. What we need are bus & train timetables around the area
- We are producing CO₂ already using electric cars – we are concerned about how electricity is generated. Does it come from solar panels?
- Not all businesses and homes should have to do this as they will cost more, surely they can buy these if they want?

2. *Transport implications of new development – should new development fund road improvements or should we be encouraging people not to drive and how?*

- Yes, fund road improvements as people need roads
- Also need more disabled-friendly buses and trains with maybe special tokens for these for people who can't afford them

- Need more footpaths & maps and zebra crossings
 - Roads with sharp corners are hard to see around
 - Need to create more cycle paths
3. *Parking – should the Council do more to promote other travel options and do you think higher parking charges should be used to force people out of their cars?*
- No we do not agree with higher parking charges
 - Should promote other options instead of forcing people to use their cars ie: need safer footpaths, cycle paths, etc.
 - Rather than stiles have gates
 - Parking charges shouldn't go higher because if you need to use it urgently you'll have to pay
 - Generally agree that we should promote other travel options

Health & Well Being:

1. *Provision of open spaces, play areas, sports & community facilities – what type of open space and play areas should the Council seek from new development?*
- We think it's fair to ask people to contribute to one of the things listed:
 - Village hall
 - Cinema
 - Clothes shops
 - Fruit & veg shops
 - Tesco's Express
 - Swimming pool
 - A dance hall
 - We think new developments should include:
 - Park
 - Multi-use games areas
 - BMX track and skatepark
 - More car parking
 - We think money from new housing should be spent locally on things that everyone can benefit from, not just 1 or 2 age groups. People who build more houses than one will have to pay
2. *Existing open spaces and play areas – should they be built on or re-located, what types of facilities are needed?*
- We think open spaces should be protected and there should be a tax for building on the open space
 - Some things could move such as less hairdressers in C Cary and maybe less token shops for tourists

- Need little play areas for small children and easier access/clearer signs, including improved access for disabled people

Environmental Quality:

1. *Addressing climate changed*
 - There should be money from the Government if you get something eco-friendly
 - If your car has a bigger engine you should pay extra tax
 - New buildings should have at least 2 pieces of eco-friendly equipment
 - Build windmills and solar panels to help break down pollution and reduce the amount of CO₂ in the owner's atmosphere
 - We would keep the idea of zero carbon homes and also upgrade the older and less efficient homes with double glazing and solar panels
2. *Design – how important is design? Is it just buildings or areas? Should we protect historic buildings from new development?*
 - Buildings should be in keeping and historical buildings should be kept for visitors
 - In historical villages, such as Queen Camel, no new houses should be built as more houses and people will mean more cars causing the environment to be worse due to CO₂
 - Each new house should look a bit different to all the others and new shops should have new designs
3. *Biodiversity and green infrastructure – should we protect areas for nature, plants, animals & trees?*
 - We think there should be more places for animals to live so that people who love animals can get a job that they like
 - We should continue to protect trees and areas for nature and we should ensure that there are corridors for animals to travel from place to place

Proposals for Castle Cary

Do you agree with the level of growth for your town and the preferred location?

Views on overall growth:

- We don't think Castle Cary should grow because it's fine the way it is – introducing more houses might over populate the area
- The worse case is that the town becomes overcrowded and populated. Little shops are put out of business for larger shops coming into Castle Cary
- We think this is too much growth, half the amount of growth needed
- We don't agree with Castle Cary growing, we don't want to over populate it
- To grow by half is too many people

- We think growth should be spread over South Somerset more evenly
- There are loads of houses anyway still for sale and building new ones as well, so there are too many
- There is too much traffic that makes us late for everything
- More schools would have to open, there is no space in the school, which affects education and our everyday life
- If Castle Cary has more growth it needs more facilities eg: Tesco Express
- Castle Cary is a small town not a city, we don't want it too over developed

Views on the Options:

- Several groups felt that Option 1 was the best because it identifies more reasons for it to be a market town than the others
- Another group felt Option 1 would even Castle Cary out
- Some thought that developing Option 1 would lead to the need for a pedestrian bridge on the main road as it is very busy
- Some groups, however, felt that Option 3 was the best. This was favoured because it is at Ancastle and the back of the school, close to the town and school and not a flood zone and it was felt to be the area best able to accommodate growth
- There are shops nearby with skatepark and houses

What facilities the Groups felt were missing from Castle Cary:

There were numerous suggestions for this, the main ones are:

- A skatepark in C Cary – a lot of people would use this
- Facilities with disabled access
- Swimming pool use every week by Leisure Centre
- More bungalows than family houses
- A youth area – it's embarrassing going to the play park
- A homelessness shelter
- More zebra crossing and bus stops – hardly any in South Cary
- More bins needed to reduce litter
- Need an outdoor gym and improved parking

Finally, most young people think that Castle Cary is a market town.



Notes of Discussion with Young People at Bucklers Mead School on Growth Proposals for South Somerset

29 November 2010

The discussions were held with a group of about 30, Year 8 pupils. They worked in 5 groups.

Working in groups the young people considered the following 3 questions:

- 1) Do you agree with the overall settlement hierarchy for the District?
- 2) Do you agree with the scale of growth for the District?
- 3) Do you think that most growth should go towards Yeovil?

A variety of responses were given from the groups, the main points made were:

- There should be less growth in Yeovil and greater growth in the other market towns and rural settlements
- There is too much emphasis on new housing and the other sort of growth needed is more facilities, jobs and open spaces
- There was stronger support for growth in the South West of Yeovil, but most thought the level of growth was too great
- There was a need for more industry and jobs
- There should be a greater emphasis on leisure facilities
- One group thought that expansion to the South would be best, because it would be nearer to the town centre with better access to facilities and less flooding risk
- 2 of the groups felt that the growth should be phased and spread across each of the 3 growth area options

Policies Governing Aspects of Growth

The young people worked in 5 groups considering each of the policy areas:

Housing

1. *Density*
 - Larger garden sizes – bigger families would want bigger gardens
 - Allotments and community gardens are important
2. *Affordable Housing – should the threshold be lowered from 15 dwellings to 6 dwellings to provide more affordable homes?*
 - Important to have a range of housing types and prices

- There should be more affordable housing for people who have just moved away from home
3. *Replacement Dwellings – should the Council restrict the size of the replacement homes or house extensions in rural areas to keep smaller homes in the area?*
 - Extending houses should be allowed, but only by a certain percentage
 4. *Gypsies, Travellers and Show People*
 - Public space should be protected
 - Respect for land owner
 - Be allowed to live in the countryside
 - Don't build on the flood plains

Economic Prosperity:

1. *Rural Employment – should old buildings in the countryside, like barns, be used for employment rather than residential? Should the Council allow new buildings in the countryside for jobs?*
 - We should keep jobs in the countryside, so that people who live there can work there and walk/cycle
 - Reuse all the old buildings and maybe build extensions onto to them
2. *Tourism – should new tourist facilities (museums or hotels) be restricted to the towns, what about tourist accommodation like B&Bs, where should they go?*
 - Keep major tourism facilities such as museums in the town rather than the countryside, because facilities are closer including hotels, accommodation etc
 - Transport in and out of towns is easier
 - Risk of facilities in the countryside being harder to find
3. *Retailing – do you think the Council should protect town centre shops from changes to other uses?*
 - We think we should have more shopping centres like Clarks Village as it is nicer for finding things and there are good cafes and restaurants
 - We should have/ keep shops in the suburbs like corner shops
 - Town centre shops should be protected, as we don't want these areas to feel like a housing estate

Transport & Accessibility

1. *Modal Shift – what should new homes and businesses have to provide to encourage alternatives to the car?*
 - The ability to walk to work and park & ride with bike hire and cycle lanes

- Electric bikes, bus lanes and car sharing
 - Different bus routes and more bus stops, including free school bus travel for the under 16s
 - There should be electric car charging points
2. *Transport implications of new development – should new development fund road improvements or should we be encouraging people not to drive and how?*
- We feel better roads to big cities are needed
 - There should be electric buses to keep pollution low
3. *Parking – should the Council do more to promote other travel options and do you think higher parking charges should be used to force people out of their cars?*
- No, we think higher parking charges are bad
 - There needs to be more hybrid cars and mini buses
 - All efforts should made to encourage cycling, including rack bike sheds & security and including facilities for scooters
 - All pavements need to be safer
 - There should be more solar powered transport with dealers required to sell eco friendly cars

Health and Well Being:

1. *Provision of open spaces, play areas, sports and community facilities – what type of open space and play areas should the Council seek from new development?*
- We would like to see a shopping mall with indoor facilities and leisure facilities like splashdown and ice skating
 - The group drew a diagram with an ideal shopping mall which showed integrated facilities with leisure, shopping, restaurants, cafes and a young peoples' area and many stalls and open spaces in the middle with seating all around a central waterfall feature
 - It is important that there are community spaces where old people can go to play scrabble, monopoly, jigsaws, checkers, chess and generally make new friends, so they are not cooped up inside with no friends
2. *Existing open spaces and play areas – should they be built on or re-located, what types of facilities are needed?*
- We think we should protect the existing park
 - Young people need centres so children can talk about their problems
 - A disabled area for people with disabilities, all developments should be accessible e.g. with special facilities like sensory gardens

Environmental Quality

1. *Addressing climate change*
 - Solar power – houses should be more energy efficient with wind turbines (but not everywhere and not too close to houses) – solar panels (only if people want them, not compulsory) – biomass

2. *Design – how important is design? Is it just buildings or areas? Should we protect historic buildings from new development?*
 - Design is important in building buildings because they are safer, more accessible, more environmentally friendly materials are used in their making, more efficient for people's needs such as disabled people
 - We should protect our historic buildings because if they start to fall or become unsafe we need to do something about it, so that people are not hurt
 - We should try to preserve as much as possible, but if it falls apart we might need to change it to make it as safe as possible

3. *Biodiversity and green infrastructure – should we protect areas for nature, plants, animals and trees?*
 - Yes, because animals and plants could die from lack of food, change of environment and damage caused by people; they could die out and become extinct.
 - We think it is important that animals don't die out and that we make it safer for them to get from place to place without getting hurt or injured.

Proposals for Yeovil

Do you agree with the level of growth for your town and the preferred location?

Main views on overall growth:

- Groups were supportive of some growth, but felt 8,000 homes were too many and favoured a lower figure
- With this level of growth some thought that the town would become overcrowded and congested, which would upset its overall balance
- Two groups suggested that if the development was conducted in stages with the next stage of growth being judged if it was needed then this would be more flexible
- It was accepted that Yeovil should have most houses because it has the most facilities and schools
- It was noted that more schools will be needed if more people come to live in the town
- There was concern about building more houses instead of building business parks and places where people could work
- The maintenance of open green spaces in the town was felt to be particularly important

Views on Options:

- Two of the 5 groups felt that a smaller amount of land in each of the 3 areas (options) should be developed
- Two other groups felt that the area to the South West was the better area for development and reasons given included the lack of flood areas and the availability of green fields for expansion purposes. The remaining group felt that growth to the South was best due to the close proximity to the town centre
- The group that favoured the South location did so because it was nearby to transport interchanges, near to the town centre and shops; it put the town centre in the middle of Yeovil (balancing things up), helicopters from Westland don't fly over the houses, there is a good amount of land and the roads are not too busy and there are no flood plains
- In arguing for phasing and spreading out the development, one group felt that demand should be monitored, as there was concern that there might be empty homes and insufficient demand

What facilities the Groups felt were missing from Yeovil:

There were numerous suggestions for this, the main ones are:

- Another train station, more leisure facilities, gym, swimming pool, etc
- More jobs around the outskirts of the town and within the town to enable people to reach their jobs without long car journeys
- More open green spaces (like Mudford recreation ground and Birchfield Park) and more schools
- More shops, supermarkets and markets
- More public transport and park & ride
- An indoor shopping centre with cafes and restaurants, including child friendly pubs and other leisure activities like Laserage and paint balling
- Bigger car parks
- Better emergency services
- More highly paid jobs



Notes of Discussion with Young People in Year 11 at Huish Episcopi Academy on Growth Proposals for South Somerset

2 December 2010

Working in groups, the young people considered the following three questions:

- 4) Do you agree with the overall settlement hierarchy for the District?
- 5) Do you agree with the scale of growth for your settlements (particularly Somerton, Langport & Huish Episcopi and the rural villages)?
- 6) Do you think that most growth should go towards Yeovil?

A variety of responses were given from the groups, the main points being:

Overall level and settlement hierarchy:

- The strategy is good.
- Public transport and schools both need improving.
- Affordability is important.
- Better to disperse growth.
- More flats needed rather than executive houses in order to accommodate younger people who couldn't afford bigger homes. Variety would also attract different people.
- Could build upwards rather than across the countryside (i.e. flats).
- Need to consider the impact on other districts.
- Where are all these people going to work?
- Use derelict land, which would help to protect countryside.
- More homes = less countryside.
- More houses in Milbourne Port will help put it on the map.
- 328 extra houses in Chard is good news as there are plenty of jobs there and people need somewhere local to live.

Proposals for Somerton, Langport & Huish:

- Should build on what is already there.
- Provide more things for young people (Somerton), as current provision is overcrowded. They need safe places to go.

- Growth in market towns is important.
- Disused land should be brought back into use.
- Can the primary school at Huish Episcopi cater for more students? Are there proposals for new schools in villages rather than towns? More houses = more children.
- Public transport needs to be improved.

Villages:

- The strategy is right for the villages and will help maintain the community feel.
- Development can take up the countryside and ruin it.
- There needs to be a mixture of styles of homes.
- Land is needed for farming.

Yeovil:

- Yeovil shouldn't grow too much.
- Care is needed when looking at school provision – if new schools are built then children may go there in preference to existing schools, which would suffer as a consequence. All children need a good education.
- If all the housing were in Yeovil, business in Taunton could suffer.

Policies Governing Aspects of Growth - The young people worked in five groups, each considering one policy area.

Housing:

4. *Density – Should houses be built with larger or smaller gardens?*
 - Smaller houses = smaller gardens / larger houses = larger gardens. This does not necessarily meet needs e.g. someone living alone in a small one bedroomed house may love gardening.
5. *Affordable Housing – should more affordable homes be provided?*
 - There should be more shared ownership.
 - The number of houses necessary to provide more affordable houses should be lowered.
6. *Should house extensions in rural areas be restricted?*
 - No. People who are coming in from outside the area should pay more than locals for permission to develop.
 - Local residents who have lived there for a certain amount of years should be allowed to ignore the “pay more” rule (see above).

4. *Gypsies, Travellers & Travelling Show People*

- Would this have an effect on farmers? Would the sites be on farming or public land?

Economic Prosperity:

1. *Rural Employment – should old buildings in the countryside be reused by businesses or for housing?*

- Convert old buildings into homes, with employment going into new buildings.
- New buildings are more eco-friendly.
- The countryside is becoming “commuter Ville” which is not good.
- More rural high streets would encourage tradesmen.

2. *Tourism – should new tourist facilities (museums or hotels) be located in towns or in the countryside?*

- More facilities are not needed. Fewer attractions for tourists would mean more facilities for locals e.g. cinema, laserage.
- The A303 and other main roads should be improved and tourism encouraged by those roads.

3. *Retailing – should town centre shops be protected from changes to other uses?*

- Langport High Street should be one way with widened pavements.
- People do want better, more varied shopping.
- Town centre shops should be kept but subletting/conversion of upper storeys should be allowed.
- Amenities should be by the shopping centres.
- Yeovil is a bit grotty and should be cleaned up and regenerated.

Transport & Accessibility:

1. *Modal Shift – should all new homes and businesses have to provide measures to encourage sustainable transport (e.g. electric charging points for cars, local bus timetables and bus passes)?*

- People don't want to get rid of a car to get an electric “moon buggy”.
- Bus passes are too expensive.

2. *Transport implications of new development – should new development continue to pay for road improvements or is it more important to persuade people not to use the car?*

- We need better buses.

- Resurface the roads.
 - Fix the potholes.
3. *Parking – should we introduce higher parking charges in towns to discourage the use of the car?*
- No. People who are working have to get to work at a certain time and the bus may not get there at that time.
 - May get mugged walking home.
 - Could give people who raise fees a bad reputation.
 - Could encourage lower bus fares and higher parking charges.

Health & Well Being:

1. *Provision of open spaces, play areas, sports & community facilities – what type of open space and play areas should we be seeking from new development (e.g. play areas, allotments, wildlife areas and parks)?*
- Allotments that can be used by everybody.
 - Footpaths that you don't have to drive to, with access for the disabled.
 - Parks that include the natural surroundings e.g. trees that kids can climb etc. These parks should be suitable for everybody and then they won't get vandalised. Get people who will use them to help design them (local involvement).
 - Provide more bridleways and make people better aware of where they are.
2. *Existing open spaces and play areas – what types of development should contribute towards community facilities such as community halls, theatres or major sports facilities?*
- Developers and residents should contribute to community facilities.
 - Residents should help pay, but only for the stuff that the community actually wants and then they are more likely to use the facilities.
3. *Existing open spaces and play areas – should existing play areas or open spaces be protected from development or can some be put to better use?*
- Update and advertise existing facilities rather than get rid of them.
 - Once they are redeveloped they are lost to the community.

Environmental Quality:

1. *Addressing climate change – what can the council do to reduce the effects of climate change (e.g. make homes as energy efficient as possible, allow renewable energy technology such as bio-mass, solar parks or wind turbines)?*

- More drainage ditches.
- Grey water recycling, every house having two taps.
- Reuse/burn waste.
- Dual fuel.
- Solar/wind is too expensive and unattractive.
- Wind at sea.
- Tidal power.

2. *Design – how important is design in new buildings? Should we be protecting our historic buildings?*

- Design should be fit for purpose and sustainable.
- Design has to fit the context/location.
- Straw bale houses should be encouraged, though not in areas where it floods.
- Historic buildings should be protected and restored.
- Old houses should be brought back into use.

3. *Biodiversity and green infrastructure – should we continue to protect areas of high wildlife value (e.g. nature reserves)? Should we be ensuring that new development includes “corridors” for wildlife to move from place to place?*

- Preserve the areas we have.
- Protect endangered animals.
- Educate the public and increase public awareness.
- Green infrastructure needs to go where it is lacking, we do not need it everywhere.
- Existing wildlife areas should be kept, but we do not need more.

Yeovil College – Youth Consultation

Tuesday 30th November 11.15-12.30pm

Group of approx 16 A level Geography students.

Based the session around a presentation and posed questions on the level of growth across the District and on specific topic areas.

Main points raised in relation to the Distribution of growth:

- Didn't believe that Yeovil required the level of growth suggested outside the existing urban form. Felt that more brownfield land could be developed within the existing built form and that some existing housing was substandard and this could be redeveloped, providing better and more housing provision.
- Didn't like the idea of developing the greenfields around Yeovil for housing, saw them as an asset that should be protected for biodiversity.
- Accepted that if you limit the amount of housing it will push up house prices, but felt that a more even distribution across the District was a better option.
- Felt that transportation was a major issue and that this would get worse.

Other points raised:

- Queried policy on affordable housing and who would be applicable for such housing.
- Suggested a park and ride scheme to alleviate traffic congestion, suggested Cartgate.
- Queried approach to Gypsy and Traveller sites and felt that they were being treated more favourably than others in terms of developing in the open countryside.



LDF Consultation Event Somerset Black Development Agency

Held on 21 October 2010

Present: Helen Rutter, Assistant Director (Communities), Jo Wilkins, Policy Planner Jo Morgan, Community Cohesion Officer, David Onamade & Jenny Lawrence (SREC), Kira McCoy, Susann Savidge, Rukia Khan, Rose Stephenson, Nilo Pinol, Aurelio Horta, Maria Lopes, Antonio Rodrigues, Miroslaw Luberda, Ruta Beadle, Maria German (Bryant), Pauline Hughes, Ken Moss, Liz Johnson-Idan, Ramona Mortol and Rafal Skarbek.

Key comments and issues were presented on each policy as follows:

The Role and Functions of the Main Towns and Villages (Draft Policy SS1)

- Planning for families – the group felt that consideration should be given to:
 - space (dependant of family size)
 - garden
 - number of bathrooms
 - size of rooms (to include adequate cupboards/storage)

It was felt that consideration should be given to cultural needs of communities by the developers.

- Concerns were raised in relation to terraced houses and appropriate space for people to live comfortably
- Development – how many blocks are planned?
- Awareness of water levels need to be taken into account, when building/planning new developments and to include better drainage.
- What percentage of social housing is going to be built?
- Culturally – consideration should be given to the size of affordable housing
- Spacing between housing needs to be considered, as there are often neighbourhood disputes when space is limited. This type of conflict can lead to Anti Social Behaviour and Hate Crime.

Developments in Rural Settlements (Draft Policy SS2)

- How is local need defined? Who decides what is relevant to Black Minority Ethnic Committee/Gypsy and Travellers? This point was seen as crucially important to future planning for different communities. Concerns were raised that some people would fall through the net e.g. migrant workers not identified as future residents.

Appendix 6

- There is a need to consider development outside the main towns, but they were concerned that the village life could be lost to larger developments.
- Locations of building relevant to growth – many e.g. West Coker do not want to be part of an extension of Yeovil.
- A powerful voice is needed to keep small villages protected from outside development.
- Concerns were raised that resources/shops etc will be lost again to large town development.

The Balance of Growth Across the District (SS3, 4, 5, 6)

- There is too much emphasis on Yeovil. There is a need to plan, reflect and respond to local changes in the smaller settlements and encourage growth e.g. South Petherton Hospital newly refurbished and employing at least 50 new members of staff, some of whom will be from BME communities.
- Environmental issues need to be considered.
- Infrastructure – roads need to be safe for walkers or cyclists, train services need to be improved –the stations do not link bus routes. We need better links to bus routes and cycling needs to be encouraged. The cycle paths need to be linked between geographical areas/towns.
- What type of job?
- We need to support young people in villages and enable them to stay through affordable housing and local involvement.
- Increase in the birth rate among populations and Black Minority Ethnic, so how are assessments made as to their needs e.g. Future building of primary/secondary schools.
- BME/migrant communities are now settled, but there is a need to reflect local needs e.g. premises for cultural shops/cafes, community space for people to meet.
- There was a strong feeling that many people would prefer to live outside of the main towns e.g. Yeovil, but need to go to the main towns for work. Travel from outside main towns an issue if people do not have a car.
- The group felt strongly that they would prefer dispersed growth.

Appendix 6

Economic Prosperity (EP1 to E16)

- There is a need to include and support BME businesses. Racist representations through planning objections (links to licensing) can prevent some groups from establishing their business e.g. mobile facilities such as burger vans.
- Local shops need to reflect local needs.
- Does the policy protect closure of village schools?
- The café culture is important for BME and this should be a consideration in the planning process for Developers
- Compton Dundon is a good example of the community using the shop/post office to keep facilities alive within a village. This type of enterprise should be encouraged.
- Community space for BME is vitally important. The group felt strongly that there was a specific planning need for this in future developments. The group did not seem to equate existing provision such as village halls as appropriate, relevant community space to suit their specific needs. The group did not seem to feel that they 'belonged' in these facilities.

Environmental Quality (EQ1 to EQ7)

- Message for Strategic housing – houses have been designed ignoring things like an extractor fan, which is essential for good ventilation and prevention of condensation.
- Private landlords – concerns were raised regarding facilities.

Health and Well Being Policies (HW1 to HW4)

- Car parking and rubbish can create problems. Example given of car port that led to many aspects of anti social behaviour.
- Recreation facilities seen by the group as being very important.
- Accessibility to recreation and sport is essential, particularly with regard to transport from outside the main towns. In order for people to access facilities and resources, there must be good transport links.
- Links to business support issues relating to the cultural/BME can link to health e.g. hairdressing – chemicals.
- Some areas of Ninesprings are unsafe for BME communities. Future planning must consider how to protect vulnerable groups through good design, lighting, etc
- Planning should consider where to place people e.g. young peoples residential placed next to a care home for older people in Yeovil has caused many problems, in relation to noise, drugs, groups of young people congregating etc.

Appendix 6

- There is a need to reflect new migrant populations in terms of religion/faith/beliefs e.g. The spiritual needs of these new communities is currently not being met. Existing churches are not providing services in other languages..Provision of a community space for BME, where people could come together in a shared building that could have a space/room for reflection/meditation/prayer etc may provide the answer.
- How can youth provision be protected and sustained?
- Car parking and rubbish can create problems e.g. car port that led to many aspects of anti social behaviour.
- Safety for BME – many do not feel safe attending facilities/resources in town centres such as Yeovil. Could unused buildings be used as Community Space? Provision for 13-17 year olds in market towns is needed.

Housing Policies (HG1 to HG9)

HG2 Housing density

- Buildings need to be built less close together. There is a need to find a balance between green space and buildings. Shared space is important as is ensuring that there is appropriate parking, and gardens.
- Personal safety is important and needs to be included when planning and to include sufficient recreation. If not, it can result in conflicts with neighbours, causing anti social behaviour, this is not good for community cohesion.
- The group prefer a lower number of dwellings per hectare particularly in towns like Yeovil. Yeovil is already densely populated and there is no need for further development.
- Question re: link to shared occupancy? How will the cuts in funding affect the accommodation and planning policies?
- Not allowed to let rooms if in social housing, where will people go – real issues.
- HG2 links to HG5

HG4 – Provision of Affordable Housing

- Why is there no affordable housing for small sites? Clarity is needed on the definition of 'affordable housing'. Is it restricted to people's location?

HG6 – Gypsies and Travellers

- Question relating to management of the site planning and the impact on G & T communities

Appendix 6

HG7 – Replacement dwellings and extensions

- What are the special circumstances? Does it prevent extensions e.g. disabled?

Gypsy and Traveller LDF Consultation

16 November 2010

Sixteen people attended the session from the Gypsy and traveller community of South Somerset. The group recorded the following questions and issues:

- In the Plan for Somerset, Have Your Say leaflet, the entire focus is concentrated on 'homes'. Gypsy and Traveller accommodation was ignored and it made the group feel excluded. Information could have been included in these allocations e.g. x number of homes, x number of pitches
- When addressing the allocations for social housing why is there no planning for developing Gypsy/Traveller sites? Sizes of existing sites have not been increased
- There is a need for Gypsy and Traveller accommodation in smaller development areas. However, there is no reason to assume that the preference for sites is in rural locations or villages. If pitches were available in urban areas, as long as the site was fenced, that would be acceptable. There is a real need to work with and not segregate communities.
- Planning policy should allow the sites as part of the forward plans to tie in with developers requirements.
- Do Gypsy and Travellers have the same rights as house dwellers in relation to right to buy pitches?



Notes of discussion with South Somerset Corporate Equalities Group

LDF Consultation held on 2 November 2010

SS1

The word 'hierarchy' seems "too weighted". There are assets attached to each settlement and there is a sense in which the smaller places could grow and develop and then become beneficial to the larger towns. So the focus on the particular named towns ignores other areas.

The impact of development should focus on the town e.g. linking employment to development. How much is spill over from the larger towns e.g. Taunton/Ilminster. Will SSDC lose out by people living in Ilminster and working in Taunton?

A balance is required to include facilities, jobs, as well as houses, using growth to make a broader contribution.

There is a conflict between growth and sustainability and making the area a better place to live.

Development of any community is reliant on new people coming in for growth.

SS2

The group felt that SS2 had benefits for Total Place.

It is important to maintain villages to retain residents. Need to adapt to change over time e.g. young people may move out, but return back some years later. Types of accommodation will therefore need to be addressed by developers to ensure all changes in future populations are considered, e.g. smaller units for single people/acknowledge increase in ageing population and provide appropriate accommodation accordingly.

It is crucial to ensure that there is an interrelating system of access between rural and town.

The group felt that clarification is needed on what the 'identified local need' is.

There are a number of social needs/issues – people may need to live in their local area for family support, e.g. if they are more vulnerable or have disabilities, mental health issues. Affordable housing allocations could prevent this by pushing away those more vulnerable groups.

The group raised the question:

- Are perceptions of place a true and accurate account on which to base future planning? For example Langport is seen as an area with a concentrated older population, however in reality, there are many young people and families.

Appendix 6

SS3, SS4, SS5, SS7, SS8

The group questioned how the decisions were made regarding housing provision and growth. The loss of development to some areas may well lead to decline e.g. Langport (Some areas have limited development potential due to being identified as being in a flood area – it was felt that there could be measures taken to change this).

Areas such as Langport and Huish have been growing and developing. New families have necessitated a Children's Centre and this has attracted vibrancy, and a sense of future for the area.

The group felt that growth and sustainability can be developed in smaller settlements. It is unfortunate that the decision has already been made not to expand these smaller and potentially new developing communities.

SS4 The group felt that the decisions made by SSDC were in the main good in relation to delivering new housing growth.

SS5 The group were generally impressed with the 6+ housing quota.

Sustainability Appraisal

The group felt that assumptions have been made in relation to the sustainability of smaller towns/villages, which was detrimental.

There is a need to keep the heart of a place in order to ensure sustainability and that should not just be concentrated on the larger settlements.

The group raised the question:

- Does this work on a human/social level for communities?

SS7 and SS8

The group raised the question:

- Is the planning obligation money ring fenced?
- Does the money go into one pot and therefore not to individual settlements or developments?

The group felt that **space** for communities to live in was really important.

The group identified issues in relation to transport for older populations/disabled as crucial in future planning.

Facilities under planning obligations need to be appropriate to local communities for the development of those communities.

The group suggested making links e.g. where you put space/play equipment and the needs of the community being served. It was felt that people see this as a real benefit.

Appendix 6

HG2

The group found it difficult to visualise the size of a hectare, and what that would mean in terms of housing density.

The group strongly felt that planning for the future should include the concept of 'homes for life'. This would recognise the changes in modern day society in relation to communities and their growth needs – ageing population, mobility issues, blended families, disability, military families, migrant populations.

Discussion on issues of accessibility for developers to include in future planning priorities – houses built with e.g. adapted facilities like handrails, hoists etc. This would then provide a better match to individual need – different accommodation required for changing needs of communities.

The group suggested that new developments should ensure that there was a mix of different types of accommodation to benefit the various needs of communities – e.g. houses for young families, single people, older people, disabled, etc (an equivalent Poundbury).

The group felt very strongly that the design of any new developments were crucial to the successful growth and maintenance of communities.

Economic Prosperity

The group raised the following questions:

- How the LDF strategies link in to the local community plans?
- Do the town/parish councils have responsibility for the strategic policies? One example of one working well is in Martock, which have secured appropriate business land.

The point was made that the Church also has responsibility for community well being, but has not been involved in any key strategic planning in relation to drawing up these LDF strategies at an earlier stage.

EP4, EP16

The group felt that it was really important to protect against community resources such as pubs or shops from being converted to houses. There needs to be a policy based response to ensure local facilities are safeguarded.

Transport

The group raised some concerns, and questions:

- Are there links between districts/councils/neighbouring districts/councils for transport issues?
- There is a real concern over cuts to bus routes and increased isolation for those who are unable to drive or do not have their own transport.

Appendix 6

TA1

It needs to be acknowledged that many families need 3+ cars to exist, so crucial for planning obligations to provide transport links to settlements in relation to e.g. shopping, work, recreation facilities.

Planning obligations

- The group felt that planning obligations could be put towards improving the transport situation, good examples already exist that could be replicated eg Somerset Rural Youth Project moped scheme.
- The group also felt strongly that cycling should be expanded, but that many roads were unsafe and so this restricted this mode of transport.
- Local community transport could receive a contribution towards having local buses 'owned' by a centre/village run for the local community.
- New developments must have consideration to accessibility issues e.g. topography – much of Yeovil is hilly and transport needs must reflect this, particularly for those who have mobility needs, are older, or disabled.
- If money is spent on facilities e.g. in Yeovil, it is only right that those who live in the local villages have access to them, so access from rural locations is important.

TA2

This policy was seen by the group as particularly relevant to young people, older populations, those with disabilities, people who are rurally isolated or vulnerable. The needs of all of these groups must be taken into account when designing the travel plan.

Health and Well Being

The group raised a number of points in relation to these policies:

- These provisions are reliant on planning obligations.
- It is important to get 'best value' out of the developers. Who makes the decisions as to what facilities/resources are provided?
- How are the local communities consulted with in relation to local priorities? Are communities being consulted at the pre-application stage? How are communities feeding into the statement of community involvement? What are the community's aspirations?
- Ensure accessibility

Planning obligations should be ring fenced to provide community input and sustainability and to highlight any identifiable needs that may be missing

Appendix 6

HW1, HW4

It was strongly agreed by the group that young people needed good facilities in terms of sport and leisure, but there was also the need for developers to 'think outside the provision of a play area' and other creative ideas should be considered. Not everybody living in a development have children, their needs also need to be met.

HW2

Local and individual needs should also be considered e.g. social class, disability, access issues.

Smaller community group should be invited to be included in making decisions about any new community developments.

The group felt that once a 'social heart is in the community, it will flourish and grow'. So it is important to include the community in decision-making processes at an early stage.

Environmental Quality

The group raised the following questions:

- Can there be retrospective environmental fittings that can go on existing buildings, even if they are listed?
- Are the planning policies supportive of self-build initiatives? These are seen as exemplary examples of excellent practice and could address local needs.

EQ2

Issues raised as significant for developers:

- Landscaping and design
- Lighting that allows the sky to be seen at night.

EQ7

Does this policy support hunting?

Langport and Huish

The group raised some questions:

- Flood risk is managed so why are there restrictions? Flood risk could provide creative and innovative development e.g. housing working with nature – houses on stilts. Link to e.g. the Centre for Alternative Technology in Wales to look at alternative ways of working and managing flood risk.

Appendix 6

- Unclear as to whether this is a rural centre or market town, even though there is a large secondary school.
- Are there some alternatives that might aid development and growth eg opening up the train station would reduce traffic congestion and reduce carbon emissions.

The group raised some issues:

- There appears to be a stereotyped mindset about the communities living in Langport. These assumptions have resulted in negative growth and development. Eg Langport is made up of older population

General feedback

The group would like to thank SSDC for the opportunity to contribute to these key policies. The group felt that the day was very important and very useful

**Appendix 7 - Budget agreed at July 2010 to set a framework
for this consultation**

Description	£
Printing of strategy document leaflets and exhibition	
LDF leaflets	3500.00
250 A2 Maps for Core Strategy	420.00
98 A1 Foamex Boards Core Strategy Events	2350.00
	6270.00
Mail and leaflets to all homes	4215.20
Hire of Venues for exhibitions	
Cost of Area South	160.00
Cost of Area West	280.00
Cost of Area East	75.00
Area North - room hire costs	350.00
	865.00
Additional staffing costs	161.88
Total (£)	<u>11512.08</u>

Appendix 7

**Draft Core Strategy (incorporating
Preferred Options October 2010)**

**Examples of the Display Boards
Yeovil
Ansford & Castle Cary
Milborne Port**



Yeovil

Let us know your views!

Yeovil should be identified as a strategically significant town and the main focus for growth and development because:

- ✓ It is an important sub-regional centre offering a wide range of cultural, health, education, public services and shopping facilities not available elsewhere
- ✓ It is South Somerset's largest town, almost 4 times the size of Chard
- ✓ It is an historically important town with a strong economy, originally based on cloth and leather manufacturing
- ✓ It is a focal point for industry with substantial in-commuting (people commuting to Yeovil to work) from the surrounding area
- ✓ It is a transport hub, well connected to major road routes, A30 and A303, with a range of public transport and 2 mainline railway stations

CURRENT ISSUES

- Significant new demand for housing with rising house prices and the need for more affordable homes
- Dependent on a few large employers, needs to diversify to retain its employment role
- Potential for the town centre to grow as a place to live and visit
- Transport infrastructure is reaching its natural capacity, rail is difficult to access and limited opportunities exist for cycling
- Lack of adequate sports provision including swimming pools, synthetic turf pitches & indoor facilities
- Retail sector struggling with many empty shops

STRENGTHS

- Retains a strong manufacturing base with a high proportion of skilled jobs in the aerospace industry
- An important centre with a key range of facilities for shopping, education and health
- Opportunity to work locally, nearly 75% of people living in the town also work there
- Draws people in from a wide catchment for cultural and leisure activities
- Excellent landscape setting with attractive country park in the town and many historic estates and houses nearby
- Surrounding countryside rich in flora and fauna

Vision for 2026:

- **The Yeovil Vision partnership** has identified the main ambitions for the town, summarised as:
 - Being the prime economic driver for the district with a growing manufacturing and service base increasingly characterised by hi-tech, high wage companies
 - Better links within the town itself and with the surrounding market towns
 - Improved recreational facilities
 - Improved retail and leisure facilities
 - Better links with the immediate countryside
- A significant scale of growth is now required to service and enable Yeovil's economy to grow to its expected potential, to meet the demand for housing and develop and enhance the town centre. The main proposals are set out in **Policies YV1 - 5** summarised here:

The main proposals are:

- **Policy YV1 – Housing Provision for Yeovil** – Proposal for 8,200 new homes in total.

3,725 of these homes have already been allocated including on the 3 keysites, so importantly there are only 775 to plan for in the urban area and, in addition, approximately 3,700 homes in a new urban extension.

- **Policy YV2 - Yeovil ‘Urban Extension’**

In order to meet the growth needs, an ‘urban extension’ to Yeovil is proposed. A detailed analysis, using Sustainability Appraisal (SA), has been followed to consider all options for a location for housing growth of the town looking in all directions from the town centre.

The stages of the SA process are set out on the sustainability panel.

The preferred location option for this extension is the *East Coker, Keyford, Barwick* area of search (ie the broad area within which a possible location for the homes could be found.)

In addition to the 3,700 new homes, the proposed extension should include:

- 23 hectares of employment land
- New secondary and primary school provision
- Community and transport infrastructure improvement
- Development built to the highest design standards (eco-town standards) if possible

- **Policy YV3 – Yeovil Urban Village** - It is proposed that a small town centre “urban village” should be created with around 400 new homes with leisure and retail uses at the ground floor level. The location of this is shown on the town centre proposals map, set close to the Yeovil Country Park (but not encroaching on it or within the park,) with a mixture of homes that are low cost to run and are developed to eco-town standards if viable.

- **Benefits of the Urban Extension and Urban Village**

Growth in this way presents a valuable opportunity to:

- Build top quality homes and other development, which are low cost to run as they use less energy and generate their own power
- 40% of the area of this extension would be green space including parks and recreation areas creating a pleasant living environment
- A good mix of housing types including 30% affordable homes
- Design and layout will enable people to travel without a car including public transport, walking and cycling
- A range of local services and jobs should be provided within the area, as well as good links through to the railway stations and the town centre

- **Employment and Jobs In Yeovil**

It is important that housing growth is matched by an increase in locally available jobs. Provision is made in the Core Strategy for a further 51 hectares of employment land to 2026:

- Proposed 23 hectares as part of the urban extension
- Proposed 28 hectares to be developed in a high quality business park at land off Bunford Lane (see Policy EP1)
- Further land and premises with potential to accommodate employment elsewhere in the town will be supported

- **Growth of Yeovil Town Centre**

- Proposed extension of the Quedam Centre
- Proposed improvements to the eastern side of the town centre including the old cattle market area
- Aim to identify sites within and around the town centre that accommodate the growth in shopping requirements as the town expands

- **Reducing reliance on the car**

As the town grows there are opportunities to make improvements that encourage public transport, walking and cycling

- Special research has identified a range of measures, which will help people to make more journeys without a car
- The feasibility of park and ride is being assessed and will be include in the plan at a later date
- The Strategy sets out in **Policy YV4** (modal shift for Yeovil) a range of measures to encourage cycling, walking & the use of public transport. Developer contributions will be required towards improving public transport services and the creation of cycling & pedestrian routes into the town

For the urban-village and eco friendly urban extension, a special policy has been adopted aimed at reducing the need for car travel by 50%. This is set out in **Policy YV5** (modal shift for Yeovil eco-town), which limits residential parking and requires contributions to an electric car pool scheme, quality bus routes and information, linking residents to Yeovil town centre and main employment and service sites across the town.

Is Yeovil a strategically significant town?

Do you agree with the level and type of growth being planned?

Have we got this right? Have we got this wrong? If so, please tell us why.

We need your views





Yeovil Urban Extension - Finding the best location

December 2009

We started by looking in all directions around Yeovil and undertaking an exercise to map constraints



December 2009/ January 2010

All of Yeovil's Town and Parish Councils were invited to workshops to discuss possible options for the required growth, and to give initial feedback on the proposed locations. This was important as we could discuss advantages and disadvantages of each broad 'area of search'.



February 2010

The feedback from the workshops generated six locations for further consideration. An initial review of infrastructure provision resulted in the removal of the two northern options, as they were identified as being unsustainable and not viable. So, the six suggested location options went down to four.



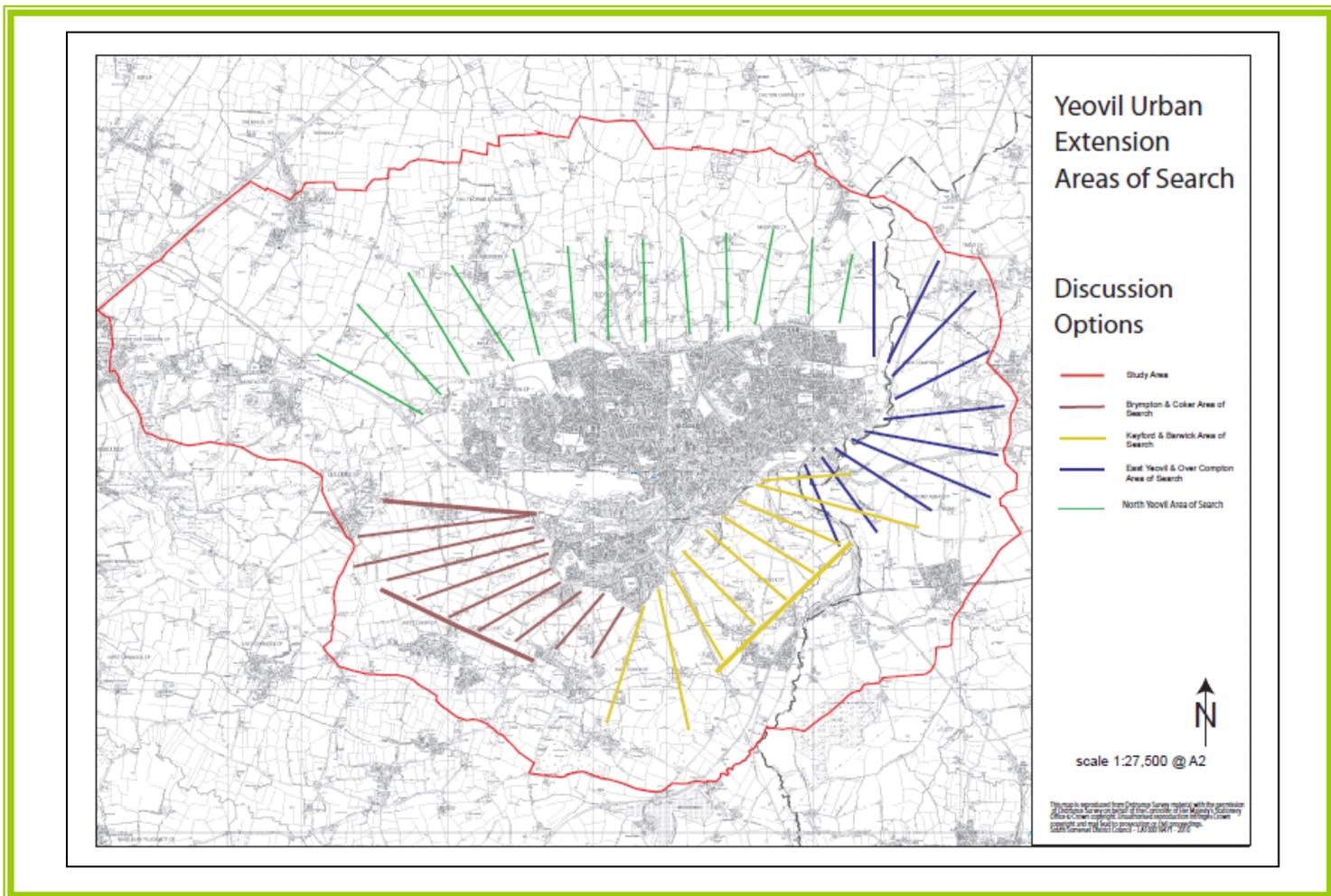
March 2010

On the advice of the County Council transport department the four remaining southern options were combined and made into three broader areas of search as there was no longer considered a requirement for a southern link road and due to airfield restrictions. The Yeovil Sustainability Appraisal was again reassessed.



August 2010

On the advice of English Heritage an Historic Environment Assessment was prepared to assess the effects of development on the historic assets surrounding Yeovil. The Sustainability Appraisal was again updated to reflect the findings of this study and to confirm the Council's Preferred Option for sustainable growth.



Sustainability Appraisal Summary Table – After Site Development

Objective	East Yeovil/Over Compton	EastCoker/ Barwick /Keyford	Brympton & Coker	Northern Options
1. Improve access to essential services and facilities	0	+	-	--
2. Reduce poverty and social exclusion	+	++	+	+
3. Provide sufficient housing to meet identified needs of the community	++	++	++	++
4. Improve health and well being	+	++	0	-
5. Improve education and skills	+	++	+	+
6. Reduce crime and fear of crime	+	+	+	+
7. Support a strong, diverse and vibrant local economy	+	+	++	+
8. Reduce the effect of traffic	+ / --	+ / -	0 / --	0 / --
9. Protect and enhance landscape and townscape	+	+	+	--
10. Conserve and where appropriate enhance the historic environment	0	0	0	0
11. Reduce contribution to climate change	+	+	+	0
12. Minimise pollution (including air, water, land, light, noise) and waste production	-	--	-	-
13. Manage and reduce the risk of flooding	0	0	0	0
14. Conserve and enhance biodiversity and geodiversity	-	-	-	--

Where answer is unknown due to data being unavailable for Dorset, the Sustainability Appraisal assumes the worst-case scenario of significant negative effect (--) for scoring.

Objective 8 has been given two scores; the first concerns public transport and the second private transport.



Yeovil Urban Extension - Finding the best location

For a location to be considered appropriate for development in a Core Strategy it needs to meet 3 criteria. It needs to be:-

- **Suitable**
- **Available**
- **Viable**

This means that within the plan period to 2026 there needs to be a reasonable prospect of suitable and appropriate land within the chosen area of search being made available for development and that the necessary infrastructure and facilities can be achieved at a cost which allows the development to be built.

Sustainability Appraisal (SA) is a main test of suitability. Further work is continuing to consider land availability within South Somerset (West Dorset are responsible for this exercise within the West Dorset Option) and through work with the infrastructure providers to consider any constraints on their areas of work, which may affect the viability of the preferred location.

Following initial consultation with key service and infrastructure providers and, on the basis of their low scores against the other options on Sustainability Appraisal the northern options have been dismissed from further consideration at the current time.

The remaining southern options have been adjusted to reflect constraints from AugustaWestlands airfield and to avoid overlaps and 3 remaining options have been further tested through SA.

The pro's and con's of the areas of search are included within the Sustainability Appraisal paragraphs 4.5.4 – 4.5.8 (and Appendices) and summarised for the 3 southern Options in the Core Strategy.

Some of the key issues are set out below:-

- **Option 1: Over Compton / West Dorset (South & East of Yeovil)**

Positives:

- This option has few environmental, historic or landscape constraints and benefits from close proximity to Yeovil Pen Mill Industrial Estate and Railway Station.

Negatives:

- This option is partly constrained by flooding and steep topography and would impact on the separate identity of the nearby villages of Over Compton & Bradford Abbas (Note: the joining of settlements will be avoided). Option is located in West Dorset and would involve significant cross border working arrangements.

- **Option 2: East Coker / Barwick / Keyford (South of Yeovil)**

Positives:

- This option is located a short distance from the town centre (although the route is steep in places) and is considered to offer opportunities for walking, cycling and to establish a bus route between the outlining stations, town centre and Urban Extension. This option is largely a south facing slope to allow benefits from solar power. Option presents an opportunity to bring Yeovil Junction Station into the Yeovil Urban Area.

Negatives:

- Option will impact on the separate identity of the nearby villages of North Coker, Barwick and Stoford (Note: the joining of settlements will be avoided) and will result in a loss of Grade 1 agricultural land. Option is located in close proximity to Barwick Country House a Grade II* Listed Building and Newton Surmaville a Grade I Listed Building, both houses are designated Historic Parks and Gardens.



Yeovil Urban Extension - Finding the best location

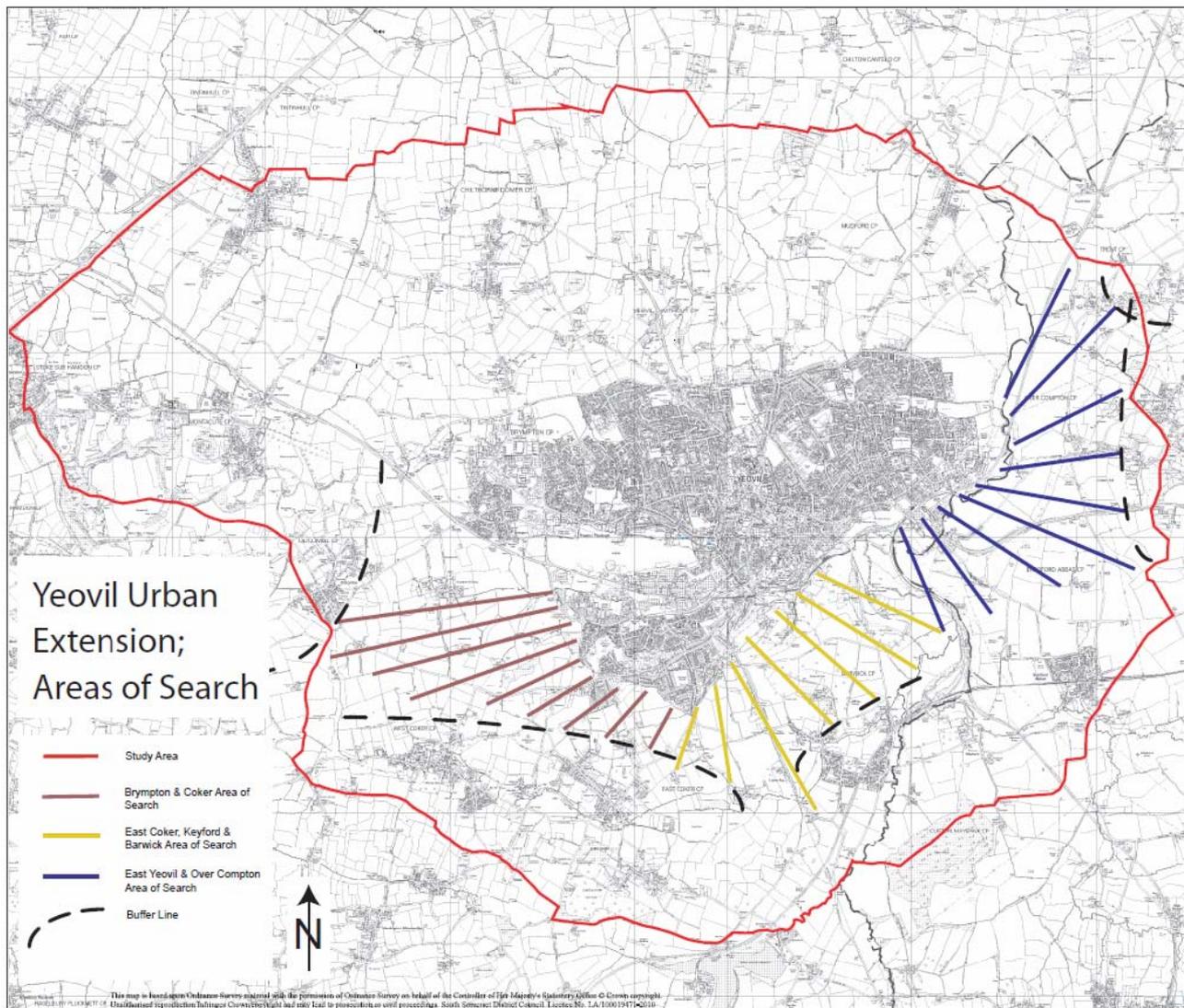
- **Option 3: Brympton / Coker (South & West of Yeovil)**

Positives:

- This option has few environmental or landscape constraints and has easy access to cycle routes encouraging healthy lifestyle choices.

Negatives:

- Option will impact on the separate identity of the nearby villages of Odcombe, East Coker and West Coker (Note: the joining of settlements will be avoided) and will result in the loss of Grade 1 agricultural land. Option is located in close proximity to Brympton D'Evercy Manor House a Grade I Listed Building and designated Historic Park & Garden as well as West Coker Manor. Option is badly related to the town centre.



The preferred Option is East Coker, Keyford and Barwick area of search shown in yellow



Castle Cary and Ansford

Let us know your views!

Castle Cary and Ansford should be identified as a **Market Town** because:

- ✓ It provides extensive services and a cultural centre with public facilities (sports centre, library, doctors' surgery) serving the town and a wide range of surrounding villages
- ✓ It has a secondary school serving the town and a big rural catchment area
- ✓ It is a strong employment centre with a range of employers and an industrial estate
- ✓ It has a mainline railway station and a range of transport links locally, to London and the South West

CURRENT ISSUES

- Traffic and parking congestion
- Needs more family and young people's housing
- Growth needed to maintain vital services.
- Needs more job opportunities

STRENGTHS

- Good range of shops and services
- Attractive, historical centre draws in visitors
- High quality landscape
- Strong employment centre
- Well connected by road and rail

Vision for 2026:

- Up to 500 new homes (238 of these already allocated).
- Growth will protect the shopping centre and facilities.
- Job opportunities will be increased by the development of new employment land of up to 3 hectares.

Do you agree that Castle Cary and Ansford is a Market Town?

Do you agree with the level and type of growth being planned?

Have we got this right? Have we got this wrong? If so, please tell us why.

We need your views





Milborne Port

Let us know your views!

Milborne Port should be identified as a **Rural Centre** because:

- ✓ It will enable the settlement to grow and expand its identified role
- ✓ It will allow for additional employment growth to create jobs and reduce the need for commuting
- ✓ It will encourage retail premises and small scale housing growth to enable more people to live and work locally
- ✓ It will strengthen the service function of the town to meet the needs of the local population

CURRENT ISSUES

- The busy A30 road runs through the centre of the village
- Areas of flood risk run through the centre from the north to the south
- Only a quarter of residents are able to work locally with most commuting out
- Loss of local industries and housing development on these sites
- Declining retail centre with limited shopping available to resident population

STRENGTHS

- An historic settlement with important conservation areas both in the centre and “new town”
- Surrounded by rolling countryside of a high landscape value
- Good road links to nearby towns

Vision for 2026:

- Up to 299 new homes (199 of these are already allocated).
- Increase local job opportunities through the provision of 2 hectares of new employment land to increase the opportunities to work locally.
- Encourage some further shopping development to better meet the day-to-day needs of local residents.

Do you agree town of Milborne Port is a Rural Centre?

Do you agree with the level and type of growth being planned?

Have we got this right? Have we got this wrong? If so, please tell us why.

We need your views



Appendix 8

**Draft Core Strategy (incorporating
Preferred Options October 2010)**

**Matrix of Consultation Responses
(Parts 1 & 2)**

Draft Core Strategy (incorporating Preferred Options) October 2010
Summary of issues - Part 1 - Introduction, Spatial Portrait, Vision and Settlement Strategy

Policy/Paragraph/Section	Summary of Issues	Officer Comment	Recommendation
Foreword	* Yeovil Urban Extension - proposals have not been well communicated. Response times have been in some instances less than 2 weeks (following public exhibition).	Concerns primarily related to timing of exhibition which represents only one element of the consultation process. Evidence base criticisms are unfounded as Baker update indicates	Foreword will need to reflect changes in evidence base and status of Submission Plan
Introduction			
What is the Local Development Framework? (paras 1.1 – 1.3)	No comments received.	N/A	N/A
Purpose of the Core Strategy (paras 1.4 – 1.5)	*Focus of document is based on proposed spatial policy, this should be the consequence of the Final Strategy and not presented as the Core Strategy.	This is a Strategy for implementation and is the outcome of a considerable weight of evidence. The term Core Strategy is Statutory.	No change.
Stages so far (para 1.6)	* Paragraph 1.4 - Plan period should be at least 15yrs from date of adoption (PPS12 & PPS3). Given that adoption is not expected until Spring/early Summer 2012 the Core Strategy plan period should be rolled forward to at least 2027 in the Reg. 27 version.	Accepted, time scale needs full 15 years and all projections will be rolled forward to 2028 reflect this.	Update document to end date of 2028.
Sustainability Appraisal			
Sustainability appraisal (paras 1.7 – 1.11)	No comments received.	N/A	N/A
Appropriate Assessment/Habitats Regulations Assessment	* Support the recognition of transport in sustainable development.	Support noted	No change.
Appropriate Assessment/Habitats Regulations Assessment (paras 1.12 – 1.15)	No comments received.	N/A	N/A

Evidence Base			
Evidence Base (para 1.16)	* The Habitats Regulations Assessment (HRA) for Bracket's Coppice Special Area of Conservation (SAC) concluded that there is a potential significant effect on the movement of Bechstein's bats through the landscape from implementing Policies YV2, YV5, HG6, EP6, EP7, EP8, EQ1, EQ2, and EQ7. The HRA concluded that there would be no adverse effect if certain changes were incorporated, but these policies do not include these changes so the Core Strategy is not Habitats Regulations compliant.	Noted and agreed.	Minor amendments to relevant policies and supporting text to reflect outcomes of HRA on Bracket's Coppice SAC, in order to protect bat species.
	* Title: Appropriate Assessment/Habitats Regulations Assessment - either one or the other should be used not both. Generally recognised that AA is Stage 2 of the Habitats Regulations Assessment process.	Noted and reference should be amended to refer to HRA rather than AA throughout for consistency	Amend reference to AA to read HRA throughout document
Policy Context			
Policy Context (para 1.17)	* Evidence Base is very limited in relation to the historic environment apart from the Yeovil HEA.	Much evidence exists regarding the historic environment for known assets. The Somerset Historic Environmental Record held at SCC contains considerable data. SSDC Conservation Area Appraisals exist for some of the Conservation areas. PPS5 has also been amended in relation to historic assets.	No change
Local Context	* Yeovil Urban Extension - proposals are not based on current forecast for population growth. Also no up to date traffic analysis.	Further evidence provided on updating population figures and traffic modelling for Yeovil, covered elsewhere	No change
Local Context (para 1.18)	No comments received.	N/A	N/A
Regional Context			
Regional Context (para 1.19)	* Figure 2 contains no reference to the historic environment.	Figure 2 refers to Planning Policy Statements and Planning Circulars. Reference should also be made to the relevant national legislation	Add reference to Planning (Listed buildings and Conservation Areas) Act 1990 under 'National and Regional Guidance'
	*Figure 2 should include SFRA under other South Somerset District Council Strategies and Documents. Also no reference to the Waste Local Plan.	Noted and agreed.	Add SSDC SFRA to 'Other Somerset District Council Strategies' and Add Somerset Waste and Minerals plans to 'Somerset County Council'.

National Context			
National Context (para 1.20 – 1.21)	*Figure 2 should include AONB Management Plans - statutory requirement on the LPA and a material consideration.	Noted but should come under other documents as produced by the AONB's themselves and are not regional publications.	Add AONB Management Plans to 'Other Local Documents'.
	* Plan still makes much reference to the RSS. No mention is made of the exciting range of consultation documents coming out of CLG such as Right to Build. Need to simplify local governance and lower the decision levels is not recognised. Why not recognise that more decisions will be taken locally and that most planning decisions relating to modifications to existing buildings or minor developments can and should be taken locally. Parish Councils have been making sensible decisions for roughly 1,000 yrs why not let this grow rather than being stifled.	Any revision will need to take into account the up to date position with regard to the amendments proposed in the Localism Act which have yet to be commenced .	Amend to reflect latest position on Localism Act in relation to local powers
Next Steps			
Next Steps	* No explicit reference to saved local plan policies such as EH1 to EH12 or EC3.	Noted.	Proposed Submission document will refer to those policies that are to be saved.
Spatial Portrait of South Somerset			
Spatial Portrait of South Somerset (para 2.1)	* Support for the RSS remaining a material consideration in decision making. Encouraging that the Council has not sought to dismiss the RSS.	Support noted. At the time of writing the RSS is not withdrawn	Amend Submission plan to reflect latest position on RSS status at time of drafting.
	* Spatial portrait focuses on general planning aspirations and provides no real local identity or qualities within the District. Much could apply to any rural district with a similar settlement pattern, very little to say what gives South Somerset its unique qualities.	Noted.	Proposed Submission plan text needs to better reflect uniqueness of South Somerset.

Geography, Population and Settlement Pattern			
Geography, Population and Settlement Pattern (paras 2.2 – 2.4)	* References in the Draft CS appear to confuse the emerging Draft Revised RSS with the formal RSS (the earlier Regional Planning Guidance 10 which was assigned RSS status under the Planning and Compensation Act 2004). The latter is part of the development plan, whereas the former is a material consideration albeit one with significant weight. This distinction should be clarified in the reg 27 version.	Noted. References should be consistent and reflect up to date housing and population work undertaken by Baker Associates which is part of the evidence base as well. Status of RSS and RPG 10 should be correctly reflected.	Amend text to reflect up to date figures and status of RSS and RPG 10.
	* Core Strategy will have to be updated to reflect the reinstatement of the Regional Spatial Strategy as part of the development plan following the recent CALA Homes High Court Judgement. Coalition will not abolish RSS until November 2011 and the current CLG Business Plan which is after the programmed Reg 27 publication stage and the CS will need to have regard to the policy guidance extant at that time.	Noted. RSS is current at the time of writing.	Amend Submission plan to reflect latest position on RSS status at time of drafting.
	* Yeovil's 'strategically significant' status should not be laboured now that the RSS has been revoked. Yeovil meets very few of the criteria necessary to be considered 'strategically significant' and therefore this should not appear as a positive.	Currently the RSS has not been revoked, and even when it is under the Localism Act, Yeovil remains "Strategically Significant" within the region given its role and function and therefore should remain referred to as a Strategically Significant Town.	No change.
	* Would be interested to see the level of demographic growth expected from the over 65's - would allow an assessment of how important it is that the Council makes provision for elderly person care and accommodation.	Policy HG5 seeks to achieve a mix of market housing based on the evidence in the Strategic Housing Market Assessment (SHMA) and successor documents - which will take into account the latest statistical information. It is proposed to add a new policy to address the provision of specialist housing options for older people.	Add the following additional supporting text to paragraph 8.43 : after "Challenging" insert <i>in order to address this need specialist housing options will be required this could include care homes, Extra Care housing and Continuing Care Retirement Communities.</i> Add a new Policy to allow for provision of Care Homes and other specialist housing accommodation.

	* Population growth figures suggest a high household growth figure to 2026.	Up to date housing and population work has been undertaken by Baker Associates "Housing Requirement for South Somerset and Yeovil" which is part of the evidence base	Amend text to reflect up to date figures and roll to 2028.
Housing			
Housing (paras 2.5 – 2.8)	* Significant concern that the revocation of the RSS, and need to ensure that policies relating to the protection of AONBs and their settings, and the historic environment are not lost. This is particularly pertinent to South Somerset which lies within the setting of Dorset AONB, and over a quarter of the district's population lives within 4.5km of the AONB boundary.	Noted. The historic environment and AONB's currently have protection through national policy. Consideration will need to be given if the National Planning Policy Framework changes this.	No change subject to review of final National Planning Policy Framework (NPPF)
	* Para 2.7 succinctly sets out that affordability is an issue.	Support noted	No Change.
	* Para 2.7 , 3rd line should read "the average house price in 2008..."	Noted	Correct spelling.
Economic Prosperity	* Section out of date re; historic environment with no reference to PPS5, the Government's Statement on the Historic Environment in England (March 2010) nor a wide range of English Heritage guidance.	Following the publication of the Draft NPPF for consultation and with regard to approaching change in National Policy and in line with consultation responses, this needs to be considered further.	No change subject to review of final National Planning Policy Framework (NPPF)
Economic Prosperity (paras 2.9 – 2.19)	* Reference should be made to tourism.	Noted and agreed.	Amend text to refer to rural employment and tourism.
	* Para 2.18 - slowing employment growth over the next 10 years has not been taken into account, including public sector cut backs across defence spending (c30%). Therefore how can housing figures, both for the Yeovil urban extension and across the district be justified?	Up to date housing and population work has been undertaken by Baker Associates "Housing Requirement for South Somerset and Yeovil" which recommends 16,000 houses should be built between 2006-26. This is based on the economic potential of the area and is a robust assessment of the area taking into account the recession and recent projections.	Use findings of 'Housing Requirements in South Somerset and Yeovil' study, and other evidence base, in order to justify housing figures.
	* Add reference to the 3 military establishments in South Somerset and their valuable economic role (suggested text supplied by MOD).	Noted and agreed.	Amend to reflect these important business sectors within text.

	* Need to emphasise importance of Government expenditure, both domestic and overseas, to jobs in Yeovil and a dominant centre for health, education and local government. The local private sector economy is potentially capable of organic growth with positive factors such as stable economy and skill base. (Full text suggested by Cllr Seib).	Noted. Text in this section and Yeovil section should have regard to importance of economic base for Yeovil.	Amend text to reflect Yeovil's economic position and key businesses.
	* Para 2.12 should state Primary Care Trust and not Strategic Health Authority.	Funding and organisation of health provision is changing and Proposed Submission Plan will need to reflect up to date situation.	Amend text to reflect latest situation with regard to health reorganisation.
	* Yeovil is intrinsically linked to the A303 for the inward and outward movement of goods through traffic on the National Freight Route. Why not locate housing and employment development here?	Any new development near the A303 would have to take the form of a free standing settlement. This form of development would conflict with the current settlement strategy for the District which seeks to direct growth towards Yeovil, the market towns and rural centres. A new town would not achieve sustainability objectives for transport or renewable energy or fulfil wider strategic goals. It is also unlikely to be of a scale capable of delivering the necessary infrastructure for viability.	No change.
	* Accept that RNAS Yeovilton and Agusta Westland's are the significant employers in Yeovil - there must be most employment benefit near this location.	Noted and agreed.	Amend text to reflect Yeovil's economic position and key businesses.
Transport and Accessibility			
Transport and Accessibility (paras 2.20 – 2.23)	* Para 2.20 - Yeovil urban extension - environmental, industrial and cultural heritage and varied landscape has not been fully considered.	Noted. Addressed in Yeovil section.	See Yeovil section paragraphs 5.1-5.70.
	* Para 2.23 further emphasises the need for a traffic survey of Yeovil.	Further evidence work carried out by Parsons Brinkerhoff and published as part of evidence base. Addressed in Yeovil section.	See Yeovil section paragraphs 5.1-5.70.
	* Para 2.23 - statement re. Chard is at odds with the conclusions of the Chard Regeneration strategy which proposes growth on the eastern side of the town without a distributor road.	Statement is factual and issue addressed within Chard section. Implementation Plan for Chard addressed this and the new roads proposed as part of the Chard Regeneration Plan will relieve the congested junctions within the town.	No change.
	* Transport infrastructure must be improved to accommodate growth as the existing road network will not cope with increased traffic. Despite any public transport improvements we all still rely on our cars.	Noted and modal shift policies seek to offer choices.	No change.

	* The A303 is only duelled as far as Sparkford roundabout causing congestion on the south side.	Statement is factual. A303 is a major Trunk route and controlled by the Highways Agency. Any proposed improvements should be identified through the Infrastructure Delivery Plan although no proposals for upgrade have been identified in the IDP to date (November 2011)	No change.
Health and Well-Being			
Health and Well-Being (paras 2.24 – 2.27)	* Refer to the current levels of sport participation in the District as measured in Sport England's National Active People Survey.	Detail on health and well being set out in Health and Well Being Chapter.	No change.
	* Provides no context by which to judge the contribution that heritage makes to quality of life.	Quality of the historic environment is acknowledged and benefits are numerous. Not considered relevant to single out benefits to quality of life specifically.	No change.
	* By restricting health and well being indicators you can restrict policy outcomes e.g. 25% of adults can suffer from depression at one stage or other and data suggests this is getting worse.	Data used is from ONS and represents a means of comparing areas (Super output areas) The Core Strategy will not replace other plans for health and wellbeing	No change.
	* Details from family breakdown are not included in the spatial portrait.	The relevance of smaller family sizes and need for accommodation to reflect this is set out in the Settlement Role and Function Study and reflected in housing policies. Up to date housing and population work has been undertaken by Baker Associates which is part of the evidence base.	No change. NB Housing policy amendments will reflect latest figures
	* Para 2.26 is too simplistic as most deprived areas in Yeovil have good access to schools and supermarkets. Disagree that new development will overcome existing deprivation problems - new estates have not reduced social deprivation in Yeovil - the emphasis should be on regeneration. For rural areas this means sustainable communities with local facilities and a more balanced approach to housing.	Noted.	No change.
Environmental Quality			
Environmental Quality (paras 2.28 – 2.30)	* East Coker is an example of an historic village but is threatened by the Core Strategy.	Noted.	Issue addressed in Yeovil section paragraphs 5.1-5.70.
	* This section should be strengthened with factual information, especially in respect of biodiversity and commentary on special qualities and environmental assets.	Noted.	Amend to better reflect biodiversity and environmental assets.

	* Does not set out importance of the historic environment to the distinctive character of the district, and the way this marks it out as one with the richest heritage. Indicates a lack of understanding about the holistic approach PPS5 has adopted to all heritage assets. Should mention the variety of designated heritage assets e.g. not made clear that Ham Hill is an important archaeological site as its influence in dictating the local vernacular architecture of the District.	Noted. Need to acknowledge diversity of heritage assets.	Amend para to acknowledge variety of assets.
	* Para 2.30 - air quality issues associated with traffic congestion will be made worse by the Yeovil urban extension, as congestion will increase on the south side of the town, and prevailing wind is from the south west.	Noted.	Issue addressed in Yeovil section paragraphs 5.1-5.70/ Sustainability Appraisal.
	* AONBs represent England's finest countryside and are protected in the national interest for future generations; their primary purpose is to conserve and enhance natural beauty, and there is a statutory duty on local authorities to do this. The Dorset AONB generally abuts South Somerset's southern boundary between Tytherleigh in the west and Closworth in the east, and consideration should be given for the impact of activities within South Somerset that affects the AONB and its setting.	Noted.	Amend reference to AONB Management Plans in Fig. 2 under other documents
	* The Cranborne Chase and West Wiltshire Downs AONB Management Plan (2009-14) was adopted by SSSC early in 2009.	Noted.	as above
Vision and Strategic Objectives			
Vision and Strategic Objectives (paras 3.1 – 3.2)	No comments received.	N/A	N/A
The Vision for 2016			
The Vision for 2016 (paras 3.3 – 3.10)			
	* Vision should make reference to the desire for residents to lead healthy lives and should seek the infrastructure which supports this. (PCT)	Noted.	Amended text to include reference to healthier lifestyles.
	Reference to carbon neutral living could go further to recognise that sustainable behaviour is good for health. (PCT)	Noted.	Amended text to include reference to healthier lifestyles.

	* (CHARD) Paragraph 3.3 - support the Vision to deliver a more sustainable South Somerset including Chard.	Support noted.	No change.
	* (CHARD) Paragraph 3.8 - support the Vision to secure sustainable patterns of development - concerned that the drive to address physical constraints to growth in Chard is fundamentally undermining the deliverability of the Vision.	Support and comments noted. Chard Regeneration Framework provides methodology to bring forward delivery of growth.	No change.
	* (CHARD) Paragraph 3.8 - The Core strategy does not address the physical constraints, particularly the congestion in the centre of town and given the inability to deliver the Key Site over the last 20yrs there must be serious doubts over the delivery , availability and viability of the latest proposals.	This is addressed in the Chard section of the plan - paragraphs 6.23 -6.71.	Amend text to cross refer to Chard Regeneration Framework.
	* Para 3.9 should be supported by policies in the Core Strategy for farm diversification, tourism, live/work homes and village development.	The Draft Core Strategy policies include those for agricultural diversification, tourism, live/work homes and development in Rural Settlements.	No change.
	* (YUE) Paragraph 3.10 - Yeovil Urban Extension - will not achieve the aims of this paragraph -for the Eco Extension to be fully exemplar it must be served by the most energy efficient and net zero carbon and affordable public transport which is currently available.	Noted. Further details of Urban extension covered in Yeovil section paragraphs 5.1-5.70.	See Yeovil section paragraphs 5.1-5.70.
	*There needs to be CO2 emissions targets for public transport vehicles. In the Eco Town they should be zero net CO2 per seat which will require use of innovative technology such as Ultra Light Rail (ULR) - a guide to the technology is attached to the response.	Targets for such emissions laid down by DfT. ULR is covered in Yeovil section paragraphs 5.1-5.70.	No change.
	* Vision should make reference to South Somerset being primarily a farming area providing food for the whole country.	The SCS makes reference in its vision to high quality locally produced food allowing locally sourced food to reduce food miles.	Expand reference to viable agriculture to pick up SCS threads.
	* Not a comprehensive enough approach towards the Heritage Environment which could undermine the credibility of the Core Strategy. No mention of heritage assets apart from Conservation Areas and Listed Buildings.	Noted. The historic environment and biodiversity currently covered through national policy. It is acknowledged that the historic environment may need to be considered further as part of the wider potential National Planning Policy Framework changes.	No change subject to review of final National Planning Policy Framework (NPPF)
	*A mix of market and affordable housing is required in rural areas/villages to meet the needs of the whole community and Vision needs to reflect this.	Noted and agreed. Policy SS2 and development management approach will allow this.	No change.
	<u>Support:</u>		

	* Support the Vision. In particular agree that Market Towns and in particular Chard should be the focus for regeneration and growth.	Support noted.	No change.
	*(CHARD) Support the vision for Chard set out in paragraph 3.8. Clear for the Settlement Role and Function Study that it is an appropriate location for significant growth.	Support noted.	No change.
	* Support the vision for 2026 and the aspirations as to how this can be achieved.	Support noted.	No change.
	* Support vision for regeneration and diversification of economy outside Yeovil. Allow sustainable growth in small communities.	Support noted.	No change.
	*Support the vision for rural areas and its emphasis on provision of jobs, facilities and affordable housing, as well as greater sustainable growth.	Support noted.	No change.
Strategic Objectives			
Strategic Objectives (paras 3.11 – 3.14)			
	* Core Strategy fails to meet objective 1 - can't be met through economics alone you need the voluntary sector and churches, this should be recognised more within the Core Strategy.	Objectives are derived from the SCS and are the spatial expression of these. It is accepted that support from the whole community will be required to achieve the objectives.	No change.
	* Core Strategy should promote new towns and villages with modern infrastructure. Many existing towns in South Somerset are unsuited for further growth as they have historic centres for example Martock, Stoke-sub-Hamdon & Somerton.	Noted. There is a limit to what can be achieved within historic centres but where infrastructure improvements are identified as needed they are identified within the Infrastructure Delivery Plan.	No change.
	*There is no reference to the role that food production has in the economy of the District and the importance of that in terms of food supply for the rest of the UK and elsewhere.	This is set out in para 3.9	No change.
	* Significant omission of a strategic objective to protect and enhance the historic environment and the landscape (contrary to national guidance), in parallel with the biodiversity objective.	Noted. Objectives are derived from the SCS and are the spatial expression of these. The historic environment and biodiversity are currently covered through national policy. It is acknowledged that the historic environment may need to be considered further as part of the wider potential National Planning Policy Framework changes in the appropriate section. Objective 9 seeks to protect and enhance our natural environment and retain the distinctiveness of settlements	No change subject to review of final National Planning Policy Framework (NPPF)

	<p>* A paucity of acknowledgement of the role played by the historic environment within the Strategic Objectives. Urge that an objective along the following lines should be included: <i>Protecting and enhancing South Somerset's historic environment, ensuring the safeguarding of all heritage assets whilst allowing high quality sustainable design and construction and attractive and better places and spaces throughout the district.</i></p>	<p>Noted. Objectives are derived from the SCS and are the spatial expression of these. The historic environment and biodiversity currently covered through national policy. It is acknowledged that the historic environment may need to be considered further as part of the wider potential National Planning Policy Framework changes in the appropriate section. Objective 9 seeks to protect and enhance our natural environment and retain the distinctiveness of settlements</p>	<p>No change subject to review of final National Planning Policy Framework (NPPF)</p>
	<p>* National policy affords the AONBs and their settings the highest level of protection within the planning system - this exceptional protection should be acknowledged within the Strategic Objectives and throughout the Core Strategy.</p>	<p>Noted. Objectives are derived from the SCS and are the spatial expression of these. Policy for AONB currently covered through national policy. It is acknowledged that the historic environment may need to be considered further as part of the wider potential National Planning Policy Framework changes in the appropriate section.</p>	<p>No change subject to review of final National Planning Policy Framework (NPPF)</p>
	<p>* Although it is appreciated that the objectives are not listed in any order of importance, it is disappointing to see the natural environment at the bottom of the list as this is a cross cutting theme and significantly contributes to South Somerset's unique sense of place, health and well being and boosts the local economy.</p>	<p>Noted. Objectives are derived from the SCS and are the spatial expression of these. Objective 9 seeks to protect and enhance our natural environment and retain the distinctiveness of settlements</p>	<p>No change.</p>
	<p>* Need to ensure that the objectives conserve and enhance the natural environment through the wise use of natural resources; being based on robust environmental evidence and a thorough understanding of environmental capacity and the cumulative impacts of development; and delivers substantial benefits for the natural environment and people together, including enhancement of biodiversity and landscape, opportunities to access the natural environment and the provision of multi-functional green infrastructure.</p>	<p>Noted.</p>	<p>No change.</p>
	<p>* Objective SO3 from the Issues and Options has been deleted - now no objectives to ensure the provision of cultural facilities.</p>	<p>Noted. Objectives are derived from the SCS and are the spatial expression of these. Objective 3 of the Draft Core Strategy addresses the provision of services and facilities which would include cultural facilities.</p>	<p>No change.</p>

	* Paragraph 3.13 - of the 9 objectives only the last will have any inferred consideration of noise.	Objectives are derived from the SCS and are the spatial expression of these. Noise is considered in the environmental quality section.	See Environmental Quality section.
	* Paragraph 3.13 - Objectives do not include having a "free-flowing road net work" (in balance with other priorities). This could be included in Objective 2 or Objective 4. Important because 9.27 acknowledges that out of town sites are commercially attractive and 10.28 recognises rural South Somerset relies on the car.	Noted. Objectives are derived from the SCS and are the spatial expression of these. Free flowing road network is not a practical proposition	No change
	*Support the strategic objectives if changes in para 5.2.8 of the Sustainability Appraisal are addressed. Suggested wording changes have been included by respondent.	Support noted.	Consider slight adjustment to text but still reflect the SCS objectives. Make changes suggested in para 5.2.8 of the SA Report I.e. need to mention crime and flooding, and addressing climate change.
	Support:		
	*Support for objectives 2, 4, 6,7,8 and 9	Support noted.	No change.
	* Support housing objective, carbon neutral economy and low carbon living is essential, not just for those on low incomes.	Support noted.	No change.
	* Support Strategic Objective 2. RSPB would like to engage with SSDC to encourage a more active lifestyle, drawing on experience of projects on the Somerset Levels and Moors.	Support noted.	No change.
	*ADDITIONAL COMMENTS IN RELATION TO KEYFORD: *Object Point 2 para 3.13 - steep escarpment makes walking etc tricky. *Object Point 3 para 3.13 - housing development should not be weighted on Yeovil. *Observation - Point 9 for para 3.13 - reason to not develop Keyford.	Noted. Objectives are derived from the SCS and are the spatial expression of these. These are Yeovil specific issues and are addressed in the Yeovil section paragraphs 5.1-5.70.	No change.
Settlement Strategy			
Settlement Strategy (para 4.1)	No comments received.	N/A	N/A

Settlement Hierarchy			
Settlement Hierarchy (paras 4.2 – 4.13)	* Support the principle of establishing a settlement hierarchy - the planning rationale for determining settlement hierarchies contained in the RSS conforms with national policy.	Support noted.	No change.
	* Para 4.5 is strongly supported.	Support noted.	No change.
	* Para 4.8, second part of first sentence does not make sense - if development is unsustainable, it is acceptable only if it meets local needs or provides affordable housing, but not if it meets a District or Regional need. Restricting development in a village to local housing and local facilities for the existing population effectively means that the village cannot develop, sustainably or unsustainably.	Reference is made to less sustainable development not to development which is unsustainable. The overarching objective of the settlement hierarchy is to provide for the most sustainable form of development providing the majority of growth in locations best suited to accommodate growth through having a range of existing facilities and services and accessibility. Policy SS2 seeks to provide a balance between meeting the necessary development needs of Rural Settlements whilst limiting the scale of such development.	No change. See changes proposed as part of Policy SS2 paragraphs 4.28-4.39.
	* Support the reference to the principles of the Sustainable Community Strategy, which sees the establishment of Rural Centres as a means of promoting a thriving and diversified economy.	Support noted.	No change.
	* Historic Environmental Assessment has been undertaken around Yeovil, but impact on historic environment should have been undertaken elsewhere in the District to establish if development should be concentrated at Yeovil.	The initial work on Yeovil was based on the requirements of the Regional Spatial Strategy to carry out a 360 degree search around the town therefore the historic constraints around Yeovil needed to be understood alongside environmental and topographical constraints. Elsewhere the level of growth is such that there is a greater degree of flexibility on the precise location of growth which can avoid those areas of greatest historic importance.	No change.

	* Bakers Settlement Role and Function study is considered to be a simplistic and superficial way of determining where development should occur. Core Strategy should provide basis for exploring the complexities of how and why each settlement functions and how it might change over the plan period.	The Baker study objectives provide for a methodology to identify differing roles and functions of existing settlements based on their relationship to each other and surrounding hinterlands and to look at their future potential in such roles. The original work was based on the 3 settlements classified in the RSS as development Policy A, B and C settlements. Whilst the RSS may be going and terminology may have changed there is validity in considering the roles of different settlements and to use this as a basis on which to assess their potential to provide for future sustainable living and to establish levels of growth which can be accommodated in line with their role and function.	No change.
	* Conceptual leap between old local plan system and LDF has not been made.	Disagree. The current Core Strategy represents a distinct shift in emphasis from a land use based document to spatial approach based on the objectives of the SCS.	No change.
	* Strategy is currently too polarised towards the needs and opportunities of urban centres - some modest re-orientation is required, whilst being careful not to have a dispersal of development.	Noted. Further clarity will be required in the Proposed Submission plan to set out the overall strategy approach and the importance of achieving a balance between the urban and more rural areas.	Amend text to provide clarity on the overall strategic approach and the importance of achieving a balance between the urban and more rural areas.
Determination of the South Somerset Settlement Hierarchy			
Issues and Options Report and Consultation (para 4.14)	No comments received.	N/A	N/A
Evidence Base Review (paras 4.15 – 4.20)	* Settlement strategy has not been informed by any assessment of the historical role and development of the settlement - no reference to PPS5.	PPS5 was not published at the time of the Baker Settlement Role and Function Study which is based on the 3 settlement types classified in the Regional Spatial Strategy as development Policy A, B and C settlements. In looking at the individual settlements and their capacity to accommodate future growth the historic environment and constraints has informed the levels of growth proposed. All of the settlements identified within the document have historic influences to which regard has been made in the individual sections.	No change, but see relevant settlements sections

	* Only function is considered, not quality of life issues.	Quality of life is an important objective for all communities and settlements and is part of the rationale for developing in the most sustainable locations.	No change.
Consideration of the Settlement Role and Function Study (paras 4.21 – 4.25)	* Para 4.23 should be deleted - Langport/Huish Episcopi should be classed as a Market Town.	Agree. Langport/Huish Episcopi now proposed as one of the Market Towns in line with the Baker Settlement Role and Function study.	Amend Policy SS1 To include Langport/Huish Episcopi in the list of Market Towns.
Sustainability Appraisal (para 4.26 – 4.27)	No comments received.	N/A	N/A
Policy SS1 Settlement Hierarchy	* With more than 50% of the existing population living outside the main urban areas the strategy of concentrating all development within 14 urban and rural centres is over simplistic, too crude and not reflective of how the District has grown and the wider economic, environmental and community needs of the District. Does not mean that past patterns of dispersed growth should be repeated, but it is not appropriate to exclude development that can help to sustain places like Sparkford.	Policy SS2 allows for development outside of the Market Towns and Rural Centres.	Amend supporting text to Policies SS1 and SS2 to ensure the rationale for the settlement hierarchy and appropriate development outside of the identified settlements is clear.
	*The rationale for redefining so many villages (approx 45) as open countryside needs to be made more explicit and supported by evidence - relying on the now revoked RSS is not acceptable. The only explanation is that "development elsewhere in smaller villages is likely to be less sustainable" - if this is because of the reliance on the car the Core Strategy needs to spell this out, as any development that could address car usage to a reasonable level may then be acceptable.	Noted and agree greater clarity required	See responses to Policy SS2 and supporting text, paragraphs 4.28 - 4.39.
	* Accept that concentrations of large scale development such as urban extensions are sustainable, but these will not provide for the needs of an essentially rural district. Therefore the strategy should allow for development in locations other than the 14 identified settlements.	Policy SS2 allows for development outside of the Market Towns and Rural Centres.	No change
	* Saved Structure Plan policies still form part of the Development Plan and have been overlooked - the village designation provided in saved Structure Plan Policy STR3 should be included.	The Structure Plan policies will be revoked alongside the draft RSS as part of the Localism Act and will no longer form part of the Development Plan. Policy SS2 does allow for development outside the identified settlements and these settlements should be accepted to be a tier in their own right.	Change to clarify settlements to which Policy SS2 applies which are effectively a further tier of settlements.

	* Broadly support the settlement hierarchy and the proposal to accommodate just over half the growth in Yeovil. Additional employment land welcomed but there is a need to identify appropriate residential growth to service the employment. The formation of a Local Enterprise Partnership would help this.	Support noted. The Core Strategy looks at providing housing growth based on the likely levels of employment growth in addition to housing needs and levels of growth required to support natural growth within the District. Somerset are part of the new Heart of the South West LEP details of which can be found on the website www.devon.gov.uk/heartofswlep	No change.
	* Settlement hierarchy is supported as it is founded on a robust and credible evidence base, consistent with PPS3, PPS7, PPS12; the Settlement Role and Function study is a thorough assessment.	Support noted.	No change.
	* The broad approach to the settlement strategy is considered appropriate in terms of identifying settlements by role and function, establishing a hierarchical structure and promoting self containment by focusing most development at the most sustainable locations.	Support noted.	No change.
	* Need to consider that services available in settlements will change over time, which will impact on settlements' role and function and its place in the hierarchy - need to ensure some flexibility to enable these changes to be taken into account.	It is acknowledged that services and facilities will vary over time but the provision of additional growth in the most sustainable locations is considered most likely to help retain and support existing facilities and provide opportunities for new facilities based on growth.	No change.
	* Support Yeovil's identification as the main focus for development, on the basis of its role, function, infrastructure provisions and ability to accommodate investment and growth.	Support noted.	No change.
	* Additional clarity should be provided on Chard's role amongst the other Market Towns - it should be identified as a Primary Market Town as in draft Policy HG2.	Chard's role is clearly set out in the relevant section. The table within Policy HG2 includes reference to Primary Market Towns in error but the policy is proposed to be deleted.	See changes under Policy HG2 paragraphs 8.8 to 8.10.
	* Focus of settlement hierarchy fails to properly focus new growth, Yeovil should be attributed more growth, and reduce growth to 14 other settlements.	A balance of growth is required across the district to ensure sustainable development and to increase self containment of settlements. Further information and rationale for the growth going to Yeovil is set out in the Housing Requirement for South Somerset and Yeovil Report.	No change.

	<p>* Distribute development more evenly across the District, similar to 'One Wales: One Planet, a new sustainable development scheme for Wales' which promotes re-population of the countryside with small holdings, helping to solve affordable housing, rural employment, food security and reduce CO2 emissions.</p>	<p>The Settlement Strategy distributes planned growth across the most sustainable settlements in accordance with the Role and Function Study. The Settlement hierarchy has been justified as part of Sustainability Appraisal. Development outside of the planned locations is still possible under Policy SS2 where appropriately justified.</p>	<p>No change.</p>
	<p>* Policy is flawed and based on outdated assumptions of sustainability - the Taylor Review identifies that "one size fits all" approach to planning policy was inappropriate and cannot do justice to rural communities, recognising that there needs to be a balance between protecting the environment and allowing development. The core strategy appears to prioritise reduce energy usage and emissions by transport use.</p>	<p>See response above.</p>	<p>No change.</p>
	<p>* The proposed settlement hierarchy is too rigid, and would result in a large number of villages where development is currently allowed, in principle becoming open countryside. This is considered to be a short-sighted approach for a predominantly rural district. The provision of open market housing, employment and community facilities is vital in the rural villages otherwise they will become retirement havens for those who do not wish to see change. Provision for reasonable levels of growth can ensure that schools, shops, public houses, employment and other services continue to support these communities.</p>	<p>Policy SS2 does allow locally justified development at Rural Settlements. An allowance for some growth within rural areas has been accommodated within the overall growth strategy but the location for this should be determined under Policy SS2 and should not be predetermined.</p>	<p>No change.</p>
	<p>* It is suggested that an additional tier of settlement entitled Rural Settlements should be established between Rural Centres and Open Countryside, allowing the identification of rural settlements appropriate for growth, anticipated growth levels and the distribution of growth within these settlements; using the Settlement Role and Function study. This approach would promote appropriate development to support rural communities, and allow a stricter policy stance regarding open countryside and those rural settlements considered inappropriate for growth.</p>	<p>All settlements were considered as part of the Settlement Role and Function study and those identified as having a suitable range of shops and services are included as Market Towns and Rural Centres. Those not identified were not considered to have a sufficient level of shops and services to be considered as Rural Centres. However, Policy SS2 does allow locally justified development in smaller settlements. An allowance for some growth within rural areas has been accommodated within the overall growth strategy but the location for this should be determined under Policy SS2. Settlements to which Policy SS2 applies should be accepted to be a tier in their own right.</p>	<p>No change</p>

	<p>* Solutions such as new towns have been overlooked. A new town around Yeovilton Air Base/Podimore Area could solve many problems, have good connectivity and not have a significant visual impact.</p>	<p>A new town option has been looked at and is not considered appropriate for the following reasons: would conflict with the proposed settlement strategy for the District directing growth to Yeovil, the Market Towns and Rural Centres; not part of the vision in the SCS; no sites promoted by developers of sufficient size to accommodate a free standing new town; it would not fulfill renewable energy or sustainable development objectives; as no site been promoted, physical and environmental constraints have not been assessed and could be prohibitive; a new town is unlikely to be viable given the cost of providing necessary infrastructure; current housing projections do not predict a level of growth capable of supporting the critical mass necessary to warrant a new town without a significant alteration to the settlement strategy or expansion of the plan period; a new town at Podimore or Cartgate would not perform well against sustainable transport options or fulfill the employment aspirations for Yeovil, a new town would not fulfill wide strategic goals.</p>	<p>No change.</p>
	<p>* Market Towns - Policy states that provision will be made to increase self-containment and enhance their roles as service centres. However, with the emphasis in Chapter 6 on housing and employment land in most instances, the Draft CS does not show how these outcomes will be achieved. There are no targets for self-containment and it is not clear from Chapter 13 the mechanisms to monitor and review the performance. The reliance on Development Management to deliver employment land and other services does not show how and when these will be delivered and how self containment will increase. With the exception of Chard it is difficult to see how their role as service centres will be enhanced in the absence of clear requirements for and delivery of services and facilities.</p>	<p>The planning system can only go so far in promoting and enabling economic development. A proper balance of housing and employment growth is best able to achieve this together with the Council's role in economic development.</p>	<p>No change.</p>
	<p>* The definitions of Market Towns and Rural Centres are indistinct and blurred.</p>	<p>The definitions used in this document are clear but it is accepted that the terms are used in different contexts for other purposes. Definition for interpretation in the Core Strategy is clear in the text</p>	<p>No change</p>

	* Use of the term 'Market Town' is confusing.	Accepted that the term can be used in different contexts. It is important that the way it is used in this document is clearly and unambiguously defined and this has been done..	No change.
	* Use of the phrase "market towns" in the paragraph identifying Rural Centres could lead to confusion.	Accepted.	Amend text to ensure clarity.
	* The approach to Rural Settlements and areas is considered to lack a coherent strategy - Policies SS1 and SS2 anticipates growth of an indeterminate amount at unknown locations, and no attempt to plan for this at Rural Settlements is made. Acknowledgement of these growth needs within supporting text is welcomed (para 4.28-36), but object to failure to identify anticipated growth levels and the distribution of this growth within a policy.	These settlements were not considered to have the level of shops and services necessary to be considered as Rural Centres in the Settlement Role and Function study. Policy SS2 does allow locally justified development at Rural Settlements. An allowance for some growth within rural areas has been accommodated within the overall growth strategy (see revised Policy SS4) but the location for this should be determined under Policy SS2	No change.
	* The principle on which the Rural Centres are defined and strategic policies outlined is flawed as it is over regulated top down governance that takes minimal account of local views - why should Langport/Huish Episcopi be planned in the same way as South Petherton? Vast majority of policies are too detailed, when they should be focussed on strategic issues such as transport policy and the environment.	All settlements were considered as part of the Settlement Role and Function study and those identified as having a suitable range of shops and services are included as Market Towns and Rural Centres and this hierarchy has been tested through Sustainability Appraisal. Langport has now been reviewed and identified as a Market Town not a Rural Centre.	Amend Policy SS1 to identify Langport and Huish Episcopi as Market Town.
	* Rural Centres - The intention to promote greater self-containment has not been carried forward in to policy. Whereas the Draft CS makes provision for housing and employment land in all Rural Centres there is little in the way of provision for other services and activities. Without clear requirements for delivery of these it is unclear how the policy outcome of extending local services will be achieved. How will the Development Management Process deliver this outcome? E.g. Milborne Port: there is no indication of how the 2ha of employment land will be delivered beyond a reliance on the Development Management process. How will retail opportunities be exploited? Delivery mechanisms should be in place. Reg 27 version should include greater self-containment at Rural Centres as a Policy outcome and also include clear mechanisms for the delivery to this.	The planning system can only go so far in promoting and enabling economic development. A proper balance of housing and employment growth is best able to achieve this together with the Council's role in economic development.	No change.

	* Evidence from the Baker Associates study indicates that Chard, Crewkerne, Wincanton and Ilminster are self evidently Market Towns by virtue of their level of containment, services, infrastructure, jobs and population. These are the only four settlements that meet all three criteria to be a Market Town i.e. employment function, retail and community service role, self containment and sustainable travel opportunities.	Disagree. The Baker Role and Function study identifies the most sustainable locations for growth. It is accepted that Market Towns will vary widely in their scale size and role but the study is clear as to how the methodology has been applied.	No change.
	* Langport/Huish Episcopi should be included as a Market Town as it has many shops and businesses, supermarket, secondary schools with sports facilities and swimming pool. Flooding near the centre does not affect other edge of centre sites, and there is a recognised desire for more local industry and employment opportunities and local community facilities which can only be met if classed as a Market Town.	Noted and agreed that Langport/Huish Episcopi has a range of 'strategic facilities' and is identified as a Market Town in the Role and Function Study. Agreed that there are potential sites in Huish Episcopi parish outside areas of high flood risk where development could take place.	Amend Policy SS1 to identify Langport and Huish Episcopi as Market Town.
	* Agree that Somerton should be a Market Town as this will bring more trade, more jobs and will be a great asset to the town. If Somerton stands still it will stagnate, and expansion and looking forward is the only way.	Support noted.	No change.
	* There is no evidence to support the proposal that Somerton will be disadvantaged and will not have enough future development to support its current level of services if it is not a Market Town i.e. does not accept locally significant development.	It is difficult to state precisely the scale of development which will assist in maintaining services but a key issue is the forecast reduction in household size that will cause Somerton's population to reduce by 350 people in 20 years (06-26) if no additional housing was permitted, which could negatively impact on the level of shops and services in the town. Somerton is predicted to require around 170 houses just to maintain population size at current levels due to household changes.	No change.
	* Somerton should be classed as a Rural Centre as it is more comparable to Martock, Langport/Huish Episcopi, Bruton and South Petherton rather than the far larger towns of Chard, Crewkerne, Wincanton.	Somerton has a greater number of jobs, a good provision of shops and services and a relatively good bus service compared to the suggested settlements. Although it is accepted that Langport/Huish does have a greater range of services and is also now proposed to become a Market Town.	No change.

	* Disagree that Somerton should be classed a Market Town because Street in Mendip serves this function in the locality.	Noted, but it is still considered that Somerton performs the role of a Market Town, as recommended in the Settlement Role and Function Study (2009).	No change.
	* Somerton has no more strategically important features than any of the other Rural Centres, and in fact fewer than Langport/Huish Episcopi which has a secondary school, large supermarket, petrol station, and is served by A roads. The banks at Somerton are there for commercial reasons and could relocate to other settlements at any time.	It is accepted that Langport/Huish Episcopi does have a greater range of services, a key reason for the proposal to now categorise it as a Market Town. However Somerton does have a good range of shops and services, more jobs, and a relatively good bus service.	Amend Policy SS1 to identify Langport and Huish Episcopi as Market Town.
	* Somerton does not have sufficient self containment to be classed as a Market Town as it has one of the lowest levels of job containment in the district with more than half its economically active residents work outside the town, and adding another huge swathe of housing will not rectify this without other local services being improved first.	Agreed that Somerton does have a relatively low level of self-containment (37% compared to district average of 51%), but new employment land is also proposed to provide extra job opportunities, not just housing.	No change.
	* Somerton should not be classed as a Market Town due to poor transport links, and it clearly does not have a 'Market Town' standard of public transport to build on. The Baker Report ranked Somerton as bottom of a dozen South Somerset settlements for "public transport opportunities," and it does not have a rail station like some other B settlements.	Somerton does have a relatively good bus service with an hourly frequency to Yeovil, Taunton and Wells (via Glastonbury and Street), although recent cuts mean there will no longer be an evening or weekend service. The Baker report recommended Somerton to be designated as a "Market Town" (RSS Policy B settlement)	No change.
	* Somerton does not contain the 'strategic facilities' in the Baker Report to be classed as a Market Town, as it lacks a secondary school, sports hall, clearly defined shopping area. Somerton also lacks a petrol station.	It is accepted that Somerton does not have some strategic facilities, although they are available nearby in Langport/Huish Episcopi. However Somerton does have a range of shops and services, more jobs, and a relatively good bus service.	No change.
	* Although a number of facilities are present in Somerton that may put it on a par with other Market Towns, the layout of the settlement and lack of suitable sites means that none of these can be expanded into more modern facilities.	Noted. Facilities can be modernised without expansion.	No change.
	* Somerton is a Rural Centre of historical and architectural interest and an attractive place to live and visit, and should not be made a reduced version of Yeovil.	The scale of development proposed is consistent with the size and character of the town.	No change.
	* Support Bruton being a Rural Centre - land off Cole Road has been promoted through the SHLAA process and is considered a sustainable location for growth.	Support noted.	No change

	* Support Milborne Port being a Rural Centre - land off Gainsborough and Station Road has been promoted through the SHLAA process.	Support noted.	No change.
	* Support Martock being a Rural Centre, but rename as Martock/Bower Hinton as it includes the adjoining settlement of Bower Hinton.	Noted - to be amended.	Amend settlement title to Martock/Bower Hinton
	* Support South Petherton's Rural Centre status.	Support noted.	No change.
	*The Rural Centres should be prioritised for growth and improvement, they have aspirations and these should not be denied because the majority of development is going to Yeovil.	A balance of growth is required across the district to ensure sustainable development and to increased self containment of settlements. Sustainability appraisal has suggested 50:50 split in growth between Yeovil and other parts of the district.	No change
	* Templecombe should be identified as a Rural Centre as it is comparable to other Rural Centres with its current range of services and function, it would balance the location of Rural Centres in the District, and would allow for development within the eastern part of the District. There is potential to offer further retail services and employment uses associated with potential development at Slades Hill.	Templecombe does have a relatively good range of services, with all of the 'standard' facilities in the Settlement Role and Function study, but overall it was not considered to meet the criteria to be a Rural Centre, particularly due to a lack of shops. Policy SS2 allows appropriate development at Rural Settlements. The Local Plan Inspector's report did not consider Templecombe a sustainable location for development on the scale proposed previously at Slades Farm.	No change.
	* Templecombe outperforms many of the Rural Centres in terms of employment, and the large manufacturing employer is understood to currently be expanding by 50%. Travel to work patterns can be achieved more sustainably due to the presence of a train station.	Templecombe is home to more jobs than Milborne Port and Stoke sub Hamdon, but was not considered to meet the criteria overall to be considered a Rural Centre, particularly due to the lack of shops.	No change.

	<p>* Extend list of Rural Centres to include: Henstridge, Charlton Horethorne, Kingsdon, North Cadbury, Broadway, Keinton Mandeville, Merriott, East Chinnock, West Coker and Barton St David. These villages are recognised as having a level of services/facilities having been identified as Villages in the Local Plan and met the criteria of Structure Plan Policy STR3. If defined as Rural Centres these places would be able to achieve greater self containment. Scale of growth can be controlled by a site allocations DPD and/or proposals map. This approach would comply with SP Policy STR1. Issue should be tackled by developing more sustainable transport policies rather than singling rural development out as unsustainable. Settlement strategy should provide a positive response in terms of regenerating rural communities.</p>	<p>These settlements were not considered to have the level of shops and services necessary to be considered as Rural Centres in the Settlement Role and Function study. Policy SS2 does allow locally justified development at smaller settlements within the district</p>	<p>No change.</p>
	<p>* Support Ilchester as a Rural Centre.</p>	<p>Support noted.</p>	<p>No change.</p>
	<p>* Object to Ilchester being identified as a Rural Centre, as it is a village.</p>	<p>The definition of a Rural Centre in planning terms is a place that performs a local service role. The Baker Associates Settlement Role and Function Study (April 2009) illustrates that in comparison to other settlements, Ilchester performs such a role and it is therefore rightly identified as a Rural Centre.</p>	<p>No change.</p>
	<p>* Baker Report recognises that North Cadbury, Compton Dundon and Keinton Mandeville have many facilities including a primary school, shop, post office, pub etc.; therefore these villages should accommodate reasonable level of growth including both market and affordable housing. As we move to a changing planning policy context where communities have more power, this needs to be within a properly regulated system where appropriate sites are identified.</p>	<p>These settlements were not considered to have the level of shops and services necessary to be considered as Rural Centres in the Settlement Role and Function study. Policy SS2 does allow locally justified development at Rural Settlements.</p>	<p>No change.</p>
	<p>* Villages like Shepton Beauchamp need development to keep school, shops, pub going. Need homes in the villages as well as the Market Towns, to ensure employees of businesses in Shepton Beauchamp can live where they work, thereby reducing travelling e.g. Branston employs over 120 workers.</p>	<p>Shepton Beauchamp was not considered to have the level of shops and services necessary to be considered as Rural Centres in the Settlement Role and Function study. Policy SS2 does allow locally justified development at smaller settlements.</p>	<p>No change.</p>

	<p>*Market housing should also be allowed in Rural Settlements, sustainability is not just about travelling, the development of the community is important - without infilling the gap will widen between those who live in affordable housing and market housing in villages. Policy should make clear that major/significant development will not be permitted, but small-scale will be allowed.</p>	<p>Policy SS2 allows for a mix of affordable and market housing in rural settlements where previously only affordable housing would be allowed as an exception, and the emerging national guidance (NPPF). Whilst focussing on the delivery of affordable housing this gives LPA's the flexibility to set their own approach allowing for a mix of both affordable and market housing. However, it is considered that it is no longer relevant to have a Rural Exception Policy, particularly as Draft Policy SS2 is clear that development to meet housing (particularly affordable housing), community or employment need, can be allowed where justified.</p>	<p>Insert additional guidance on the interpretation of Policy SS2 within the supporting text. Delete the Rural Exception Sites part of Policy SS2.</p>
	<p>*Object to the resistance to any conventional forms of growth at Sparkford, suggest changing Policy by deleting the last paragraph to avoid blanket restriction on development in any unlisted settlement.</p>	<p>Policy SS2 does allow locally justified development at smaller settlements.</p>	<p>No change.</p>
	<p>*Object at non-inclusion of Curry Rivel as a Rural Centre - Role and Function study specifically notes that all settlements could be regarded as a Policy C settlement to a greater or lesser extent. CR has a population of 2,500 and a range of services which make it appropriate for a Rural Centre.</p>	<p>Curry Rivel was not considered to have the level of shops and services necessary to be considered as Rural Centres in the Settlement Role and Function study. Policy SS2 does allow locally justified development at smaller settlements</p>	<p>No change.</p>
	<p>*Amend policy to add a list of Village Rural Centres or Village Clusters (to include Sparkford) where some growth will be encouraged, especially were set criteria are met, or subject to a ceiling on overall growth (10% of existing settlement/cluster). Site allocations could then be considered in a later document.</p>	<p>Policy SS2 does allow locally justified development at smaller settlements and it is clear in supporting text that clusters of villages will be considered within the policy.</p>	<p>No change.</p>
Rural Settlements			
<p>Rural Settlements (paras 4.28 – 4.36)</p>	<p>* A carte blanche approach to say no to development in rural areas would not be of benefit to rural villages, balanced development in one area can support other areas.</p>	<p>Policy SS2 does allow locally justified development at smaller settlements as acknowledgement of their individual needs.</p>	<p>Cross refer to revised Policy SS4 which identifies scale of housing in Rural Settlements.</p>
	<p>* Paragraphs 4.28-36 are supported. Correctly identifies that some development will be acceptable in villages.</p>	<p>Support noted.</p>	<p>No change.</p>
	<p>* Paragraphs 4.35 - welcome the encouragement for new and innovative ways of providing affordable housing.</p>	<p>Support noted.</p>	<p>No change.</p>

Rural Clustering			
Rural Clustering (paras 4.37 – 4.39)	* Paragraph 4.38 - agree that home working is increasing in importance. Core Strategy has not fully realised the importance of this and is inappropriately directing growth towards an urban extension.	Comments regarding home working are noted - data on working from home and self-employed is not precise, so establishing a true figure for these people is difficult. Both housing and employment growth are closely linked and the two need to be provided together. The employment land provision being directed to the urban extension seeks to provide opportunities for people to live and work in close proximity from more traditional employment premises, than their home – this does not prevent home working from taking place.	No change.
Policy SS2 Development in Rural Settlements	* Policy SS2 pre-supposes that growth will come about because the community will support it, this is naïve - incomers will often not want their village to grow. Without settlement boundaries future growth will depend on community support.	SS2 indicates that any new development must be of benefit to the community, that is not necessarily the same as stating the community must support it.	No change.
	* Support the policy and wish to see something similar for the Rural Centres.	Support noted. Policy SS1 does set out similar principles for Rural Centres.	No change.
	* Policy should reference Housing Needs survey (2004-05) and Parish Plans.	The Housing Needs Survey 04-05 has been superseded by the Taunton and South Somerset Housing Market Areas Strategic Housing Market Assessments (February 2009) and accompanying viability assessment. Parish Plans will provide an overview of key issues, but housing need will need to be proven on a case-by-case basis.	No change.
	*Recognise flexibility, but not sure how Council will determine what is justified and commensurate in any given location.	Agree that further explanation of these terms is required to clarify the policy.	Add further supporting text to Policy SS2 to make clear what is 'justified' and 'commensurate;' and how development can 'increase the sustainability of a settlement.'

	* There needs to be more flexibility in allowing development in SS2, otherwise some rural settlements will not remain sustainable, and areas within those villages that should be improved will deteriorate. Allowing only affordable housing due to the way in which residential development will be restricted, will mean that only wealthy incomers and those eligible for affordable housing will be able to come to live in a village - this will smother their vitality and viability.	It is considered that SS2 does provide flexibility; it does not restrict residential development in rural settlements to affordable housing only, although an element of affordable housing is likely to be required in many cases. The criteria in SS2 allows development that will positively contribute to rural settlements, that should promote of their vitality and viability.	No change.
	* Rural Settlements policy should identify settlements suitable for limited growth, and pro active criteria towards development based upon the supporting text in para 4.28-39.	SS2 seeks a flexible approach to ensure the development needs of the rural settlements can be met, whilst restricting the scale of such growth - the key will be how SS2 is interpreted.	No change.
	* Object to development as will potentially increase the number of vehicle's that pass through Tintinhull - desperately need traffic calming measures in the village.	Tintinhull is classed as a Rural Settlement, so is not identified to see 'strategic' growth. Should any development be proposed under Policy SS2 highways safety and any necessary measures would need to be incorporated.	No change.
	* Broadly welcome the widening of scope in the villages for appropriate development to arrest the general decline in housing, employment and community needs in such locations e.g. Curry Mallet.	Support noted.	No change.
	* It is noted that whilst SS2 generally reflects PPS4 Policy EC6.2, it distinguishes between undefined "housing (including affordable housing)" in PPS4 and identified housing need as discussed in para 4.28 of the draft Core Strategy. It is considered that PPS4 should be more closely followed.	SS2 does broadly reflect PPS4 and it is not considered that this point is substantive enough to warrant a change in policy wording particularly given likely changes in national guidance	No change.
	* The strategy neglects the needs of the smaller villages, such as Curry Mallet which supports a local school, post office/shop, and village hall which are vital to creating a strong village community spirit. Some additional development should be permitted within these villages - the addition of 6 - 12 houses would help to preserve local facilities as once these facilities are lost they will never return and the village effectively "dies". Carbon emissions would increase as a result of the need to access these facilities elsewhere.	SS2 does allow for development in Rural Settlements such as Curry Mallet, providing it meets the criteria set out in the policy. Recent updated research by the Council (covering the period 1991-2010) has indicated that significant levels of development has not supported the retention of facilities in rural settlements in South Somerset.	No change.

	* There is a lack of reference to market housing in SS2 which implies that only affordable housing will be permitted in rural settlements. However, it is unlikely that 100% affordable housing developments will be built due to lack of viability - Policy SS2 should be altered to state that mixed developments of affordable and market housing should be permitted in accordance with Policy HG4 where the other criteria for development in these areas can be fulfilled.	SS2 as worded does allow for a mix of market and affordable housing, providing it meets the relevant criteria set out in the policy. Agree that viability is a key issue in delivering new development.	No change.
	* Language of the policy is extremely negative seeking to control and limit development where it delivers perceived community benefit and in particular affordable housing. What these settlements need is the ability to grow recognising the needs of all elements of the community and not excluding open market housing which is required and recognised in the Taylor Review.	see response above	No change.
	* Add wording to SS2 to clarify that development which 'meets an identified housing need' shall include all forms of tenure.	SS2 as worded does allow for a mix of market and affordable housing, providing it meets the relevant criteria set out in the policy. Additional guidance on the interpretation Policy SS2 will be provided in the supporting text.	Insert additional guidance on the interpretation of Policy SS2 within the supporting text.
	* Modify SS2 to define local need not only within the parish, but also, where appropriate, to take account of the needs of adjacent larger settlements. E.g. West Coker primary school is seeking to increase its numbers and several other benefits could result from allowing additional housing to be built in the village.	In terms of the provision of Rural Exception affordable housing, Policy SS2 includes the note that "...Local is defined as being the parish or immediately adjoining parishes forming a contiguous group around a central parish." It is therefore considered that this point is already addressed. Policy SS2 allows for a mix of affordable and market housing in rural settlements where previously only affordable housing would be allowed as an exception. Given the emerging guidance in the draft NPPF it is considered that it is no longer relevant to have a Rural Exception Policy, particularly as Draft Policy SS2 is clear that development to meet a housing need, particularly affordable housing can be allowed where justified.	Insert additional guidance on the interpretation of Policy SS2 within the supporting text.
	* Agree with the criteria and indicators required for the development of affordable housing solely on 'rural exception sites'.	Support for 'rural exception sites' element of SS2 is noted. However in the light of the emerging national guidance it is proposed to delete the "rural exceptions" part of the policy.	Delete rural exception site section of policy to remove confusion and make policy more concise.

	* Policy assumes that only housing provided as affordable housing can meet local need. By limiting development to rural exception (usually 5 or more dwellings) sites opportunities for providing a single dwelling for someone whose work provides an important service for example are missed. Such an exception could include the provision of a new vicarage.	See response above.	No change
	* SS2 is currently attempting to provide policy guidance on two disparate issues i.e. restrictive policy to be applied in the open countryside, and to permit development at Rural Settlements. It would be more appropriate to use two policies, as the current approach neither provides developers with adequate confidence as to the likely outcome of a planning application at Rural Settlements to promote appropriate development, nor does it provide a restrictive enough stance in relation to preventing inappropriate development.	SS2 seeks to provide a flexible approach to development in rural areas outside Yeovil, Market Towns and Rural Centres, but acknowledge potential uncertainty this could cause and consider further explanation would be helpful.	Add further supporting text to make clear what is 'justified' and 'commensurate;' and how development can 'increase the sustainability of a settlement.'
	* Ethos of the policy is supported, however further direction needs to be provided on how the policy should be interpreted and how it will fit into the Localism agenda. Without more clarity it may be necessary to add to the list of settlements where development should be generally permitted e.g. Curry Rivel, Keinton Mandeville, Merriott, Tatworth and Forton and others.	Agree that further explanation for SS2 would be useful, particularly how the policy will fit into the Localism agenda. Adding to the list of Rural Centres has been considered, but ruled out on the basis that Policy SS2 allows for appropriate development at these settlements, and the lack of evidence justifying additional Rural Centres.	Add further explanation as to how SS2 should be interpreted, and how it will fit into the 'Localism' agenda.
	* Unless the application of Policy SS2 can be interpreted in a way which allows development to continue, rural communities will be sterilised outside of the 14 main settlements and stifle economic and community development, where 50% of the population exist. Core Strategy does not fully acknowledge the PPS3 key housing goal to ensure that everyone has the opportunity of living in a decent home, which they can afford in a community in which they want to live.	Policy SS2 intends to ensure development is provided in Rural Settlements outside the 14 main settlements, where justified. Agree that interpretation will be key. Acknowledge the key housing goal, but the planning system "should deliver housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure" (para 10, PPS3 and emerging guidance in NPPF).	Add supporting text to explain how SS2 should be interpreted, including that housing in rural areas should not be located in places distant from local services (draft NPPF, para 112).

	<p>* Further guidance may be required on how a development can be considered to increase the sustainability of a settlement. This should be in an Affordable Housing SPD. Further guidance on what can be considered a local connection could also be in an SPD - this guidance would decrease the size of the Core Strategy.</p>	<p>It has been agreed that further guidance will be provided in the supporting text to Policy SS2 regarding the measures that might be expected to represent an increase in sustainability. Regarding the production of an Affordable Housing SPD this may be beneficial however it's priority would have to be considered in the context of other SPDs the Council may wish to produce in the future.</p>	<p>Consider the requirement for an Affordable Housing SPD in the context of other SPDs the Council may wish to produce in a future Local Development Scheme review</p>
	<p>* There is no distinction between substantial villages (e.g. Norton sub Hamdon, Keinton Mandeville, North Cadbury, Combe sty Nicholas etc) and the open countryside - recommend that the Villages listed in the adopted South Somerset Local Plan as "appropriate locations for development" are carried forward, taking into account environmental constraints and by imposing suitable policies to ensure a mixture and type of development required by that community is delivered on appropriate sites. Include these villages in Policy SS1, or add a much more detailed, robust explanation of why these villages are not acceptable for development be added.</p>	<p>Accept that there is no longer a distinction between some substantial villages and the open countryside, but Policy SS2 does allow locally justified development in Rural Settlements.</p>	<p>Explain in supporting text that Rural Settlements exist as a tier in the settlement hierarchy, although not specifically identified, and that locally justified development is acceptable in these settlements.</p>
	<p>* Need to retain sufficient flexibility to allow development in rural locations on a wide variety, size and type of site including places where sustainable, affordable and low impact development can occur for homes, jobs, services agricultural and tourism. Strategy is too polarised towards the needs and opportunities of urban centres, not to suggest that the strategy should be one of dispersing most new development, but should allow for some development in more sustainable villages given the vast and well populated nature of the district.</p>	<p>Policy SS2 allows flexibility by ensuring development is provided in Rural Settlements where it meets the set criteria.</p>	<p>No change.</p>
	<p>* Policy SS2 should be amended in the context of any CIL - if SSDC adopts a "roof-tax" could some small-scale market housing infill be judged as appropriate to address community infrastructure needs - a growing pot of planning obligation money could be used to develop appropriate community infrastructure such as halls etc.</p>	<p>The provision of CIL should not be used as a justification for new development, although a proportion of CIL should be spent in the neighbourhood where development is located. The Charging Schedule will set out necessary infrastructure that should be funded through CIL.</p>	<p>No change.</p>

	* Fails to recognise Long Sutton in settlement hierarchy an element of growth should be attributed to allow them to support their own populations and grow organically. Suggest amended wording to policy ... "meets identified needs and demand, particularly for affordable housing."	Long Sutton would be considered a 'Rural Settlement,' meaning locally justified development would be allowed under Policy SS2. Housing "need" refers to those who do not have the finance necessary to purchase a house on the open market, whilst "demand" are the types of houses that the market requires. Therefore adding reference to demand could insinuate inappropriate housing is acceptable.	No change.
	* Impact of traffic on rural communities has not been considered.	New development will be required to take necessary measures to tackle traffic issues.	No change.
	* Policy should be amended to allow additional housing in Rural Settlements (5% maximum of 2011 housing numbers per village, with a minimum of 3).	Agree that a housing figure for Rural Settlements should be added in Policy SS4 as a more realistic approach and to provide more certainty as to the scale of development in Rural Settlements.	Supporting text should cross-refer to revised Policy SS4 which identifies scale of housing in Rural Settlements.
	*This policy will have negative impacts on rural tourism, jobs, agricultural small holdings, self build schemes, scope to erect low impact dwellings and people wishing to live a 'sustainable rural lifestyle'.	The purpose of SS2 is to provide a broad guide as to what development may be acceptable in Rural Settlements, and will allow the suggested developments where appropriate. There are other policies in the Core Strategy dealing with the specific issues identified (e.g. tourism policies EP7, 8).	No change.
	*A policy to allow sustainable 'low cost market housing' is required - recommend changes to Policy SS2.	There is no justification in national policy for 'low cost market housing' and no way of ensuring it is delivered - housing is defined as either affordable or open market (PPS3). There is no reason why low cost market housing cannot be provided through this policy if there is an identified need and brings benefits to the community	No change.

	<p>* Policy will artificially and unnecessarily limit the growth in Sparkford for a very long time - it is not appropriate to completely exclude the provision of conventional and modest forms of development that have helped to sustain places like Sparkford, especially given its proximity to the main road network and availability of land close to it. Railway passes through and consider re-opening the station or a platform. Sparkford is also close to Queen Camel and they should be looked at as one rural centre as they share facilities. The bus service and local facilities require more people to sustain them. Policy needs to be more responsive to local opportunities and to reflect the circumstances and locations where new growth may be contemplated (either because of what it provides, enables or supports or because of who brings it forward and supports it).</p>	<p>Policy SS2 would allow development in Rural Settlements such as Sparkford, where justified. There is no evidence to suggest that the costs associated with re-opening the station would be make it viable. The policy as worded promotes a local response to development i.e. development which is commensurate with the scale and nature of the settlement, and increases the sustainability of settlement.</p>	<p>No change.</p>
	<p>* Affordable housing in isolation cannot increase the sustainability of a Rural Settlement. There is a body of evidence supporting the fact that those in need of affordable housing are less likely to have access to a car. This could lead to accessibility and social exclusion issues. Affordable housing in these locations should be delivered alongside the other types of development listed on the grounds of sustainability.</p>	<p>Agreed, and it is felt that SS2 makes clear that a range of development may be acceptable in Rural Settlements, including employment opportunities, community facilities as well as housing.</p>	<p>No change.</p>
	<p>* An additional criterion should be added to draw attention to issues associated with noise.</p>	<p>Policy SS2 is a strategic policy to guide development in Rural Settlements, and not specific issues such as noise.</p>	<p>No change.</p>

	<p>* Concerned about the housing and employment growth in the Cary area. South Somerset has access to a potential source of high quality employees due to its proximity to Bristol University, UWE, and local technical schools, however infrastructure does raise concerns and the roads suffer from congestion at critical times of the day. Area needs employer who produce added value goods. Problems are going to increase on the following routes: A37, A59, A60, A371, A359, A360 etc which deters businesses. Provision of jobs should be a key consideration - why are we not attracting more firms to Somerset, particularly those in added value areas and how can we make expansion in the Somerset area economically viable?</p>	<p>Policy SS2 is a strategic policy to guide development proposals in Rural Settlements where no specific growth allocation has been provided. It does encourage development that provides employment opportunities appropriate to the scale of the settlement and the Core Strategy seeks to encourage job provision. The need for infrastructure associated with growth is covered by the IDP</p>	<p>No change.</p>
	<p>* Policy is confusing and conflicts with advice that Core Strategy policies should be concise. Second part of policy for 'rural exception sites' is superfluous as these settlements are by definition "open countryside". The details of indicators to be used in defining local need should properly be the subject of a Supplementary Planning Document (SPD) that can more readily be kept up to date with national regulatory policies relating to housing need and affordable housing.</p>	<p>Agree that policy could be made clearer and more concise, and there is potential for confusion arising from the inclusion of the 'rural exception sites' policy. The draft National Planning Policy Framework removes references to 'rural exception sites'.</p>	<p>Delete rural exception site section of policy to remove confusion and make policy more concise. Amend wording to be clearer.</p>
	<p>* Would like to see greater emphasis on provision of affordable housing for 1st time buyers particularly in rural areas.</p>	<p>Affordable housing is encouraged in general, but cannot specify that it should be for 1st time buyers although this is likely in most cases.</p>	<p>No change.</p>

	<p>* Concerned about the balance of the strategy and the role of Rural Settlements. Para 2.3 explains that 40% of the Districts population lives in the Rural settlements. Most of the attraction of the district lies in it's countryside and villages. More needs to be known about the incoming population. If it consists largely of job seekers with school aged children the Preferred Option 2 might be right but if a substantial proportion of people are coming to the district to enjoy a pleasant retirement then some of the sustainability arguments may be wrong. Strategy seems to see older people as a burden requiring services and contributing little but retired peoples income must generate a substantial part of the Districts' gross product. The abolition of Development Areas will work against a positive attitude to these members of the community.</p>	<p>The abolition of Development Areas will not prohibit development in Rural Settlements - SS2 sets the criteria against which proposals will be judged.</p>	<p>No change.</p>
	<p>* SHLAA identifies substantial number of sites that could accommodate housing in what is now to be defined as countryside. Difficult as Parish Councils were not consulted and may not know who has proposed some of the sites. More houses may be required in Rural areas unless SHLAA sites are taken into account.</p>	<p>No requirement to consult specifically on the SHLAA as it forms part of the evidence base that informs the Core Strategy and is available as part of the Evidence Base on the Council's website. SHLAA identifies only what land is available for development at a specific point in time and is not saying that is where development should go or will go. Agree that a housing figure for Rural Settlements should be added in Policy SS4 as a more realistic approach and to provide more certainty as to the scale of development in Rural Settlements.</p>	<p>Supporting text should cross-refer to revised Policy SS4 which identifies scale of housing in Rural Settlements.</p>

Scale of Growth for the District and the Main Settlements			
Housing (paras 4.40 – 4.46)	* Paragraph 4.41 - False rationale. Figures are now out of date as ONS are projecting population growth to 2018 of 0.65% to 0.7%. There has been relatively little in migration to rural areas. Current level of housing in SSDC 71,400 would be projected to be a requirement for 79,200 dwellings by 2016. This is an increase of 7,800 dwellings, significantly less than the Council calculations. The 2008 projections were primarily a result of inward migration. The indigenous birth-rate induced growth was relatively static. Population has grown but there has been little growth in the numbers employed. Net migration is likely to decline meaning a further reduced demand for housing.	Up to date housing and population work has been undertaken by Baker Associates (including addressing the issue of inward migration) - Housing Requirement for South Somerset and Yeovil (January 2011) which is part of the Core Strategy evidence base. Internal workshops for officers and members have been held to discuss and explain the methodology and findings of this work. The Core Strategy will reflect the outcome of the findings of this ongoing work. It is accepted that a strong and robust evidence base is required justify any growth figure. The RSS will not be revoked until the Localism Act is commenced. The relevance of smaller family sizes and need for accommodation to reflect this is set out in the Settlement Role and Function Study and reflected in housing policies.	Amend Policy SS3 to provide for an overall District requirement in line with economic and household growth projections
	* Paragraph 4.42 sets out a reasonable summary of options considered. Clear from the SA that a figure of lower than 16,600 would fail to meet the needs of the community. Acknowledge that provision of infrastructure and adverse impact on environmental quality is a concern.	Noted. See response above.	Noted. See response above.
	* Para 4.44 - Agree that prudent to recheck the economic, population and household projections, in this economic downturn to ensure realistic deliverability.	Noted. See response above.	Noted. See response above.
	* Para 4.44 - In re-visiting figures, factors that should be considered are: lower demand for new dwellings, increased levels of home working and small scale live/work units, decline in manufacturing and 'focussed single site' activities and greater need for affordable housing in rural areas.	Noted. See response above.	Noted. See response above.

	* Paragraph 4.44 - whilst accepting this is not a publication plan concerned that the Council are now undertaking a review of the 16,600 figure. Context for the Development Plan has not changed following the General Election and the direction provided by the RSS remains a material consideration. Accept the reasons for not providing RSS level of growth in Yeovil due to constraints. However it is not considered appropriate to review this information at this stage of the plan process particularly as will already be over 5 yrs into the plan period.	Noted . See response above.	Noted. See response above.
	* The review following the revocation of the RSS has not focussed on local issues of need and environmental quality	See response above. Environmental quality and local issues have been addressed as part of the Sustainability Appraisal process.	Noted. See response above.
	*It is clear that the figure of 8,400 dwellings is based on local representation, so remains constant irrespective of the overall District figure. Support 8,400 for Market Towns and Rural Centres.	See response above.	Noted. See response above.
	*Figure of 16,600 is safe, middle ground in trying to meet household projections whilst protecting the environment and balancing the provision of jobs and homes within the District.	See response above.	Noted. See response above.
	* Preferred approach for 'balanced growth' is noted and would appear to tie in with the Cranborne Chase and West Wiltshire Downs AONB's view on affordable housing.	Noted. See response above.	Noted. See response above.
	* The decision to focus growth on Yeovil is out of kilter with the statement in the spatial portrait - namely the town is located within a highly sensitive landscape and growth is nearing its natural limits.	See response above. Whilst the growth of Yeovil may be constrained it is the largest and most sustainable settlement within the District. National Guidance in the Draft National Planning Policy Framework focuses on achieving sustainable development. Growth proposals for Yeovil have been subject to Sustainability Appraisal (SA)	Noted. See response above.
	* Conclusions in paras 4.42-4.46 are not based on a sound and even handed approach to policy requirements in PPS5 and SEA Regulations.	See response above. The Sustainability Appraisal complies with SEA Regulations.	Noted. See response above.

Policy SS3 District Wide Housing Provision	* 16,600 new homes is considered to be a significant oversupply. Revise to a)8,000 b)60% of 16600 (i.e. 9,960)	Up to date housing and population work has been undertaken by Baker Associates (including addressing the issue of inward migration) - Housing Requirement for South Somerset and Yeovil (January 2011) which is part of the Core Strategy evidence base. Internal workshops for officers and members have been held to discuss and explain the methodology and findings of this work. The Core Strategy will reflect the outcome of the findings of this ongoing work. It is accepted that a strong and robust evidence base is required justify any growth figure. The RSS will not be revoked until the Localism Act is enacted which will not be until April 2012. The relevance of smaller family sizes and need for accommodation to reflect this is set out in the Settlement Role and Function Study and reflected in housing policies.	Amend Policy SS3 to provide for an overall District requirement in line with economic and household growth projections
	*Housing need is based on 2004 population figures which were high and not representative - do not believe the estimates, should be revised.	See response above.	See response above.
	*ONS predicts population growth only from net migration until 2026 at 0.625%. Average growth in population will only realistically be 7,600 people. What model do you use to come up with 13,600 and 16,600?	See response above.	See response above.
	* Consider that the overall housing target figures for the district were conceived at a time when the economic prospects of the country look very different - peak market conditions. Housing figures should be re-assessed using up-to-date data from the 2012 census.	See response above. Assume respondent means the 2011 census which will be published in 2012. These figures will be assessed internally as a bench mark.	See response above.
	* Consider that Government cuts to the public sector and general economic outlook, this will reduce the demand for housing within Yeovil for which local jobs rely.	See response above.	See response above.
	* Figure for growth provided by central gov are unrealistic and housing targets have now been scrapped. Bath and North East Somerset DC are now using figures half the original. SSSDC should reappraise the figures.	See response above. Bath and North East Somerset DC had their Examination suspended and told to provide robust evidence for their revised housing figures. SSSDC have also updated our evidence base.	See response above.

	* Population growth in the District over the last 10 years has been twice the National average, further growth will continue this trend which should not be supported.	See response above.	See response above.
	*PPS12 requirement for Core Strategies to be consistent with national policy and PPS3 requires local authorities to assess an appropriate level of housing. The Core Strategy is not justified, effective or consistent with national policy as it does not plan for the RSS level of growth.	See response above.	See response above.
	* The CALA Homes High Court judgement has clarified that the RSS remains part of the Development Plan until such time as it is revoked formally through legislation - the implications of this should be carefully considered prior to moving forward with non compliant policy content. Contrary to the RSS Proposed Changes.	See response above.	See response above.
	*The evidence base of the draft RSS remains unaffected by the forthcoming Localism Bill & associated Ministerial letter. The strategy of concentrating growth at higher order, more sustainable settlements is still consistent with national planning policy.	See response above.	See response above.
	* Object to the housing provision of 16,600 dwellings as this is significantly too low representing a 16% reduction from the RSS Proposed Changes figure of 19,700. The method of identifying future growth levels through projecting past build rates is considered to be flawed as previous build rates are heavily influenced by the policy framework in place during the periods examined. Whilst historic build rates are a reasonable indication of delivery rates achieved they should not form the basis, in isolation, of the total housing figure.	See response above.	See response above.

	<p>* Adequate regard has not been given to the ONS population and household projections. 2006 ONS projections demonstrate a growth of 22,000 households to 2016, when a 3% allowance is made for second homes and vacancies the overall requirement rises to 23,000 dwellings for South Somerset (1,150 dwellings per year). The preferred strategy of 16,600 represents only 72% of predicted housing requirements. A failure to provide adequate housing will have the most impact on lower income families who are just above qualification for affordable housing. Updated ONS data (2008) continues to show projected levels of population and household growth that proposed in the draft Core Strategy. Para 3.17 of Baker Associates Paper (2007) suggests 19,000 dwellings (annual average of 950) Rep refers to scenarios A, C and E in that paper. Additional work being undertaken by Baker Associates (2010) based on latest ONS/DCLG projections should show an increase in numbers not a decrease.</p>	See response above.	See response above.
	<p>* Amend to 19,700 dwellings, to reflect the latest population and household forecasts and to ensure the delivery of a large number of affordable homes and also assist in delivering infrastructure improvements.</p>	See response above.	See response above.
	<p>* SS3 should be reworded to 19,700 dwellings, with some 10,050 dwellings at the Market Towns, Rural Centres and identified Rural Settlements; and some 9,650 dwellings at Yeovil. This maintains 49% development focus at Yeovil and 51% elsewhere.</p>	See response above.	See response above.
	<p>* Concerned that the policy is not sound as it does not meet the District's housing need.</p>	See response above.	See response above.

	<p>* Concerned regarding the deliverability of key allocations and the distribution of growth across the District. Concerns regarding the deliverability of 3,700 dwellings in Yeovil urban extension during the plan period. Eco town will commence in 2015, estimate 50 completions within the first year followed by 100 in 2016 and 150 by 2017. Therefore approx 1,500 dwellings will be delivered in the plan period a shortfall of 2,200. PPS3 (para 62) requires the provision of a 'housing implementation strategy' as the Core Strategy includes strategic allocation it should include such a strategy with targets and trajectories. Obstacles to delivery should be identified and contingency measures set out.</p>	<p>See response above. The housing trajectory is set out in the Council's Annual Monitoring Report. The Infrastructure Delivery Plan will help to assess the deliverability of key allocations. Also see Yeovil section.</p>	<p>See response above and also Yeovil section.</p>
	<p>* The SA process makes it clear that under-provision against 16,600 would have serious negative consequences.</p>	<p>Noted. See response above.</p>	<p>See response above.</p>
	<p>* District wide housing provision does not meet the community's projected need for new homes on the basis of limited economic growth. There appears to be no comprehensive evidence base to support the chosen figure. Under providing housing will also have a negative impact on the District's economic aspirations for growth. It is suggested the performance of the economy is carefully monitored and housing levels increased as necessary in future reviews of the Core Strategy.</p>	<p>See response above.</p>	<p>See response above.</p>
	<p>* The reduction in housing figures by over 3,000 will potentially lose the Council around £28m in revenue from the New Homes Bonus scheme - this is a material consideration which the Councillors and the public should be allowed to comment on.</p>	<p>See response above. It is agreed that this is something members will need to bear in mind when considering the planned growth for the District but this also needs to be balanced against evidence and the views of local people.</p>	<p>See response above.</p>
	<p>*(YEOVIL) The District wide target is too low, either raise the overall target or recalibrate and afford more growth (60% starting point) to Yeovil.</p>	<p>See response above. A Sustainability Appraisal has been undertaken looking at different options for the distribution of growth District Wide i.e. a greater concentration of development at Yeovil (75% to 25%), a low proportion of development at Yeovil 25% to 75%) and Medium Scale development at Yeovil 37% to 63%) this showed that a split of approx 50:50 as set out in the Draft Core Strategy is the most sustainable approach.</p>	<p>No Change</p>

	*(YEOVIL) Over half of the District's growth is outside of Yeovil, this is unsustainable.	See response above. A Sustainability Appraisal has been undertaken looking at different options for the distribution of growth District Wide i.e. a greater concentration of development at Yeovil (75% to 25%), a low proportion of development at Yeovil 25% to 75%) and Medium Scale development at Yeovil 37% to 63%) this showed that a split of approx 50:50 as set out in the Draft Core Strategy is the most sustainable approach.	No Change
	*(YEOVIL) Yeovil target should raise from 8,200 to 9,000 on sustainability grounds.	See response above.	No Change
	*Object to Policy because it makes no positive framework for development outside of Market Towns and Rural Centres.	Policy SS2: Development in Rural Settlements sets out the approach to development outside of Market Towns and Rural Centres.	No Change
	*(RURAL SETTLEMENTS) Need a more balanced approach to development allowing for limited development in villages to help support local services e.g. Barrington has no shop or post office, limited bus service, pub is up for sale, and the primary school has to recruit children from nearby villages.	Policy SS2 sets out the approach to development outside of Market Towns and Rural Centres, this includes the provision of community facilities.	No Change
	*(RURAL SETTLEMENTS) Increase to draft RSS figures and include villages such as Long Sutton that have good facilities and are sustainable.	Policy SS2 sets out the approach to development outside of Market Towns and Rural Centres this would include villages such as Long Sutton where development can be justified.	No Change
	* Should include a windfall allocation.	It is now proposed under Policy SS4: Delivering New Housing growth to include a figure for Rural Settlements, however National Guidance in Strategic Housing Land Availability Assessments says that windfalls should not be included within the first 10 years of housing supply unless it can be specifically justified.	Amend Policy SS4 which identifies scale of housing in Rural Settlements.
	*If the figures are reviewed and less housing is required, would Brownfield sites and smaller developments be better than an urban extension.	Brownfield land is targeted in preference to greenfield sites in Policy HG3	No change
	* Figure of 16,600 dwellings is broadly supported together with the split between Yeovil and the rest of the District. Whilst providing a level of certainty the use of "at least" provides some flexibility.	Support noted. See response above.	Amend Policy SS3 to provide for an overall District requirement in line with economic and household growth projections
	* Support 50-50 balance between Yeovil and elsewhere in the district.	Support noted.	No change

	*Proportion of housing between Yeovil, Market Towns and Rural Centres is supported.	Support noted.	No change
	* If 10,000 or 16,600 homes planned in the area south of Yeovil assuming an average household size of 3 will mean that the population of Yeovil will increase by 30,000 on top of existing commitments.	The proposed levels of growth for the district and percentage appropriate for Yeovil needs to be based on economic and household projections and a robust evidence base.	Amend Policy SS3 to provide for an overall District requirement in line with economic and household growth projections
	* The planning benefits of new provision of nil subsidy affordable housing through large scale Greenfield allocations is outweighed by the significant negative environmental impacts.	Noted. Greenfield allocations will be required to meet overall housing requirements and have been subject to Sustainability Appraisal (SA)	No change
	* Should be made clear that the 16,600 is considered to be the minimum level to ensure housing supply and flexibility. Suggest amendment to the policy to include 'at least' before 16,600 , 8,400 and 8,200, 'will be provided at the' before "Market" and 'will need to be justified' after "settlements". This change would make the policy consistent with Policy SS4.	Agreed that Policy SS3 should be consistent with Policy SS4. Also agreed that Policy wording could be simplified.	Adjust wording of SS3 to reflect SS4 wording that housing provision will be made for "at least"...
	* Council needs to consider how to deal with the backlog of delivery that has arisen during the Local Plan Period.	Much of this is due to current market conditions and it is expected that Key sites such as Thorne Lane will be coming forward in the next few years based on the housing trajectory work. Lyde Road Key site has already come forward. Recent monitoring data shows that 1059 dwellings were built in South Somerset between April 2010 and March 2011. Housing delivery will continue to be monitored over the plan period.	No change.
	* The region (and smaller towns in particular) needs time to cope with, and assimilate growth of this magnitude ,particularly where infrastructure constraints start to significantly impact the quality of life of existing residents.	The Infrastructure Delivery Plan will inform the Core Strategy on this issue.	No change. Use data from IDP where appropriate to inform individual settlements
	* Query the 'Dwelling Size and Type' data - 60% high occupancy, coupled with 32% detached homes, seems to go against the data put forward in Affordable Housing Section.	The 32% detached homes relates to the possible profile of market housing as set out in the Strategic Housing Market Assessment (2009) (SHMA) this is not the same as the requirements for affordable housing as they are not the same. Affordable housing has a specific definition in planning terms which does not include market housing. The SHMA sets out the suggested profile for market and affordable housing.	No change.

	* Stage 2 of the Habitats Regulations Assessment assessed the impact on the Somerset Levels and Moors as 'Low'. RSPB do not agree with this and believe parts experience high levels of disturbance. Believe that the assessment of visitor use and behaviour is superficial. Particular concern are 'in combination' recreational pressures on SL&M from draft settlement policies.	The Somerset Levels and Moors Habitats Regulations Assessment states that unless new residents in Yeovil and other larger settlements have a particular interest in visiting the Levels and Moors i.e. bird interest, new residents are not expected to be visiting the site in any significant numbers. Additionally, bird species are not concentrated in areas where visitors tend to be due to a lack of suitable habitat. Natural England and Somerset County Council did not have any criticisms of the Somerset Levels and Moors HRA; indeed the HRA specifically states that "consultation with Natural England revealed that levels of recreational disturbance throughout the site are currently low" (section 5.1.1, 6.1). Do not agree with RSPB objections to the findings of the HRA, subject to final confirmation by Royal Haskoning who will be reviewing the Proposed Submission plan.	No change
Development outside Yeovil (paras 4.47 – 4.52)	Paragraph 4.52 - would prefer a strategy where development already identified in the SHLAA or Core Strategy, rather than simply a direction of growth and scale of growth.	The Core Strategy does set out strategic allocations in Yeovil and Chard. The SHLAA only identifies what land is available for development and not what should be allocated. Core strategies are not expected to do more than indicate directions for growth. There is the option of producing an allocations Development Plan Document should it be required in the future. This approach offers a degree of flexibility.	No change.
	*Object to the scale of growth at Wincanton - goes beyond the need to provide balanced growth. Due to impact on A303 and distance from rail corridors.	Agree. It is now proposed to reduced the level of housing growth at Wincanton - see responses under Wincanton section paragraphs 6.110 - 6.115.	See recommendations under paragraphs 6.110 - 6.115 below.
	*Support development in Chard and Market Towns.	Support Noted.	No change.
	*Support 300 dwellings over the plan period to Rural Centres.	Support noted. However it is now proposed in Policy SS4: Delivering New Housing Growth that a figure for additional dwellings should be included for Rural Settlements	See recommendations under Policy SS4: Delivering New Housing Growth.
	* (CREWKERNE) Crewkerne could take more growth.	See responses in Crewkerne section - paragraphs 6.80 - 6.85.	See recommendations under paragraphs 6.80 - 6.85.
Policy SS4 Delivering New Housing Growth (and para 4.53)	* Approach will ensure a sustainable outcome across the District.	Support noted.	No change.

	* Numbers are probably as good a guess as can be achieved at this time. It is however essential to recognise that changes will have to be made before the 20yr period comes to an end.	Support noted.	No change.
	*Object as the growth that is allowed must comply with SS2.	Policy SS2 is quite rightly a relatively restrictive policy that applies to Rural Settlements, but in Yeovil, Market Towns, and Rural Centres development is supported to meet their needs and support their role and function.	No change.
	*A locally derived housing figure, ignoring national planning policy will exacerbate the need for affordable housing as the cost of housing increases. Under providing housing will also have a negative impact on the District's economic aspirations for grow.	The revised housing figures have been arrived at through analysis of evidence of the economic need for the district and with regard to household projections and affordable housing need.	No change.
	*Too much housing is focussed on the South of the District and not enough in the North, North-East.	The level of growth for the respective towns and rural centres is based upon the hierarchy of settlements, which determines an appropriate level of growth for sustainable development of those settlements	No change.
	* Although there is an acknowledgement that the figures are indicative, the numbers in the table are overly precise in the context of the Core Strategy e.g. residual figure of 281 for Somerton.	Noted.	This will be a matter for final editing
	*Concentrating all general development within 14 urban and rural centres is over simplistic and not reflective of the wider economic, environmental and community needs of the District.	Policy SS2 allows for development in Rural Settlements to ensure the needs of the more rural areas are met. It is accepted that the identification of additional housing in addition to existing commitments at Rural Settlements would provide a more realistic approach.	Amend SS4 to make allowance for growth in rural settlements
	*Focusing just 7% of all growth in the 100+ settlements while Yeovil takes 49% of growth does nothing for addressing rural sustainability, nor does it benefit the inhabitants of Yeovil or its rural hinterland.	Policy SS2 allows for development in Rural Settlements to ensure the needs of the more rural areas are met. It is accepted that the identification of additional housing in addition to existing commitments at Rural Settlements would provide a more realistic approach. The distribution between Yeovil and the rest of the district has been subject to sustainability appraisal and is considered the most appropriate approach.	Amend SS4 to make allowance for growth in rural settlements
	* Suggest that 2-3,000 houses be identified and spread throughout the Rural Settlements.	See response above.	Amend SS4 to make allowance for growth in rural settlements

	* An additional 3,100 dwellings need to be provided, to be distributed throughout the different settlement categories which all have capacity for this additional growth, including modest growth in several of the rural settlements.	The potential for growth of the rural settlements has been recognised and provided for in policy SS2. Under the legislation provision for 'windfall' housing could not be included, however evidence within the SHLAA identifies potential land that is available.	Amend Policy SS4 to make reference to growth in rural settlements
	* It would be better to spread any future development between every village and hamlet thereby increasing their size by a dozen or so houses, which wouldn't impose fundamental changes to their look or character but would increase overall housing provision in South Somerset.	Policy SS2 allows for the development needs of Rural Settlements to be met, whilst necessarily restricting the scale of such development due to a relative lack of jobs, shops and services. A dispersed approach did not perform well in the Sustainability Appraisal.	Amend SS4 to make allowance for growth in rural settlements
	* Should consider distributing housing between all the towns and villages, as and where required by local inhabitants ('neighbourhood' planning process rather than a 'top down' approach).	The distribution between Yeovil and the rest of the district has been subject to sustainability appraisal and is considered the most appropriate approach.	No change.
	* SS4 should be reworded to cater for 19,700 dwellings as follows: Yeovil- 9,200 dwellings; Market Towns- 6,500; Rural Centres- 2,700; Rural Settlements- 1,300.	The overall housing total has been revised in line with the Baker's Report and the identified need to ensure sustainable growth.	Amend Policy SS3 to provide for an overall economic and household growth projections
	* There is a need for an additional 3,000 (on top of the 2,340 proposed) dwellings plus outside of Yeovil to meet the DCLG/ONS projection of 22,000.	The overall housing total has been revised in line with the Baker's Report and the identified need to ensure sustainable growth.	Amend Policy SS3 to provide for an overall economic and household growth projections
	* Object - as policy stands 70% of new homes will be in Yeovil and Chard, just over 12% in Crewkerne & Wincanton, Just over 10% in Ilminster, Somerton, Martock and the rest meaning less than 10% in the remain small towns and villages. Almost 25% of growth is proposed at Keyford - this would involve building a medium sized town with 3,700 houses for up to 8,000 people.	The overall housing total has been revised in line with the Baker's Report and the identified need to ensure sustainable growth for the settlements within South Somerset.	Amend Policy SS3 to provide for an overall economic and household growth projections
	* Only 7,600 - 8,000 new homes are needed for the whole of South Somerset. Population growth will only be from net migration at an annual rate of 0.625%.	This is less than has been achieved during the previous plan period and contrary to the economic and household projections on which the District's growth is based.	No change.

	<p>* Since there is no Site Allocations DPD process, it is considered important there is clarity on directions of growth for the other market towns - reference to directions for growth could be set out in Policy SS4 (as per earlier Committee versions - it is not clear why these references have been deleted) or, alternatively, it is recommended that a new 'Directions for Growth at the Market Towns' policy be prepared that lists those directions for each of the towns specified in Policy SS1, with the exception of Chard which is subject to more detailed policies.</p>	Noted.	Include new policy to show the directions of growth for Market Towns.
	<p>* Policy not sound - not based on a sound and even handed approach to policy requirements in PPS5 and SEA Regulations.</p>	All policies have undergone a sustainability appraisal including issues on the historic environment.	No change.
	<p>* Solutions such as new towns have been overlooked. A new town around Yeovilton Air Base/Podimore Area could solve many problems, have good connectivity and not have a significant visual impact.</p>	<p>A new town option has been looked at and is not considered appropriate for the following reasons: would conflict with the proposed settlement strategy for the District directing growth to Yeovil, the Market Towns and Rural Centres; not part of the vision in the SCS; no sites promoted by developers of sufficient size to accommodate a free standing new town; it would not fulfill renewable energy or sustainable development objectives; as no site been promoted, physical and environmental constraints have not been assessed and could be prohibitive; a new town is unlikely to be viable given the cost of providing necessary infrastructure; current housing projections do not predict a level of growth capable of supporting the critical mass necessary to warrant a new town without a significant alteration to the settlement strategy or expansion of the plan period; a new town at Podimore or Cartgate would not perform well against sustainable transport options or fulfill the employment aspirations for Yeovil, a new town would not fulfill wide strategic goals.</p>	No change.

	<p>* Stage 2 of the Habitats Regulations Assessment assessed the impact on the Somerset Levels and Moors as 'Low'. RSPB do not agree with this and believe parts experience high levels of disturbance. Believe that the assessment of visitor use and behaviour is superficial. Particular concern are 'in combination' recreational pressures on SL&M from draft settlement policies.</p>	<p>The Somerset Levels and Moors Habitats Regulations Assessment states that unless new residents in Yeovil and other larger settlements have a particular interest in visiting the Levels and Moors i.e. bird interest, new residents are not expected to be visiting the site in any significant numbers. Additionally, bird species are not concentrated in areas where visitors tend to be due to a lack of suitable habitat. Natural England and Somerset County Council did not have any criticisms of the Somerset Levels and Moors HRA; indeed the HRA specifically states that "consultation with Natural England revealed that levels of recreational disturbance throughout the site are currently low" (section 5.1.1, 6.1).</p>	<p>No change.</p>
	<p>* YEOVIL - A review of population projections should negate the need for an Urban Extension to Yeovil. It is not needed and is not sustainable.</p>	<p>Economic and population projections have been reviewed during this process and will be again before the Publication document. At this time it is not considered that there is a need to change the policy on the basis of the projections.</p>	<p>No change to the principle. Level of growth to be based on robust economic and population projection data.</p>
	<p>*YEOVIL - The level of infrastructure required would be less if development was spread across the District, the scale of development for Yeovil will incur huge infrastructure costs (draft Yeovil Infrastructure Report recognises vast unaffordable infrastructure cost). Infrastructure assumptions not based on the likely financial/fiscal environment in the next 15yrs, so not realistic.</p>	<p>Infrastructure to support new development would be required wherever the development took place. Dispersed development would be less likely to secure adequate funding to secure the necessary infrastructure and likely to duplicate infrastructure and consequently be more costly overall</p>	<p>No change.</p>
	<p>* YEOVIL - SSDC has no plan to manage windfall housing. This could lead to a district total of 22,000 houses being built if the Council continue with a figure of 16,600 homes and windfall sites in rural areas produce a further 4,000 - 5,000 new homes. SSDC should include these homes in their housing requirement as allowed for in PPS3. If this plan was followed, this would negate the need for an Urban Extension of Yeovil along its rural edge.</p>	<p>Windfall housing by definition is unknown. It is not possible to develop policy to manage this. Government preclude positive considerations of windfall provision over the first 10 years of a plan.</p>	<p>No change.</p>
	<p>*YEOVIL - Regional targets have gone, why retain such a high target for Yeovil?</p>	<p>The overall housing total has been revised in line with robust economic and household projection data and the identified need to ensure sustainable growth for the settlements within South Somerset.</p>	<p>No change to the principle level of growth to be based on relevant economic and population projection data.</p>

	*YEOVIL - Increase density of approved Key Sites to 60dph and then YUE is not needed.	The key sites already have planning permission. It is not within the control of SSDC to change this. It could only change on submission of a revised application from the developer with such an increase in density.	No change.
	*YEOVIL - 49% of additional housing growth to Yeovil is too great. The existing Key Sites that are being developed already make Yeovil too big relative to other towns in South Somerset, and will have negative impacts on the viability of those other towns.	Yeovil is the focus for new development as it is by far the largest settlement in the District, containing 50% of job provision, and many shops and services. However, the strategy does allow for sufficient development in the rest of the district, subject to being of an appropriate scale and nature. Overall it is recommended that the approximate 50:50 split set out continues to be pursued as this has the most economic benefits and enables a good level of accessibility to services and facilities, and helps to meet housing need where it is greatest at Yeovil.	No change
	*YEOVIL - Level of growth to Yeovil would result in car parking problems at Yeovil Hospital and on-street parking in nearby streets.	South Somerset District Council in partnership with Somerset County Council have commissioned a Car Parking Survey for the town to determine capacity and estimate likely future demand. Where a shortfall in capacity is identified the Council will look to provide for any identified deficit through new provision.	No change.

	<p>*YEOVIL - A new Town should be considered outside of Yeovil.</p>	<p>A new town option has been looked at and is not considered appropriate for the following reasons: would conflict with the proposed settlement strategy for the District directing growth to Yeovil, the Market Towns and Rural Centres; not part of the vision in the SCS; no sites promoted by developers of sufficient size to accommodate a free standing new town; it would not fulfill renewable energy or sustainable development objectives; as no site been promoted, physical and environmental constraints have not been assessed and could be prohibitive; a new town is unlikely to be viable given the cost of providing necessary infrastructure; current housing projections do not predict a level of growth capable of supporting the critical mass necessary to warrant a new town without a significant alteration to the settlement strategy or expansion of the plan period; a new town at Podimore or Cartgate would not perform well against sustainable transport options or fulfill the employment aspirations for Yeovil, a new town would not fulfill wide strategic goals.</p>	<p>No change.</p>
	<p>*YEOVIL - The need for substantial housing growth close to Dorset County boundary is accepted but its proximity to centres of population in Dorset demonstrates a need for closer working between respective county and district authorities. This would accord with Gov policy to further effective strategic planning.</p>	<p>Noted. South Somerset District officers have been in contact with West Dorset officers, members and parish councils during the Core Strategy process.</p>	<p>No change.</p>
	<p>*YEOVIL - The deficiency in housing numbers in Yeovil necessitates a significantly larger Eco-town proposal for Yeovil. Given that DCLG household projections generate a housing requirement for 22,000 dwellings overall, assuming about a 50% split between Yeovil and the rest of the District there is a need to release additional land for housing around Yeovil to accommodate about 6,700 dwellings.</p>	<p>See Yeovil Scale of Growth Paper presented to Project Management Board. Population projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011, which uses three different approaches to estimate potential growth.</p>	<p>The Plan period is extended to 2028 to reflect a 15 year time horizon. The target for both Yeovil and the rest of the District will reflect the economic and population projections for this time period</p>

	<p>*YEOVIL - 16,600 is too low, proportion allocated to Yeovil should be higher - more Greenfield for Yeovil, due to topography more than one urban extension should be considered.</p>	<p>Yeovil is the focus for new development as it is by far the largest settlement in the District, containing 50% of job provision, and many shops and services. However, the strategy does allow for sufficient development in the rest of the district, subject to being of an appropriate scale and nature. Need for greenfield development will be determined by Sustainability Appraisal.</p>	<p>Overall it is recommended that the approximate 50:50 split set out in the 'draft Core Strategy incorporating preferred options' continues to be pursued as this has the most economic benefits, enables a good level of accessibility to services and facilities, and helps to meet housing need where it is greatest at Yeovil.</p>
	<p>*YEOVIL - Draft RSS sought 68% of development to be distributed to the SSCTs, South Somerset has failed to do this directing 58% to Yeovil, Yeovil's figure should be increased to 9,600 dwellings. Numbers should be redirected from Chard to Yeovil.</p>	<p>See Yeovil Urban Extension Discussion Paper presented to Project Management Board and Yeovil SA. SA has been updated (June 2011) to explore alternative growth scenarios including concentrating growth at Yeovil as opposed to distributing growth across Rural Areas. Overall it is recommended that the approximate 50:50 split set out in the draft Core Strategy continues to be pursued as this has the most economic benefits, enables a good level of accessibility to services and facilities, and helps to meet housing need where it is greatest at Yeovil.</p>	<p>No change</p>
	<p>* YEOVIL - The completion rate at Yeovil's urban extension is optimistic. Therefore further proposals for new housing should be identified at Market Towns to bridge this gap.</p>	<p>See Yeovil Scale of Growth Paper presented to Project Management Board. Population projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011, which uses three different approaches to estimate potential growth including market capacity.</p>	<p>The Plan period is extended to 2028 to reflect a 15 year time horizon. The target for both Yeovil and the rest of the District will reflect the economic and population projections for this time period</p>
	<p>* MARKET TOWNS - Wessex Water wish to ensure that flood risk is managed when development occurs in the Market Towns and strategic infrastructure requirements are identified and included at the master planning stages. Look forward to participating in the preparation of a suitable Infrastructure Delivery Plan.</p>	<p>Wessex Water have the opportunity to identify infrastructure requirements through the IDP process. Specific details of flood risk management would be assessed through the development management process.</p>	<p>No change.</p>

	*CHARD - Support existing housing commitments and additional 1700.	Support noted.	No change though growth levels will reflect the projected economic and population forecasts
	*CHARD - More development to Chard will justify reopening the station and regenerate the Town Centre.	Paragraphs 6.63 and 6.64 explain that there is currently no business case for the re-opening of Chard Junction and there is not sufficient evidence to protect the land for future rail use in the Core Strategy.	No change though growth levels will reflect the projected economic and population forecasts
	*CHARD - Concerned that the housing growth for Chard and Crewkerne relies largely on saved allocations. Given the estimated cost of the Millfield Link and the ransom issue likely to require CPO it is unlikely that the Millfield Link will be delivered in 2-3 yrs as stated in LDA's implementation plan. Because of the need to have a 5yr housing land supply advocate that sustainable sites which are deliverable now with the potential to reduce car usage and do not exacerbate traffic capacity problems should be prioritised e.g Snowdon Farm, Chard. Phase 1 of the Regeneration Framework includes a triangular extension of land in open countryside whilst more readily available land closer to the town centre has been omitted. Policy only makes provision for 328 new allocations in Chard. This should be increased to achieve the Core Strategy's strategic objectives. Para 52 of PPS3 refers to the need to have a flexible land supply. The identification of additional sites would help to absorb any shortfall in delivery from Yeovil urban extension.	The 328 additional dwellings is required on top of existing commitments (including the 1350 dwellings within Chard Key Site) to deliver the majority of preferred Option 3. Chard is proposed to deliver the most growth in the district outside of Yeovil and in terms of the overall strategy this level of growth is considered to be appropriate. The approach to the delivery of housing set out in the Draft Core Strategy is considered to be flexible and in accordance with PPS3. South Somerset District Council currently has a 5 year supply of housing land. The Chard Regeneration Plan sets out to achieve the long term social, economic and environmental objectives for Chard. Further work undertaken by the Delivery Team (building on that carried out by LDA) presents a mechanism to ensure that the proposal is deliverable and viable. The use of CPO powers is part of those considerations. Any proposals to bring forward land that is not part of the strategic allocation will have to demonstrate how it can be brought forward without prejudicing the delivery of the strategic allocation, particu	No change though growth levels will reflect the projected economic and population forecasts
	*CHARD - The 328 additional houses at Chard should be increased to 500.	The 328 additional dwellings is required on top of existing commitments (including the 1350 dwellings within Chard Key Site) to deliver the majority of preferred Option 3 for the growth of Chard. Chard is proposed to deliver the most growth in the district outside of Yeovil.	No change though growth levels will reflect the projected economic and population forecasts

	<p>*CHARD - Written justification suggests that there is a market limit to the level of provision within Chard and that this limit is 1,700 dwellings. Given that the level of housing commitment in Chard is in excess of this figure and the Chard Regeneration Framework is at a very advanced stage with funding commitment for key infrastructure already secured in it is considered unnecessary to place restriction to growth at Chard.</p>	<p>Provisional figures for Chard for the Plan period now reflects anticipated start date and estimated market provision derived from the Baker Report and the Chard Eastern Development Area Feasibility Study</p>	<p>Amend Chard provision within plan period to reflect information on likely start and build out rates.</p>
	<p>*CHARD - Chard is receiving too much growth in relation to Yeovil - reduce Chard by 800 and give the housing to Yeovil (to 9,000) redress an imbalance and favour Yeovil as the primary growth point in the District.</p>	<p>Chard is the second largest settlement in the District and it is considered that the level of growth proposed is considered to be the most sustainable option to provide town centre regeneration, housing and employment growth and improved road infrastructure. It is proposed to deliver approximately half the districts growth in Yeovil.</p>	<p>No change though growth levels will reflect the projected economic and population forecasts</p>
	<p>*CREWKERNE - Crewkerne should deliver 200 extra houses.</p>	<p>The scale of growth recommended in the Core Strategy reflects the town's economic potential and the housing trajectory shows that this growth is possible. There is no evidence of a further need for housing in Crewkerne, therefore no case is made to change the Core Strategy position, which is a result of evidence from the Settlement Role and Function Study.</p>	<p>No change though growth levels will reflect the projected economic and population forecasts</p>
	<p>*CREWKERNE - The level of growth for Crewkerne is too low and should have more growth reflecting its role in the District.</p>	<p>See response above.</p>	<p>No change.</p>
	<p>*CREWKERNE - Concerned that the housing growth for Chard and Crewkerne relies largely on saved allocations. This is unnecessarily inflexible and would fail the justified, effective and consistent with national policy tests of soundness. Consider that it would be more appropriate to identify an additional larger housing requirement over and above commitments for these towns to allow for a more responsive and flexible housing supply.</p>	<p>The CLR site is a strategically significant allocation and is safeguarded as a residential key site under draft Policy HG1: Strategic Housing Sites. Area West committee have now made a resolution to grant planning permission subject to completion of the section 106 planning agreement. Given that the allocation has been reappraised and planning permission given subject to final agreement on the section 106 agreement, it would be inappropriate to identify alternative land for significant growth in Crewkerne whilst the current application is being negotiated upon to secure appropriate section 106 contributions.</p>	<p>No change.</p>

	<p>*CREWKERNE - Object to the level of growth attributed to Crewkerne, it will put too much strain on services and increase traffic.</p>	<p>The Infrastructure Delivery Plan identifies what infrastructure improvements will be required by the proposed level of growth. Despite concerns regarding highways, Somerset County Council, as the Highway Authority has not objected the proposal. Additionally, the planning permission granted for the CLR site includes the delivery of a distributor road which will effectively by-pass Crewkerne town centre and resolve highway concerns.</p>	<p>No change.</p>
	<p>*ILMINSTER - Insufficient evidence has been provided to support the considerable increase in housing for Ilminster. Increase in speculative housing would change the market town environment and character of Ilminster. Housing in the town is dense with little open space further building would result in an over built, hard environment in the Town Centre.</p>	<p>The Settlement Role and Function Study identifies Ilminster as a Market Town and this provides evidence of the need for the scale of growth identified in the draft Core Strategy. The scale of growth recommended in the Core Strategy reflects the town's economic potential and the housing trajectory shows that this growth is possible. A viability exercise shows that the proposed area for growth to be viable and a Transport Assessment shows no undue problems for delivery.</p>	<p>No change.</p>
	<p>*ILMINSTER - Do not believe that Ilminster requires an additional 340 homes, the 191 already committed is sufficient, especially combined with the Canal Way development, this should be ample for the town, or it will lose its character.</p>	<p>The Settlement Role and Function Study identifies Ilminster as a Market Town and this provides evidence of the need for the scale of growth identified in the draft Core Strategy. The scale of growth recommended in the Core Strategy reflects the town's economic potential and the housing trajectory shows that this growth is possible. Additionally, the town council confirms that they would support a further 340 dwellings over the Plan period</p>	<p>No change.</p>
	<p>*ILMINSTER - Object to the scale of residential development proposed for Ilminster, 150 would be more suitable for a small town</p>	<p>see above</p>	<p>No change</p>

	<p>*ILMINSTER - Ilminster's housing figure should be flexible - balance between housing and employment is the key, cannot sign up to a 2009 figure.</p>	<p>The Core Strategy seeks to deliver balanced employment and housing growth, with employment taking the lead, to reflect the emphasis on economic-led development. When determining the level of housing provision for Ilminster, economic growth forecasts were taken into account, this is because economic changes are a key driver affecting housing demand. Additionally, in order to support economic expansion, a comparable level of homes is needed to support the growth of economically active residents. Whilst both jobs and housing are very much interlinked, from a sustainability perspective, the level and distribution of housing and jobs should be guided by the economic potential of the District (and subsequently Ilminster). In actual fact Ilminster has an existing strategic employment land allocation (carried forward from the Local Plan). The employment and residential land are both required.</p>	<p>No change</p>
	<p>*ILMINSTER - Support and understand that Ilminster requires additional houses to grow, but concerned about how infrastructure will be delivered.</p>	<p>Support noted. The Infrastructure Delivery Plan identifies what infrastructure improvements will be required to support the proposed level of growth and no insurmountable problems have been highlighted at present.</p>	<p>No change</p>
	<p>*WINCANTON - There is a lack of evidence to justify a further 350 dwellings in Wincanton - should wait until the existing approved 703 dwellings are occupied.</p>	<p>See responses in the Wincanton section (paragraphs 6.110 - 6.115).</p>	<p>In view of growth in Wincanton in the early part of the plan period, further growth is unlikely to exceed existing commitments. Balanced growth will reflect economic and population projections</p>
	<p>*WINCANTON - Development attributed to Wincanton is substantially out of proportion compared to Castle Cary, Bruton, Langport etc.</p>	<p>See responses in the Wincanton section (paragraphs 6.110 - 6.115).</p>	<p>In view of growth in Wincanton in the early part of the plan period, further growth is unlikely to exceed existing commitments. Balanced growth will reflect economic and population projections</p>

	*WINCANTON - Not enough land allocated in Wincanton, suggest increase from 1053 to 1249, leaving a new requirement of 546 as opposed to 350.	See responses in the Wincanton section (paragraphs 6.110 - 6.115).	In view of growth in Wincanton in the early part of the plan period, further growth is unlikely to exceed existing commitments. Balanced growth will reflect economic and population projections
	*WINCANTON - Support detailed proposals for new housing.	Support noted. See responses in the Wincanton section (paragraphs 6.110 - 6.115).	In view of growth in Wincanton in the early part of the plan period, further growth is unlikely to exceed existing commitments. Balanced growth will reflect economic and population projections
	*SOMERTON - Totally support development of 500 homes in Somerton to sustain the town and bring prosperity to the local area. The last large developments took place in the 1960s/70s, and we have a good industrial site, good shopping area, very good road network, close to A303, has its own bypass at Behind Berry, so it's time to allow more housing.	Support noted. Somerton is of a smaller scale compared to some of the other Market Towns, and there have been some recent losses in public bus provision.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections
	*SOMERTON - Support 500 houses at Somerton as unless the town grows it will lose some of its present facilities, mainly due to it being in the vicinity of Street and Yeovil, both of which have a lot to offer.	Support noted. Somerton is of a smaller scale compared to some of the other Market Towns, and there have been some recent losses in public bus provision.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections
	*SOMERTON - Need 500 affordable/social houses in Somerton, not retirement villages or grand detached houses.	There is a need for affordable housing, but 500 at Somerton would not lead to the creation of 'mixed communities' and is unlikely to be viable. Policy HG4 has a target of 35% of new homes to be affordable.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections and 35% will be proposed as affordable housing.

	* SOMERTON - The overarching factors in determining Somerton's future housing levels are the need to provide more affordable housing, and infrastructure capacity to support housing - favour smaller expansion now which can be increased if required in the future, as long as commensurate infrastructure can be provided later too.	Agree that affordable housing and infrastructure provision are key issues. The Infrastructure Delivery Plan does not currently identify any insurmountable infrastructure issues. Somerton is of a smaller scale compared to some of the other Market Towns.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections
	* SOMERTON - Somerton allocation should be reduced by - 1)100, 2)150, 3)200, 4)300 houses. Growth should be related to available infrastructure and the size of the settlement.	Agree that infrastructure and the size of the settlement are important factors. Somerton is of a smaller scale compared to some of the other Market Towns.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections
	* SOMERTON - The prospect of Somerton growing by about 25% over the plan period is disproportionate and unacceptable - concern that services, jobs and facilities will not keep pace with the proposed residential development, it is not possible to provide 25% more parking spaces or 25% more school spaces etc.	Additional development can help support shops, services and provide jobs. The Infrastructure Delivery Plan advises that necessary infrastructure requirements to support development are achievable	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections
	* SOMERTON - Too many houses are proposed for Somerton (500) which is excessive growth for a small quiet town. Somerton has grown considerably in the last decade and, with the housing already committed, there is a danger that Somerton will lose its very special 'old world' character as a pleasant small town - it really is a village. It would destroy the cohesiveness of the community.	Agree that Somerton is of a smaller scale compared to some of the other Market Towns, but it is 6th most populous settlement in the District, and contains a range of shops, services and jobs.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections
	* SOMERTON - 500 homes at Somerton would mean at least 750 more cars and over 1000 people - Somerton is located in a network of B class roads, the narrowness of which will not support such a large traffic increase - infrastructure is not there.	The Infrastructure Delivery Plan does not identify any infrastructure constraints to development at present.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections
	* SOMERTON - 500 houses would have a negative effect on tourism in Somerton as it could put off tourists attracted by the charm of the town.	Noted, but Somerton has been identified as a Market Town by virtue of its jobs, shops and services, and therefore should see an appropriate scale of additional development. New housing development properly located and designed will not affect tourism.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections

	* SOMERTON - Delivery of 500 new houses in Somerton is unrealistic in the present economic climate, and have not considered the scrapping of housing targets by the Coalition Government.	Although the present economic climate is fragile, given the long term nature of the plan there is likely to be growth in the economy 400 dwellings over the plan period to 2028 is very deliverable. Developer interest has already been received.	Propose lower levels of growth at Somerton (approx 400) in recognition of smaller scale of Market Town and to reflect economic and household projections
	* ANSFORD/CASTLE CARY -Support detailed proposals for new housing.	Support noted.	No change.
	* RURAL CENTRES - 2,700 dwellings should be distributed throughout the Rural Centres as a proportion to existing population, to ensure balanced growth, appropriate to the existing scale of each settlement, as follows: Martock- 634 dwellings; South Petherton- 430; Langport/Huish Episcopi- 404; Bruton- 404; Milborne Port- 357; Ilchester- 275; Stoke sub Hamdon- 196.	Factors other than population were taken into account when distributing the growth including level of services, employment opportunities and level of existing commitments. The original draft plan covered the period 2006-2026 and the figures published reflected the level of growth for that period. However, PPS12 states that the time horizon for a Core Strategy should be at least 15 years from the date of adoption therefore figures have been projected forward to an end date of 2028. The timetable for publication and subsequent adoption of the plan is mid to late 2012, which would give a period of operation of 16 years, which allows for any delays caused by the introduction of the Localism Act and the National Planning Policy Framework.	Growth at the rural centres will be adjusted in line with Policy SS4 and reflect the 50:50 distribution of growth between Yeovil and the rest of the District. The levels of growth proposed are based on a robust analysis of economic and household projections.
	* BRUTON -Support detailed proposals for new housing.	Support noted.	No change.
	* ILCHESTER - Support 150 dwellings for Ilchester.	Support noted.	No change.
	* ILCHESTER - Ilchester should accommodate 300 dwellings, it is a rural centre with a strong employment role where out-commuting needs to be reduced. Milborne Port and Langport are given 300, so should Ilchester.	The Settlement Role and Function Study identifies Ilchester as a Rural Centre and this provides evidence of the need for the scale of growth identified in the draft Core Strategy. The scale of growth recommended in the Core Strategy reflects the settlement's economic potential and the potential constraints that exist. Ilchester is more constrained than Milborne Port and Langport (flooding and archaeology).	No change.
	* MARTOCK - Object to identification of 150 additional houses for Martock.	Martock has been identified as a Rural Centre and the proposed level of growth is considered to be commensurate with it's role and function within the District.	No change.

	<p>*MARTOCK -Martock is by far the largest of the Rural Centres and SS4 allocates a disproportionately small amount of residential development for the settlement. It contains an extensive range of facilities, shops, services and infrastructure and a good public transport network, as well as employment opportunities to the north of the town centre and off Ringwell Hill, allowing the settlement to cater for a much greater scale of growth than 246 dwellings.</p>	See response above.	No change
	<p>* SOUTH PETHERTON - Object to no housing growth at South Petherton. Settlement is identified having a role and function equivalent to an RSS Category C settlement. As a minimum the policy SS2 criteria should apply otherwise you have a situation where villages are growing more than rural centres! South Petherton has the second largest population of the rural centres. South Petherton is located strategically off the A303 and therefore has good road links that can accommodate additional traffic generation. South Petherton has a good range of services, schools, GP surgery and employment.</p>	There has been further consideration given to the proposed level of growth for South Petherton over the next 15 years. Some housing provision is appropriate and internal road issues are not sufficient to preclude a moderate level of further development.	Revise level of growth in line with other Rural Centres as set out in Amended Policy SS4
	<p>*SOUTH PETHERTON - Need starter homes and not executive housing in South Petherton.</p>	Policy HG5 seeks to achieve a mix of market housing based on the evidence in the Strategic Housing Market Assessment (SHMA) and successor documents - which will take into account the latest statistical information.	Revise level of growth in line with other Rural Centres as set out in Amended Policy SS4
	<p>*SOUTH PETHERTON - South Petherton needs more housing, so that local families can buy a reasonably priced house and improve the community. SHLAA sites should be included and developed.</p>	There has been further consideration given to the proposed level of growth for South Petherton over the next 15 years. Some housing provision is appropriate and internal road issues are not sufficient to preclude a moderate level of further development.	Revise level of growth in line with other Rural Centres as set out in Amended Policy SS4
	<p>* RURAL SETTLEMENTS -Yeovil has the youngest population in the district. Focusing 49% of growth in Yeovil severely impacts on the sustainability of the other 100+ settlements. Not focusing growth in rural settlements and rural centres will be creating a greater age imbalance. These concerns are recognised by Rural Challenge, Local Government Association and TCPA.</p>	Yeovil is the focus for new development as it is by far the largest settlement in the District, containing 50% of job provision, and many shops and services. However, the strategy does allow for sufficient development in the rest of the district, subject to being of an appropriate scale and nature.	Amend Policy SS4 to identify scale of housing in Rural Settlements.
	<p>* RURAL SETTLEMENTS -Yeovil is unable to support growth, it should be spread evenly across the district. Villages shouldn't be frozen in time.</p>	See response above.	Amend Policy SS4 to identify scale of housing in Rural Settlements.

	* RURAL SETTLEMENTS - Policy will restrict growth in villages creating ghost towns.	Policy SS2 does allow development in Rural Settlements, where justified, but consider that further explanation is required for this policy approach.	Amend Policy SS4 to identify scale of housing in Rural Settlements.
	* RURAL SETTLEMENTS -Very little development is directed to the Rural Centres and Rural Settlements when existing commitments are taken into account; more development should be allocated at these settlements to effectively support local services, allow room for local community aspirations to be realised, and address issues of population decline due to falling household sizes. Suggest 5,910 dwellings at Market Towns 2,364 at Rural Centres, and 1,773 at Rural Settlements.	It is considered that in general an appropriate scale of development was proposed at the Rural Centres, although nil additional housing at South Petherton has been re-assessed to be consistent with the other Rural Centres of a similar scale. It is also proposed to identify a figure for additional housing provision at Rural Settlements as a more realistic strategy for development in these settlements.	Revise level of growth in line with other Rural Centres as set out in Amended Policy SS4 and to include a figure which recognises growth in Rural settlements
	* RURAL SETTLEMENTS - The over reliance on economic and housing development for Yeovil in preference to other communities along the A303 Corridor economic zone does little to recognise the economic development along this zone. A re-balance would enhance sustainability and improve employment opportunity particularly in Rural Centres and Rural Settlements.	Yeovil is the focus in the A303 economic zone, so it is considered appropriate to consolidate this. Development of an appropriate scale is also recommended in the Rural Centres and Rural Settlements.	Amend Policy SS4 to include figure for growth in Rural Settlements
	* RURAL SETTLEMENTS - Long Sutton should be awarded a level of development, it has well developed local services and is accessible to other parts of the District - 2ha site which could accommodate 60 dwellings put forward.	Noted, proposals for development in Rural Settlements such as Long Sutton will be considered against Policy SS2.	No change
	* RURAL SETTLEMENTS - Object to the non-identification of additional housing for the Rural Settlements.	Agreed, it is considered that a more realistic approach for the strategy to identify a scale of development appropriate at Rural Settlements.	Amend Policy SS4 to include figure for growth in Rural Settlements
Rural Employment			
Employment (paras 4.55 – 4.62)	* Paragraph 4.57 - should be considering employment land near the strategic highways to attract employees from surrounding market towns and to alleviate rat runs in Yeovil.	As the Core Strategy is not allocating employment land, the market will generally decide where employment land will be developed in Yeovil and the Development Management process will address any potential adverse highways impacts. Additionally, Core Strategy Policy TA3: Transport Impact of New Development addresses the need for proposals, which specifically require a location with direct access to the strategic road network due to volumes and quality of traffic generated, to be well located on these networks. Moving commuters out of town to free stranding employment locations is not considered sustainable.	No change.

	* Paragraph 4.62 - This approach is not a sound principle for establishing a basis for a Core Strategy. Omitting highways & Development Management reasons at this stage can lead to wrong conclusions on preferred locations e.g. East Coker/ Keyford.	The respondent has taken paragraph 4.62 out of context, the paragraph relates to traditional employment land (Use Class B1, B2 and B8) and the fact that in the Issues and Options document the option of restricting employment land to certain B Use Classes was mooted, and then rejected in light of PPS4. It does not relate to options for/and directions of growth.	No change.
	Paragraph 4.62 - indicates a open-minded approach to commercial development but there are some forms of development that may not be acceptable as a result of noise. Core Strategy should not leave the protection of residential and employment land to pre-application discussion. CS should provide guidance on restraints for certain types of development at the boundary of industrial areas so as to provide reasonable expectation for the amenity of nearby residential development based on consideration of noise and vibration impact.	Noted	No change
Policy SS5 Delivering New Employment Land (and paras 4.63 – 4.65)	* Approach to economic growth is supported.	Support noted.	No change.
	* Accept the need to provide employment opportunities where housing growth is proposed and therefore support this policy - note that to a large extent the requirement for Chard has been achieved.	Support noted.	No change.
	*If housing numbers are modified, the employment figures also need to be modified.	The Core Strategy seeks to balance jobs and housing, but jobs and economic potential is the driver, not the housing. Housing will follow jobs. Baker's report into the economic potential of the District identifies the overall jobs potential of the District, with 50% being attributed to Yeovil. The remaining jobs have been distributed amongst the Market Towns, Rural Centres and Rural Settlements in line with their past potential (using Nomis trend data) and future potential (land availability and market strength).	Change to reflect economic growth projections.

	*More sensible to locate new employment opportunities in other towns to stop commuting into Yeovil.	The Core Strategy seeks to balance jobs and housing, but jobs and economic potential is the driver, not the housing. Housing will follow jobs. Baker's report into the economic potential of the District identifies the overall jobs potential of the District, with 50% being attributed to Yeovil. The remaining jobs have been distributed amongst the Market Towns, Rural Centres and Rural Settlements in line with their past potential (using Nomis trend data) and future potential (land availability and market strength).	Change to reflect economic growth projections.
	* Numbers are probably as good a guess as can be achieved at this time. It is however essential to recognise that changes will have to be made before the 20yr period comes to an end.	The employment land requirements (including jobs and floor space) will be revisited through the lifetime of the Core Strategy and revised if necessary.	No change.
	*The economic projections are unrealistic.	Baker Associates have reviewed the District's economic potential and there is clear evidence to support the jobs and land provision identified in revised Policy SS5.	No change.
	* South Somerset has access to a potential source of high quality employees due to its proximity to Bristol University, UWE, and local technical schools, however infrastructure does raise concerns and the roads suffer from congestion at critical times of the day, this results in: Capital tied up in goods in transit which can be high; Capital tied up in people commuting, this higher than some areas; bottlenecks can and do develop; problems are aggravated in the Summer months by tourists and increased on street parking aggravates traffic flows following a relaxation of the planning rules. Area needs employer who will produce added value goods. Problems are going to increase on the following routes: A37, A59, A60, A371, A359, A360 etc which deters businesses. Provision of jobs should be a key consideration. Planners should be asking why are we not attracting more firms to Somerset, particularly those in added value areas? and with the recession about to bite, how can we make expansion in the Somerset area economically viable?	The planning process can only support economic prosperity through ensuring that there is sufficient land of the right type and in the right location to meet the needs of businesses. The Council's Economic Development department and a County-wide organisation, Into Somerset, are responsible for attracting firms into the District, this is not the role of the Core Strategy. Chapter 10: Transport & Accessibility includes policies which seeks to encourage modal shift and reduce congestion, Policy TA2 requires Travel Plans in association with development to reduce the impact of congestion.	No change.

	* Policy does not take into account the PPS4 definition of economic development uses that go beyond B1, B2 and B8 uses. No provision is made for non residential development or activity.	Housing and Employment Topic Paper presented to Project Management Board explains that whilst the Core Strategy will not identify any land for non B-Use Class activities, their growth is recognised through the jobs targets for 2028, and their location guided through the Development Management process. The Topic Paper explains how revising Policy SS5 and the relevant supporting text will take into account all jobs growth, rather than just B Use Class activities.	Amend wording of Policy SS5 and its supporting text and the relevant sections in Chapter 6 & 7 to include a job target for individual settlements (Rural Settlements job and floor space figure will be combined as the small numbers involved make accurate projections difficult).
	*Policy is written from presumption that underlying baseline is good, but if land is being lost from employment uses and not coming forward, then is this enough?	The South Somerset Employment Land Review provides the evidence for the level of employment land to be provided by settlement, this looks at the loss of employment land and allocations that have not been delivered, assesses them and takes them into consideration in its recommended employment land levels.	No change.
	* Policy does not refer to economic development in rural settlements. Policy should cross refer to Policy SS2 to enable economic development in rural settlements commensurate with the scale and nature of a particular settlement.	Agree, in line with the revisions to Policy SS4, Policy SS5 needs to be revised to recognise that there will be jobs delivered in the Rural Settlements.	Amend Policy SS5 to include a jobs figure and B Use employment land figure for the Rural Settlements to 2028.
	*The employment land is spread too widely across the District, the land should be concentrated - providing more land in Market Towns to attract larger companies and less land in Rural Centres to encourage small business units. This would achieve more economies in terms of distances travelled to work - creating employment hubs in Rural Centres will not aid self containment.	The Housing and Employment Topic Paper - Policy SS5, presented to Project Management Board at Workshop 9, recognises that the Market Towns have the economic capability to deliver more employment land and jobs than currently identified in draft Policy SS5. The provision has therefore been revised accordingly, and the topic paper explains the methodology behind this revision. The employment figures were amended further in the paper presented to Project Management Board Workshop 12, to reflect the revised baseline for the Baker Report on housing requirement for South Somerset & Yeovil (January 2011), and the review of Nomis data trends.	Amend Policy SS5 to seek to deliver 50% of jobs in Yeovil, 29.1% in the Market Towns, 7.9% in Rural Centres and 13% in Rural Settlements.
	*Should have a policy of improving density in existing employment areas to prevent further Greenfield development.	PPS1 supports the concept of seeking to minimise the use of natural resources and cites the example of building housing at higher densities on previously developed land. A Policy is not required to deal with this issue, Development Management process can adequately support through existing policy.	No change.

	*Job opportunities should be for local people and not to encourage net migration.	This is not a Core Strategy issue.	No change.
	* Policy not sound, not based on a sound and even handed approach to national policy requirements in PPS5 and SEA Regulations.	Policy SS5 deals with the provision of employment land, PPS5 and SEA regulations are not relevant.	No change.
	* Misconception in para 4.65. District Council does not provide land for industrial development or any other type of development. It can only facilitate development by commercial concerns.	Point noted, but paragraph 4.65 does not suggest that the District Council provides land for industrial development.	No change.
	* YEOVIL - Support the increase in employment provision for Yeovil. Particularly the 23ha in the Eco - town.	Support noted.	No change.
	* YEOVIL - There is sufficient employment land in Yeovil, it does not need any more.	The Employment Land Review and the Housing and Employment Topic Paper - Policy SS5, presented to Project Management Board at Workshop 9, contain a clear methodology which supports the level of employment land for Yeovil. Whilst Yeovil has existing commitments in the region of 40 hectares, given the significance of Yeovil and the fact that there are only two strategic sites (one of which is for a specific use, a high quality business park) and the remaining sites are small scale commitments and vacant land (see ELR for details) there is a need for the additional 5 hectares of land be provided in Yeovil.	No change.
	* CHARD & CREWKERNE - Support employment allocations at Chard and Crewkerne due to rail links.	Support noted.	No change.
	* CHARD - Support the proposed extension to Chard Business Park at Mount Hindrance but this cannot take place in isolation and has to be seen as part of a comprehensive mixed use employment led development that also includes land for housing and relocation of the football club (respondents include a Master Plan illustrating how this could be done - eco-village).	The Preferred Option for growth in Chard includes the relocation of the football club, however it does not include land for housing at Mount Hindrance, but does include housing as part of the overall scheme. There is no need for additional housing above the scale of growth identified in the Core Strategy.	No change.

	<p>*ILMINSTER - 107.43ha seems excessive. Ilminster's figure is too high.</p>	<p>The Core Strategy Employment Land Requirement for Ilminster is 23.05 hectares of land, this land is already committed and no new land is identified as being needed. Saved Local Plan Allocations ME/ILMI/3, ME/ILMI/4 & ME/ILMI/5 are carried forward into the draft Core Strategy as Strategic Employment Sites (Policy EP1) and between them, these sites (which comprise 18.75 hectares of employment land) offer an opportunity to secure major investment into the District, due to Ilminster's location. On the basis of this strategic need for employment land, the requirement in Ilminster should be for approximately 23 hectares of employment land (18.75 from Strategic Sites and the remainder from other commitments, i.e. no new land).</p>	<p>No change.</p>
	<p>*ILMINSTER - Ilminster does not need any additional employment land, there is ample land (still undeveloped) which has been available for employment for many years.</p>	<p>The Core Strategy Employment Land Requirement for Ilminster is 23.05 hectares of land, this land is already committed and no new land is identified as being needed. Saved Local Plan Allocations ME/ILMI/3, ME/ILMI/4 & ME/ILMI/5 are carried forward into the draft Core Strategy as Strategic Employment Sites (Policy EP1) and between them, these sites (which comprise 18.75 hectares of employment land) offer an opportunity to secure major investment into the District, due to Ilminster's location. On the basis of this strategic need for employment land, the requirement in Ilminster should be for approximately 23 hectares of employment land (18.75 from Strategic Sites and the remainder from other commitments, i.e. no new land).</p>	<p>No change.</p>

	* WINCANTON - Support 1.5ha of employment land for Wincanton.	Support noted, but a case has been made for additional employment land in Wincanton. There is local concern over a lack of a balance between jobs and homes in Wincanton and this is considered laudable, Wincanton has received a significant number of housing commitments, but unlike the other Market Towns, it has no strategic employment allocation, yet its proximity to the A303 and the south east makes it well placed in terms of transport connectivity. Whilst Wincanton has a supply of 2.5 hectares, it is suggested that an additional 5 hectares be provided as a minimum, taking the Wincanton figure up to 7.5 hectares. This will make Wincanton more attractive to potential developers, providing the opportunity to have a range and choice of sites and help to support an more balanced, self contained settlement.	Amend Policy SS5 to reflect economic and household growth projections to ensure housing and employment growth in the District are balanced..
	* SOMERTON - Question the actual delivery of employment land in Somerton - how are we going to encourage businesses to come?	The Council's Economic Development department and a County-wide organisation, Into Somerset, are responsible for attracting firms into the District, this is not the role of the Core Strategy. The planning process can only support economic prosperity through ensuring that there is sufficient land of the right type and in the right location to meet the needs of businesses.	No change.
	* ILCHESTER - Support 1ha minimum for Ilchester, welcome flexibility to increase if needs be.	In response to objections, to identify land requirements for B-uses in Rural Centres, a minimum viable site size has been identified in consultation with Economic Development Officers, this will give some scope for development to kick start employment growth. In the Rural Centres the site size is considered to be 2 hectares.	Amend Policy SS5 to indicate a overall new employment land requirement of 2 hectares in Rural Centres.
	* SOUTH PETHERTON - Need more industrial land in South Petherton to create employment.	In response to objections, to identify land requirements for B-uses in Rural Centres, a minimum viable site size has been identified in consultation with Economic Development Officers, this will give some scope for development to kick start employment growth. In the Rural Centres the site size is considered to be 2 hectares.	Amend Policy SS5 to indicate a overall new employment land requirement of 2 hectares in Rural Centres.

	*MARTOCK - Object to the 1 hectare of employment land as a minimum identified for Martock.	In response to objections, to identify land requirements for B-uses in Rural Centres, a minimum viable site size has been identified in consultation with Economic Development Officers, this will give some scope for development to kick start employment growth. In the Rural Centres the site size is considered to be 2 hectares.	Amend Policy SS5 to indicate a overall new employment land requirement of 2 hectares in Rural Centres.
	*Observation - the issue for places like Wincanton and Castle Cary is that employment land uses tend not to generate workforce intensive activities. We would like to see a job number target set against the settlement and a running total of job creation towards a target of need.	Agree that identifying the total number of jobs to be delivered over the plan period, by settlement, will give a clear indication of the anticipated level of economic growth that the Core Strategy is seeking to support, and will give an indication of any additional land required, should the land identified as being required, be used for less intensive employment activities. The number of new jobs is also an easy concept to understand by the public.	Amend wording of Policy SS5 and its supporting text and the relevant sections in Chapter 6 & 7 to include a job target for individual settlements (Rural Settlements job target will be combined as the small numbers involved make accurate projections difficult).
Planning Obligations			
Planning Obligations (paras 4.66 – 4.69)	* More houses require more school places - is provision being made for this?	A separate infrastructure study has been carried out (IDP) and education needs has formed part of this. Infrastructure will be required to support new housing growth.	No change.
	* Need amenities for young people to be provided alongside new housing.	A separate infrastructure study has been carried out (IDP) and play facilities and youth provision needs form part of this. Infrastructure of this nature will be required to support new housing growth and will be provided.	No change.
	* Will local bus services and transport links be improved with new housing?	A separate infrastructure study has been carried out (IDP) and transport provision forms part of this. Infrastructure of this nature will be required to support new housing growth and transport policies for modal shift address this issue	No change.
	* Land price should be put back into better quality build.	It is not for the planning system to determine how land price is determined but it is accepted that quality of build is important however it is achieved and design policies address this	No change.
	* Include places of worship in new development. .	A separate infrastructure study has been carried out (IDP) and community facilities form part of this. Infrastructure of this nature will be required to support new housing growth and will be provided.	No change.

	* Paragraph 4.67 - this approach is a high risk strategy to take in current economic climate. Council needs to be sure that proposals are needed and viable.	Noted. The Council already has an adopted Protocol for ensuring that the level of contributions sought under S106 and development viability are properly considered. Any emerging CIL will need to consider development viability as part of the process and will be subject to public examination. The CIL Evidence base considers development viability and indicates which types of development can support a CIL.	No change.
	* Paragraph 4.68 - 2nd sentence should make reference to 'bridleways, and 'multi-use paths' as an example in the last sentence.	The list as identified is not intended to identify every requirement for new development. The use of the generic terms of footpaths and cycleways is considered to be more understandable.	No change.
	* Paragraphs 4.66-4.67 - fails to mention important 'soft' mitigation measures	Soft mitigation' is not considered to be a term widely recognised by the public. Reference is made within para 4.68 to landscaping which is more widely understood.	No change.
Phasing and Cumulative Impact			
Policy SS6 Phasing and Cumulative Impact (and para 4.70)	*Policy not sound as makes no reference to safeguarding the historic environment or monitoring the real capacity of places to absorb development.	This is a policy for phasing of infrastructure alongside growth. It would not be appropriate to include impact on the historic environment in this policy.	Delete Policy SS6 in light of proposed move to a CIL
	* Provisions of policy are understood but it does nothing to add to the requirements of the Planning Act and what is commonly accepted as a statutory process, therefore it is not necessary.	Use of planning obligations to secure timeliness of infrastructure delivery is important and therefore set out as a clear statement of policy intent.	Delete Policy SS6 in light of proposed move to a CIL
	* Need more emphasis to explain how the IDP and core strategy link and how viability agrees with the scale of growth. How will the infrastructure come forward? - role of infrastructure providers and LSP not clear.	Noted.	Amend to explain the connections between the IDP and Core strategy and CIL Contributions
	* Is there sufficient capacity in existing schools (particularly Ilminster primary, Chard Holyrood and Crewkerne Wadham)?	A separate infrastructure study has been carried out (IDP) and education provision will form part of this. Infrastructure of this nature will be required to support new housing growth address this issue. At present the IDP identifies the need for additional primary school provision in both Crewkerne and Chard but none for the schools mentioned.	No change.

	* National Grid is a leading international energy infrastructure business, and includes electricity and gas transmission networks and gas distribution networks in the UK. National Grid has no high voltage electricity overhead transmission lines/underground cables within South Somerset district; but has five gas transmission assets. Southern Gas Networks owns and operates the local gas distribution network in South Somerset.	Noted. This should be picked up within the IDP if there are issues with capacity. No capacity issues have been identified.	No change
	*Object to reference in para 4.70 to necessary services, statutory services are largely outside the control of the developer . The obligation should be on the District Council to engage with these providers to ensure timely delivery of gas etc.	Noted. This is where the role of the IDP links to the growth strategy. There is already an obligation to work with other infrastructure providers through the IDP which will be considered alongside the CS. Necessary services goes beyond just statutory services when providing sustainable development and working alongside all agencies to deliver services is needed.	Clarify importance of delivering sustainable development.
	* Support policy SS6, provision of an Infrastructure Delivery Plan and revised charging schedule to be used with Policy SS7.	Noted.	No Change.
Planning Obligations			
Policy SS7 Planning Obligations (and paras 4.71 – 4.77)	* Noted that many of the larger Local Plan allocations did not come forward before the economic collapse and now face problems of viability. Uncertainty in the housing market continues. In seeking to secure 'land value capture' from developments in the future, the District Council will need to be extremely wary of imposing costs on major new development that are designed not only to increase capacity for that development , but are also designed to obviate existing problems. Costs cannot be borne indefinitely especially when combined with other planning gain requirements. Viability assessment supporting Aylesbury Vale Core Strategy shows that a combination of high off-site highway costs combined with affordable housing, frequently generates very large negative values.	Noted. Viability is an issue which will be addressed on a site by site basis through open book negotiation for planning obligations. There is clear guidance under the CIL amendments that obligations can only be sought based on strict criteria. It is accepted that planning obligations must be proportionate and also that any move to a CIL charging schedule must have regard to viability but it is also accepted that not all sites will be viable in the current climate and it would be inappropriate to waive all contributions in order to deliver a site unless this was critical to the overall strategy.	Amend text in this section to ensure viability is acknowledged, to make reference to the IDP schedule of infrastructure and funding for infrastructure through planning obligations and potentially CIL in the longer term.
	* To protect against judicial review - need to ensure that Council is not encouraging contributions which do not accord with the tests set out in the CIL Regs which are now law.	Noted.	No change.

	* No reference is made in the Core Strategy supporting text to Circular 5/05 Planning Obligations. This should be rectified.	Reference is made to Circular 05/05 in para 4.71. However, the CIL regulations supersede these in respect of the appropriate tests for use of planning obligations which is also explained in this para.	No change.
	* Whilst the inclusion of a list of some of the elements that could be associated with a S.106 Agreement is not unreasonable and it is noted that the Core Strategy does not limit itself to the issues listed, experience with other Core Strategy examinations has shown that this approach leads to unnecessary uncertainty and such lists have been rendered superfluous.	It would be unreasonable to expect every type of obligation to be listed. Most authorities have included a non exhaustive list and their CS in this respect have generally been found sound.	No change.
	* Supporting text should refer to the New Homes Bonus scheme. Communities should be aware of such provisions and how they could benefit through growth beyond normal S.106 provisions.	Funding for infrastructure is a key issue and NHB can potentially form one of the funding streams. However, it would be unreasonable to refer solely to this one source of potential funding though reference needs to be made to the importance of finding funding for infrastructure.	Add text to refer to funding for infrastructure.
	* Paragraph 4.74 - May be useful to consider opportunities to 'future proof' sites through measures such as charging points for electric vehicles and appropriate cabling for high-speed broadband.	Noted. These issues are likely to be site specific and would be capable of being dealt with through planning conditions. Also covered within modal shift policies.	No change.
	* Policy makes no reference to the requirement for a comprehensive Section 106 agreement for the growth and in the absence of such a requirement it is very difficult to see how the Council will secure the co-ordinated delivery of infrastructure and associated facilities.	A separate infrastructure study has been carried out (IDP) which will be linked to the Core Strategy and form part of the evidence base. This provides a coordinated list of the infrastructure required by different stakeholders to deliver the growth proposed and the likely timescale for delivery. Funding for infrastructure is critical and new funding streams are also being looking into which includes the possibility of SSDC adopting a CIL charging schedule in due course.	No change.
	* Reference to 3 tests of lawfulness welcomed. Policy wording appears to be focussed solely on residential development, it is therefore unclear how the council will seek to ensure contributions for non residential development. As currently worded there is a danger that housing development will be only source of contributions.	Text does not refer to housing but accept that greater clarity is needed that obligations will be sought from all appropriate development.	Clarify to ensure reference made to all appropriate development.

	* The difference in private housing proposals and affordable housing developments has not been recognised by excepting affordable housing proposals from development proposals in policies SS7 & SS8. Disappointing that a tariff based contribution system has not been introduced.	There is no intention to introduce tariffs and the Council will seek to move to a CIL in due course. Planning obligations will be sought on all appropriate schemes taking viability issues into account.	No change.
	* The list of community infrastructure types should include reference to health provision. (PCT)	It would be unreasonable to expect every type of obligation to be listed. The IDP identifies areas where health provisions is required and the IDP will be used as a basis for targeting resources. Most authorities have included a non exhausted list for S106 contributions and their CS in this respect have generally been found sound.	No change.
	* Concern that the planning obligations do not acknowledge or indeed contribute to the conservation and enhancement of the natural environment. Planning obligations should seek to support the objectives of the AONB Management Plans.	It would be unreasonable to expect every type of obligation to be listed. Most authorities have included a non exhaustive list and their CS in this respect have generally been found sound.	No change.
	* Add bullet point: secure proposals for Biodiversity Action Plan delivery, landscape restoration and enhancement, and green infrastructure. Proposals should link and complement the existing environmental resource, and overall plans should aim for a net gain for the natural environment.	It would be unreasonable to expect every type of obligation to be listed but green infrastructure should be mentioned.	Add green infrastructure under para 4.74.
	*Policy is unrealistic and unsound , fails to recognise that planning gain is derived from 'land value capture', land values have fallen, planning obligations should track land value and so should be reduced and the scope should not be extended in this current market.	There no intention to extend the scope of S106 obligations beyond that set out in Circular 05/05 and the amendments within the CIL regulations. All schemes where planning obligations are sought will be subject to viability and the council already has an adopted Protocol for schemes of this nature.	No change.
	*High Speed Broadband is an essential infrastructure requirement . For rural communities it will encourage employment, reducing the need to travel. Broadband requires greater emphasis.	Noted. The list of planning obligations being sought is not exhaustive. High speed broadband is currently being rolled out across Somerset as part of a national programme	No change.

	*Funding may be required for strategic flood risk/drainage solutions, as these may be more sustainable than onsite measures for strategic sites - see Level 2 SFRA. Include under Strategic Infrastructure section in Policy.	Noted. In some locations the IDP has indicated the need for on site works to be funded as part of the development in that location including at Crewkerne, Ilminster, Bruton and Martock and SUDs are recommended for most new development. The need for flood prevention and mitigation identified in the IDP do not however, preclude areas from possible growth. Funding would either be via EA or from developers as part of development proposals on individual sites.	No change.
	*Section 106 money should go directly to the settlement where the need for the money is generated i.e. if 100 houses built in Ilminster, all the S106 money generated from that development should go to Ilminster. There is a history of money going to strategic facilities and not benefitting settlements who take the development.	Currently S106 monies fall into site specific works and strategic works off site. With the proposed CIL charge, should SSDC adopt this approach a proportion would be set aside for local facilities with the IDP schedule of infrastructure required being used to identify other priorities. CIL expenditures arrangements and governance will need to be determined. A Planning Inspector will seek assurance that development identified for early years of the plan period can and will be delivered	No change.
	*Development of Ultra Light Rail services for Yeovil should be included in the IDP.	Noted. This should be picked up within the IDP if there are any firm proposals which there are not at this time. Ultra Light Rail is not considered practical for South Somerset at present.	No change.
	*Contributions should be made for industrial/employment land.	Text does not refer solely to housing but accept that greater clarity is needed that obligations will be sought from all appropriate development.	Clarify to ensure reference made to all appropriate development
	*Policy should be based on a 'roof tax' and the obligations should be spent on local needs.	There is no intention to adopt a "roof tax" but adoption of CIL is equivalent. Should SSDC adopt this approach a proportion would be set aside for local facilities with the IDP schedule of infrastructure required being used to identify other priorities.	No change.
	*Why are gypsy and traveller sites (in the form of an offsite provision of a strategic nature) not funded with planning obligations.	Planning obligations and conditions can only be sought for appropriate uses meeting the tests set out in Circular 05/05 and CIL Regulations	No change.
	*There is an undue emphasis on funding of strategic sports and cultural facilities - identified community need only. Contribute to strategic infrastructure where it has a very clear and demonstrable benefit for the community.	It is not considered that there is such an emphasis. The IDP identifies where infrastructure is required and will allow priorities to be set.	No change.

	*The Community/Parish Plan should be the tool for deciding where planning obligations money should be spent. For small rural villages funding creamed off for strategic developments elsewhere in the District should be subsidiary to meeting local needs.	The CIL regulations set out the percentage of money for spending on both strategic infrastructure and on more local projects.	No change.
	*Western Power Distribution - would expect developers to pay to divert less strategic electricity circuits operating at 11,000 volts or below (may include underground or low voltage overhead lines). Seek to retain 132,000 Volts, 66,000 Volts and in some cases 33,000 Volts lines, particularly if diverting would place a financial obligation on Western Power. Assuming that required minimum statutory clearances can be maintained, WPD does not generally have any restriction on the type of development possible in proximity to strategic overhead lines, but sensible for planning guidance and layout to WPDs position into account and consider compatible uses. WPD should be consulted if there are lines overhead or underground in proposed development locations.	Noted. Requirements of Western Power are be picked up through IDP.	No change.
	*All contributions from new development should be site specific and used to provide facilities within the town taking the development, any district-wide or area-wide facilities to gain should be clearly stated at planning stage.	Currently S106 monies fall into site specific works and strategic works off site. With the proposed CIL charge a proportion would be set aside for local facilities with the IDP schedule of infrastructure required being used to identify other priorities. CIL expenditures arrangements and governance will need to be determined. A Planning Inspector will seek assurance that development identified for early years of the plan period can and will be delivered	No change.
	*Object to reference that planning obligations will be sought to secure a range of housing types from new residential development, including market housing - imposes excessive and unrealistic obligations and is contrary to national policy in Circular 05/2005 (para.B5) and CIL Regulation 122(2).	There is no intention to seek different types of market housing through planning obligations but it is intended to ensure the policy requirements for affordable housing area achieved through S106.	Clarify text to ensure it is clear regarding market housing.
	To ensure delivery of key strategic sites, Core Strategy and IDP should be used as a tool to secure alternative sources of funding where possible as unlikely that development alone will be able to support infrastructure and other planning obligations required.	Noted and agreed.	No change.

	*Planning obligations should include the need to support health provision.	Noted. The IDP does indicate that additional provision will be required in certain locations but these will be funded by the Health Authorities.	No change.
	* Support the inclusion of cultural provision and enhancements - hope this refers to theatres as well as swimming pools.	Noted, confirm this would cover a range of cultural facilities.	No change.
	*Support Policy SS7 and proposed flexible approach towards contributions.	Support noted.	No change.
Viability			
Policy SS8 Viability (para 4.78)	* Support the principle but policy does not go far enough and should state that where viability is marginal Planning Obligations will not be sought.	Support noted. SSDC have an adopted protocol which considers viability. This is clearly mentioned in para 4.78.	No change.
	* Policy is welcomed as it demonstrates a clear understanding that issues of viability must be taken into consideration as part of the planning application process.	Support noted.	No change.
	Support, policy recognises viability.	Support noted.	No change.
	* Support this policy, in particular the use of planning obligations to secure green infrastructure.	Support noted.	No change.
	Issues made in response to SS7 apply equally. Ability to contribute will depend on market circumstances. Land prices have been reduced by up to 50 % during the recession and house prices by up to 25%. Open book does not deal with the essential question as to the baseline value from which viability determinations should be made. Viability studies that assume viability where development value exceeds the current agricultural value. This is unrealistic very few landowners/farmers would be willing to dispose of land even at a substantial multiple above agricultural value. On Brownfield sites the imposition of onerous S.106 obligations generates viability issues at an early stage.	Noted. Viability is already acknowledged through use of the Planning Obligations Protocol. A CIL charge will need to be tested against viability and set at an appropriate level in any forthcoming CIL charging schedule which will be then be considered at Inquiry.	No change.
	*Policy not sound as makes no reference to safeguarding the historic environment or monitoring the real capacity of places to absorb development.	Policy is referring to viability and it would not be appropriate to specifically refer to historic environment. Paragraph 4.74 makes it clear that planning obligations can cover a whole range of issues.	No change.
	* Wording of Policy lacks clarity. Reference should be made to Circular 05/2005 and the planning obligation tests now enshrined in law under the Community Infrastructure Levy.	The tests are mentioned in 4.71 as part of the discussions on use of planning obligations. It is not considered necessary to iterate part of policy.	No change.

	* Policies SS6, SS7 & SS8 could easily be incorporated into 1 policy.	This was considered but felt to be clearer under 3 separate policies. Merger of policies SS7 and SS8 would be appropriate	Propose amend and merge Policies SS7 and SS8 to single planning obligations policy
	* Support the principle of pro-rata contributions for proposals which form part of larger proposals and the recognition that viability will be a consideration in seeking financial contributions.	Support noted	No change.
	* The difference in private housing proposals and affordable housing developments has not been recognised by excepting affordable housing proposals from development proposals in policies SS7 & SS8. Disappointing that a tariff based contribution system has not been introduced.	There is no intention to introduce tariffs although the Council seek to move to a CIL. Planning obligations will be sought on all appropriate schemes taking viability issues into account. Occupiers of affordable housing have the same needs for infrastructure as other users but it is accepted that viability is of paramount importance.	No change.
	Highways Agency advice. Improvements to the Strategic Road Network will need to be funded by the developer or other non-agency source.	A separate infrastructure study has been carried out (IDP) and transport provision forms part of this. Infrastructure of this nature will be required to support new housing growth.	No change.
	*Object, council needs to take a more realistic and informed economic approach to viability, taking into account of fact that planning gain is derived from 'land value capture', land values have fallen, planning obligations should track land value and so should be reduced and the scope should not be extended in this current market.	The existing Planning Protocol adequately takes viability into account. The Council's move towards a CIL will need CIL to be set at an appropriate level but it is accepted in the legislation that it does not need to be set so that ALL development can subsequently come forward. It is a question of balance and this will be need to form part of the CIL Charging Schedule.	No change.
	*Viability of schemes has constrained development in the past, to ensure future schemes are deliverable it is essential that the Local Authority adopts a more flexible approach to planning obligations - need to be realistic about land values.	The existing Planning Protocol adequately takes viability into account. The Council's move towards a CIL will need CIL to be set at an appropriate level but it is accepted in the legislation that it does not need to be set so that ALL development can subsequently come forward. It is a question of balance and this will be need to form part of the CIL Charging Schedule.	No change.
	*This policy is too narrow and does not address economic infrastructure.	The existing Planning Protocol adequately takes viability into account. The Council's move towards a CIL will need CIL to be set at an appropriate level but it is accepted in the legislation that it does not need to be set so that ALL development can subsequently come forward. It is a question of balance and this will be need to form part of the CIL Charging Schedule.	No change.

Draft Core Strategy (incorporating Preferred Options) October 2010
Summary of issues - Part 2 - Yeovil

Policy/Paragraph/Section	Summary of Issues	Officer Comment	Recommendation
Yeovil Vision and Proposals			
Spatial Portrait			
Spatial Portrait (paras 5.1 – 5.5)	* By pass for Yeovil town centre needed before housing and employment land.	Somerset County Council as Highways Authority has advised that there is insufficient finance available to fund either a by-pass or ring road for Yeovil. The Council's Infrastructure Delivery Plan has confirmed this position.	No change.
	* Greater detail in the spatial portrait should be given to Yeovil's Wards to identify geographical character areas and neighbourhoods.	The Core Strategy is a strategic document that should not go into detail descriptions of Wards and Neighbourhoods.	No change.
	* Question the distance (20 miles) between Yeovil and Taunton.	The distance between Taunton and Yeovil is 21 miles as the crow flies or 24 miles by car.	Amend document to reflect distance of 21 miles.
	* There is a railway line between the two stations but no service. There is a lack of service between Yeovil and Taunton which could be competitive. The service would be further improved with stations at Somerton and Langport.	The Yeovil to Taunton Branch line has been abandoned for many years with no prospect of ever being viable again.	No change.
	* New text should be added to the end of para 5.4 describing out-of-centre non-food retail facilities. Suggested text supplied.	Contrary to PPS4 as it is a town centre use.	No change.
	* Paragraph 5.5, 5th bullet text should be replaced with that from para 4.37 of the Retail Study Update 2010. Replacement wording supplied.	Comment noted. Paragraph will be rewritten with the most up to date analysis of the retail market.	Amend document to reflect most up to date market situation.
	* Theatres Trust are surprised that given its role as the 'cultural anchor' The Octagon Theatre is not mentioned in the Spatial Portrait for Yeovil.	Agree	Amend text to make reference to the cultural role of the Octagon Theatre.

	<p>* Paragraph 5.5 - Local issues section refers Pen Mill Station as 'not providing an accessible rail access'. Disagree - it is easily accessible by most walkers and cyclists via an attractive off road path. Additionally the 2 stations are linked with the town by a half hourly 'clock face' bus service (no. 68) . The situation is not ideal but Yeovil's stations do offer a degree of accessibility. List makes no mention of the severance caused by A30 and the effect this has on pedestrian access.</p>	<p>Agree, Yeovil Pen Mill Station is accessible by walking, cycling and a regular bus service however maintain that Yeovil Junction Station is less accessible through its distance from the town centre.</p>	<p>No Change.</p>
Local Issues	<p>* Concerned that population projections for Yeovil's growth have assumed a typical UK pattern of growth which would be inappropriate to apply to Yeovil when a significant proportion of the population work at RNAS Yeovilton inflating the 20-35 age group. Yeovil has a high proportion of the population employed in public sector work which is generally shrinking. South Somerset's high knowledge content economy is dependent to an extent on inward migration and older couples.</p>	<p>See Yeovil Scale of Growth Paper. Population projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 as amended which uses three different approaches to estimate potential growth.</p>	<p>The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest population projections and additional years to 2028.</p>
	<p>* We need to diversify away from aerospace and engineering industry.</p>	<p>Noted. The District's Sustainable Community Strategy (SCS) 'Shaping South Somerset' seeks South Somerset to have a high performance local economy a competitive, high performance economy that is diverse, adaptable and resource efficient.</p>	<p>No Change.</p>
	<p>* Disagree that there is a lack of dedicated routes for cycling. Cycling routes are limited by discontinuous routes, inappropriate designation and under promotion of well used unofficial routes and the lack of a dedicated route from North-West Yeovil into the town centre.</p>	<p>A lack of dedicated routes for cycling was identified by the UWE Study 'Active and Low Carbon Travel, a Transport Vision for Yeovil'.</p>	<p>No Change.</p>
	<p>* The importance of Yeovil's economy of the surrounding villages and hamlets which provide highly attractive accommodation which assists employers in the public sector secure key staff. Similar they attract people who are creative and in the arts sector. A number of nearby settlements have been used as film locations for television and cinema generating tourism.</p>	<p>Agree that surrounding villages contribute to Yeovil and its economy.</p>	<p>Amend text to make reference to the importance of Yeovil's surrounding villages to its economy.</p>

	* The location of rail links can not be changed it is the nature of the rail links (commuting destinations and single track) that restrict usage in Yeovil and not the proximity to housing. For example Castle Cary has a smaller population than Yeovil but draws a similar passenger number.	Agree that the location of existing rail links can't be changed however it is consider that rail links can be supported by local housing including enhanced bus networks.	No Change.
	* The TCPA does not endorse Urban Extension as a means of addressing affordable housing.	The TCPA believes that the full range of planning solutions – urban regeneration, sustainable urban extensions or, where appropriate, new settlements – should be available to communities to choose from as they search for the most sustainable pattern of development locally. Affordable housing for Yeovil will predominantly be in association with developments within the Urban Framework.	No Change.
	* People like commuting from villages.	The Council's proposed settlement strategy seeks to locate housing growth in towns and villages where economic growth is anticipated. Planning policy can only facilitate balanced housing and employment growth, it can't prohibit lifestyle choice.	No Change.
Vision			
Vision (paras 5.6 – 5.8)	*Best available technology without excessive cost for Yeovil is Ultra Light Rail	Noted. Throughout the period to 2028 there is likely to be expansion of existing technologies and viability to introduce these. Light rail can be an attractive option where there is sufficient critical mass and significant common journey patterns. Usually this occurs in settlements with more than 200,000 inhabitants. Therefore at present, the scale of growth envisaged for Yeovil, its existing population and diverse travel patterns mean that any feasibility study is likely to preclude it as a viable transport option for Yeovil.	No change.
	*The key issues facing the District and Yeovil are mentioned, but without reference to how these will be addressed, as such the vision fails to demonstrate the genuine opportunities that exist within the Town and the role of this strategic development.	How the Core Strategy seeks to deliver the vision for Yeovil is discussed in the next section.	No change.

	* Policies in this section set out the requirements for sustainable transport provision but do not appear to recognise that large scale developments may also require highways infrastructure. Would advise that there is a broader policy requiring provision of a full range of transport interventions, the details of which will be agreed following a technical assessment undertaken by the Local Authorities and a full Transport Assessment undertaken by the developers.	The broad transport infrastructure requirements for Yeovil Urban Extension are identified in the 'Yeovil Traffic Model' February 2011 and Addendums June 2011 and January 2012. The Council's Infrastructure Delivery Plan considers the feasibility of delivery and funding. Developers will be required to submit detailed transport assessments with their planning applications and transport assessment will no doubt feature in future masterplanning.	No change.
	* Yeovil should have its place within its rural setting. It should do all it can to protect its rural edge for future generations. Bringing finance into Yeovil to make major improvements and regeneration of the urban areas including the deprived wards should be the prime focus. This vision is nothing if it doesn't meet the needs of the community.	Agree that the Vision is key to the successful delivery of sustainable development through the Core Strategy. The Yeovil Urban Extension seeks to address Yeovil's rural setting by establishing a strong development edge to the south of the town separating it from adjoining settlements.	No change.
	* The town centre strategy for Yeovil should be defined including retail floor space, car parking strategy, night time economy and services, hospitality sector, housing and leisure, retail mix and expected footfall. A subsidiary document should be identified.	The town centre and retail strategy for Yeovil is discussed at paragraphs 5.57-5.58 and within the Council's retail capacity study (2010). Agree that further reference to the night time economy, leisure and hospitality sector should be made in the Core Strategy. The Council is preparing a Car Parking Strategy for Yeovil.	Amend policy wording to make reference to town centre issues.
	* Concern that development will result in the loss of footpaths. Would like to see replacement footpaths to those lost.	This is not a Core Strategy issue.	No change.
	* Proposed development conflicts with the aspiration for better linkages with its immediate countryside environment.	Disagree, proposed development presents a real opportunity to enhance links between Yeovil and the surrounding Countryside.	No change.
What will the Core Strategy Deliver?			
Appropriate Scale of Growth			
Appropriate Scale of Growth (para 5.9)	* Disagree with scale of growth proposed. Yeovil currently has 27% of the population but it is proposed to take 49% of all growth and an Urban Extension that will take 22%. A more balanced approach is needed.	Population projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. Scale of growth is proportionate to Yeovil. See Yeovil Scale of Growth Paper.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.

	* Why has SSDC increased employment provision from 43ha to 51ha and decreased housing figures from 11,400 to 8,200 dwellings.	Originally the Core Strategy was based on the Employment Land Review (2010) which didn't take into account the projected growth in the economy, subsequent work by Baker Associates has sought to rationalise this issue. Updated figure work is covered in the Employment Land Topic Paper (Policy SS5) presented to Project Management Board and the whole focus of the Core Strategy is based on economic growth.	Amend Policy SS5 to reflect latest employment projections.
	* Immigration is changing to emigration.	Latest population projections released by the Office of National Statistics show that immigration has significantly slowed from 2007 rates. As has emigration. Statistics show population growth through natural growth.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.
	* Have housing projections taken the current level of unoccupied housing into account within the region?	Population projections do not take into account unoccupied properties as there is no direct link. Empty properties should be expected in any healthy property market as they represent housing turnover. Level of empty properties addressed in Baker Report on Housing Requirement for South Somerset and Yeovil.	No change.
	* Consider housing demand will be from smaller household sizes falling through divorce, late marriage and immigration from other parts of the country coming from high unemployment area, economic immigrants from outside the UK and high inner city rents now not covered by Government benefits. Will these groups be able to afford South Somerset house prices? Population projection is beyond UK average. Increased population will require further jobs which I don't understand where they will come from.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. The report is clear that in order to support economic growth a comparable level of homes will need to be provided to support the growth of economic residents. See Yeovil Scale of Growth Paper as presented to Project Management Board.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.
	* Housing Minister states 'We will back genuine new eco-town or eco-village developments, which have broad based local support and are genuinely environmentally sustainable', 'we will not impose eco-town developments through national planning rules on communities which do not want them'. 'I want to ensure that localism is a real feature of these schemes'. There is no local support for an Urban Extension.	There is no direct link between Eco-town standards and the Yeovil Urban extension they are mutually exclusive. Government funding is seeking to explore the delivery of Eco-town standards.	Maintain the aspirations to achieve Eco-town standards in the Urban Extension with the exception of construction standards beyond the Governments newly proposed Code 6.

	* Encouraged to note that a review of the economic and household information is being undertaken.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. See Yeovil Scale of Growth Paper.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.
	* Disagree with the scale of growth and see no evidence to support that scale.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. See Yeovil Scale of Growth Paper.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.
	* The oversupply of housing would encourage economic stagnation and deprivation across the District.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. See Yeovil Scale of Growth Paper.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.
	* Objective justification needed for scale of growth.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. See Yeovil Scale of Growth Paper.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.
Development within the Urban Framework			
Development within the Urban Framework (para 5.10 – 5.12)	* Strategy fails to address the future of the Agusta Westland's airfield. Concern that high risk test flights are being carried out adjacent to residential development. Airfield must offer high land values for residential development. The loss of Westland's must be considered in the Plan.	The Council's position is to support Agusta Westland's in their continued operations within Yeovil as the town's major employer and economic hub for the District. Agusta Westland's have submitted representation to the Council seeking to safeguard their airfield safety zones from future development.	Introduce Agusta Westland's Flight Safety Zone policy and amend proposals maps to depict safeguarding zone.

	<p>* Ministry of Transport have stated that any development should not be allowed to increase traffic on the A303. Further growth would require upgrading and improvements to the A37 in and around Yeovil and links to the A303. Yeovil is therefore not the best place for any development. Propose Castle Cary and Wincanton as better served by road and rail.</p>	<p>Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. Infrastructure issues are considered in the Councils Infrastructure Delivery Plan. See Yeovil Scale of Growth Paper.</p>	<p>The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.</p>
	<p>* Regeneration of central Yeovil should be the key priority for Yeovil not an urban extension.</p>	<p>The Yeovil Urban Village & Cattle market site are key sites within central Yeovil identified in the Yeovil UDF as potential locations for residential redevelopment. These sites along with all other known redevelopment opportunities within the Urban Framework have been calculated within a review of Urban capacity. Regeneration is recognised a priority and is reflected in the Urban Village masterplanning work</p>	<p>No Change.</p>
Greenfield Development	<p>* This assessment is based upon 8,200 dwellings representing 50% of the total for the District. It is noted that 3,725 dwellings regarded as commitments with a further 533 dwellings coming form SHLAA. No detailed info is provided in the SHLAA as to the actual availability or deliverability of those 533 dwellings - this needs to be confirmed by further work on the evidence base. Assuming 4,481 dwellings come forward as existing urban extensions or as opportunities within the existing urban area, leaves a balance of 3,720 (if lower 16,600 dwellings is acceptable) or 6,720 if the latest evidence is used.</p>	<p>Provision has been updated to reflect a more formal post 2022 windfall provision; removal of the provision previously made on basis of professional judgement difficult to substantiate; an allowance for conversions and flats above shops and an ambitious assessment of capacity coming from the SHLAA. See Yeovil Urban Extension Discussion Paper presented to Project Management Board and reappraisal of the potential land availability within the existing development area. Set out in main report to District Executive and considered by Area Committees in February / March 2012.</p>	<p>Identify amount of Yeovil's growth to occur within urban framework to reflect latest position on urban capacity within Yeovil</p>
	<p>* Windfall allowance should count towards housing targets.</p>	<p>Provision has been updated to reflect a more formal post 2022 windfall provision; removal of the provision previously made on basis of professional judgement difficult to substantiate; an allowance for conversions and flats above shops and an ambitious assessment of capacity coming from the SHLAA. See Yeovil Urban Extension Discussion Paper presented to Project Management Board and reappraisal of the potential land availability within the existing development area. Set out in main report to District Executive and considered by Area Committees in February / March 2012.</p>	<p>Identify amount of Yeovil's growth to occur within urban framework to reflect latest position on urban capacity within Yeovil</p>

	*Reducing the scale of Greenfield development when brownfield development appears is a risky strategy - there are doubts over the ability to deliver some of the key Town Centre sites. The Greenfield figure should be provided in more than one location.	Provision has been updated to reflect a more formal post 2022 windfall provision; removal of the provision previously made on basis of professional judgement difficult to substantiate; an allowance for conversions and flats above shops and an ambitious assessment of capacity coming from the SHLAA. See Yeovil Urban Extension Discussion Paper presented to Project Management Board and reappraisal of the potential land availability within the existing development area. Set out in main report to District Executive and considered by Area Committees in February / March 2012.	Identify amount of Yeovil's growth to occur within urban framework to reflect latest position on urban capacity within Yeovil
	* HEA for Yeovil has failed to consider the capacity of the urban area to absorb more development. Policy is unsound.	The Yeovil Historic Environmental Assessment (HEA) has assessed Yeovil's capacity to absorb more development purely on grounds of the Historic Environment. Consideration of capacity of Urban Area has occurred separately from the HEA which is not the appropriate vehicle for this.	No change.
	* HEA for Yeovil has failed to consider the capacity of the Greenfield area to absorb more development. Policy is unsound	The Yeovil Historic Environmental Assessment (HEA) has assessed Yeovil's capacity to absorb more development purely on grounds of the Historic Environment. Consideration of capacity of Urban Area has occurred separately from the HEA which is not the appropriate vehicle for this.	No change.
	* Designation is unjustified and contrary to national policy (PPS5) as mitigation measures in SA may not be sufficient.	Disagree, SA does not identify any overriding issues with historic environment subject to proper detailed consideration. See also Yeovil Urban Extension discussion paper.	No change.
	* Building houses away from Town Centre e.g. Coker, will force households to drive and contravene Policy TA1.	Distance to town centre is considered within the Sustainability Appraisal. See Yeovil Urban Extension Discussion Paper presented to Project Management Board	Endorse South West Option 1 as the location of the Urban Extension.
	* Hospital does not have the capacity to accommodate this level of growth.	Issue is considered in the Infrastructure Delivery Plan but no limiting requirements have been identified at this time.	No change.
	* The most important consideration in rural communities is to provide local housing in villages and towns	Policy SS2 seeks to allow development in rural settlements which is commensurate with the scale and nature of the settlement including that which meets identified housing need, particularly affordable housing.	Insert additional guidance on the interpretation of Policy SS2 within the supporting text. Delete the Rural Exception Sites part of Policy SS2.

	* Detriment to local biodiversity, loss of Grade 1 agricultural land and impact on local villages.	Loss of Grade 1 agricultural land and impact on local villages is considered within the Sustainability Appraisal. See Yeovil Urban Extension Discussion Paper considered by Project Management Board.	Endorse South West Option 1 as the location of the Urban Extension.
Policy YV1 Brownfield and Greenfield Housing Provision for Yeovil (and pares 5.13 – 5.16)	*Increase from 8,200 to 9,000.	Provision has been updated to reflect a more formal post 2022 windfall provision; removal of the provision previously made on basis of professional judgement difficult to substantiate; an allowance for conversions and flats above shops and an ambitious assessment of capacity coming from the SHLAA. See Yeovil Urban Extension Discussion Paper presented to Project Management Board and reappraisal of the potential land availability within the existing development area.	Amend policy YV1 to reflect latest figures
	*As ONS suggests a lower housing figure, these numbers should not be fixed. Also opportunities to increase densities on committed, but not yet built sites which may reduce the need for Greenfield land.	Provision has been updated to reflect a more formal post 2022 windfall provision; removal of the provision previously made on basis of professional judgement difficult to substantiate; an allowance for conversions and flats above shops and an ambitious assessment of capacity coming from the SHLAA. See Yeovil Urban Extension Discussion Paper presented to Project Management Board and reappraisal of the potential land availability within the existing development area.	Amend policy YV1 to reflect latest figures
	*Greenfield figure should be 4500.	Provision has been updated to reflect a more formal post 2022 windfall provision; removal of the provision previously made on basis of professional judgement difficult to substantiate; an allowance for conversions and flats above shops and an ambitious assessment of capacity coming from the SHLAA. See Yeovil Urban Extension Discussion Paper presented to Project Management Board and reappraisal of the potential land availability within the existing development area.	Amend policy YV1 to reflect latest figures
	*Greenfield figure should be 5000.	Provision has been updated to reflect a more formal post 2022 windfall provision; removal of the provision previously made on basis of professional judgement difficult to substantiate; an allowance for conversions and flats above shops and an ambitious assessment of capacity coming from the SHLAA. See Yeovil Urban Extension Discussion Paper presented to Project Management Board and reappraisal of the potential land availability within the existing development area.	Amend policy YV1 to reflect latest figures

	*Suggestion that new dwellings within the urban framework would all be on brownfield land is misleading as 3 key sites are largely Greenfield.	Agree Policy name is misleading as three key sites are greenfield developments.	Amend policy name to 'Urban Framework and Committed Greenfield Housing Provision for Yeovil'.
Location for Urban Extension			
Location for Urban Extension (pares 5.17 – 5.26)	There must be furthest employment benefit near Yeovilton and Augusta Westlands. People don't want to live next to where they work. Concern with SSDC employment land figures which should be reviewed down.	Employment land has been recalculated to reflect proposed housing commitments. See Yeovil Urban Extension Discussion Paper considered by Project Management Board and reappraisal of the potential land availability within the existing development area.	No change.
	* Support a new school to the south but this would only work in sustainability terms / travel movements if catchments are applied.	Policy YV2 Yeovil Urban Extension seeks to make provision for a new secondary school. The Infrastructure Delivery Plan will determine deliverability. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board.	No change.
	* Splitting the north option into two sites is unfair as issues in one are been attributed to the other.	Constraints mapping exercise identifies two distinct options to the Northwest and due North. Each option has been judged on its own merits. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board..	No change.
	* Consider the early drafts of Yeovil SA published in February 2010, March 2010 and April 2010 are unsound and contain inaccuracies. Consider the final Yeovil SA published in August 2010 still contains flaws and inaccuracies.	Noted. SA will be updated to reflect comments submitted, where appropriate.	Update Yeovil SA to reflect comments made, where appropriate.
	* Development in the north is not located further from facilities in the town centre than the south.	East Coker / Keyford option is located the shortest distance from the Town Centre as the crow flies than any other option, this is a positive. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board..	Endorse South West Option 1 as the location of the Urban Extension.
	* Disagree with paragraph, five of the main employment centres of Yeovil (Lufton, Pen Mill Trading Estate, Town Centre and RNAS Yeovilton) have proximity to the North and only two have proximity to the south (Town Centre and Lysander Trading Estate / Augusta Westland's).	Disagree with analysis, Pen Mill Trading Estate is located to the South East of the town and only Lufton / Houndstone is to the North. RNAS Yeovilton is a major out of town employer and can therefore not be regarded as a positive for a northern direction for growth. The Urban Extension would have sufficient employment land to be potentially self contained.	Endorse South West Option 1 as the location of the Urban Extension.

	* The Yeovil Urban Village is a classic example of using passive solar gain at the base of a northern gradient so the argument isn't accurate.	The Renewable Energy Study by Brooks Devlin / Font energy identify Solar PV as a small but important part of the renewable energy mix for the Yeovil Urban Extension. Solar PV works at its most efficient in a due Southern direction and for this reason southern slopes are preferred. Solar panels will work in other directions but at a significantly reduced efficiency. North sloping sites are not well suited to solar PV as they increase the likelihood of over shadow. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No change.
	* No assessment has been carried out on the long term effect of large scale building development to the south of Yeovil on the viability of Westland's airfield, CAA prohibit test flying over built up areas except for the purpose of take off and landing. All circuits flown from airfield at present flown over the largely rural area of East /West Coker and Barwick, in part to avoid the urban area to the North of the Airfield.	The Council's position is to support Agusta Westland's in their continued operations within Yeovil as the towns major employer and economic hub for the District. Agusta Westland's have submitted representation to the Council seeking to safeguard their airfield safety zones from future development.	Introduce Agusta Westland's Flight Safety Zone policy and amend proposals maps to depict safeguarding zone.
	* Disagree that secondary education is a factor is deciding where an urban extension should be located. SA has made no reference to the College, University Centre, Skill Centre, and Innovation Centre which have proximity in the north. Or three primary schools in the North.	Access to Secondary School education is an impact issue in creating a sustainable community. Agree that access to Yeovil College, local primary schools, University Centre and Innovation Centre are also considerations. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Amend SA with reference to Yeovil College, University Centre, primary schools and innovation centre.
	* The Core Strategy has not taken into account the impact of the Strategic Defence and Spending Review which will result in significant job losses at Agusta Westlands, Yeovilton, MOD Civil Service. As well as joint operations with European Countries.	The results of the Strategic Defence and Spending Review have been considered.	No change.
	* Paragraph 5.24 should remove reference to 'immediately' as safeguarding maybe required for some distance along flight paths.	The Council's position is to support Agusta Westland's in their continued operations within Yeovil as the towns major employer and economic hub for the District. Agusta Westland's have submitted representation to the Council seeking to safeguard their airfield safety zones from future development.	Introduce Agusta Westland's Flight Safety Zone policy and amend proposals maps to depict safeguarding zone.
	* Should negotiate with neighbouring councils in Dorset.	West Dorset District Council has been consulted on all decisions regarding the proposed direction for growth for the Yeovil Urban Extension.	No change.

	* Growth should be to the north of Yeovil.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Paragraph 5.22 - Experience from past example e.g. Milton Keynes is that little use is made of walking and cycling to the town centre for entertainment or work for reasons of weather and the need to carry purchases. Improved public transport would be more effective and this does not influence the north vs. south argument in Yeovil .	The distance of new development from the town centre is not only an important factor in encouraging walking and cycling but in the effectiveness of public transport routes by reducing journey times. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Paragraph 5.23 - Core strategy is self contradictory re; secondary school provision (para 4.69). Unclear what the Council means by passive solar gain, this is likely more effective on a south facing slope but not necessarily south of Yeovil. This meet only a small part of the energy requirement. The change in incidence angle of the sun is insignificant in moving from the south of Yeovil to the north. Provided the solar energy sources are on the roof and the property is not surrounded by high terrain there is little difference.	The Renewable Energy Study by Brooks Devlin / Font energy identify Solar PV as a small but important part of the renewable energy mix for the Yeovil Urban Extension. Solar PV works at its most efficient in a due Southern direction and for this reason southern slopes are preferred. Solar panels will work in other directions but at a significantly reduced efficiency. North sloping sites are not well suited to solar PV as they increase the likelihood of over shadow. See Yeovil Urban Extension Discussion Paper and as presented to Project Management Board Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Mudford Parish Plan states that parishioners wish to continue to be a separate settlement and maintain the 'Green Gap' between Mudford and Yeovil and wish to protect the countryside from encroachment from Yeovil. Development on the northern escarpment south of Mudford would add to the existing flooding issues for Mudford village which adjoins the River Yeo's floodplain.	No development is proposed at Mudford.	No change.

.....	*Urban extension located at Keyford would result in a 500% increase in the population over a 10 year period, urbanise 30% of the agricultural land - local needs policy SS2 should also apply to East Coker - local needs development only. Core Strategy reflects needs and aspirations of Parish and Community Plans, East Coker's Parish Plan should also be considered and reflected in the Core Strategy.	Population projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. Scale of growth is proportionate to Yeovil. See Yeovil Scale of Growth Paper as presented to Project Management Board.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect the latest growth projections and additional years to 2028.
	*Rep 1486945 or 4327361 put forward 6 sites in Brympton & Coker and East Coker, Keyford * Barwick options - see rep for details.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No change.
	* SSDC has placed significant weight on landscape issues and no weight on others. For example the Historic and Rural Environment, land quality and impact on communities.	See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA. Disagree, significant weight has been given to the Historic & Rural Environment as well as land quality.	No change.
	* The setting to the north escarpment is predominately visual from long view (Ilchester and beyond) and can be mitigated by wood land which is also a recreational feature.	Noted. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No change.
	* Development to the north will not impact on the setting of Montacute or Brympton D'Evercy houses and parklands.	Disagree, the Yeovil Historic Environmental Assessment identifies large areas of land to the north of Yeovil as potentially impacting upon the setting of Montacute House and Grounds as well as Brympton D'Evercy. For this reason the impact has been listed as a negative for this direction of growth.	No change.
	* States that north and west areas affect the historical settings - Mudford has no areas or properties of such magnitude. Therefore, extend Lyde Road Key Site along A359 and river Yeo instead of preferred site.	Area to the North of Lyde Road Key site has been identified an area of low constraint but has insufficient capacity to accommodate proposed level of growth. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board Project and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.

	<p>* No mention of having commissioned a Historic Environment Assessment for Yeovil's area of search and the incorporation of the findings in the selection process - this is commensurate with the lack of attention to the historic environment running through the whole core strategy.</p>	<p>Disagree the Yeovil Historic Environment Assessment forms a part of the Council's evidence base and is referenced extensively throughout the Yeovil SA and within the positives and negatives listed for each growth option on pages 47-49. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA</p>	<p>No change.</p>
	<p>* In order to go north from East Coker area you need to go through the town and out on the Ilchester Road to the M5 Bridgwater Junction. To go east you go through town and out on the Mudford road to join the A303 at Sparkford. In both cases you must go through the town.</p>	<p>All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their costs have been identified. Traffic also uses the A3088 to Cartgate as a major route from the town to A303 irrespective of then travelling north or south on that route.</p>	<p>No change.</p>
	<p>* Disagree with advice that development to the north will cause greater transport congestion than development to the south. If a northern link road is required what is to say an equally expensive southern link road would be needed in that location.</p>	<p>The latest Yeovil transport modelling study (January 2012) indicates that there is little difference in terms of traffic impact on the road network between the northern and southern options. A further study on highways infrastructure requirements (Nov 2011) estimates a £7.4m difference in costs between the north west option and southern option - a link road was not identified as being required for the southern option.</p>	<p>No change.</p>
	<p>* Disagree with paragraph 5.21 as there are routes to access the town via Lyde Road, St Michaels Avenue, Mudford Road, Ilchester Road, Larkhill and Western Avenue. The Key site highways improvements are designed to provide a key cross route for Yeovil. SSDC have already expressed their intention to improve cycling, walking and public transport for the north to reduce reliance on the car.</p>	<p>Improvements to the towns Key sites are and the western corridor have been factored into the traffic modelling undertaken by Parsons Brinckerhoff on behalf of Somerset County Council as Highways Authority. However, these works are required as mitigation for the development of the keysites and are not sufficient to accommodate significant further growth.</p>	<p>No change.</p>

	* Disagree with the Yeovil SA that states any northern option will require a link to the A3088 and consequently will impact on Montacute park and garden as there are several direct links to the A303. SCC also have plans to upgrade the highway across the north of Yeovil from Lufton to Lyde to link into the three key sites. The YTSR promotes a northern link road.	Improvements to the towns Key sites and the western corridor have been factored into the traffic modelling undertaken by Parsons Brinckerhoff on behalf of Somerset County Council as Highways Authority. Additional modelling has been commissioned to determine the impact of development with and without a direct link onto the A3088 to include alternative scenarios. Without a direct link to the A3088 access to a North West development is restricted.	No change.
	* Main line rail has limited ability to be improved but SSDC focus on as a major factor. Who use the train at Yeovil Junction, where do they come from, how do they get there?	Development to the South and South East present real opportunities to increase footfall at the towns two mainline Stations through enhanced public transport provision and better walking / cycle access. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board Project and Yeovil SA	No change.
	* Opportunity exists to improve non-car modes to Yeovilton and to the east and west as well as the town centre.	RNAS Yeovilton as a major out of town employer and can therefore not be regarded as a positive for a northern direction for growth.	Endorse South West Option 1 as the location of the Urban Extension.
	*Ultra Light Rail could serve the extension.	Noted. Throughout the period to 2028 there is likely to be expansion of existing technologies and viability to introduce these. Light rail can be an attractive option where there is sufficient critical mass and significant common journey patterns. Usually this occurs in settlements with more than 200,000 inhabitants. Therefore at present, the scale of growth envisaged for Yeovil, its existing population and diverse travel patterns mean that any feasibility study is likely to preclude it as a viable transport option for Yeovil.	No Change
	*The Northern part of Yeovil is a better option, easy access from A303 and would provide a Northern Link Road. There is an existing cycle path (the area is also relatively flat) in this location and it is well lit. The north is closer to existing employment. Flooding is not an issue here, it is in the Keyford area.	The ease of access by walking, cycling & public transport for all new sites and in the ability to link sites through adjoining areas to the town centre and major employment areas is critical to the degree of take up of sustainable transport modes. Achieving high rates of permeability is very important to the principle of the urban extension. Flooding issues have been considered. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board Project and Yeovil SA.	No Change

	<p>* Core Strategy will be incomplete if it does not consider the implications of traffic flow in surrounding villages. Additional traffic arising from growth will seek alternative routes at peak periods using Tintinhull's back roads from the A303. Junction on A303 with Tintinhull is unique for the number of permitted manoeuvres, is unmarked pedestrian crossing used by children - has the worst accident/mile record of the Somerset A303 - was damned as not reaching standard level 5 for a dual carriageway which should be class 6. 10 yrs of no improvements by the Highways Agency on this junction emphasises the need for SSDC to ensure that their strategy does demonstrate their awareness of such issues. Only a matter of time before there is a serious injury or worse in the village as a result of the lack of traffic calming.</p>	<p>All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network in Yeovil. The traffic impact on surrounding villages is an issue for the Masterplanning process and Somerset County Council Future Transport Plan cites road safety as one of its key objectives to consider. Potential linkage of a North West development with Tintinhull Road is an adverse factor against a North West development.</p>	<p>No change.</p>
	<p>* Concern regarding the seemingly small importance being placed on road safety in Tintinhull by the Core Strategy. Would like to see greater priority placed on this issues especially with the impact of the Key Site Development at Brimsmore.</p>	<p>All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network in Yeovil. The traffic impact on surrounding villages is an issue for the Masterplanning process and Somerset County Council Future Transport Plan cites road safety as one of its key objectives to consider. Potential linkage of a North West development with Tintinhull Road is an adverse factor against a North West development.</p>	<p>No change.</p>
	<p>* Paragraph 5.21 - should note the need for further technical assessment before reaching conclusions and suggest some additional wording.</p>	<p>Improvements to the towns Key sites and the western corridor have been factored into the traffic modelling undertaken by Parsons Brinckerhoff on behalf of Somerset County Council as Highways Authority. Additional modelling has been commissioned to determine the impact of the final preferred option for Yeovil's growth.</p>	<p>No change.</p>
	<p>* Disagree with Highways Agency advice, employers require new premises to have good transport links to the strategic road network.</p>	<p>Highways Agency advice refers to large scale residential development and not employment allocations.</p>	<p>No change.</p>
	<p>* The Highways Agency advice is a general point and does not specifically say that development in the Dorset Edge, Barwick/Keyford & Brympton/Coker locations could generate harmful impacts on the SRN (A303), impact evidence SSDC failed to produce in the Core Strategy or SA.</p>	<p>The Highways Agency has been consulted on the Council's preferred direction for growth and have not raised any specific objections subject to detailed modelling of the final preferred option on the Cartgate Junction. They have indicated a preference for development further away from the A303.</p>	<p>No change.</p>

	*Northern option only discounted because of County Highway concerns, yet in para 5.22 stated that the Highways Agency have concerns over impact of Southern option on A303.	Paragraph 5.22 explains that growth further away from the A303 is preferred and not that development to the south wouldn't have a impact. The Highways Agency has been consulted on the Council's preferred direction for growth and have not raised any specific objections subject to detailed modelling of the final preferred option on the Cartgate Junction. They have indicated a preference for development further away from the A303.	No change.
	* Should be located nearer to the A303.	Paragraph 5.22 explains that growth further away from the A303 is preferred and not that development to the south wouldn't have a impact. The Highways Agency has been consulted on the Council's preferred direction for growth and have not raised any specific objections subject to detailed modelling of the final preferred option on the Cartgate Junction. They have indicated a preference for development further away from the A303.	No change.
	* Land to north of Yeovil has better access to A303.	Paragraph 5.22 explains that growth further away from the A303 is preferred and not that development to the south wouldn't have a impact. The Highways Agency has been consulted on the Council's preferred direction for growth and have not raised any specific objections subject to detailed modelling of the final preferred option on the Cartgate Junction. They have indicated a preference for development further away from the A303.	No change.
	* Para 5.20 - If new access highways are being considered why is the Yeovil Western Corridor Study not available to the public?	This study is available on Somerset County Council's website.	No change.
	*The other options should be reconsidered in the context of highway improvements paid for by means other than developers.	Any major highways improvements would need to be paid for by the developer if the development is viable. Major strategic infrastructure may need to be funded externally if a site is unviable through external funding sources. The Council's Infrastructure Delivery Plan has explored other sources of funding available to the Council to pay for enhancement to the highway network. Highways improvements can be considered through planning obligation policies and secured as part of new development proposals.	No Change

Option: East Coker/Keyford/Barwick			
Option: East Coker/Keyford/Barwick (paras 5.27 – 5.28)			
	* 'Negative impact on local biodiversity including resident bat populations' need not be the case if ecological requirements are built into masterplans at the initial stage and development planned around them. Should read 'this option has a high concentration of biodiversity assets including European Protected Species.'	Agree to wording change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Amend Yeovil SA to reflect suggested wording change. Endorse South West Option 1 as the location of the Urban Extension.
	* Any development will need to demonstrate how populations of European Protected Species are maintained including the habitat to support those populations.	The protection and maintenance of European Protected species are considered in the document 'Yeovil Ecotown Biodiversity Baseline and Scoping Report'. It is expected that more detailed study work will be required	No Change.
	* Paragraph 5.28 - 4th bullet - this need not be the case if ecological requirements are built into Masterplans at the initial stages. SSDC are responsible for the 'Favourable Conservation Status' of European Protected Species (EPS) under Reg 9 of the Conservation of Habitats and Species regulations 2010 (the Habitats Regulations), which requires local authorities to have regards for the provisions of the Habitats Directive. Any development will need to demonstrate how populations of EPS are maintained including habitat to support them. Negative should read that this Option has a high concentration of biodiversity assets including EPS.	The protection and maintenance of European Protected species are considered in the document 'Yeovil Ecotown Biodiversity Baseline and Scoping Report'. It is expected that more detailed study work will be required to inform the Masterplan process.	No Change.
	* Development will destroy natural habitats.	The protection and maintenance of European Protected species are considered in the document 'Yeovil Ecotown Biodiversity Baseline and Scoping Report'. It is expected that more detailed study work will be required to inform the Masterplan process.	No Change.
	* Para 5.27 states option presents an opportunity to enhance Yeovil Country Park as an Urban Park - this will have a negative impact on the area.	An opportunity exists to safeguard the Country Park from future development, improve its quality and make it more accessible to everyone to enjoy. This is considered a potential positive benefit.	No Change.

	* Proximity to Nine Springs Country Park does not mean opportunities for healthy living will be taken up. Likely that a good number of residents would struggle to walk or cycle due to the topography.	An opportunity exists to safeguard the Country Park from future development, improve its quality and make it more accessible to everyone to enjoy. This is considered a potential positive benefit.	No Change.
	* Urban Park - implies a subtle change in the use of Nine Springs - increasing the size and number of teenage children using the park is short sighted as the park is already suffering as a result of anti social behaviour and encroachment of the cinema complex, car parks etc.	An opportunity exists to safeguard the Country Park from future development, improve its quality and make it more accessible to everyone to enjoy. This is considered a potential positive benefit.	No Change.
	*Fungus and newts should be added to the list.	Agree that the fungus 'Sandy Stilt Puffball' and 'Great Crested Newt' are both protected species and should be acknowledged where they are recognised. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Amend Yeovil SA to make reference to protected species o Fungus and Newts where they are shown to exist.
	* Not only should eco-principles be sought to be achieved but the urban extension should also be built to a high standard using local materials/local style materials so that the built environment is consistent with the adjoining countryside. There is not much evidence of this elsewhere - cinema and retail element on Babylon Hill. Over years of development at eco standards will be forgotten but the impact on the countryside will remain.	Agree, the highest standards of design should be sought in any new development. Policy EQ2 seeks to achieve a high quality, which promotes South Somerset's local distinctiveness and preserves the character and appearance of the district.	No Change.
	* Once built the development will have a negative impact on the landscape.	Landscape quality is considered in the Yeovil Peripheral Landscape Study which forms part of the evidence base. See also Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* It is suggested that this option has the capacity in landscape terms to accommodate the growth, argue that once built the development would significantly and negatively impact on the landscape.	see response above	see response above
	*Disagree with the negative points - does not mention negative impact on East Coker; cannot see how joining of East Coker and Yeovil could be avoided.	The Council is committed to introducing a 'green buffer' between all surrounding communities to prevent settlement coalescence. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension. Introduce 'green buffer' policy.
	* Option will embrace nearby villages. (East Coker)	see response above	see response above

	* Loss of Grade 1 agricultural land a definite negative.	Agree, the loss of Grade 1 agricultural land is regarded as a negative aspect of development in this location. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* What is an urban park?	An Urban Park is a Park within a Town or City that offers recreation and Greenspace to residents of and visitors of that town or city (as opposed to a country park on the periphery).	
	* Yeovil Country Park is equidistant from all three options. Park improvements are far closer to the Brympton or West Dorset options. Why are they not listed as positives.	Agree that the Yeovil Country Park is accessible to new development located in the West Dorset Option.	No Change.
	* Public Inquiry has confirmed the risk of substantial landscape harm effecting the setting of Yeovil.	Landscape quality is considered in the Yeovil Peripheral Landscape Study which forms part of the Councils evidence base. See Yeovil Urban Extension Discussion Paper and Yeovil SA.	No Change.
	Add to negative list - impact on Nash Priory (Grade I), Coker Court, Hymerford House, St Michael and All Angels Church (Grade I) and Pavyotts Mill (Grade II) and North Coker House (Grade II).	Listed buildings are considered in the Yeovil Historic Environmental Assessment which forms part of the Councils evidence base. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	*Part of option is located within immediate proximity to an Outstanding Heritage Settlement (see Structure Plan) (see 1558977)	East Coker is listed under Policy 8: Outstanding Heritage Settlements of the Somerset & Exmoor National Park Joint Structure Plan. The Historical context of East Coker is however considered in the Yeovil Historic Environmental Assessment which forms part of the Councils evidence base.	No Change.
	* Negative impacts on historic environment under estimated - failure to consider public support for extension to Conservation Area in East Coker Parish Plan.	East Coker is listed under Policy 8: Outstanding Heritage Settlements of the Somerset & Exmoor National Park Joint Structure Plan. The Historical context of East Coker is however considered in the Yeovil Historic Environmental Assessment which forms part of the Councils evidence base.	No Change.
	* HEA indicates some likelihood of damage to historic landscapes in the Western area.	The historical environment is considered in the Yeovil Historic Environmental Assessment which forms part of the Councils evidence base. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension. Introduce green buffer policy.
	* HEA applies to several locations not just the south.	Noted.	No Change.
	* Will effect view from villages.	Impact on views is not a material consideration for making planning decisions.	No Change.

	* Brympton option is closer to Agusta Westlands and Lynx estate than the East Coker option.	Agree, Brympton / West Coker Option is closer to Agusta Westlands and Lynx Trading Estate than East Coker / Barwick Option.	Amend SA to reflect proximity of employment opportunities to Brympton / West Coker option.
	* Is there any evidence that building the urban extension will result in more job opportunities at Lynx and Agusta Westland's or that the people living in the homes will work there?	The location of the Urban Extension is positioned to maximise the opportunities for work in existing employment areas although new employment provision will also be being made within the urban extension.	No Change.
	* It is disingenuous to state that there will be new job opportunities created as a result of developing this option.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth including economic growth. The South Somerset Employment Land Review has used estimated population growth to calculate the amount of employment land needed for Yeovil. See Yeovil Scale of Growth Paper as presented to Project Management Board.	No Change.
	* Links with Yeovil Pen Mill station are overplayed, access would only be through driving. Also states Yeovil Junction will be brought back into urban area, Tower Lane is narrow - dangerous especially for cyclists and walkers who currently use this route. Increasing size of Tower Lane would damage ancient oaks and hedgerow, and Barwick follies and Aldon Estate.	Development to the South and South East present real opportunities to increase footfall at the towns two mainline Stations through enhanced public transport provision and better walking / cycle access. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	*Will not strengthen the use of rail.		
	*Bus route will not be an advantage to the East Coker option only.	East Coker / Barwick Option presents an opportunity for a high frequency figure of eight bus route between Yeovil Junction Station, the new development and the Town Centre. Other options do not, so easily.	No Change.
	*Figure of eight bus is ambitious aspiration for stations which see relatively little use.	see response above	No Change.

	*Disagree with following positive points - not a short distance from town centre (1.5 miles+), walking & cycling unrealistic, joining railway station is unviable, don't need south facing slopes to maximise solar.	East Coker / Keyford option is located the shortest distance from the Town Centre as the crow flies than any other option, this is a positive. The purpose of sustainable development is to maximise opportunities for walking / cycling, it can not enforce this. The Renewable Energy Study by Brooks Devlin/Font Energy identified Solar PV as a small but important part of the renewable energy for YUE. Solar PV works at its most efficient in a due southern direction and for this reason southern slopes are preferred. They will work, but significantly less efficiently on other slopes. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	*Multiple unclassified road links are scant and mostly less than two cars width.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network in Yeovil. The traffic impact on surrounding villages and lanes is an issue for the Masterplanning process to consider.	No Change.
	*Following additional negative points should be added: HA consider development will have a harmful impact on the SRN (A303).	The Highways Agency have been consulted on detailed Traffic Modelling of Yeovil's directions for growth and have not raised any objections subject to detailed junction testing of the Cartgate Roundabout. They have indicated a preference for development further away from the A303.	No Change.
	*Option is not linked to Cycle route which runs north to south.	Option has potential to link to National Cycle Route 24.	No Change.
	* Additional transport evidence is being sought therefore undue weight may have been given to transport benefits. Advice to Planning Inspectors states: "Evidence should be proportionate and should inform what is in the plan rather than being collected retrospectively in an attempt to justify the plan."	Since the publication of the draft Core Strategy, Somerset County Council has commissioned additional traffic Modelling (Feb / June 2011/January 2012) for all the directions for growth to determine the likely impact of new development on the existing highways network in Yeovil. Further detailed traffic modelling of the final preferred option has also been commissioned received and used to determine the scale of impact on the Cartgate Roundabout.	No Change.
	*Given that there is outstanding transport information, undue weight (in relation to transport) may have been given to this option without knowing all the facts.	See response above	No Change.

	* Paragraph 5.27 - Without a Traffic Impact Assessment how can the Highways Agency consider this option as acceptable? A comprehensive study is required.	see response above	No Change.
	* Links to Pen Mill station - how will these be achieved - would mean driving into Yeovil or through Bradford Abbas - how can this be considered positive?	There are already links from the Keyford / Barwick option to Pen Mill Station via footpaths along the Dodham Brook and through the Yeovil Country Park.	No Change.
	* Yeovil Pen Mill is the other side of the town centre.	see response above	No change
	* Unless a bus link is sponsored by a developer or businesses it won't come forward - cannot be presented as an advantage to the Coker option.	East Coker / Barwick Option presents an opportunity for a high frequency figure of eight bus route between Yeovil Junction Station, the new development and the Town Centre. Planning can only facilitate the opportunity for a bus route as it can not deliver without private sector investment.	No Change.
	* Paragraph 5.28 - as well as being constrained by a single A road the option has multiple unclassified road links - this will create numerous rat runs.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network in Yeovil. The traffic impact on surrounding villages is an issue for the Masterplanning process to consider.	No Change.
	* Plans encourages rat runs to form.	see response above	No Change
	* No road improvements are planned in the South where improvements are anticipated in the North.	Noted.	No Change.
	* Development will give rise to increased journey times of over an hour. Is this viable?	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network in Yeovil.	No Change.
	* Not many people can cycle up and down the southern escarpment.	The steep topography to access the southern option is noted. Topography has been considered in comparing options as part of the Sustainability Appraisal, but one of the benefits of the southern option is its relative proximity to the town centre. Steep topography is an issue around much of Yeovil. Journeys within the proposed Urban Extension to local shops, schools, employment will be on relatively flat terrain.	No Change.
	* Steep escarpment to the south is underestimated.	No Change.	No Change.
	* Bus service will cause congestion and therefore more CO2 emissions.	Bus services reduce congestion by removing cars from the road network.	No Change.

	* West Dorset option makes no reference to access to Pen Mill Station as a positive.	Agree, reference to good access to Pen Mill Station from West Dorset Option should be acknowledged.	Amend Yeovil SA to acknowledge good access to Pen Mill Train Station.
	* Unless gradients are very steep, passive solar gain has little to do with aspect.	The Renewable Energy Study by Brooks Devlin / Font Energy identified Solar PV as a small but important part of the renewable energy mix for the Yeovil Urban Extension. Solar PV works at its most efficient in a due Southern direction and for this reason southern slopes are preferred. Solar panels will work in other directions but at a significantly reduced efficiency. North sloping sites are not well suited to solar PV as they increase the likelihood of over shadow. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Solar capture does not rely on direct sunlight.	No Change.	No Change.
	*Option would severely impact on dark skies.	Agree that the impact on dark skies should be considered a negative for this option and all other options but disagree that growth in this direction will severely impact on this designation as light pollution would be absorbed into the existing Yeovil glow. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Cause light pollution.	see response above	No Change.
	* Option does not meet local aspirations in the Parish Plans.	Parish Plans should be prepared in conformity with the Core Strategy.	No Change.
	* Area of the option with potential land capacity is poorly related to the Yeovil Town Centre	Disagree, the area of land within the proposed direction for growth and identified in the SHLAA as suitable, available and viable is well related to the town centre. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	*Option would have an adverse impact on health and well-being by urbanising extensive rural rights of way system.	Disagree, the proposed Urban Extension will contain large areas of open space provision (40% if Eco-town principles are achievable). It would be expected that most rights of way will either be retained or diverted through new open space being created.	No Change.

	* Development within the option would adversely change the character and distinctiveness of the rural communities in its vicinity.	Where possible the design of the Urban Extension will seek to retain the character and distinctiveness of rural communities. In addition the Council is seeking to introduce a green buffer policy to provide a barrier between existing settlements and screen development and they are to preserve the character of North and East Coker.	Endorse South West Option 1 as the location of the Urban Extension. Introduce green buffer policy.
	* Para 5.27 - Additional Positives in respect of Keyford are: The location was put forward by the Planning Inspector in 2003 (Local Plan), there is enough land available at Keyford unlike other options, the physical distance from these villages is geographically such that they will be impacted only marginally by any development to the south of Yeovil.	Agree, reference to Planning Inspectors Report to the Local Plan and land supply should be acknowledged in the Yeovil SA.	Make reference to the Local Planning Inspectors recommendation and the supply of land in this area in the SA.
	* What is the methodology for balancing the negatives and positives. Does the benefit of facilitating links to the National Cycle Network Route No.26 outweigh the loss of countryside?	Sustainability Appraisal identifies likely significant effects of the policies and recommends mitigation measures accordingly. Therefore it is not simply a matter balancing negative or positives, but an overall judgement as to how to ensure sustainable development.	No Change.
	* Based on the SHLAA how will settlement coalescence be avoided when Naish will be 200m from the urban extension.	The Council is committed to introducing a green buffer between all surrounding communities to prevent settlement coalescence. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA and propose the introduction of a buffer zone.	Endorse South West Option 1 as the location of the Urban Extension. Introduce green buffer policy.
	* Development should be at least 1 kilometre from any existing village.	see response above	No Change.
	* Failure to identify available plots makes the Draft Core Strategy look less transparent.	The Core Strategy is a strategic document that should only identify broad directions for growth. Detailed site allocations will be made in the Yeovil Urban Extension Masterplan.	No Change.
	* Object to any development in this option (especially north of Camp Hill, Pavyotts Lane & Barwick Park).	The Core Strategy is a strategic document that should only identify broad directions for growth. Detailed site allocations will be made in the Yeovil Urban Extension Masterplan.	No Change.
	* Negatives should include: impact on East Coker, constraint of flooding on the southern border of the sites, impact on wildlife. List provides the reasons for rejecting the option.	Paragraph 5.28 already makes reference to the impact on East Coker, local biodiversity and flooding.	No Change.

	* Destroy agricultural land.	Paragraph 5.28 already makes reference to the loss of Grade 1 Agricultural Land. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* The Option identified is too small to accommodate the proposed level of growth.	The Yeovil Urban Extension Discussion Paper as presented to Project Management Board estimates the likely amount of land required for an Urban Extension for 2,500 dwellings as includes an indicative Masterplan depicting how this might work.	Endorse South West Option 1 as the location of the Urban Extension.
	* Brympton and West Dorset are just as far from the town centre as the East Coker option and can be accessed easily by walking and cycling.	East Coker / Keyford option is located closer to the town centre than Brympton Option but would agree that West Dorset option is equally close to the town centre.	Amend supporting text to reference proximity to the town centre.
	* Goldenstones may be closed to fund sports zone.	Noted.	No Change.
	* Population increase in parish of East Coker would be out of proportion.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. See Yeovil Scale of Growth Paper as presented to Project Management Board.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target has increased from the level set in the Draft Core Strategy to 8,600 dwellings.
	* Rights of way in the countryside is not a positive.	Disagree, access to rights of way are positive for health and well being as well as accessibility.	No Change.
	* Option is poorly located to Yeovil College, adult education facilities and Hospital	Disagree- this option is approximately 1 mile from these facilities, which offers potential to use alternatives to the car.	No Change.
	* Option would be detrimental to the existing residential areas of south Yeovil and rural communities on the southern edge.	Disagree, development presents an opportunity to introduce new facilities and enhance existing communities.	No Change.
Option: Brympton/Coker (5.29 – 5.30)	* Object to any development in West Coker.	Objection noted.	No Change.
	* The area should be protected from development.	Noted.	No Change.
	* Much of the land is Grade 1 agricultural land, not part.	Paragraph 5.28 already makes reference to the loss of Grade 1 Agricultural Land. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* The roads flood regularly.	Noted.	No Change.
	* Cycle routes go down the fairly steep Bunford Hollow.	Noted.	No Change.
	* Para 5.30 add the following - Naish Priory, mature hedges and trees, mesotrophic grassland.	Agreed.	Amend text.

	* Object to any development in this location given the impact it would have on Brympton D'Evercy.	Brympton D'Evercy is considered in the Yeovil Historic Environmental Assessment which forms part of the Councils evidence base. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Paragraph 5.30 - An additional negative for the Brympton /Coker option - the Planning Inspector who considered the Bunford allocation in 2005 expressed the view that because of the sensitivity of Brympton House, land should not be developed to the north of the existing employment allocation.	Brympton D'Evercy is considered in the Yeovil Historic Environmental Assessment which forms part of the Councils evidence base. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Para 5.29 Lack of traffic modelling should be addressed.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network in Yeovil. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling report.	No Change.
	* 'Negative impact on local biodiversity including resident bat populations' need not be the case if ecological requirements are built into masterplans at the initial stage and development planned around them. Should read 'this option has a high concentration of biodiversity assets including European Protected Species.'	Agree to wording change.	Amend Yeovil SA to reflect suggested wording change. Endorse South West Option 1 as the location of the Urban Extension.
	* SSDC should look at the cost benefit of each option rather than grand expensive schemes that make little difference to the majority of the population. For example to locate an Urban extension (12% of Yeovil's population) in proximity to Yeovil Junction Station is not cost effective considering the high cost of sustainable transport infrastructure against the small increase in rail travel and the detrimental impact to rural environment.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Access to Goldenstones should be listed as a positive for the Brympton Option.	In relative terms the southern direction for growth is best related to Goldenstones Leisure centre although would acknowledge that both the Eastern West Dorset option and Western West Coker option both have good access to Goldenstones Leisure centre along the dismantled railway line.	No Change.

Option: West Dorset/Over Compton			
Option: West Dorset/Over Compton (5.31 – 5.33)	* Potentially least impact on biodiversity resources and provides greater enhancement opportunity than the other options.	The protection and maintenance of European Protected species are considered in the document 'Yeovil Eco-town Biodiversity Baseline and Scoping Report'. It is expected that more detailed study work will be required to inform the Masterplan process.	No change.
	* Positives should add that the Option has the least impact on biodiversity resources and provides greater enhancement opportunity than other options. Statement Re: bats should be deleted as impacts can easily be avoided or mitigated.	The protection and maintenance of European Protected species are considered in the document 'Yeovil Eco-town Biodiversity Baseline and Scoping Report'. It is expected that more detailed study work will be required to inform the Masterplan process.	No change.
	* Point that Option is constrained by a single A road is not strong enough. The road that bisects the site is only accessible for a very short distance because of topographical constraints. The road is some distance from large parts of the site requiring a large internal distributor road network. The resulting traffic is point load is difficult to improve and will impact on Yeovil's eastern corridor beyond capacity. Unlike other sites there are no alternatives.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their costs have been identified. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports. Points are well made.	No change.
	* Access to Goldenstones should be listed as a positive for West Dorset option.	In relative terms the southern direction for growth is best related to Goldenstones Leisure centre although would acknowledge that both the Eastern West Dorset option and Western West Coker option both have good access to Goldenstones Leisure centre along the dismantled railway line.	No Change.
	*Development should be addressed in conjunction with West Dorset. Suggested in past that Yeovil Junction station could be moved a couple of 100m to east and serve London & Bristol lines. Improved links would make Stoford/Bradford Abbas worthy of consideration.	West Dorset District Council have been consulted at all stages in the Planning process. It would be impractical and financially unviable to move either of the towns two train stations.	No change.
What is the Council's Preferred Option For Growth			
What is the Council's Preferred Option For Growth (Paras 5.34-5.37)	* Long standing presumption against development in the south is incorrect, Ivel Barbarians is an example of development. The northern escarpment has had a long standing presumption against development.	Ivel Barbarians development is sports and recreation based which is an acceptable use in areas outside settlements limits.	No Change.

	* Naish Priory has not been mentioned it should be listed as a negative in the Brympton / East Coker options.	Listed buildings are considered in the Yeovil Historic Environmental Assessment which forms part of the Councils evidence base. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Support of the preferred direction of growth. Glad to see that it is not proposed to develop north of Primrose Lane or down towards Mudford.	Support noted.	No Change.
	*Lack of due process - failure to give proper consideration to all alternative sites and proper consultation has not taken place.	Disagree - see Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Preferred Option has been chosen based on expediency not proper consideration.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Land to north of Yeovil has better access to A303.	Paragraph 5.22 explains that the further away growth is from the A303 the less likely it is to have an impact on the Strategic Road Network and Cartgate Roundabout in particular. The Highways Agency has been consulted on the Council's preferred direction for growth and has not raised any specific objections, subject to detailed modelling of the final preferred option on the Cartgate Junction but does prefer development to be further away from the A303.	Endorse South West Option 1 as the location of the Urban Extension.
	* Build on Grade 3 agricultural land not Grade 1.	Loss of Grade 1 agricultural land is considered within the Sustainability Appraisal. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board.	Endorse South West Option 1 as the location of the Urban Extension.

	* Growth should be to the north of Yeovil.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Has not been a study to demonstrate which option is most favourable, no consideration has been given to a less concentrated distribution across South Somerset or more generally around less historically sensitive areas.	The SA has been updated (June 2011) to explore alternative growth scenarios including concentrating growth at Yeovil as opposed to distributing growth across Rural Areas. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA which considers all issues concerning the proposed directions for Yeovil's growth.	Overall it is recommended that the approximate 50:50 split set out in the 'draft Core Strategy incorporating preferred options' continues to be pursued as this has the most economic benefits, enables a good level of accessibility to services and facilities, and helps to meet housing need where it is greatest at Yeovil.

	<p>* Agusta Westland are concerned about developments around Yeovil, particularly to the South, South West, South East and East as these will affect the safe operation and continued use of the airfield. The company could risk losing it's aerodrome Licence if development takes place in the protected zones (referred to under other issues). Agusta Westland is trying to expand it's business and safeguard employment - this includes undertaking work to modify or repaired existing aircraft. This may involve extensive flight trials and as such the aerodrome Licence must be safeguarded as it would hinder any future new development aircraft programmes. Agusta Westland previously objected to the Bunford Park employment allocation as the land should be kept open for flights in and out in the event of an unexpected event. The land to the south is the only open land left.</p>	<p>The Council's position is to support Agusta Westland's in their continued operations within Yeovil as the towns major employer and economic hub for the District. Agusta Westland's have submitted representation to the Council seeking to safeguard their airfield safety zones from future development. Points are well made and to be addressed by safeguarding land for flight safety reasons. See main report to District Executive.</p>	<p>Introduce Agusta Westland's Flight Safety Zone policy and amend proposals maps to depict safeguarding zone.</p>
	<p>* Agusta Westland has previously notified SSDC that the section of Bunford Lane from the Cartgate roundabout to the Agusta Westland entrance is privately owned by the company but is used by many as a short cut to the Lynx Trading Estate or Lysander Road. Bunford Lane bridge is in need of major repairs and will need to be closed whilst they are carried out. Agusta Westland may have to consider closing Bunford Lane to general use therefore any traffic surveys will need to take this into account.</p>	<p>Noted, repair work has subsequently been carried out.</p>	<p>No Change.</p>
	<p>* The least hilly option should be chosen to allow easy access by cycle.</p>	<p>Noted; steep topography is an issue around much of Yeovil.</p>	<p>No Change.</p>
<p>Policy YV2 Yeovil Urban Extension</p>	<p>* No detailed traffic survey has been undertaken to assess the impacts of the proposal. Would generate 3,000 vehicle trips per hour a peak times in and out of proposal onto A30</p>	<p>All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their costs have been identified. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports.</p>	<p>No Change.</p>

	* Concerns regarding the impact of additional traffic on the surrounding villages and in the town including congestion on Hendford Hill, Newton Road approach to Yeovil, West Coker Road, Lysander Road, Coombe Street Lane A37, A30, A303, A3088. Village roads are not suitable, especially if no additional link roads being built. Access to the M5. Will new roads be built to take traffic into Yeovil, to the A303 and the A37?	see response above	No Change.
	* Object to Urban Extension as the resultant traffic will increase congestion (Town Centre, Sandhurst Road, Forest Hill, Turners Barn Lane, East Coker Road, Lower Wraxhill Road, Quicksilver roundabout, Dorchester Road, Cartgate) and businesses will relocate. A ring-road is required.	see response above	No Change.
	* Will improved road safety measures be put in place?	see response above	No Change.
	* Access for horse riders, farm vehicles and parents walking children to school will be difficult.	see response above	No Change.
	* A30 is not a major route - is single carriageway apart from the stretch between Sherborne and Yeovil. Town is poorly related to the motorway. The South West Rail service is on a single line and has limited capacity for a vibrant business community.	see response above	No Change.
	* Emergency services are located centrally - how will they function?	Not a Core Strategy issue.	No Change.
	* Access to Yeovil Junction is not easy - single track road, difficulty crossing the A37. Yeovil Junction and Pen Mill station over 2 miles apart.	Development to the South and South East present real opportunities to increase footfall at the towns two mainline Stations through enhanced public transport provision and better walking / cycle access. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA	No Change.
	* Proposal will lead to rat running through Yeovil's residential streets and surrounding villages. Examples cited; the village of East Coker, East Coker road cemetery, Beaconsfield/Wraxhill/Turners Barn Lane, Closworth, Halstock, Sutton Bingham, Pendomer and Hardington.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their estimated costs have been identified. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports. Points are well made.	No Change.

	* Journeys by foot and cycle along Dorchester Road, Hendford Hill and West Coker Road to main employment areas in Yeovil will be hazardous and steep.	The Core Strategy is a strategic document that must identify broad directions for growth any specific safety concerns will be considered at the Masterplanning stage.	No Change.
	* Cycling will be hazardous. Investment in cycle paths may be wasted as they could be underused due to the topography of Yeovil.	see response above	No Change.
	* People will not walk into town, it is too far and hilly.	Noted; steep topography is an issue around much of Yeovil.	No Change.
	* North of Yeovil has better connectivity to the A303 and is closer to the main rail links at Taunton and Castle Cary.	Paragraph 5.22 explains that the further away growth is from the A303 the less likely it is to have an impact on the Strategic Road Network and Cartgate Roundabout in particular. The Highways Agency has been consulted on the Council's preferred direction for growth and has not raised any specific objections, subject to detailed modelling of the final preferred option on the Cartgate Junction. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports.	No Change.
	* Where will the feeder roads go?	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network in Yeovil. The traffic impact on surrounding villages is an issue for the Masterplanning process to consider.	No Change.
	* If development is in the north problems at the Cartgate junction could be solved as the area is relatively undeveloped.	Paragraph 5.22 explains that the further away growth is from the A303 the less likely it is to have an impact on the Strategic Road Network and Cartgate Roundabout in particular. The Highways Agency has been consulted on the Council's preferred direction for growth and has not raised any specific objections, subject to detailed modelling of the final preferred option on the Cartgate Junction but have indicated a preference for development further away from the A303.	No Change.
	* Keyford does not provide any close transport link, by foot, bus, cycle, car or otherwise.	Development to the South and South East present real opportunities to increase footfall at the towns two mainline Stations through enhanced public transport provision and better walking / cycle access.	No Change.

	* Proposal will exacerbate commuting.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their estimated costs have been identified. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports. Points are well made.	No Change.
	* Car usage will increase.	see response above	see response above
	* Increased congestion is likely to have an adverse impact on Yeovil's economy.	see response above	see response above
	*The development will increase commuting, the time when people lived and worked in close proximity has gone.	see response above	see response above
	* Electric cars will still mean congestion.	Noted. Electric cars do however contribute to the UK Carbon reduction targets and should be encouraged through planning policy where practical.	No Change.
	* Are there plans to link the two railway stations together?	There is no prospect of linking the stations together via a train link however East Coker / Barwick Option presents an opportunity for a high frequency figure of eight bus route between Yeovil Junction Station, the new development and the Town Centre. Planning can only facilitate the opportunity for a bus route as it can not deliver without private sector investment.	No Change.
	* There is not enough town centre parking to accommodate this growth. Where will the new car parks be.	South Somerset District Council in partnership with Somerset County Council have commissioned a Car Parking Survey for the town to determine capacity and estimate likely future demand. Where a shortfall in capacity is identified the Council will look to provide for any identified deficit through new provision.	No Change.
	* Comments from the Highways Agency regarding the ability to develop to the north of Yeovil are not well founded.	The Highways Agency has been consulted on the Council's preferred direction for growth and have not raised any specific objections, subject to detailed modelling of the final preferred option on the Cartgate Junction but have indicated a preference for development further away from the A303. They have indicated a preference for development further away from the A303.	No Change.
	* Proposal will cut across many existing footpaths and bridleways.	Noted. New development will seek to incorporate existing footpaths and bridleways where possible.	No Change.

	* Keyford should only be considered if a by-pass is built between Yeovil, the A303 and M5.	Somerset County Council as Highways Authority has advised that there is insufficient finance available to fund either a by-pass or ring road for Yeovil. The Council's Infrastructure Delivery Plan has confirmed this position.	No Change.
	* A by-pass is needed to take traffic away from West Coker Road and Hendford Hill.	see response above	No Change.
	* Why was this site chosen before the transport review and HEA were available.	The Yeovil Sustainability Appraisal demonstrates an evolving process of site identification and at all times was caveated with reference to the emerging evidence base which included the Yeovil Historic Environmental Assessment, Yeovil Traffic Modelling and South Somerset Infrastructure Delivery Plan. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Already several residential properties for sale outside Yeovil Junction Railway Station.	Noted.	No Change.
	* People will not travel to work in Yeovil by train?	Passenger footfall varies considerably between the two stations with Yeovil Junction having an average footfall of some 354 passengers per day (0700-19:00) over the period 2001-2008 whereas the equivalent figure for Yeovil Pen Mill is 227 passengers per day. Rail use is generally low but a key aim of the council is to integrate rail travel with other transport modes.	No Change.
	* Yeovil Junction has poor access from the proposed site. The station cannot be moved. It is a red herring to suggest so many people will use the train.	see response above	No Change.
	* With Gov cut backs who will be employed to upkeep the roads and green space.	This is not a Core Strategy issue.	No Change.
	Essential that developer contributions for highways infrastructure improvements are actually spent in Yeovil and do not disappear in a 'communal pot' and get lost.	The Council has indicated they mean to introduce a Community Infrastructure Levy (CIL). All development will be expected to contribute towards this funding pot which will be spent on key council priorities.	No Change.
	*Would result in existing sustainable modes of transport becoming unviable/unsafe. More cars would make existing cyclists less likely to continue cycling and the bus service would take longer due to increased congestion on the roads.	Disagree, new development presents a real opportunity to improve walking and cycling connections to the town centre through new footpaths and cycle ways. Increased passenger numbers would also improve public transport provision in the town which can be given priority routes.	No Change.

	*Mentions 'multiple unclassified road links', but these can only refer to Two Tower Lane and a number of small roads to the west of the hospice, these are not logical routes into town.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network in Yeovil. The traffic impact on surrounding villages and routes is an issue for the Masterplanning process to consider. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports.	No Change.
	*Access to the proposed site is no good.	see response above	No Change.
	*Government's recent announcement in relation to rural bus subsidies should be taken into consideration - Somerset will take a 57% reduction, what impact will that have on the ability to fund a bus?	Noted. Bus services in Yeovil are almost exclusively 'Commercial', which means they operate without subsidy.	No Change.
	*Dorchester road difficult to cross when events being held in showground, development will exacerbate the problem.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their estimated costs have been identified. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports.	No Change.
	* The A37 Dorchester to Yeovil is extremely busy with a large number of commercial vehicles from Weymouth Ferries onto Yeovil, A303, M5 and M3. Additional traffic from new development will create a bottle neck. Traffic lights may help.	see response above	No Change.
	*The land is elevated upon a scarp slope, sustainable transport is not viable. Cycling is a dangerous option as Hendford Hill and Forest Hill are not suitable.	Disagree, new development presents a real opportunity to improve walking and cycling connections to the town centre through new footpaths and cycle ways.	No Change.
	* Do not believe that SSDC have correctly assessed the impact of an extra 3000 cars on the key routes through Yeovil. Majority of residents will need to travel north towards the key employment areas.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their estimated costs have been identified. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports.	No Change.

	*What provision will be made for cycling and using public transport?	New development presents a real opportunity to improve walking and cycling connections to the town centre through new footpaths and cycle ways. Increased passenger numbers would also improve public transport provision in the town which can be given priority routes.	No Change.
	*Traffic congestion would lead to pollution, especially in Yeovil with prevailing winds.	Issue is considered in the Yeovil SA.	No Change.
	* Noise pollution caused by traffic.	Agreed.	Amend Yeovil SA to acknowledge noise pollution caused by traffic.
	* When proposal for a Business Park in Keyford was put forward in 2003, a relief road was considered from Red House roundabout to A30. Will the Urban Extension require a relief road, and if so, who will pay for it?	Somerset County Council as Highways Authority has advised that there is insufficient finance available to fund either a by-pass or ring road for Yeovil. The Council's Infrastructure Delivery Plan has confirmed this position.	No Change.
	* There have been insufficient traffic surveys undertaken to establish traffic flows north and south of the Town Centre.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their estimated costs have been identified. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports.	No Change.
	*An adequate road scheme for the entire Southern area of Yeovil is required if this site is developed.	see response above	No change
	*The development will have a negative impact on the day-to-day lives of existing Yeovil residents in terms of access to major roads into and out of Yeovil.	see response above	No change
	*Congestion will get worse when the proposed development's at Seafire Business Park and Bunford Business Park are complete and operating.	see response above	No change
	* It seems inconsistent that the option is viewed as viable in highway terms, yet the single 'A' Road access is cited as negative in documentation.	see response above	No change

	*Alternative sites - (1) away from existing inhabitants and close to major road networks should be considered. (2) develop South East - build new road from Sherborne Road triangle to Junction Station at bottom of Newton Surmaville Valley and extend town along that valley to encompass the station, so town is not divorced from main public transport assets. (3) smaller site extending no further than White Post.	see response above	No change
	* Development should have provision for a park and ride scheme.	The UWE report identifies Yeovil as a suitable location for a Park and Bus scheme a matter for subsequent masterplanning.	No Change.
	* Unconvinced that sufficient, quality bus services can operate - can you offer reassurance.	The UWE report identifies Yeovil as a suitable location for a Quality Bus Partnership to be introduced, a matter for subsequent masterplanning.	No Change.
	* Disagree that people will ever walk to work or school.	The Core Strategy can't make people walk to work or school but can facilitate opportunities to do so through the location of development.	No Change.
	* Increase in learner drivers.	This is not a Core Strategy issue.	No Change.
	* New development should have access to the A303.	All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their estimated costs have been identified. See Project Management Board consideration of Parsons Brinckerhoff Traffic Modelling Reports. IDP presents evidence that the Yeovil Urban Extension has a reasonable prospect of being funded.	No Change.
	* Any road required for the Urban Extension will be costly and unviable to build. Question the overall viability of the scheme.	see response above	No Change.
	* Support the proposed urban extension. Although it will have to be examined carefully to ensure it can accommodate 3,700 dwellings. It is considered that the land to the east of the A37 has a higher level of constraints and therefore most if not all the allocation will need to extend west to the A37 in the vicinity of Keyford. Early work should be undertaken to determine the scale and constraints within the area.	see response above	No Change.

	* North of Yeovil is preferred as it has good links to the A303. Object to the proposal to the South of Yeovil because of traffic congestion resulting in more pollution, more delays and more accidents.	see response above	No Change.
	* I question that Somerset County Council have adequately assessed viability of the Keyford site in respect of transport.	see response above	No Change.
	*Alternative Site (to YV2) - Extension to Bunford Park - The Core Strategy SA recognised its merits, but it featured badly on Transport because of proximity to the train station, although proximity to main employment uses was ignored. The Council's landscape Study looked at the land's potential to accommodate development and it was viewed favourably - report appended to submission 4315809 to justify alternative site.	Land in this area is constrained by the proximity to Brympton D'Evercy Historic Park and Garden and the Airfield Safeguarding Zone, and the residual land that is not constrained would not be of sufficient scale to deliver the proposed urban extension.	No Change.
	* Brownfield sites in and around Yeovil should be used first e.g. Augusta Westland site.	PPS3 seeks to maximise the use of Previously Developed land however it is not possible to introduce a Policy that enforces this objective as delivery of brownfield sites is notoriously difficult.	No change.
	* Concerned that developing the public playing field situated between Sandhurst Road and Lower Wraxhill and Wraxhill Roads may be considered for housing development.	The playing field at Sandhurst Road / Lower Wraxhill Road is identified as a no development area under the Yeovil proposals map and will be protected from development by saved SSLP Policy EH10.	No Change.
	* Concerns regarding the capacity of Yeovil Hospital to cope with demands of increased population	Issue is considered in the Infrastructure Delivery Plan which has not identified any need for expansion at present time.	No Change.
	* Wrong location for growth.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.

	* Scale of growth - too many new houses - are the population projections correct - extension too large?	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. See Yeovil Scale of Growth Paper.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target has increased from the level set in the Draft Core Strategy to 8,600 dwellings. The requirement of 2,500 dwellings to be built out at a density of 45 dph in a land take of 133ha.
	* Methodology used to ascertain the number of homes needed is flawed. ONS statistics suggest that South Somerset will only need 7600 houses.	see response above	see response above
	* Only 7,600 - 8,000 new homes are needed for the whole of South Somerset. Population growth will only be from net migration at an annual rate of 0.625%.	see response above	see response above
	* There is no longer a Government requirement to build a specific number of extra dwellings.	see response above	see response above
	* There will be a substantial increase in the number of people (8000 - 10000) and vehicles (3000).	see response above	see response above
	*Present Government is not interested in eco building that is not supported by the local community.	see response above	see response above
	* Yeovil can sustain itself without inward migration - Brownfield sites in other parts of the UK should be used.	see response above	see response above
	* Would be prudent to wait for the Census 2011 data.	see response above	see response above
	*Almost 25% of the total housing growth for the District will go to Keyford.	see response above	see response above
	*YUE should be 5,000 dwellings.	see response above	see response above
	* Whilst having no 'in principle' objection to the introduction of Eco-town standards it is clear that the development does not meet the minimum requirements set out in the Supplement to PPS1. This refers to 5,000 dwellings which would suggest that the scale of the extension should be increased - would result in a requirement for at least 220 hectares of land.	see response above	see response above

	*Support the principle of the urban extension, but feel that figure should be 4,500 not 3,700 homes. Development at this scale would be achievable, deliverable and sustainable. Do not see a clear justification for reducing the figure.	see response above	see response above
	* Any housing should be restricted to the north of Camp Hill, Pavyotts Lane and Barwick Park.	The Council is committed to introducing a green buffer between all surrounding communities to prevent settlement coalescence. Specific development lines will be considered in the subsequent Masterplanning process programmed to follow the Adoption of the Core Strategy. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension. Introduce green buffer policy.
	* Would prefer more balanced growth across South Somerset with possibly a new stand alone eco-town.	A free-standing new town would conflict with the current settlement strategy for the District which seeks to direct growth towards Yeovil, the market towns and rural centres. A new town would also conflict with the vision within the South Somerset Sustainable Community Strategy the soon to be revoked Regional Spatial Strategy and would not achieve any wider strategic goals. On a practical level there have been no sites promoted by developers of a suitable size to accommodate a free-standing new town and therefore the physical and environmental constraints have not been assessed, but could prove prohibitive. A new town would also be unlikely to be viable given the cost of providing all the necessary infrastructure associated with a free-standing new community. Current housing projections do not predict a level of growth capable of supporting the critical mass necessary to warrant a new town without a significant alteration to the settlement strategy. See South Somerset New Town Paper.	No Change.
	* Growth should be concentrated in 1 area rather than diversified.	The advantages and disadvantages of placing the urban extension in one site or several have been considered. The assessment undertaken of the relative merits demonstrates the case for one Urban Extension. The key benefits are; access for residents to jobs and facilities, better CO2 reduction performance and cheaper energy, more sustainable transport and potentially a cheaper overall cost for development.	One site is preferred over a multi-site option.

	* Support in principle, but feel that one single extension is inappropriate, it is a high risk strategy	The advantages and disadvantages of placing the urban extension in one site or several have been considered. The assessment undertaken of the relative merits demonstrates the case for one Urban Extension. The key benefits are; access for residents to jobs and facilities, better CO2 reduction performance and cheaper energy, more sustainable transport and potentially a cheaper overall cost for development.	One site is preferred over a multi-site option.
	* Alternative land is available.	Noted.	No Change.
	* Population of East Coker will increase and damage the feeling of community.	Noted - a green buffer is proposed between East Coker and the proposed urban extension.	Endorse South West Option 1 as the location of the Urban Extension. Introduce green buffer policy.
	* There are more suitable sites on the north side of Yeovil.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Density currently calculated at 30 dph this could be raised to 60 dph as in Bath which is a desirable place to live, instead of losing Greenfield land.	It is proposed to delete the Density policy and deal with this issue on a site by site basis taking into account the most efficient use of land and the character of the area. There is no reason why a well design proposal at 50-60dph would not be acceptable in certain parts of the district. The requirement of 2,500 dwellings to be built out at a presumed density of 45 dph in a land take of 133ha. This is considered a reasonable density that will be further defined as part of the subsequent masterplanning.	No change.

	* Density is too high, should be 50 dph overall but range between 30-50. This figure would be more in keeping with the location and allow for a range of family housing.	It is proposed to delete the Density policy and deal with this issue on a site by site basis taking into account the most efficient use of land and the character of the area. There is no reason why a well design proposal at 50-60dph would not be acceptable in certain parts of the district. The requirement of 2,500 dwellings to be built out at a presumed density of 45 dph in a land take of 133ha. This is considered a reasonable density that will be further defined as part of the subsequent masterplanning.	No change.
	* To what extent was the choice of site determined by the willingness of landowners to make land available?	The councils preferred direction for growth should have sufficient land for the first 5 years of development that is suitable, available and viable. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension
	* Development should be to the north of Yeovil.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension
	* Should build on Ham Hill.	Disagree Ham Hill is a protected geological Site of Special Scientific Interest (SSSI), Scheduled Ancient Monument, Iron & Bronze Age hill fort, Roman site, Local Nature Reserve and country park. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension

	<p>*Would be better to expand existing Lyde Road Key Site, access off Babylon Hill roundabout - close proximity to existing railway station and the country park, public footpaths and bridleway networks are all accessed from this part of town. This location would satisfy the following policies - SS3, SS4, SS5, SS6, SS7, YV4 & YV5. Additional housing in this location would compliment what is there already. The saved policies and proposals of the South Somerset Local Plan state that provision should be made for housing in support of need by adjacent Parishes, as Mudford abuts Yeovil it seems appropriate that 6-12 hectares of land encompassing Hales Meadow to Mudford Bridge should be developed - accords with HG4 and HG5.</p>	<p>A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. This proposal alone could not meet the identified housing requirement and there are clear advantages of a single Urban Extension site rather than several. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.</p>	<p>Endorse South West Option 1 as the location of the Urban Extension</p>
	<p>* Ignores potential for cost effective, sustainable development associated with existing and committed developments elsewhere in town, results in one large scale development which could exacerbate any adverse impacts - suggest revised approach - development focused on eastern and western sides of the growth arc (see submission 4315809 for detail). Urge council to review the single site approach and develop a number of sites in a holistic approach whilst protecting sensitive locations.</p>	<p>The advantages and disadvantages of placing the urban extension in one site or several have been considered. The assessment undertaken of the relative merits demonstrates the case for one Urban Extension. The key benefits are; access for residents to jobs and facilities, better CO2 reduction performance and cheaper energy, more sustainable transport and potentially a cheaper overall cost for development. A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.</p>	<p>Endorse South West Option 1 as the location of the Urban Extension</p>

	* Changes in the national age of retirement may rise levels of employment required above demographic trends. Employment figures should be expressed in terms of numbers and distribution of people who live in the urban extension and the number of jobs anticipated. The number and distribution of dwellings is a secondary element and ought to be revised annually as the SHLAA informs the state of play. Principally used to inform a 5 year housing land supply. The amount of employment land vary as business job densities vary. Other plans use floorspace sq m of office, retail & warehousing.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011, which uses three different approaches to estimate potential growth. Agree that the Urban Extension should also be expressed as people and jobs as well as dwellings and ha of employment land for the reasons raised.	Amend wording of Policy SS5 and its supporting text and the relevant sections in Chapter 6 & 7 to include a job and floorspace target for individual settlements (Rural Settlements job and floorspace figure will be combined as the small numbers involved make accurate projections difficult).
	* Restricts build rates, so limits implementation.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth including housing market capacity. See Yeovil Scale of Growth Paper as presented to Project Management Board.	No Change.
	* Unforeseen constraints from landowner or infrastructure could put whole strategy at risk.	see response above	No Change.
	* Restricts the range and choice of housing.	see response above	No Change.
	* Restricts potential for new development to deliver improvements to physical and social infrastructure.	see response above	No Change.
	*Urban extension should be smaller and constrained to areas adjacent to the existing built up area of Yeovil.	see response above	No Change.
	*Respected bodies (TCPA Rural Challenge) have doubts about Urban Extensions - negative impact on edge of towns, urban sprawl, inner centre areas disenfranchised, does not aid rural sustainability.	The TCPA believes that the full range of planning solutions – urban regeneration, sustainable urban extensions or, where appropriate, new settlements – should be available to communities to choose from as they search for the most sustainable pattern of development locally. The issue of one or several sites is considered by Project Management Board in the Yeovil Urban Extension discussion paper.	No Change.

	*Do not believe that there is not sufficient capacity on existing brownfield sites to accommodate required growth (suggest Lysander Road, land between Tintinhull Road, Thorne Lane & Larkhill Road).	An assessment of the likely development within the Urban Framework has been made on the basis of completions, commitments as at April 2010, Strategic Housing Land Availability Assessment sites and a subjective planning assessment of potential additional sites with development potential. As a result a range of 4,452 – 5,204 dwellings were identified. The report recommends that the higher end be accepted, as an ambitious target is considered appropriate.	Endorse the potential dwelling provision within the Yeovil Urban Framework be 6,100 dwellings.
	* Has previously developed land been considered.	see response above	see response above
	*There are large areas of Yeovil (within existing urban frame) that are under-developed and there is employment land that has no end user, these would be better developed than Greenfield sites.	see response above	see response above
	*Agusta Westland's object to development to the South, South East, South West and East of Yeovil as it will affect the safe operation and continued use of the airfield - detailed explanation of why included (see 4296865).	The Council's position is to support Agusta Westland's in their continued operations within Yeovil as the towns major employer and economic hub for the District. See Agusta Westland's flight path paper, Yeovil Urban Extension Discussion paper as presented to Project Management Board and Yeovil SA.	Introduce Agusta Westland's Flight Safety Zone policy and amend proposals maps to depict safeguarding zone.
	* Requirement of 3719 dwellings and 23 hectares should be expressed as population and jobs.	Agree, housing and employment should be expressed as both dwelling and approximate population numbers and ha / jobs.	Amend Core Strategy to make reference to dwellings and approximate population and ha / jobs.
	* Housing has been brought forward at high population densities. Leading to under provision of physical and social infrastructure. It is not possible to deliver adequate infrastructure retrospectively.	Noted.	No Change.
	* Bradford Abbas Parish Council object to all development options to the south in favour to the north. Positives for the south are overstated and negatives are understated. Development to the east has significant flooding issues or congestion of Babylon Hill.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.

	* There is no demand for new development in Yeovil.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011 which uses three different approaches to estimate potential growth. See Yeovil Scale of Growth Paper as presented to Project Management Board.	The Plan period is extended to 2028 to reflect a 15 year time horizon. Yeovil's housing growth target will reflect growth projections, evidence of deliverability and environmental constraints.
	*The proposed development is unnecessary, proposed to meet national targets that do not exist locally.	see response above	see response above
	* Disagree with the scale of growth directed to East Coker Parish, it will potentially make East Coker the 4th largest settlement in South Somerset. It would no longer be an outstanding heritage settlement - against Policy 8 of the Somerset and Exmoor National Park, Joint Structure Plan.	A buffer zone is proposed between the proposed urban extension and East Coker - there is no plan to extend East Coker itself. East Coker is listed under Policy 8: Outstanding Heritage Settlements of the Somerset & Exmoor National Park Joint Structure Plan. This policy is currently saved, however it will no longer be saved when the Localism Bill come into effect. See Yeovil Scale of Growth Paper as presented to Project Management Board.	Continue to include a buffer zone between the proposed Yeovil urban extension and East Coker.
	*Object to the precise location of the Urban Extension, land to the east of the A37 (Aldon and Barwick park) are unsuitable for development, A37 Dorchester Road would form a logical boundary to development, this should form the eastern boundary of the YUE, YUE should lie to the west of A37, land immediately to the west of Plackett Lane could be developed without causing coalescence with East and North Coker.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	*Rep 1486945 or 4327361 put forward 6 Alternative Sites in Brympton & Coker and East Coker, Keyford * Barwick options - see rep for details.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.

	<p>*Range of sites around Yeovil required, not just one as there are deliverability issues - land at Stone Farm should be developed, 10ha available for 300-350 homes</p>	<p>The advantages and disadvantages of placing the urban extension in one site or several have been considered. The assessment undertaken of the relative merits demonstrates the case for one Urban Extension. The key benefits are; access for residents to jobs and facilities, better CO2 reduction performance and cheaper energy, more sustainable transport and potentially a cheaper overall cost for development. A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.</p>	<p>Endorse South West Option 1 as the location of the Urban Extension.</p>
	<p>* Concern for the historic environment - increased traffic will have a detrimental impact on the historic buildings in East Coker, West Coker and other locations. Many Listed Buildings in East Coker including: Coker Court (Grade 1), Naish Priory (Grade 1), Pavyotts Mill (Grade 2), North Coker House (Grade 2) and St Michael's and All Angels Church (Grade 1) Hymerford House.</p>	<p>All the directions for growth around Yeovil have undergone extensive traffic modelling to determine the likely impact of new development on the existing highways network. Where traffic congestion is identified key infrastructure improvements to roundabout / junctions and their costs have been identified. The Yeovil Historic Environmental Assessment has assessed Yeovil's capacity to absorb more development purely on grounds of the Historic Environment. Not clear that extra traffic will be experienced by the dated buildings and masterplanning should be able to clarify and mitigate upon.</p>	<p>Endorse South West Option 1 as the location of the Urban Extension</p>
	<p>* Concern regarding the impact of the new development on the historic landscape.</p>	<p>The Yeovil Historic Environmental Assessment has assessed Yeovil's capacity to absorb more development purely on grounds of the Historic Environment. Naish Priory Listing has been checked and confirmed as Grade I. It has also been considered in the Yeovil Historic Environmental Assessment. A buffer zone policy will be provided to protect North and East Coker.</p>	<p>Endorse South West Option 1 as the location of the Urban Extension and introduce a North and East Coker Buffer Zone.</p>
	<p>* Recognise the need to growth Yeovil but growth sound be in locations where there is minimal impact on the character of existing rural communities.</p>	<p>see response above</p>	<p>see response above</p>

	* Buffer zone too close to surrounding villages - should be at least 1km separation.	see response above	see response above
	* Concern that the villages around Yeovil including East Coker, West Coker, Barwick, Stoford or Bradford Abbas will be "swallowed up" .	see response above	see response above
	* Naish Priory is Grade 1 not Grade 2 (this was ignored in the SA).	see response above	see response above
	* Beautiful Hamstone villages will be ruined.	see response above	see response above
	* Proposals will spoil East Coker for future generations.	see response above	see response above
	* Proposal will have a detrimental impact on East Coker as a tourist attraction (church houses T.S. Eliot's ashes, William Dampier connection brings many tourists from Australia, Naval connections) . Views from St Michael's Church will be spoilt.	see response above	see response above
	* Less attractive villages north of Yeovil, the south is more attractive.	see response above	see response above
	* The importance of Coker Cloth (regarded as the best sailing cloth).	Noted.	No Change.
	* East Coker embodies the heritage of the Royal Navy, major centre of the flax industry and source of sailcloth used for the Navy for hundreds of years.	Noted.	No Change.
	* Country parks and historic parks should not contribute to the developers obligation to provide open space.	Agree that existing features should not contribute towards Planning gains however existing features do offer an opportunity for enhancement that is more affordable than introducing new parks.	No Change.
	* Policy is unsound due to lack of consideration of alternatives and impact on historic environment.	The Yeovil Historic Environmental Assessment has assessed Yeovil's capacity to absorb more development purely on grounds of the Historic Environment. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Would request that English Heritage make a full assessment of the proposals.	The Yeovil Historic Environmental Assessment has assessed Yeovil's capacity to absorb more development purely on grounds of the Historic Environment. English Heritage have been consulted at all stages in the Core Strategy process.	No Change.
	* Yeovil Vision recognises the importance of the exceptional countryside which surrounds it. The fact that Yeovil is surrounded by countryside is what makes it special. It is important to retain this asset. Yeovil will lose it's sense of place.	Noted. Greenfield land take is necessary to accommodate whole of growth advocated.	No Change.

	* Fully endorse YV2 particularly the inclusion of land at Keyford which was put forward by the Planning Inspector in 2003. Land at Keyford would seem able to accommodate the growth whereas other Options would not. Worth noting that the Inspector who considered the employment allocation at Bunford in 2005 expressed the view that, in recognition of the sensitivity of the nearby Grade 1 Listed Building/gardens at Brympton House development should not be allocated on land to the north of the recommended employment site.	The Yeovil Historic Environmental Assessment has assessed Yeovil's capacity to absorb more development purely on grounds of the Historic Environment. A buffer zone policy will be provided to protect North and East Coker.	Endorse South West Option 1 as the location of the Urban Extension and introduce a North and East Coker Buffer Zone.
	Urban Extension will lead to East Coker, Barwick, Sutton Bingham and Stoford being swallowed up. Naish is only 200 metres from the proposed Urban Extension.	see response above	see response above
	*Question the need to protect Barwick's historic parkland, especially when the public have little access to it.	see response above	see response above
	*SSDC seems concerned that development would have a detrimental effect on the setting of Montacute House and Brympton D'Evercy - what about the detrimental effect of urban sprawl on the setting of East Coker.	see response above	see response above
	* Policy SS2 should apply to East Coker and hence no development should be in close proximity.	The Yeovil Historic Environmental Assessment has assessed Yeovil's capacity to absorb more development purely on grounds of the Historic Environment.	Endorse South West Option 1 as the location of the Urban Extension and introduce a North and East Coker Buffer Zone.
	* Threat to Brympton D'Evercy House and its setting - via westward spread of housing along the southerly ridge of Camp Hill (above Gooseacre Lane)	see response above	see response above
	* East Coker is a strong and thriving community with a strong sense of identity, the impact the development will have on this community has not been considered.	see response above	see response above
	* Potential for East Coker to be a World Heritage Site.	see response above	see response above
	*An Eco Town will not sit comfortably in the environment of a Conservation Village.	see response above	see response above
	* Threat to sites of archaeological interest.	see response above	see response above

	*Agriculture is an integral part of the areas heritage, strong connections to Yeovilton and Westland's.	Loss of Grade 1 agricultural land and impact on local villages is considered within the Sustainability Appraisal. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board. Government policy relates to Grade 1, 2 and 3a and significant levels of high quality agricultural land around Yeovil's periphery.	Endorse South West Option 1 as the location of the Urban Extension.
	* Will cause environmental damage and impact on sustainable food production by developing Grade 1 agricultural land. Quality of the land has made Coker a highly valued agricultural prize. Cheshire Council excluded Grade 1 land even before Conservations Areas and areas of high ecological value. Reserve the right to comment once advice from DEFRA/DoE received. Farming press and TV note that the world needs to produce more food. Urban extension would cover 400 acres of grade 1 land. Sustainable food initiatives contribute to the District's economy and enhances food security.	see response above	see response above
	* Grade 1 Agricultural Land is valuable and should be protected. Yields from Grade 1 Agricultural Land are greater than from other land. Looking into the future, the UK will need to be more self-sufficient in terms of food production - has DEFRA advise been sought? Food from this area would be low-carbon. Chief Scientific Adviser to the Government, Sir John Beddington recommends that UK should be 50% self-sufficient in terms of food production by 2030. Cheshire Council have discounted development on Grade 1 Agricultural Land.	see response above	see response above
	*A Plebiscite (referendum) was taken (7 yrs ago) not to develop on Grade 1 Agricultural Land.	see response above	see response above
	* Concern regarding the impact of the new development on wildlife - has a wildlife survey been carried out? Destruction of habitat for protected species. Aware that there are dormice along Tarratt Road.	The protection and maintenance of European Protected species are considered in the document 'Yeovil Eco-town Biodiversity Baseline and Scoping Report'. It is expected that more detailed study work will be required to inform the Masterplan process.	Endorse South West Option 1 as the location of the Urban Extension
	* A more rigorous assessment of biodiversity impacts is required.	see response above	see response above
	* This is a Greenfield development - should be avoided.	Noted. The Yeovil Urban Extension Discussion Paper includes a comprehensive review of brownfield sites and concludes that Yeovil's growth can not be met by this supply alone.	No Change.

	* Proposal will result in unacceptable urban sprawl.	Noted and can be protected by a buffer zone.	Endorse South West Option 1 as the location of the Urban Extension and introduce a North and East Coker Buffer Zone.
	* Yeovil Country Park would be seriously compromised.	Noted. Disagree, development presents a real opportunity to enhance the Yeovil County Park making it more accessible to the public.	No Change.
	* Environmental scorings on the SA (in terms of Keyford) do not accurately score the transport or economic effects of an extension in this location. Flood risk is not assessed or scored properly. Country Parks and Historic Parks should not count as developer obligations.	Consider the scoring in the SA are appropriate. Agree that existing features such as the Yeovil Country park should not contribute towards Planning gains however existing features do offer an opportunity for enhancement that is more affordable than introducing new parks. The Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA considers flood risk.	No Change.
	* Evidence from SSDC against Keyford Proposals in 2002 & 2008 - note that land at Keyword & Aldon should be classified high sensitivity but the 2008 report concludes that Nash/Keyford has the greatest capacity to be developed. Respondent raises a number of questions regarding the Landscape appraisals.	Landscape quality is considered in the Yeovil Peripheral Landscape Study which forms part of the Councils evidence base. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Short term financial gain is being put before the wider to conserve a pleasant environment in which to live.	Disagree, main driver is Yeovil's economic growth.	No Change.

	* Stage 2 of the Habitats Regulations Assessment assessed the impact on the Somerset Levels and Moors as 'Low'. RSPB do not agree with this and believe parts experience high levels of disturbance. Believe that the assessment of visitor use and behaviour is superficial. Particular concern are 'in combination' recreational pressures on SL&M from draft settlement policies.	The Somerset Levels and Moors Habitats Regulations Assessment states that unless new residents in Yeovil and other larger settlements have a particular interest in visiting the Levels and Moors i.e. bird interest, new residents are not expected to be visiting the site in any significant numbers. Additionally, bird species are not concentrated in areas where visitors tend to be due to a lack of suitable habitat. Natural England and Somerset County Council did not have any criticisms of the Somerset Levels and Moors HRA; indeed the HRA specifically states that "consultation with Natural England revealed that levels of recreational disturbance throughout the site are currently low" (section 5.1.1, 6.1). Do not agree with RSPB objections to the findings of the HRA, subject to final confirmation by Royal Haskoning who will be reviewing the HRA at 'Publication' stage of the Core Strategy.	No Change.
	* Policy does not include the policy wording from the findings of the HRA on Bracket's Coppice SAC and therefore the Core Strategy cannot be considered to be Habitats Regulations compliant (suggested wording supplied).	Accept.	Amend supporting text.
	* Some of the areas that could be affected are regarded by Natural England as areas of outstanding merit.	The nearest Area of Outstanding Natural Beauty (AONB) is located in West Dorset, well beyond any visual envelope.	No Change.
	*Development would affect the Dorset AONB.	see response above	No Change.
	*East Coker between Keyford and North Coker was once classified as an Area of Biological Conservation Status.	Noted.	No Change.
	*The eco standards and eco credentials of the site should not be pursued at the expense of damage to the countryside. Local materials should be used and any resultant development should be in keeping with the countryside not 'trendy new planning and architectural styles'.	The Council have committed to maintaining Eco-town Standards within the Yeovil Urban Extension. Agree, the highest standards of design should be sought in any new development. Policy EQ2 seeks to achieve a high quality, which promotes South Somerset's local distinctiveness and preserves the character and appearance of the district. Local materials and development in local vernacular will be a matter for masterplanning. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Maintain the aspirations to achieve Eco-town standards in the Urban Extension with the exception of construction standards beyond the Governments newly proposed Code 6.

	*Greggs Riding School (rep no:1561153)(long established local business -1946) would be threatened in terms of safety if housing was developed adjacent to it -footballs, garden machinery, fireworks. The school also cultivates an unimproved Mesotrophic Grassland under Natural England Entry Level Stewardship Scheme since 2007, abundance of grasses, flowers, Green Winged Orchids etc a meadow like this cannot exist and thrive in isolation, it needs adjacent fields to flourish. Now investigating Higher Level Stewardship for our hay meadow and hedgerows and whole land becoming organise. Hay Meadow also in Somerset Environmental Records.	The protection and maintenance of European Protected species are considered in the document 'Yeovil Eco-town Biodiversity Baseline and Scoping Report'. It is expected that more detailed study work will be required to inform the Masterplan process. Riding School identified within the Green Buffer Zone. A link can be made to the Countryside.	No Change.
	*Development will destroy the mature hedgerows that have been cultivated over the years by inhabitants of Gregg's Riding School.	see response above	see response above
	*Concerned that development will encroach on the riding school and which is an important resource for health and wellbeing and reducing obesity.	see response above	see response above
	*Development will be out of scale with the surrounding landscape.	Proposed Urban Extension is in scale with the growth requirement of Yeovil and can be assimilated into the countryside.	No Change.
	*There are a number of 'Local Wildlife Sites' that will be impacted upon.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Keyford is a Gateway site, the countryside needs to be protected.	Noted.	No Change.
	* The Urban Extension will have a negative impact on the biodiversity and archaeology of the area. Protected species such as Bats, Kingfishers, Skylarks, Buzzards, Otters and Badgers inhabit the area - a proper wildlife survey must be undertaken which addresses the loss of their habitats.	The protection and maintenance of European Protected species are considered in the document 'Yeovil Eco-town Biodiversity Baseline and Scoping Report'. It is expected that more detailed study work will be required to inform the Masterplan process. The report is considered fit for purpose and flora and fauna species have not been evidenced.	Endorse South West Option 1 as the location of the Urban Extension.

	* The fungus <i>Battarrea Phalloides</i> (the sandy stiltball) is found not only in Red House Lane, but also in the grounds of Bubspoon House, East Coker - it is likely that these are not two isolated communities - this is extremely rare and heavily protected - extensive surveys are required - Biodiversity Plan/Core Strategy makes no mention. Object to Urban Extension as the biodiversity study is flawed (Badgers, slow worms, Kingfishers, Water voles, Bats and Dormice all present).	see response above	see response above
	*There are Dormice present.	see response above	see response above
	* Any development will need to demonstrate how populations of European Protected Species are maintained including the habitat to support those populations.	see response above	see response above
	* Essential that eco-town standards are followed, and a 'net gain in local biodiversity is achieved' - alternative locations or options should be considered if this cannot be achieved - see TCPA worksheet.	see response above	see response above
	* Threat to existing wildlife. (Badgers, Foxes, deer and many varieties of birds) Harm to wetland environment.	see response above	see response above
	* The masterplan must be designed in such a way that features supporting bat movement are not severed and that access between feeding areas and roosts is maintained. The lighting requirement will also need to take into account of the requirements of bats.	see response above	see response above
	*The land comprises sandy soil which is excellent for farming livestock, as it copes well with wet conditions and animals therefore do not have to wade through mud and develop leg injuries and bacterial infections.	see response above	see response above
	*Hope this policy will protect the trees around Yeovil, especially on the horizon lines (especially southern horizon, when urban extension is built).	The Yeovil landscape character assessment considers views. The Council is committed to introducing a green buffer to prevent settlement coalescence in the south west. In addition the Yeovil Urban Extension is seeking 40% of the development area to be open space in line with Eco-town standards and emerging best practice.	Endorse South West Option 1 as the location of the Urban Extension. Introduce green buffer policy.

	* Green infrastructure is an essential component of any development that aspires to be sustainable and to provide its population with a high quality environment in which to live, work and play - see TCPA worksheet.	Agree. The Yeovil Urban Extension is seeking 40% of the development area to be open space in line with Eco-town standards and emerging best practice.	Maintain the aspirations to achieve Eco-town standards in the Urban Extension with the exception of construction standards beyond the Governments newly proposed Code 6 and subject to viability.
	*The natural boundary to development (separating town and country) should be maintained - A30/West Coker Road runs along the escarpment north to East Coker, it's a natural, topographical boundary to town of Yeovil.	It is expected that more detailed study work will be required to inform the Masterplan process. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Need to ensure that Natural England's key spatial planning objectives are taken into account in all plans and proposals. It is vital that sufficient account is taken of the natural environment at an early stage in decision making.	see response above	see response above
	* The landscape context of new development should guide decisions on the location and nature of new development to create high quality locally distinctive places that retain and enhance existing landscape character.	see response above	see response above
	* Climate change has not been considered.	The Yeovil SA considers Climate change under objective 11 - Reduce contribution to climate change and vulnerability to its effects	No Change.
	* Employment and housing should be kept separate.	The Council have committed to maintaining Eco-town Standards within the Yeovil Urban Extension. The aim is to provide for sufficient jobs within the Urban Extension for all the potential economically active residents in B Use activities.	Maintain the aspirations to achieve Eco-town standards in the Urban Extension with the exception of construction standards beyond the Governments newly proposed Code 6.

	* There is no need for more employment land in Yeovil.	The Councils employment land review identifies the need for additional employment land in Yeovil including land to be located in the Urban Extension to support the planned housing growth. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and reappraisal of the potential land availability within the existing development area. The Baker report 'housing requirement for South Somerset and Yeovil' identifies significant growth potential for the rural economy. 50% of the growth is anticipated to be within Yeovil reflecting past trends. Land take follows identification of jobs.	Endorse an Urban Extension for housing and employment provision
	* Who will take up the new employment land?	see response above	see response above
	* Why is employment land included when a large part of the Bunford allocation is being offered to Sports Zone.	see response above	see response above
	* Where is the employment going to come from?	see response above	see response above
	* There are enough vacant areas on existing employment sites at Lynx and Bunford.	see response above	see response above
	* Yeovil has low unemployment - why do we want to encourage more people to come here to work? There are plenty of empty residential and employment properties in Yeovil.	see response above	see response above
	* New development should have access to employment areas.	see response above	see response above
	* Support the inclusion of employment land in the Urban Extension.	see response above	see response above
	*There is insufficient employment land for all these additional people, therefore they will drive to work, adding to congestion. Additionally 4 out of 5 major employers in Yeovil are North of the Town. There will be lots of unemployed people.	see response above	see response above
	*Nearest significant employment to the south is in Dorchester which is 19 miles away.	see response above	see response above
	* In relation to population growth, how many businesses will cease to operate over the life of the plan, and how is this taken into account in terms of population?	see response above	see response above
	*The employment land identified as part of the proposed site would result in HGVs travelling through residential areas, and adding to congestion.	see response above	see response above

	* A focus on jobs rather than land take would be more accurate, current system fails to cope with low density warehouse development or automated warehouses. Similarly multi-storey development or mixed-use sites will not conform to current measurement system. If Eco-town standard are reached, space allocated for car parking will be significantly reduced.	see response above	see response above
	* Proposal would be better located on the industrial side of Yeovil where there is better access to the A303 and motorway.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA. The Urban Extension will be self sufficient in employment land.	Endorse South West Option 1 as the location of the Urban Extension.
	* Sites to the north of Yeovil are more closely related to employers an hospital.	see response above	see response above
	* Broadband speeds within the Yeovil area are unacceptable for most business requirements which would put off many computer based businesses.	This issues is being assessed through the Councils Infrastructure Delivery Plan which will inform the Core Strategy.	No Change.
	* Growth will cause increased noise and pollution.	The Yeovil SA considers noise and pollution within objective 12 - Minimise pollution and waste production.	No Change.
	* Housing should be preserved for 'locals' using legal agreements.	Persevering affordable housing for 'locals' is not appropriate in larger settlements such as Yeovil due to the scale of settlement, nor is it legally possible on market housing. Legal agreements such as these are generally associated with rural exception sites only. Affordable housing will be available to people on the Somerset choice based lettings.	No Change.
	* Existing services in East Coker will be threatened by the growth.	The Yeovil Urban Extension will contain sufficient services to serve itself.	No Change.

	* What about the high levels of RADON in the preferred option? Has this been reviewed?	Depending on how houses are built and ventilated, radon may accumulate in basements and dwellings. Radon can also seep into an indoor environment through cracks in solid floors, construction joints, cracks in walls, gaps in suspended floors, gaps around service pipes, cavities inside walls, and the water supply. Because the half-life of radon is only 3.8 days, removing or isolating the source will greatly reduce the hazard within a few weeks, it is therefore not considered a significant issue for the Urban Extension as mitigation measures are possible. For example another method of reducing radon levels is to modify the building's ventilation. The proposed area is not identified as a high radon area although that should not exclude the South and West.	No Change.
	* Who are the Councils development partners on this site, do they have personal interests in the site? If so are those interests declared and where?	The Council has no development partners. Land with developer interest is identified in the SHLAA, land ownership details are not available from the Council but can be obtained from the Land Registry website.	No Change.
	* What social class will the inhabitants of the homes be - manual labour/professional, retired?	This is not a Core Strategy issue.	No Change.
	* This development will become an urban jungle as has happened in Bexley, Welling, Belvedere, Swanley and Edenbridge. Should draw on the mistakes of past decades.	High standards of design will be sought in the proposed urban extension.	No Change.
	* Strategy does not identify available plots of land.	The Core Strategy is a strategic document that should identify a broad direction for Yeovil's growth, specific land allocations are an issue for the subsequent Masterplanning process. See Yeovil Urban Extension Discussion Paper and Yeovil SA.	No Change.
	* Critical friend at Inspectorate may have decided that it is better to identify general areas of search, however this is misleading in the case of East Coker where it is clear from the SHLAA what sites are being offered, which means no general area is under consideration. Would be forgiven for suggesting that this is an attempt to pass a preferred option under a cloud of generality as in the case of Screwfix which was resisted.	The Core Strategy is a strategic document that should identify a broad direction for Yeovil's growth, specific land allocations are an issue for the subsequent Masterplanning process. See Yeovil Urban Extension Discussion Paper and Yeovil SA.	No Change.

	* Inappropriate weight has been attached to consideration of the Keyford site by the previous Local Plan Inquiry Inspector.	The site search process used to identify suitable directions for Yeovil's growth was undertaken independent from the previous Planning Inspectors Report but as could be expected was again identified as an area suitable for development. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Yeovil is too constrained by topography, transport and service infrastructure.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Concern regarding the impact on well-being and house prices.	This is not a Core Strategy issue.	No Change.
	* Urban extension is not viable.	The viability of the Yeovil Urban Extension is considered in the Councils Infrastructure Delivery Plan.	No Change.
	* Light pollution will increase - impact on dark skies in the south.	Agree that the impact on dark skies should be considered a negative for this option but disagree that growth in this direction will severely impact on this designation as light pollution would be absorbed into the existing Yeovil glow. Light will apply wherever the extension is proposed. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA	Endorse South West Option 1 as the location of the Urban Extension.
	*Light pollution from resultant development would have a negative impact on the countryside. There are protected species that will be affected by light pollution.	The impact of light pollution on protected species is considered by the report 'Yeovil Eco-town Biodiversity Baseline and scoping report' which suggests appropriate mitigation measures for light sensitive species found in Yeovil's periphery including the; Lesser Horseshoe bat, Daubenton's Bat and Brown Long-eared bat. Light will apply wherever the extension is proposed.	Endorse South West Option 1 as the location of the Urban Extension.
	* SSDC are using undemocratic haste to railroad their preferred option.	The preparation of the Core Strategy has followed due legal process.	No Change.

	* Why has the eco town vision been dropped, yet you are using government funds for sustainable development?	The Council have committed to maintaining Eco-town Standards within the Yeovil Urban Extension. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Maintain the aspirations to achieve Eco-town standards in the Urban Extension with the exception of construction standards beyond the Governments newly proposed Code 6.
	* Appalling that people are expected to comment when some of the most important study work has not yet been done.	The two pieces of evidence that were missing from the Draft Core Strategy were the Yeovil Transport Modelling and Infrastructure Delivery Plan. As a result the Draft Core Strategy consultation was extended to allow comments to be made specifically on transport modelling and allow representations to be received. Evidence has been received with the final Traffic Assessment and the IDP. The Infrastructure Delivery Plan is now finalised and will be consulted upon alongside the Core Strategy Submission Plan.	No Change.
	* The homes will not be affordable to local young people.	The Core Strategy is seeking to achieve 35% affordable housing on all development over a threshold of 6 units.	No Change.
	* Lack of consultation before the plans were drawn up.	The Core Strategy went through extensive consultation at Issues and Options stage in March 2008.	No Change.
	* Australians will visit Weymouth for the Olympics and visit East Coker if the link is advertised.	This is not a Core Strategy issue.	No Change.
	* Objections from residents of East Coker are not nimbyism but seeking to protect the character of the Coker's and Yeovil from ill thought out wholesale development.	Noted, the incorporation of a green buffer will seek to protect the character of East Coker.	Introduce a North and East Coker Buffer Zone.
	* Once the land is developed it is gone forever.	Noted, but there are social and economic needs for new development.	No Change.
	* Chard should be developed further rather than Yeovil.	Growth projections are supported by Baker Associates paper on 'Housing requirement for South Somerset and Yeovil' January 2011, which uses three different approaches to estimate potential growth. See Yeovil Scale of Growth Paper as presented to Project Management Board. There are clear infrastructure and market constraints for the location of development across the district.	No Change.

	* Available alternatives have not been properly assessed.	A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Joint Structure Plan and East Coker Parish Plan have not been taken into account.	Although it is acknowledged that the policies in the Somerset & Exmoor National Park Joint Structure Plan are currently 'saved' the Draft Core Strategy gave these policies little weight given that they are in general out of date having been prepared pre-2000 and will no longer be saved when the Localism Bill is enacted and once the Government has considered the outcomes of the environmental assessment of the RSS revocation. The East Coker Plan has been taken into account but should be prepared in accordance with the Core Strategy.	No Change.
	* Proposal is not in accordance with saved SSLP Policy ST5.	Disagree.	No Change.
	* Yeovil has a history of bad decisions e.g. the demolition of the George Hotel, Middle Street.	This is not a Core Strategy issue.	No Change.
	* Proposal does not meet the Oxford English Dictionary definition of sustainable or sustain.	This is not a Core Strategy issue. The proposal will achieve the definition of sustainable development within PPS1.	No Change.
	* Object to the attempt to recoup expenses incurred by a local benefactor for the building of the Red House roundabout when his farrago was defeated by local opposition.	This is a personal financial matter not relevant to determining growth location for Yeovil.	No Change.
	* The preferred location has been chosen as developers already own the site.	Disagree, evidence of deliverability is a key issue, but not the sole reason for choosing the preferred location.	No Change.
	* St Margaret's Hospice will no longer be in a quiet secluded corner for its patients.	The Core Strategy seeks to identify a broad direction for Yeovil's growth, site specific issues will be considered in the following Masterplanning process. More pupils in the general area would appear to support existing local Schools.	No Change.

	* Proposal will have an adverse effect on East Coker and Barwick village schools.	The Core Strategy seeks to identify a broad direction for Yeovil's growth, site specific issues will be considered in the following Masterplanning process. More pupils in the general are would appear to support existing local Schools.	No Change.
	* If this goes ahead someone will look back and say 'we made a terrible mistake'.	Disagree a reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Why the use of the word "Preferred"?	This is not a Core Strategy issue.	No Change.
	* Infrastructure in and around Yeovil will not be able to cope with the growth - roads, schools, hospital, Dr's surgeries, sewage, water, energy, churches and other community facilities.	The viability of the Yeovil Urban Extension is considered in the Councils Infrastructure Delivery Plan which indicates infrastructure costs are reasonable.	No Change.
	* SSDC is not listening to the residents of East Coker.	Disagree - all issues raised in consultation have been considered.	No Change.
	* Lessons should be learnt from bad planning elsewhere in the world e.g. Magnetic Island, Australia	The Core Strategy has been developed using best practice guidance available at that time.	No Change.
	* An independent analysis of the issues should be published and the facts established.	The Core Strategy is founded upon a robust and evolving evidence base. The Examination will ensure independent analysis.	No Change.
	* Reference to buffer zone is meaningless without committed consultation. Does it mean a few yards and a beech hedge? A bubble of farmland preserved in a mile radius? A ban on development anywhere near it?	The Council is committed to introducing a green buffer between surrounding communities to prevent settlement coalescence in the south west. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA. The Buffer Zone will be available for consideration at the proposed Submission stage of consultation.	Endorse South West Option 1 as the location of the Urban Extension. Introduce green buffer policy.

	<p>* Affordable housing does not need to be addressed by grandiose schemes. Fordham Survey shows a backlog of 275 affordable homes and delivery could be addressed through quality Brownfield regeneration. HMA also states there is a plentiful supply of cheap units in Yeovil, so smaller development and brownfield sites should be developed as opposed to the Urban Extension.</p>	<p>The Strategic Housing Market Assessment (SHMA) states that there is a net annual need for 659 new affordable homes in South Somerset. At the time of the household survey (2008) 486 households were in affordable housing need in Yeovil - these are households who lack their own housing or who live in unsuitable housing and who cannot afford to meet their housing needs in the market. Within the Yeovil Urban Area (including brownfield opportunities) Officers have identified capacity for 6,100 dwellings leaving a remainder of 2,500 dwellings to be accommodated in an Urban Extension. Cheap market housing does not meet the definition of affordable housing in planning terms. Need for affordable housing is a dynamic factor requiring continued monitoring over the Plan period.</p>	<p>No Change.</p>
	<p>* Was informed that 3 new schools are planned - why so many when budgets are being cut?</p>	<p>The number of schools proposed in the Urban Extension has been calculated from advice from the Local Education Authority. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.</p>	<p>No change.</p>
	<p>* Land at Hales Meadow to Mudford Bridge, Mudford should be expanded for affordable housing (6-12ha site). This approach is supported by Policy HG4 & HG5.</p>	<p>Policies HG4 & HG5 are not applicable to this comment as they deal with targets and thresholds for affordable housing and mix of market housing. National guidance in PPSs 1 & 3 seek to achieve balanced and mixed communities - a 6-12ha site of affordable housing only would be contrary to these objectives. This proposal alone could not meet the identified housing requirement and there are clear advantages of a single Urban Extension site rather than several. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.</p>	<p>No change.</p>
	<p>* The process has failed to consider alternative sites .</p>	<p>A reassessment of emerging options (from a comprehensive constraints mapping exercise) against the Sustainability Appraisal objectives, presents a clear case for determining a preferred location for growth to the South of Yeovil towards East Coker / Barwick. Key determining factors relate to accessibility to services, effects of traffic and reducing the contribution to climate change. See Yeovil Urban Extension Discussion Paper and Yeovil SA.</p>	<p>Endorse South West Option 1 as the location of the Urban Extension.</p>

	* The argument relating to passive solar gain and proximity to Lynx Trading Estate and Augusta Westland's could also apply to other areas.	The Renewable Energy Study by Brooks Devlin / Font energy identify Solar PV as a small but important part of the renewable energy mix for the Yeovil Urban Extension. Solar PV works at its most efficient in a due Southern direction and for this reason southern slopes are preferred. Solar panels will work in other directions but at a significantly reduced efficiency. North sloping sites are not well suited to solar PV as they increase the likelihood of over shadow. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Could provision be made for community space for worship?	This is an issue that will be considered in the following Masterplanning process. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Support.	Support noted.	No Change.
	* West Dorset DC support.	Support noted.	No Change.
	* Screwfix planning application was refused some years ago on the basis that it would generate too much congestion - this development would be worse.	Objection noted.	No Change.
	* How can you ensure that the homes will be Eco homes.	The Council have committed to maintaining Eco-town Standards within the Yeovil Urban Extension. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Maintain the aspirations to achieve Eco-town standards in the Urban Extension with the exception of construction standards beyond the Governments newly proposed Code 6.
	* Preferred option is not 'eco-friendly'.	see response above	see response above
	* Term 'eco' just means more houses being crammed in thus increasing the builders profit margin.	see response above	see response above
	*Not convinced that Urban Extension will be built to Eco Standards as it states "subject to viability" - will just be an extension.	see response above	see response above
	*It is not clear that the urban extension will be built to Eco standards, ultimately it will be just another housing estate, the term Eco is being used to defend the scale of the proposed allocation.	see response above	see response above
	* Proposal will lead to increased levels of CO2.	see response above	see response above

	* Grant Shapps the Housing Minister says the eco-town developments will not be imposed through national planning rules on communities that do not want them.	see response above	see response above
	* Medical facilities in Yeovil will not stand this scale of development - moved to Yeovil 6 months ago and had choice of 1 NHS Dentist, not aware of others or their availability. GPs are limited. Hospital is stretched, have had to travel to Taunton and Chard for routine appointments because of capacity issues. These medical supports need to be available .	Issue is considered in the Infrastructure Delivery Plan.	No Change.
	* The rationalisation of the defence industry gives the opportunity to relocate Augusta Westland's and develop the land owned by Westland's for residential development.	The Council's position is to support Augusta Westland's in their continued operations within Yeovil as the towns major employer and economic hub for the District. Augusta Westland's have submitted representation to the Council seeking to safeguard their airfield safety zones from future development.	Introduce Augusta Westland's Flight Safety Zone policy and amend proposals maps to depict safeguarding zone.
	* There is insufficient infrastructure to accommodate the Urban Extension (hospitals, primary schools, sewage, parking). There are no new schools provided.	The viability of the Yeovil Urban Extension is considered in the Infrastructure Delivery Plan. It is proposed that the Urban Extension includes a new Secondary School & Primary School. No insurmountable infrastructure problems are presented.	No Change.
	* Development will devalue existing house prices and affect their views.	This is not a Core Strategy issue.	No Change.
	* Concerned about the impact the additional development would have upon existing residents and their ability to access services and facilities.	The viability of the Yeovil Urban Extension is considered in the Infrastructure Delivery Plan. Access to services and facilities for existing residents should only occur as the Urban Extension is built out.	No Change.
	* MOD note that Yeovil options including preferred option falls into MOD statutory safeguarding zones.	Noted. The MOD will be consulted on all future Planning Applications regarding the Yeovil Urban Extension.	No Change.
	* Southern outskirts of Yeovil is under the primary inner flying circuit used by Augusta Westland for flight testing purposes, therefore not advised to build on this area as it will substantially reduce the emergency/landing division.	The Council's position is to support Augusta Westland's in their continued operations within Yeovil as the towns major employer and economic hub for the District. Augusta Westland's have submitted representation to the Council seeking to safeguard their airfield safety zones from future development.	Introduce Augusta Westland's Flight Safety Zone policy and amend proposals maps to depict safeguarding zone.

	* Development will have a negative impact on the quality of life of people in the surrounding area.	Development has the potential to improve the quality of life of existing residents through a wider housing market, more accessible open space, greater employment opportunities, further sport and leisure provision, new shops and services and improve public transport provision.	No Change.
	* Existing schools (East Coker & Barwick & Stoford) would be impacted on and development would affect their quality.	See Yeovil Urban Extension Discussion Paper presented to Project Management Board. Policy YV2 Yeovil Urban Extension seeks to make provision for a new secondary & primary school. The Infrastructure Delivery Plan will determine deliverability. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board.	No Change.
	* Densities proposed in Urban Extension (50+) could lead to slum conditions.	Disagree, high density development can be designed in a sympathetic manner and does not necessarily mean that there will be little space. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board, Yeovil SA and Housing Density Paper.	No Change.
	* Increase the density of development on the existing Key Sites.	see response above	No Change.
	* If land has to be developed it should be at a density which relates to Eco Town standards and should be self-sufficient with regard to power and water.	see response above	No Change.
	* Object to the methodology used to select the Preferred Option, based on the availability of land through the SHLAA.	PPS12 requires development proposals to be deliverable. As the SHLAA identifies what land is suitable, available and viable and therefore deliverable this must be one factor in deciding where the preferred direction for growth should be located. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* Support growth but wish to see good infrastructure, green spaces and community facilities.	Issue is considered in the Infrastructure Delivery Plan.	No Change.
	* The additional infrastructure required should be paid for by the developer and not out of the public purse.	The Core Strategy will require developers to contribute to both Planning Obligations for site related issues and a Community Infrastructure Levy for off site issues.	No Change.
	* The parish consultation process identified the North West as the preferred location for growth, why was this ignored?	All areas around Yeovil were initially considered. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA	Endorse South West Option 1 as the location of the Urban Extension.

	* Site is elevated and buildings would overshadow the area.	The Renewable Energy Study by Brooks Devlin / Font energy identified Solar PV as a small but important part of the renewable energy mix for the Yeovil Urban Extension. Solar PV works at its most efficient in a due Southern direction and for this reason southern slopes are preferred. Solar panels will work in other directions but at a significantly reduced efficiency. North sloping sites are not well suited to solar PV as they increase the likelihood of over shadow. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	No Change.
	* The escarpment and its geology limits development of roads from Keyford to the town, making it unsuitable.	Topographical issues are considered with the Yeovil SA. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* NHS medical facility should be listed explicitly in policy. (Primary Care Trust)	Agree, NHS medical facilities within the Urban Extension will be listed in the policy. Infrastructure Delivery Plan establishes requirement.	Amend Policy YV2 to make specific reference to NHS medical facilities that are planned in the Yeovil Urban Extension.
	* Insufficient amenity.	Disagree - Eco Town standards are for 40% of the area to be green space.	No Change.
	* Lack of knowledge of infrastructure requirements.	The viability of the Yeovil Urban Extension is considered in the Councils Infrastructure Delivery Plan.	No Change.
	* This is not the time to be planning major projects because of the current economic crisis.	The Core Strategy is a long term plan (up to the year 2028) so it is considered that the economy will improve in this time horizon.	No Change.
	* Town centre shopping will not be increase because parking will be reduced and public transport will not be efficient.	South Somerset District Council in partnership with Somerset County Council have commissioned a Car Parking Survey for the town to determine capacity and estimate likely future demand. Where a shortfall in capacity is identified the Council will look to provide for any identified deficit through new provision. Delivery will be considered through the Infrastructure Delivery Plan.	No Change.
	* Empty properties in Yeovil Town centre will not be opened by new residents for reasons of viability and growth of internet shopping. Larger shops are moving out of town.	Comment noted. Policy EP12 of the Draft Core Strategy seeks to sustain and enhance the vitality and viability of town centres. The growth of internet shopping is a national trend.	No Change.

	* Roads leading to Yeovil Junction flood.	Flooding is considered within the South Somerset Strategic Flood Risk Assessment (SFRA), which forms part of the Councils evidence base. More detailed flood risk assessments will be carried out in the following Masterplanning & Planning application process including continued consultation with Wessex Water & the Environment Agency. Where appropriate, mitigation measures will be incorporated in new development to manage flood risk. See Yeovil Urban Extension Discussion Paper as presented to Project Management Board and Yeovil SA.	Endorse South West Option 1 as the location of the Urban Extension.
	* Flooding occurs at Coker Marsh, Halves Lane, Coker Moor and North Coker - proposed growth will make the situation worse.	see response above	see response above
	* Concerns regarding surface water flooding.	see response above	see response above
	* Sewage system will need to be upgraded.	see response above	see response above
	*Environment Agency - Area of Search needs to be informed by SFRA. The preferred area of growth is subject to flooding from the West Coker and Barwick Stream, consequently although it should be possible to develop in the area without infringing on the floodplain, as the Flood Zone outlined is not very accurate around East Coker, further hydraulic modelling is required to determine actual flood risk.	see response above	see response above
	*A strategic approach to surface water is required for this area.	see response above	see response above
	* Developing this area will mean a number of small streams and rivers will end up covered in development.	see response above	see response above
	* This area is in the floodplain and floods. The A37 has flooded several times in the last 12 months. Surface run-off will further exacerbate the issue. "Last winter A37 from junction with Netherton Lane leading into Yeovil had standing surface water after heavy rain. Pavyotts Hill is wet". The centre of West Coker floods, Manor Street, given the geographical levels and water courses new flood alleviation cannot be incorporated, additional development will result in more flooding to this part of the village (Manor Street, West Coker). Flooding also at Netherton and Coker Marsh.	see response above	see response above

	* Wessex Water supports water efficiency and sustainability measures. Engineering appraisal will be required for major sites to confirm the scope and extent of improvements to the existing infrastructure. Ongoing consultation with Wessex Water should be maintained to ensure infrastructure capacity improvements are planned to match development rates.	see response above	see response above
	* Development at Keyford will increase flooding at Pavyotts Mill.	see response above	see response above
	* The River Yeo is struggling to meet EU Water Framework Directive Standards, given the extra waste water discharged, will the river cope with this.	see response above	see response above
	* There will be extra demand for water for approx 8,000 people, how will we manage this sustainably.	see response above	see response above
	*There are delineated groundwater source protection zones in the vicinity of Yeovil, depending on the location and nature of development, these zones may constrain development proposals.	The Yeovil SA considers all constraints including delineated groundwater source protection zones.	No Change.
Yeovil Urban Village	* Support the idea of an inner Yeovil regeneration project. Reducing car parking and building many more homes in an urban extension is counter productive. An alternative site for car parking must be found.	South Somerset District Council in partnership with Somerset County Council have commissioned a Car Parking Survey for the town to determine capacity and estimate likely future demand. Where a shortfall in capacity is identified the Council will look to provide for any identified deficit through new provision. Delivery will be considered through the Infrastructure Delivery Plan.	No Change.
Policy YV3 Yeovil Urban Village (and para 5.38)	* Proposals map does not include a sustainable transport corridor along the Dodham Brook. A start has been made to cap the culvert for the Foundry House site and it would be odd not to continue this line of development. This route needs to be declared.	The Draft Summerhouse Village Masterplan (August 2011) proposes the retain a sustainable transport corridor alongside the Dodham Brook.	Amend supporting text to make reference to the key outcomes of the Summerhouse Village Masterplan.
	*Environment Agency would like to see provision for the continued enhancement of the Dodham Brook Corridor, involving the replacement of the concrete channel with a restored naturalised stream adjacent and downstream of Old Station Way.	The Draft Summerhouse Village Masterplan (August 2011) proposes that Dodham Brook is to be widened through the introduction of a new weir close to and upstream from the new bridge with the northern edge of the concrete canal wall broken out to establish a small lake. The water level will be allowed to rise, controlled by the weir at times of flooding, to create a direct relationship with the water. This is subject however to a flood risk assessment.	Amend supporting text to make reference to key outcomes of the Summerhouse Village Masterplan.

	<p>*Object on grounds of words "develop to eco-town standards if viable". Also more emphasis needed on production use of green space as opposed to the recreational value of green space.</p>	<p>The Council have committed to maintaining aspirations for Eco-town Standards within the Yeovil Urban Village. The Draft Summerhouse Village Masterplan (August 2011) suggests that the 'eco' theme offers a number of opportunities that will make Summerhouse Village more attractive as a place to live as well as exemplar in terms of offering a healthy environment. Most important of all is growing food, which the BioRegional CAGE report considers is key to reducing carbon footprint. Allotments are not only increasingly popular, but also provide a means of cultivating and looking after green space that might otherwise go to waste.</p>	<p>Maintain the aspirations to achieve Eco-town standards in the Urban Village with the exception of construction standards beyond the Governments newly proposed Code 6 and subject to viability.</p>
	<p>* Need to ensure that Natural England's key spatial planning objectives are taken into account in all plans and proposals. It is vital that sufficient account is taken of the natural environment at an early stage in decision making.</p>	<p>Agreed. The Draft Summerhouse Village Masterplan has been prepared in accordance with the Natural England & TCPA worksheet on biodiversity & green infrastructure.</p>	<p>Maintain the aspirations to achieve Eco-town standards in the Urban Village with the exception of construction standards beyond the Governments newly proposed Code 6 and subject to viability.</p>
	<p>* Essential that eco-town standards are followed, and a 'net gain in local biodiversity is achieved' - alternative locations or options should be considered if this cannot be achieved - see TCPA worksheet.</p>	<p>see response above</p>	<p>see response above</p>
	<p>* Green infrastructure is an essential component of any development that aspires to be sustainable and to provide its population with a high quality environment in which to live, work and play - see TCPA worksheet.</p>	<p>see response above</p>	<p>see response above</p>
	<p>* Any development will need to demonstrate how populations of European Protected Species are maintained including the habitat to support those populations.</p>	<p>see response above</p>	<p>see response above</p>

	* The landscape context of new development should guide decisions on the location and nature of new development to create high quality locally distinctive places that retain and enhance existing landscape character.	Noted. The Draft Summerhouse Village Masterplan states that whereas currently open space within the site is primarily left over land adjacent to roads, a key feature of the new masterplan is to make landscape a key element of the scheme through the provision of new focal spaces that help to link the town with the countryside. The provision of attractive and useable open space close to where people will live, and to increase tree cover in this otherwise poorly vegetated part of the town will create an attractive place to live.	Maintain the aspirations to achieve Eco-town standards in the Urban Village with the exception of construction standards beyond the Governments newly proposed Code 6 and subject to viability.
	Support.	Support Noted.	No Change.
Urban Village and Extension Eco-town	* Masterplan and Viability Assessment need to be aired fully with landowners within the area. Pegasus Planning represent at least 1 landowner and would be willing to work with the Council in a joint exercise.	The Draft Summerhouse Village Masterplan has identified several major barriers to be overcome before the desired physical and social transformation can be achieved, the Masterplan can be finalised and consultation can occur. At this stage all landowners, developers and interested parties will be able to comment on site viability.	No change.
Urban Village and Extension Eco-town (paras 5.39 – 5.44)	* Paragraph 5.42 - Bullet 6 should refer to "a minimum of one job per dwelling" not per house.	Agreed.	Amend wording to refer to 'one job per dwelling'.
	* Adoption of Eco-town standards will promote Yeovil for key investors.	Support noted.	No change.
	* Eco-town standards is an unrealistic dream. Delete policy or mend to reflect solely the urban village project.	The Draft Summerhouse Village Masterplan (August 2011) demonstrates that many of the eco-town aspirations can be met on-site including biodiversity, modal shift and renewable energy generation but that other features are subject to site viability.	Maintain the aspirations to achieve Eco-town standards in the Urban Village with the exception of construction standards beyond the Governments newly proposed Code 6 and subject to viability.
	*Zero carbon aspirations must be developed for public transport and there should be a zero carbon public transport options study.	The Draft Summerhouse Village Masterplan (August 2011) is supported by an in depth study of sustainable transport options within the Urban Village site by Addison Associates. This work demonstrates how the Eco-town standards target of 50% modal shift could be met on site as well as suggesting a range of measure for Yeovil more generally.	Amend supporting text to make reference to key outcomes of the Summerhouse Village Masterplan.

	*Lots made of energy efficiency, but little about water conservation - this is vital for the future, please include.	The Draft Summerhouse Village Masterplan (August 2011) makes reference to Sustainable Urban Drainage systems that would clean and hold and run off before it was released.	Amend supporting text to make reference to key outcomes of the Summerhouse Village Masterplan.
The Benefits of Eco-town Development	* Support eco-town standards but would expect them in any new development. Aim is to achieve zero carbon emissions but must take into account pollution caused by the lack of road infrastructure. We need to have electric cars. Emissions from long distance traffic traversing the town. Village traffic will generate emissions. No amount of solar heating will compensate for this.	Support noted. The Draft Summerhouse Village Masterplan (August 2011) demonstrates that many of the eco-town aspirations can be met on-site including biodiversity, modal shift and renewable energy generation but that other features are subject to site viability. All new development will have external electric plugs to enable electric car use. The Urban Village Masterplan is supported by an in depth study of sustainable transport options within the Urban Village site by Addison Associates. This work demonstrates how the Eco-town standards target of 50% modal shift could be met on site as well as suggesting a range of measure for Yeovil more generally.	Maintain the aspirations to achieve Eco-town standards in the Urban Village with the exception of construction standards beyond the Governments newly proposed Code 6 and subject to viability.
The Benefits of Eco-town Development (paras 5.45 – 5.48)	* If the Urban Extension is going to be self sufficient there should be no requirement that it needs to be close to the town centre.	Agreed, the preferred direction for growth is located close to the town centre.	Endorse South West Option 1 as the location of the Urban Extension.
	* Yeovil's growth should be distributed evenly around the town to distribute the impact of traffic and employment opportunities. Should families need to live near train stations they will choose to, only a small percentage of the community use rail regularly.	Traffic sensitivity testing by Parsons Brinckerhoff demonstrates that distributing growth around Yeovil rather than concentrating growth actually increases traffic congestion as a critical mass can't be reached for sustainable transport methods. It is considered that rail links can be supported by local housing including enhanced bus networks.	Endorse South West Option 1 as the location of the Urban Extension.
	* All new homes are built to rigorous standards in line with best practice in fuel efficiency and there are numerous government schemes to encourage eco ideals, eco standards is not a prerogative.	Eco-town standards go way beyond minimum building regulations and represent a real step change in best practice.	Maintain the aspirations to achieve Eco-town standards in the Urban Village with the exception of construction standards beyond the Governments newly proposed Code 6 and subject to viability.
	* SSDC would not need to re-create the Country Park as something else if families were encouraged to live closer to the countryside and discover it for themselves.	Comment noted.	No change.

	* Yeovil Country Park is already in existence and must not be considered as biodiversity enhancement as part of the Eco-town development. The Eco-town should deliver its own biodiversity enhancements for residents to enjoy on their doorstep.	Agree that existing features such as the Yeovil Country Park should not contribute towards Planning gains however existing features do offer an opportunity for enhancement that is more affordable than introducing from scratch.	No change.
Yeovil Employment Land Requirement	* Employment shortfall can be made up by existing empty units.	Disagree, the Employment Land Review demonstrates that there is a need for employment land (B1, B2 & B8 Use Classes) in Yeovil in addition to any land or premises which currently are empty and land is required within both the existing urban framework and to support additional growth in the Urban Extension.	No change.
Yeovil Employment Land Requirement (paras 5.49 – 5.55)	* Existing employment land and units should be built first.	The possibility of having a policy within the Draft Core Strategy that phases residential development to deliver employment land has been investigated, this concluded that whilst employment land would be developed there could be no guarantee that units would be occupied and jobs created. Such a policy could also have a negative impact on the delivery of housing and affordable housing, potentially leading to a stagnant market and resulting in the overall cost of housing going up. The policy would have to prevent ANY house building in those settlements that have reached the threshold, including a single house as otherwise it would be ineffective and the Council could be accused of treating larger house builders unfairly.	No change.
	* Northwest of Yeovil would offer the best direct links for business to access the A303.	Although it is agreed that development in the North West of Yeovil offers the best access to the A303 it is considered that development costs are prohibitive in this location and the Highways Agency have said they prefer development to be further away from the A303.	No change.
	* Where is the demand for this employment land?	The South Somerset Employment Land Review is the evidence base which sets out the employment needs for the District.	No change.
	* Manufacturers are unlikely to want to locate to the south / south west on traffic reasons.	The South Somerset Employment land review identifies the level of employment land needed within Yeovil however market factors will decided where this is located.	Endorse South West Option 1 as the location of the Urban Extension.

	* Out of town retail will spell the demise of the town centre.	Noted. National Policy sets out a sequential town centre first approach to retail development. The Urban Extension should provide retail facilities commensurate with the communities need.	No change.
	* Paragraph 5.50 - if Greenfield sites continue to be built upon it is more important to ensure that existing employment land is "ring fenced" and not allowed to slip into other uses.	Noted. Policy EP3 seeks to safeguard employment land however need to await the outcome of the NPPF which does not adopt this approach.	No change.
	* Paragraph 5.50 - planning system can provide more than just land - can provide an enabling environment for sustainable living that makes such settlements attractive to the mainstream rather than those already predisposed to such developments. Questionable that cycling is already limited due to lack of dedicated routes - more likely to be limited by the traffic conditions on the roads - an important difference when considering the strategic approach to increasing cycling levels.	Noted.	No change.
Yeovil Community Infrastructure (para 5.56)	* NHS Somerset should be consulted on the IDP to ensure health provision is adequately catered for.	Agreed.	No change.
Yeovil Retail Capacity	* Para 5.58 should make a specific reference to Stars Lane / Box Factory and the Keymarket / Somerfield.	Yeovil UDF identifies potential sites for retail growth.	No change.
Yeovil Retail Capacity (para 5.57 – 5.58)	* Improving the town centre is more important than increasing capacity.	Both issues are important and should be pursued.	No change.
	* Supermarkets are east, west and central. Will one be improved within the new larger development.	The Yeovil Urban Extension will include its own retail provision to meet identified demand.	No change.
	* Paragraph 5.58: Comparison floor space capacity figures are inconsistent with the Retail study Update 2010 therefore are not justified and are unsound. Amended wording should reflect paras 5.30 & 6.20, table on p.97 and Tables 16a/16f. Sentence beginning "The extension of the Quedam....." should be deleted. Suggested replacement sentence supplied.	Paragraph 5.58 does not reflect the Retail Study update November 2010 which revised the figures (retail capacity model) based on the draft Core Strategy district wide population growth and housing distribution data. The paragraph needs revising accordingly. Note that GVA Grimley (retail consultants who undertook retail study in 2010) state that the figures will need to be updated once we have agreed the scale and distribution of growth, to extend the timeframe to 2028 and to reflect changes to data such as retail expenditure levels and forecasts. A reference to this should be included in supporting text.	Amend paragraph to incorporate revised retail figures (November 2010).

Modal Shift	* Are improvements to existing public transport services viable?	As a general rule a bus needs to carry around 20 passengers per journey to be commercially viable. Yeovil has the critical mass to achieve this and currently 4 of the 5 existing main routes in Yeovil do not receive a subsidy.	No change
Modal Shift for Yeovil (paras 5.59 – 5.66)	* Quality bus partnership should be a countywide strategy.	Noted but beyond the scope of the Core Strategy. A countywide strategy in respect of Quality Bus Partnerships would be a matter for the County Council to take forward through their Future Transport Plan and its subsequent Implementation Plans.	No change
	* Have developers agreed to funding public transport?	Funding for public transport both for existing and new routes and for other modal shift initiatives such as bus passes and cycle ways can be considered through planning obligations policies and secured as part of new development proposals.	No change
	* Villages will not be intrinsically linked.	The prime interchange sites at Yeovil Borough and Yeovil Bus Station support the interchange between various bus, rail and express coach routes. This includes the connections with rural routes, both conventional bus and demand responsive services.	No change
	* If groceries are delivered, why will people leave their homes?	For most journeys to the shops i.e. for daily convenience needs or for other facilities it will be quicker and cheaper to walk. The delivery scheme is important as it would reduce the need for car use for bulk shopping.	No change
	* Supermarkets in the Eco-towns should not have car parks as people should walk to shops. This does not address inhabitants who continue to use their cars for shopping.	As above. In addition, the supporting text seeks to reduce the environmental impact of such parking by incorporating car park management measures such as priority for electric and reducing demand through parking charges.	No change
	* Who will pay for an electric car pool scheme?	Individual members of the scheme would pay usually based on a subscription & 'hire' charge. Electric cars have considerably lower running costs than conventional cars (about 10p per mile on fuel costs alone) but capital cost of purchase can be high. This can be overcome both through the 'shared ownership' and higher vehicle use that pool car schemes can deliver. Initial set up costs can be met by the development and as with footpaths, cycle ways and public transport as part of modal shift.	Amend supporting text to include the need to be in place from first occupancy.

	* Low emission bus routes from the urban extension will not address the needs of the whole community.	Noted. The Guidance in respect of Eco Towns requires us to seek a minimum of 50% of travel by sustainable mean and thus seek to reduce reliance on cars. Other policies both in respect of Yeovil and the wider district are designed to improve public transport for the whole community.	No change
	* Real time public transport information for bus and train travel will not work as it will be radial into and out of the town centre.	A prime reason for real time is to instil confidence in the user that the bus will arrive and the actual time it will arrive at the stop. The system tracks the bus and is effective whether the route is linear or radial.	No change
	* Who will pay for a quality bus partnership to deliver modern desirable bus routes with frequent services and clean vehicle technology?	The development should contribute to the initial funding for both the infrastructure necessary to set up a quality route and for the initial 'kick starting' for use until sufficient critical mass is attained. Once established it is feasible to provide financially viable routes. However best practice elsewhere has proved that such routes must be in place from first occupancy. The benefits to the developer are that these costs are considerably less than the otherwise necessary highway improvements.	No change
	* Paragraph 5.61 - Modal shift is a utopian dream.	Policy accepts that not everyone will change mode (hence reference to electric cars, car share etc.). Best practice in towns and cities both in the UK, Europe and indeed worldwide proves that significant modal shift will take place if appropriate measures are in place to enable this to happen. It cannot happen unless provision is made	No change
	* Paragraph 5.59 - Carbon emissions would seem to be a sensible inclusion in this list of concerns.	Agreed. Text should be amended to include need to reduce carbon emissions.	Edit text to include need to reduce carbon emissions
	* Paragraph 5.62 - concern from SCC that a number of projects noted are not considered by their work on transport in Yeovil and have therefore not been included in any testing or modelling work. Further concern over the role of this list given there are unlikely to be any regional or national resources available to implement the measures.	Noted. The supporting text recognises that prior to any feasibility studies being carried out it is difficult to factor the UWE projects into the core strategy. The 'drivers' for its inclusion are the significant input from local stakeholders and the potential to deliver some of the measures in relation to the Eco Town and Urban Extension. Whilst it is accepted that in the current financial climate regional or national resources are unlikely to be available, this may not be the case for the duration of the Core Strategy.	No change

	* Paragraph 5.62 - Does UWE report need this much coverage? Could it not be summarised more briefly with references to the main report if more detailed required.	Noted.	Will review level of detail required
	* Paragraph 5.62 (1) - might be helpful to readers if label was applied to these measures.	The Projects 'labels' or titles for each 'seed project' evolved through the UWE work.	No change
	* Paragraph 5.62 (2) - Footnote 60 makes reference to 'Yeovil Transport Strategy Review 2', which has yet to be written. A baseline report has been produced. Need to clarify what is being referred to.	Agreed. Technical editing issue. The footnote should be applied to paragraph 5.66 and should refer to the 'baseline report of the Yeovil Transport Strategy Review 2'	Amend supporting text to correct footnote.
	* Paragraph 5.62 (2, 4 and 5) SCC's draft Bus Strategy should be included in the strategy (chiefly applies to Yeovil).	Noted. Reference to bus strategy is relevant	Will review level of detail required
	* Unrealistic aspirations for walking and cycling given topography. Likewise aspirations for public transport given reduction in services is unlikely. Disagree with Park and Ride reducing car usage.	Best practice in towns and cities both in the UK , Europe and indeed worldwide proves that significant modal shift will take place if appropriate measures are in place to enable this to happen. The feasibility of Park & Ride will be considered in the Yeovil Transport Strategy Review 2.	No change
	* SSDC should look for best value for money and focus on improvement from within the urban fabric, to make alternative modes of transport preferable for the majority living in existing residential areas in Yeovil.	Agreed. The concept of making sustainable transport preferable for the majority of all residents is encouraged in the supporting text.	No change
	* Objects strongly to para 5.64 and 5.65 - any new development needs to fit in with the future of Yeovil as a whole, not just an urban extension - should start by developing the concept across the new northern sites and linking them into Yeovil	Agreed but this section is dealing with the principle of sustainable transport for the urban extension. The ease of access by walking, cycling & public transport for all new sites and in the ability to link sites through adjoining areas to the town centre and major employment areas is critical to the degree of take up of sustainable transport modes. Achieving high rates of permeability is very important to the principle of the urban extension.	No change
Active and Low Carbon Travel a Transport Vision for Yeovil	* More detail and actions are required in this section or it will just become a wish list. Park and Ride is an ideal partner for Ultra Light Rail.	Noted. The UWE report recommends that a feasibility study should be undertaken in respect of the 8 seed projects and will need consideration by the County Council in respect of the emerging Yeovil Transport Strategy Review 2. The YTSR2 will consider Park & Ride. (See response to next comment in respect of light rail).	No Change

Active and Low Carbon Travel a Transport Vision for Yeovil (5.61 – 5.66)	* UWE vision will only achieve 30% of the carbon emissions reductions which will eventually be required of the transport sector. UWE vision was aligned to the funding regimes of the old Government, the Coalition Government have different funding priorities and Ultra Light rail fits in with their Light Rail Policy issued in January 2011.	Noted. Throughout the period to 2028 there is likely to be expansion of existing technologies and viability to introduce these. Light rail can be an attractive option where there is sufficient critical mass and significant common journey patterns. Usually this occurs in settlements with more than 200,000 inhabitants. Therefore at present, the scale of growth envisaged for Yeovil, its existing population and diverse travel patterns mean that any feasibility study is likely to preclude it as a viable transport option for Yeovil.	No Change
	* This is an ambitious vision which may be too costly to implement in the current economic climate.	Noted. However the Core Strategy is looking at the long term. Please see comments above in respect of feasibility studies and the YTSR2.	No Change
	* The UWE report active and low carbon travel a transport vision for Yeovil is cited but not referenced in the evidence base.	Accepted. There should be a cross reference on the evidence base.	Add footnote
	* What is park and go? Definition required.	Noted. UWE report outlines project which is wider than conventional park & ride, in as much that the user transfers from his/her car to other modes - walk, cycle & public transport.	Update supporting text to clarify
	* UWE report suggestions would incur significant costs specifically figure of 8 bus route. Parking and then undertaking a figure of 8 bus route is not going to offer a good choice for an in commuter. Support idea of active access to the north / north east of Yeovil. Retain the direct route to Yeovil Junction to the town centre and improve connectivity from northern suburbs.	The Core Strategy recognises that the 8 UWE projects will incur costs, hence the need for feasibility studies. However the figure of 8 bus route is actually shown in the UWE report as the least expensive project other than the journey to work (Travel Plan) measures. This is because the principle uses contra or bi-directional journeys (i.e. journeys that on existing routes are primarily re-positioning journeys) to service other areas of demand meaning that the vehicle is more efficiently utilised. It doesn't necessarily mean longer journey times and utilising contra journeys on Park & ride can be very cost effective. N.B. The '8' should also be interpreted as a loose term and does not necessarily imply 2 parallel, concentric and perfect circles; the actual route would be determined by travel generators.	No Change
	Support improvements to cycling and walking opportunities within the existing urban fabric and from key development site in the north, north west and north east. Do the things that are feasible and cost effective.	Support noted	No Change

	The multi-pathway out to Yeovilton is a brilliant idea and should be pursued	Support noted	No Change
Measures to Encourage Modal Shift	* 1a should refer to providing or completing continuous routes and that such routes should be preferably be off highway or sufficiently segregated from traffic to make the option available for potential users. For example segregated access along Huish would contribute towards Lufton Key Site access to the town centre and employment. Alternative limit is 20 mins commute cycling (7km) or walking (1.5km) for relevant infrastructure. Neither would limit the Yeovil Urban Area, why set a limit?	Agree in respect of distance limit. It is legitimate to ask for contributions to improving such a route at any point if it enables pedestrian and cycling access to key facilities. The actual design of such routes is best considered on a case-by-case basis.	Amend text to delete 'within 400 metres of the site'.
Measures to Encourage Modal Shift (para 5.67)	* Comment "reduce the desire to use the car" should also refer to reducing the need to use the car.	Accept. Reducing the need to use the car is complicit in reducing the desire, however the desire is often there although there is no need!	Amend text to read "reduce both the desire and need to use the car".
	* Thresholds are sensible and broadly commensurate with those in the draft countywide Travel Plans SPD. However, unclear how the thresholds of 2,400 and 3,600m2 have been arrived at - should be explained in footnote. Should also be explained why this applies to all land uses despite difference in travel demand due to staff densities i.e. B1 vs. B8.	Agree greater clarity required.	Amend supporting text to include explanatory footnote.
	* Paragraph 5.67 (1 & 2) - Rigid limit of 400m is questionable. Connectivity to the external network should look at key routes, e.g. routes between the town centre and the site. It is legitimate to ask for contributions to improving such a route at any point if it enable pedestrian and cycling access to key facilities. For a site to be accessible by bike it must be accessible all the way to and from trip attractors not just 400m beyond the site. Also important to consider how far developer will be able to develop routes beyond the boundary of their sites and where there may be obstacles to this (within and beyond the 400m limit). Also important to highlight the cycle parking standards in the countywide Travel Plans SPD. Should be made clear if 400m refers to the edge of the development.	Agree in respect of distance limit. It is legitimate to ask for contributions to improving such a route at any point if it enables pedestrian and cycling access to key facilities. Cycle parking will be in line with the SCC cycle parking strategy.	Amend text to delete 'within 400 metres of the site' (in terms of cycling and walking - but not PT).

	* Paragraph 5.67 (2) - Policy on bus shelters may not always use planning obligations to their best effect. Is £5-£10K per shelter is value for money? Example provided that shows that you might be able to achieve more by directly subsidising bus passes for tickets for residents than by providing infrastructure. Policy needs to be more flexible and allow a comparable enhancement to be made where there is evidence. May also be helpful to clarify whether SSDC is clear that their Council or Parish Councils will take on the license to support the maintenance of bus shelters.	The envisaged threshold for providing a bus shelter is > 20 dwellings or 2,400 sq m in respect of employment sites - within 400 metres, although "care should be taken to ensure bus routes are not distorted to satisfy this criterion...". Obviously some developments will already benefit from an existing bus shelter within 400 metres and therefore any additional shelter would not be necessary and this is recognised in the text. The other enhancements are already included in the policy to ensure flexibility. Agreed that the question of maintenance should be clarified.	Amend supporting text to include provision and on-going maintenance. Add foot note re threshold.
	* Paragraph 5.67 (2) - Would appreciate clarification over why a flat rate contribution has not been carried through into policy.	This would not be practical in terms of bus shelters given existing provision, variety of designs and aspects of location.	No Change
	Paragraph 5.67 (1b) - Cycling - CS would benefit from including further standards from the countywide Travels Plans SPD and /or the emerging Cycling Strategy. Might be useful to refer to current standards to fill any gap cause by delay in adopting the Countywide Parking Strategy which will cover cycling in more detail.	Noted update in light of SCC Draft Car Parking Standards on cycle parking (subject to full adoption of SCC standards).	Amend supporting text to reflect SCC Draft Car Parking Standards (subject to full adoption of SCC standards)
	* Paragraph 5.67 (5) - Reference "dependent on the outcomes from County Council FTP" is incorrect. Should be 'dependent on the County Council's transport implementation plan'.	Noted.	Amend supporting text for correct reference.
	* Paragraph 5.67 (5) - The distinction between major and smaller developments made here (scale not specified) is not carried through into policy.	The supporting text refers to "contributions being commensurate with the scale of the development to either enhance or in the case of larger developments consider new routes etc" The policy is designed to be flexible in that whether it is more appropriate to contribute to the improvement to existing or new services and the establishment or enhancement of a route to Quality Bus Partnership standards could often depend on location rather than the merely the size of that development.	No Change.

	* Paragraph 5.67 (6) Does not appear obvious why developments in Chard should contribute to travel planning in Yeovil. If this measure is designed to target employees it is questionable if floor space is the right basis on which to apply it. Could lead to low travel generators subsidising high travel generators. Could the use of a pooled resource (rather than requirement to undertake PTP activities) be specified as a requirement, given that PTP could be bought in by the developer from a number of commercial organisations?	The aim of the policy is to pool that provision between Chard & Yeovil. As the contribution would be on a per dwelling or employment floor space then any such contribution would be commensurate with the scale of development for each town. The risk with using a 'bought in' resource would be that it would be difficult to deliver a uniform standard and also very difficult to achieve on smaller sites. As SSDC has no jurisdiction over the numbers of employees on any respective employment site, floor space is realistically the only option for assessing the scale of these sites.	Edit text to ensure clarity over Chard and Yeovil contributions.
	* Support policy and supporting text.	Noted.	No Change
Policy YV4 Modal Shift for Yeovil	* Point V should be modified to remove reference to distance limit of 400m. This should be 7km in 20mins for cycling or 1.5km in 20 mins for walking.	Agree in respect of distance limit. It is legitimate to ask for contributions to improving such a route at any point if it enables pedestrian and cycling access to key facilities. There are also the practicalities of actually being able to develop such routes whether that be within the 400m threshold or not.	Amend Policy YV4 v. to delete 'within 400 metres of the site'
	* Needs to be a direct link between contributions and development.	Agree. On site will be addressed through Planning Obligation Policies. Offsite will be addressed through CIL and recommendations should reflect this.	Amend text to note that on site contributions will be addressed through Planning Obligation Policies and offsite will be addressed through CIL.

	<p>* Transport modelling shows Yeovil is a trip attractor to many journeys from within Dorset including home-work trips. DCC therefore concerned that any employment proposals will increase the volume of these trips. It is accepted that the strategy for Yeovil is for modal shift towards sustainable transport options but suggest that there is a need to boost the sustainable emphasis not only to trips between residence and workplace within Yeovil and it's Somerset hinterland but also be more active in the strategy of "capturing" or encouraging modal shift of inbound journeys using Park & Ride and even further enhanced rail of bus connectivity; this should be in addition to seeking less traditional forms of transport. Home to work travel is likely but not exclusively to increase trips on the A30 corridor Chard through Crewkerne, and Yeovil to Sherborne and Shaftesbury, as well as the A37, A352, and A357 corridors.</p>	<p>The policies seek to encourage modal shift between Yeovil and all its hinterland, whether that lies in Dorset or Somerset - policies such as Park & Ride need to be assessed and come forward as appropriate through the YTSR 2 & FTP implementation plans.</p>	<p>No Change</p>
	<p>* SCC's draft Bus Strategy should be included in the strategy (chiefly applies to Yeovil).</p>	<p>Agreed.</p>	<p>Edit to include reference to SCC's Policy SUS2 (Transport Policy) Bus & Community Transport.</p>
	<p>* Thresholds are sensible and broadly commensurate with those in the draft countywide Travel Plans SPD. However, unclear how the thresholds of 2,400 and 3,600m2 have been arrived at - should be explained in a footnote. Should also be explained why this applies to all land uses despite difference in travel demand due to staff densities i.e. B1 vs. B8.</p>	<p>Arrived at by taking the numbers quoted in SCC's draft travel plan SPD and then basing on typical employment densities in the SSDC employment Land study. It would not be reasonable to express thresholds in terms of the number of employees, which could easily change over the lifetime over a property. Given that most sustainable travel measures are reliant on either initial capital or 'kick-starting' then an area based threshold is felt more appropriate. Policy TA2 Travel Plans indicates more detailed reference to thresholds according to land use types.</p>	<p>No Change</p>
	<p>* Policy seems at odds with Policy TA1 re: bus shelters - 20 units v 10 units.</p>	<p>YV4 is 'in addition to the generic policies that support modal shift throughout the district'. TA 1 has the caveat 'commensurate with the scale of the development' whereas YV4 is more specific and reinforces that such developments in Yeovil of 20 dwellings or more should provide bus stops, bus shelters etc.</p>	<p>No Change.</p>

	* Current title may not make it clear to readers what modal shift means.	Modal shift is an accepted term and the supporting text explains in detail.	No Change.
	* YV4 (vi) - This criterion is confusing, it says it relates to developments of over 20 dwellings or 2400 sq m but continues to discuss developments below these thresholds.	Noted.	Minor text editing to policy to clarify.
	* New and improved infrastructure in support of these measures will also need to ensure that no severance is caused to habitat features used by bats in commuting between feeding areas and roost sites.	Accept. New paragraph to be inserted to ensure habitat protection	Amend supporting text.
	* Policy is excessive and unreasonable - specific sustainable transport measures should only be sought to make development proposals acceptable and should be fair and reasonably related in scale to the proposed development.	The alternative would be huge expenditure on highway infrastructure, which would have to be met by future development. The sustainable transport measures within these policies are in line with best practice elsewhere and have been proven to be more cost effective both in delivery and in the end result in terms of usage and benefits to users.	No Change.
Modal Shift for Yeovil Eco Town and Urban Extension	* Electric cars are not low emission until large scale tidal or sun power is produced. In the short term electricity is powered by coal, gas, oil with a hint of wind. Don't confuse emissions and carbon footprint with traffic congestion they only align when numbers of journeys reduce.	The level of emissions from an Electric Vehicle (EV) will depend how that electric power is generated e.g. solar or coal. Generally acknowledged that in the long term a greater proportion of electricity will come from either renewable sources or nuclear. Accept the statement that reducing congestion and reductions in CO2 only align when the numbers of journeys actually reduce. However the policy also recognises that in an area such as South Somerset realistically some journeys can only be made by car and again realistically some of those journeys will be between the Yeovil Eco Town and rural South Somerset and when those situations arise the car used should produce the lowest possible emissions at source.	No Change

<p>Modal Shift for Yeovil Eco Town and Urban Extension (paras 5.68 – 5.70)</p>	<p>* How is this possible with Yeovil's current road system? It is not possible to add a bus lane on Hendford Hill, Newton Road, Ilchester Road, Mudford Road, Preston Road, Sherborne Road or West Coker Road.</p>	<p>This policy relates to the Eco Town Urban extension purely because such measures need to be designed in from the start and with sufficient critical mass to enable delivery and take up. It recognises that the degree of modal shift is much more difficult to attain in existing settlements because of the limitations imposed by the existing infrastructure and the difficulty in overcoming these limitations. Different policies therefore apply in respect of transport for the rest of Yeovil and similarly to Chard and subsequently to the district as a whole to realistically reflect the different levels of potential to implement sustainable transport measures.</p>	<p>No Change</p>
	<p>* References to eco developments are inconsistent and confusing, particularly Eco Town when what is meant is Eco Urban Village.</p>	<p>The Eco Town and Eco Urban Village are distinct and there is a separate policy in respect of the Urban Village YV3. This policy states that in respect of the Urban Village the adoption of Eco-Town Standards is subject to a viability assessment. The degree of modal shift is much greater for the 'Eco Town and Urban Extension' than within the confines of the Urban Village and policy YV5 is primarily aimed at the 'the Yeovil Eco Town and Urban Extension'. Minor editing to clarify.</p>	<p>Edit to clarify</p>
	<p>* Paragraph 5.68 - The 50% target is a loose interpretation of the PPS. ET11.2 and ET11.3 indicate that 50% is a bare minimum, with 60% being the long-term ambition (cf.10.6). SCC interpretation is that for the purposes of this target being a car passenger does not count as a sustainable mode of transport.</p>	<p>Agree that the long-term aim should be to work towards 60% of travel by sustainable means. However whilst this will be possible within the urban extension itself, and higher rates are probable given that in exemplar towns the number of journeys by private car has been reduced to just 25%, we should still recognise that many of the travel attractors will lie outside of an urban extension and a degree of realism must therefore ensue. Also agree with the interpretation in respect of car passengers, however, this does not preclude either encouraging car share or the setting up of car pool schemes which is specifically recommended in the DCLG's Eco-towns transport worksheet (page 15).</p>	<p>No Change</p>

	* Paragraph 5.68 (3) - Important to consider how the setting of charges at low rates fits with the parking strategy and how far it might act as an incentive for other to use these facilities. Whilst recognise that parking provision is a sensitive issue it is one which undeniably impacts on the propensity to drive and cannot be ignored.	Agree that any charges would also have to reflect the car parking strategy to discourage visits by car from other areas. Visitors should be encourage to travel by sustainable means and if appropriate and deemed necessary Smartcard technology could also enable a dual tariff system to further discourage this sort of use.	Edit text to refer to SCC Transport Policies - Draft parking Strategy (Oct 2011) - Policy TM5.
	* Paragraph 5.68 - Does not include the text wording from the findings of the HRA on Bracket's Coppice SAC and therefore the Core Strategy cannot be considered to be Habitats Regulations compliant (suggested additional text supplied).	Accept. New paragraph to be inserted	Amend supporting text (already noted above).
	* Paragraph 5.68 (4) - Should also be considered whether providing long-stay residential car parking further away than the nearest alternative transport opportunity would further encourage people to swap the car for other modes of transport.	Noted. Matter for Masterplanning.	No Change.
	* Paragraph 5.68 (5) - May benefit from a wider focus: 1. Should not focus simply on electric vehicles, as other alternative fuels exist. Referring to electric only is unnecessarily risky. Appropriate terminology such as 'emerging vehicular technology such as electric vehicles or other fuel cell/hybrid alternatives' should be used. 2. Consideration should not be restricted to cars. Electric (and other emerging technology) powered bikes and motorcycles should also be considered as part of these schemes.	Encouraging the use of electric cars reflects current government thinking. It does not preclude or discourage the use of other low emission vehicles such as those powered by Hydrogen Fuel cells or Biofuels. The difference is that one of the main constraints to electric car use currently relates to the lack of charging infrastructure and the policy as a whole seeks to mitigate this. The provision of this infrastructure will also positively encourage the use of electric bikes and electric motor cycles.	No Change
	* Paragraph 5.70 - There may be many sources of potential transport interventions in addition to the UWE study, not least the County Council's views as transport authority. The purpose of the IDP is to encapsulate the infrastructure requirements do would suggest the policies refer to the IDP rather than the UWE study. IDP should capture agreed proposals and requirements from the range of sources of transport interventions.	The UWE report evolved from key stakeholder participation and it is part of the evidence base. There are clear links for building some of these projects into the Eco Town. This again does not preclude measures envisaged by SCC that emerge from the YTSR 2 and the FTP's implementation plans. Agree that there should be reference to the Infrastructure Delivery Plan and the fact that it should capture agreed proposals and requirements from a range of sources in the supporting text.	Amend supporting text to refer to infrastructure in the IDP.
	* Public transport is at best patchy due to cuts can result in a college day of 7.00am to 7.30pm.	Not a direct issue in respect of modal shift for the Eco Town.	No Change
	* Support policy and modal shift target of 50%.	Support noted.	No Change

Policy YV5 Modal Shift for Yeovil Eco Town	* Object to YV5 as unrealistic. Free deliveries are unrealistic. Traffic will increase, be it be by families, elderly or lazy folk as they will not use cycle paths or park and go schemes. Hendford hill is steep. Yeovil junction is where it is and no amount of figure of 8 bus routes will bring it nearer the town. It is not possible to raise the status of the Exeter to Waterloo line as it would need upgrading for that to happen. Dr Beeching did the damage which is impossible to reverse.	YV5 follows the principles for delivering sustainable travel that have been applied elsewhere and are proven. Don't accept that free deliveries within an Eco Town urban extension are unrealistic. The concept of supermarkets delivering is now widely accepted usually at very low (way below cost) price and occasionally free. In this instance the delivery distance would involve very short distances from the shop and there is an added incentive of market share and retention from the supermarkets perspective. Similarly measures to improve walking, cycling and public transport use have worked elsewhere and can work in an Eco Urban Extension for Yeovil.	No Change.
	* I don't object to the principle of modal shift. To put one policy on one housing development is not sensible. SSDC should start to build in good achievable concepts into the new key sites and regeneration areas of Yeovil. This would tie in with the most cost effective parts of the policy. Make it a Yeovil wide policy and not just the Urban Extension. Recommend that you delete this policy as it consumes time and resources which should be used to improve Yeovil and South Somerset.	The degree of modal shift attainable relates to the ability to design in measures that will actually deliver it. Best practice has illustrated that measures need to be designed in from the very start and have sufficient critical mass to ensure take up and viability. This is why there is greater potential to deliver modal shift in the Eco Town Urban Extension. Where there is existing infrastructure or even for those sites approved under old policy this is very difficult to achieve. The range of transport policies in the Core Strategy therefore follow a hierarchical approach.	No Change.
	* Policy generally supported but the cost of subsidising bus services and other measures needs to be looked at carefully in the context of viability even in relation to the Yeovil urban extension. Otherwise the scheme may become unviable.	Noted and agree that any measures must be viable.	No Change.
	* Needs to be a direct link between contributions and development.	Yes agree - this is explained in the Planning Obligations Policies.	No Change
	* Importance of legible network for walking and cycling through the provision of measures such as maps, web resources and signage) and non-public transport soft measures should also be considered. Would seem appropriate to consider whether any of these measures are appropriate for other developments elsewhere.	These are all considered in Chapter 10 Transport & Accessibility and the generic policy TA1.	No Change.

	<p>*Question the viability of walking and cycling proposals. How will the Council enable travel by means other than the car?</p>	<p>The background text illustrates how this can be achieved and the degree to which this can be achieved. However the hierarchal approach recognises that this will be easier to achieve in the Eco Urban extension than in existing developments, which in turn will also vary in terms of practical application. The key will be the greater degree of permeability and ease of access and directness of these sustainable routes.</p>	<p>Recognise that relaxed car parking standards are set to be introduced by SCC. Delete the word 'limited' from YV5, paragraph 4.</p>
	<p>*Building housing without adequate parking will lead people to park on the street which will affect emergency service access, it will not mean that people will not have cars - suggestion will not work.</p>	<p>There will remain a requirement for parking. Policy is about making sure that other modes are readily available and are as easy or easier to access than the private car. It recognises that there will still be a need for some journeys by car and it's about discouraging the need or desire for journeys by car rather than car ownership itself. Accepted that the design will mean that car parking won't be adjacent to the front door, however the design can also eradicate any potential for on-street displacement. Best practice elsewhere has proved this is feasible. Somerset County Council are set to publish more relaxed car parking standards which will resolve this concern.</p>	<p>Recognise that relaxed car parking standards are set to be introduced by SCC. Delete the word 'limited' from YV5, paragraph 4.</p>
	<p>*Policy is excessive and unreasonable - specific sustainable transport measures should only be sought to make development proposals acceptable and should be fair and reasonably related in scale to the proposed development.</p>	<p>This policy relates to an Eco Town Urban extension and as such should aim to deliver at the very least 50% of travel by sustainable means. It follows examples from best practice elsewhere. The alternatives to these measures to ensure delivery of this scale of development would be very expensive highway infrastructure improvements.</p>	<p>No Change.</p>
	<p>*Delete this policy, the Eco Town should not have its own policy, modal shift should apply across Yeovil.</p>	<p>The degree of modal shift attainable relates to the ability to design in measures that will actually deliver it. Best practice has illustrated that measures need to be designed in from the very start and have sufficient critical mass to ensure take up and viability. This is why there is greater potential to deliver modal shift in the Eco Town Urban Extension. Where there is existing infrastructure or even for those sites approved under old policy this is very difficult to achieve. The range of transport policies in the Core Strategy therefore follow a hierarchical approach.</p>	<p>No Change.</p>

	*Object to the way SSDC is seeking to urbanise historic rural rights of way and bring them into an urban framework.	No intention to do this but where existing rights of way can be linked to a proposed development then we would be looking to improve sustainable access to them to enhance their use and provide sustainable links to that development.	No Change.
	*Park and Ride provision needs to be included.	The YTSR 2 will consider the feasibility of Park & Ride - measures and outcome will be fed into the Core Strategy 'Submission' plan.	No Change.