

## South Petherton Neighbourhood Plan Regulation 16 Consultation

### Summary of Comments Received



No.	Name	email	Comment
1	Marine Management Organisation (MMO)	<a href="mailto:SH.Info@marinemanagement.org.uk">SH.Info@marinemanagement.org.uk</a>	No bespoke response received. General information about the role of the MMO provided.
2	Highways England	<a href="mailto:steve.hellier@highwaysengland.co.uk">steve.hellier@highwaysengland.co.uk</a>	<p>The Vision Statements are clear and well structured.</p> <p>In general, we support objectives which contribute to a reduction in out-commuting and which encourage travel by sustainable modes, although low levels of self-containment and a high amount of out-commuting are recognised.</p> <p>The latest position on the A303 improvements are available on the Highways England website.</p> <p>We welcome Policy BEH3 in support of non-vehicular routes to local amenities. We particularly welcome the local community hub being planned and an additional 0.66ha of employment land, which will aid self-containment and benefit the local economy.</p> <p>We support the objectives to facilitate greater use of public transport and the aspiration to purchase a minibus in order to increase the provision of community transport, as this should reduce reliance on car use.</p> <p>We welcome the aim of maintaining a sustainable neighbourhood and wish them every success in the delivery of the Neighbourhood Plan.</p>
3	Public Health	<a href="mailto:sbrock@somerset.gov.uk">sbrock@somerset.gov.uk</a>	The community has a desire to reduce the impact of motor traffic and facilitate more walking and cycling trips, but the policy solutions suggested are at risk of having the opposite effect to that intended, by providing more, free, parking for cars while doing little to facilitate

			<p>walking, cycling and bus usage. There is now a substantial body of evidence which demonstrates that if there is low or no cost parking available at the start and finish of journeys, then car owners are highly likely to drive those journeys by default, even for very short distances that are readily walked or cycled.</p> <p>The only exception to these policy solutions is the emphasis on the need to improve the pedestrian environment, as the current deficiencies here mean that walking, even short distances, can be unpleasant or even impossible for some people.</p> <p>Given that virtually all the village would fit within a 1km radius circle, a very large proportion of trips within the village ought to be by walking and cycling. Very few trips would require a car. Trips from the smaller settlements are all also within a distance very suited to cycling, although the A303 forms a physical barrier from the south.</p> <p>Parking provision should always be priced and stated separately to that of houses. Travel plans and developers' marketing efforts need to focus prospective purchasers on the opportunities for using other modes than their own cars for some trips and that there will be additional costs for parking provision other than the minimum.</p> <p>New developments should be made controlled parking zones with resident parking permits and strictly limited off-plot parking for privately owned cars. The expansion of controlled parking to much of the village should also be considered where there is insufficient capacity and/or unsociable and pavement parking.</p> <p>In many communities it is the case that parking spaces that are most valuable for short stay shoppers are taken up by people who arrive early and park all day who work in those businesses that would benefit most from high turnover in parking spaces.</p> <p>On street and off street parking should be priced according to demand and whether the parking is best used for long or short stay. Any revenue obtained should be earmarked for investment in other</p>
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			<p>transport modes and public realm that benefits the areas concerned. Given that cars are parked for 96% of the time, is there scope for car sharing or local car clubs, with preferential parking, to reduce car parking demand and perhaps shared use for journeys to work in Yeovil and Taunton in particular?</p> <p>Many villages in parts of Europe that face similar car and parking pressures do not seek to accommodate more cars within the village. Rather, they provide edge of village car parking, with bus stop and undercover cycle parking, as a simple transport interchange. With similar geography, such a facility might well be placed close to the off ramp of the A303. This arrangement has several beneficial effects.</p> <p>The above comments are all made in the context that our populations are not sufficiently active for good health, and dependence on car travel is a significant element of that context. Building physical activity into daily life, not least journeys to work, shops and leisure, is the best way for most people to achieve healthy levels of physical activity.</p> <p>Suggested Policy - Consider allocating land for edge of village car parking and transport interchange close to the A303, with undercover cycle parking, instead of the proposed additional car park allocations within the village, amend policy TT2 accordingly and delete policy TT3. Ensure NP S106 &amp; CIL funding can be used to provide such a facility.</p> <p>Reason: Providing additional parking capacity within the village, both public car parks and on-plot for new residential development over and above county car parking standards is not in accordance with the community desire to reduce the impact of motor vehicles on the community, and in the latter case will make housing less affordable.</p>
4	Historic England	<a href="mailto:David.Stuart@HistoricEngland.org.uk">David.Stuart@HistoricEngland.org.uk</a>	<p>This is an impressive document and we are pleased to see that it highlights the value placed by the area's community on its historic environment. The preparation of the Parish Design Statement, identification of locally important heritage assets and inclusion of related policies within the Plan, for example, are significant initiatives in the protection and enhancement of the area's distinctive local</p>

			<p>character which we applaud.</p> <p>There are no other issues upon which we would like to comment and so it remains only for us to congratulate your community on its progress to date and wish it well in the eventual making of the Plan.</p>
5	Natural England	<a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a>	<p>We have previously been consulted on both the Strategic Environmental Assessment and Habitats Regulations Assessment screening and the draft neighbourhood plan, and concluded no likely significant effect on statutory designated sites.</p> <p>Natural England does not have any further comments on this neighbourhood plan; please refer to our previous correspondence.</p> <p>The general issues and opportunities that should be considered when preparing a Neighbourhood Plan are provided.</p>
	South Somerset District Council Spatial Policy Team	<a href="mailto:david.clews@southsomerset.gov.uk">david.clews@southsomerset.gov.uk</a>	Comments are included on a separate schedule