

Councillors are hereby summoned and members of the public and press are invited, to attend a meeting of the Planning and Highways Committee of Crewkerne Town Council to be held on Monday 9 October 2023 in Council Chambers, Town Hall, Market Square, Crewkerne at 18.45.

Note:

Members of the public who wish to view the meeting proceedings, either in real time or afterwards, can access the meeting through the following link:

<https://www.youtube.com/channel/UCTA9K-7L4Onjcli2Gtz7tCg>

K Sheehan, Town Clerk (signed on original)

Tuesday 3 October 2023

Agenda

Open Forum: Questions may be put to the Committee in person during this Public Participation Session of up to 15 minutes and a maximum of 3 minutes per person. Issues received by the Clerk a minimum of 3 working days before the meeting (i.e., by 5pm on the preceding Wednesday) will receive a response during this session. Issues raised in this session without prior notice may be referred to the Clerk to respond to within 10 working days or listed on a subsequent agenda.

1. To note apologies for absence.
2. Declarations of interest in items on the agenda.
(NB this does not preclude later declarations).
3. To confirm the minutes of the previous meeting on Monday 11 September 2023.
4. To receive the Clerk's update report.
5. To consider Planning Applications as per the list available on website or via Town Council office. Please note that the Town Council is a Statutory Consultee for Planning Applications and as such does not make decisions on any application. Any recommendations and comments this Committee make will be fed into the planning process. Somerset Council is the Planning Authority and will issue the decision notices on all applications.
6. To receive planning decision notices from Somerset Council.
7. To receive the updated Action Status Report.
8. To consider Community Funded 20mph Speed Limits.
9. To consider responding to Somerset Council's Planning Principles consultation.
10. To consider feedback from Rose Lane parking consultation.
11. To receive a report from the Neighbourhood Plan Steering Group.
12. Date of next meeting: Monday 9th October 2023, 18.45, Council Chamber.

CREWKERNE TOWN COUNCIL
Planning and Highways Committee Meeting
Monday 9 October 2023

Item 5 – New Applications – Somerset Council

23/02320/LBC Galvanis, 11 Church Street, Crewkerne TA18 7HU

Internal works to include Erection of a stud wall on the ground floor to create a reception area and a small treatment room and Erection of a stud wall on the first floor to create a treatment room and a new storage area - separating the toilet from both.

23/02383/HOU Dunsnapyn Silk Path Market Square Crewkerne Somerset TA18 7LY

Demolition of existing upvc Porch to front Western elevation and replacement with single storey mono pitch roofed extension, repositioning of existing dormer window and installation of additional dormer window on west roofslope, reduction of three light window to a two light window in side/north elevation and internal re-arrangements.

Item 6 - To receive planning decision notices from Somerset Council

23/01962/HOU 53 Winyards View Crewkerne Somerset TA18 8JA

Removal of existing wall and erection of new fence in new position. New car parking space adjacent to existing.

APPROVED.

23/01280/HOU Treetops 31 East Street Crewkerne Somerset TA18 7AG

Installation of 15 solar panels on south facing roof.

APPROVED.

22/01599/NMA Crewkerne Key Site 1 Land East Of Crewkerne Between A30 And A356 Yeovil Road Crewkerne Somerset TA18 7HE

Non Material Amendment to approved application 20/00149/REM to: - Update boundaries and hard landscape plans (minor changes to plots 7-9) - Update landscape plans to show new stream alignment and minor on plot changes (plots 7-9) - Update landscape plans and details for boundaries to commercial area to include bund details - Review and update planning housepacks.

DECIDED.

	Subject	Action	Status	Responsibility	Status
Jul-20	Millers Garage	To keep on matrix with regular updates	To keep on matrix with regular updates. Jul 23: Awaiting information from Commercial Property Land Development Manager at Somerset Council. Aug 23: awaiting planning application to be submitted.	Clerk/Deputy Clerk	Ongoing
Nov-20	Ongoing issues with many gullies in the town	Deputy Clerk is putting together a spreadsheet of problems.	Nov 22: Ongoing contact with Highways. Budget spent, however clearance can be organised for urgent jobs. May23. To be readdressed in upcoming site meeting with Somerset Council in June. Yearly jet washing will take place, awaiting schedule.	Deputy Clerk/Highways	Ongoing
Dec-20	Diversion of Henley footpath railway crossing proposed by Network Rail and associated with the planning approval for a development on land at the top of Kithill.	Following a presentation from Network Rail, it was agreed to organise a site meeting to allow NR representatives to understand the Town Council's concerns.	Sept 22: Contact made with SSDC Planning regarding this pre condition and request for update. Apr23: Noted, correspondence received from Network Rail regarding a proposed diversion application. Further information due from Network Rail. May23: update received with 2 diversion potential routes. Somerset Council to do site visit. Crossing lies within West Crewkerne Parish so only comment from neighbouring Parish.	Network Rail/SCC Footpaths officer. NMA refused Jan 23.	Ongoing
Feb-21	The condition of the NatWest building following the fire which has damaged the building.	SSDC has made the building safe. There are concerns that it will not be made watertight or restored by the owners.	Town Council to stay in contact with the SSDC conservation officers. June23 Conservation Officer advised a breach of planning complaint be made via website. Deputy Clerk has submitted one. Deputy Clerk has requested a site meeting with Conservation to discuss various matters. Unable to progress further as there are no conservation officers that deal with buildings at risk in South Somerset.	Deputy Clerk	Ongoing

Feb-21	Pavement Survey	Cllr. Kathy Head to work with Crewkerne Action for the Disabled to organise a survey of the town's pavements	May23. Cllr Head to prepare and report later in 2023 – Cllr. Head advises December/January.	Kathy Head	Ongoing
Aug-21	Wall adjacent to Gouldsbrook Terrace crumbled leaving debris on the pavement.	The Deputy Clerk was asked to investigate ownership of the wall and send a letter to the owner to request that the wall was made safe	Feb 23: Highways confirm they have had difficulty communicating with landowner about the repairs needed. June 23: Highways confirm no progress made as landowner not responding.	Highways	Highways. To be left on until resolved.
Sept21	Pedestrian crossings. Concerns regarding the speed of traffic and visibility of crossings. Faded road markings and lights on the bollards dim in day light	The Deputy Clerk was asked to contact Highways to request that the crossing was repainted, and different lights installed, including lights on the column of the bollards.	July 22: The reflective cover has been replaced.	Deputy Clerk	Complete. Leave on as councillors wish to keep pedestrian crossings on radar.
Feb 22	Cars and tractors speeding around Gouldsbrook Terrace to Church Street.	Deputy Clerk to contact Highways to request a solution.	Nov 22. CTC to contact Highways re building out of the pavement to ensure pedestrian safety whilst crossing. This would slow traffic. June 23: Nothing can be done at this location.	Deputy Clerk/P&H Chair	Ongoing. Do Councillors want to keep this on?
Apr 22	Speeding issues in Broadshard	Many complaints re speed of traffic from Merriott into Broadshard.	SID pole installed.		Ongoing
Aug 22	Dangerous Pavements on West Street. Uneven paving slabs and raised ironworks have caused falls.	These have been reported. Contractors have worked on part of the pavement but potentially made it worse.	Nov 22. Highways Officer to inspect. Apr23 County Roads have requested a reminder of the section of concern. Deputy Clerk to investigate and respond back. June 23: Highways will re-check measurements. July 23 update requested re measurements. Sep 23: Highways Superintendent deems safe – inspected twice now.	Deputy Clerk	Remove?

Oct 22	Diseased tree on Market Street	Agreed to replace it but queried £300 licence fee	Town Clerk has submitted planting proposal to Highways but not yet received confirmation. Sept 23: chased.	Town Clerk	Ongoing
Dec 22	Faded road markings – zebra crossing outside Waitrose/Library also junction of Wynnstay with North Street.	Responsibility – SC? Responsibility – Private ownership?	SC to refurbish car park markings South Street – date to be confirmed. Mark ups in car park Sept 23 – Somerset Council seeking quotations for lines Oct 23.	Town Clerk	Ongoing
Feb 23	Littering opposite Wadham School, Ashlands Road	Reported to Locality Officer.	Potential site visit. Apr23 CTC to consider request to fund a co-mingle bin at a cost of £785.00. Somerset Council to obtain and install if approved. CTC agreed to monitor and revisit the issue in 6 months.	Deputy Clerk	Ongoing
Mar 23	Overflowing dog bin bottom of Brickyard Lane	Clerk to contact Streetscene about collection schedule.	Deputy Clerk has requested a collection schedule be confirmed. July 23: further request for schedule. Sept 23 request for schedule requested again	Town/Deputy Clerk	Ongoing
Mar 23	Missing bins at various locations	Clerks to investigate where possible	Deputy Clerk following up on missing bin on Station Road and a historic offer from Taylor Wimpey to reinstate. May23 TW confirmed happy to replace and have ordered one. Awaiting delivery date. July 23 chased. Sept 23: Station Road bin now reinstated.	Town/Deputy Clerk	Ongoing
Mar23	'Laydown' area opposite Wadham School requires remedial works following recent gas works	Deputy Clerk in contact with Morrisons regarding the area being re-landscaped following recent works	Morrisons contractor to carry out repairs to drains, level & reseed grass, plant bulbs. Awaiting start date. May23 Contractor commenced work on 9 th May, to level and reseed area. Money for daffodil bulbs to be provided to CTC and wildflower seed has been delivered. J Davies is liaising with Wadham School to authorise the planting when bulbs are available (Sept/Oct). Issue of damaged pavement is ongoing. July 23: contractor has repaired drain cover, re-seeded, and tidied the area. Damaged pavement to	Deputy Clerk	Ongoing

			be repaired, awaiting approval as requires traffic lights. Sept 23: Pavement has been repaired. Bulb planting to be planned.		
Apr 23	Loose/uneven paving slabs Church Steps	Reported to Somerset Council via email.	Dangerous uneven slabs, damage to stone. May23: chased again, no response. Add to Highways meeting June 23. June 23: Highways investigating who is responsible for works. Responsibility for broken step also being investigated. July 23: ongoing investigation by Highways and RoW on responsibility.	Deputy Clerk	Ongoing
Jun 23	Dropped Kerbs	Report sent to Highways for consideration	Report submitted by Space4Crewkerne about dropped kerbs in town. Discussed at Highways meeting. July 23: report sent to Highways. Aug 23: response received stating it has been passed to the SIS team for assessment.	Deputy Clerk	Ongoing
Jun 23	Mobility Scooter Access	Request for steps to be changed to allow mobility scooter area in Severalls/Southmead Crescent area passed to Highways	July 23: Information sent to Highways to consider. Aug 23: response received stating it has been passed to the SIS team for assessment.	Deputy Clerk	Ongoing
Jul 23	Graffiti	Reported to Somerset Council	Graffiti in Abbey Street and car park, Church yard and Church Street. Some offensive wording. Removed by Somerset Council from council property and any containing offensive language (with owners permission). Graffiti on private property is responsibility of owner to remove. Reported to Police.	Deputy Clerk	Ongoing
Jul 23	State of the pavements in Middle Path – near surgery raised ironwork caused a resident to trip and fall.	Reported to Councillor Surgery July 2023	Reported to Highways, added to next Highways Meeting Sept 23.	Deputy Clerk	Ongoing
Jul 23	Possibility of a pedestrian crossing on South Street near the Methodist Church.	Reported to Councillor Surgery July 2023	To be added to next Highways Meeting Sept 23.	Deputy Clerk	Ongoing

Jul 23	Broken glass outside 18 Abbey Street	Reported to Councillor Surgery July 2023	Reported to Somerset Council.	Deputy Clerk	Ongoing
Sept 23	High walls around Rose Lane deteriorating – debris over road		To be added to next Highways meeting – likely end Oct/early November	Deputy Clerk	Ongoing
Sept 23	Broken Church Street flower bed A30		To be added to next Highways meeting likely end Oct/early November	Deputy Clerk	Ongoing

SUPPORTING REPORTS TO PLANNING & HIGHWAYS COMMITTEE – 9 OCTOBER 2023

Agenda Item 8: To consider Community Funded 20mph Speed Limits.

Background: Councillors considered this at the August meeting of P&H and requested it be brought back along with the application form for further discussion. (With a view to budgeting for costs and applying next year as the deadline has now passed).

Supporting information:

Issued by Somerset Council:

‘As you may have been made aware, Councillors were recently invited to attend a briefing outlining Somerset Councils position on 20mph speed limits, aligning to the manifesto commitment to ‘work with communities to make 20mph speed limits the norm outside schools, in residential areas, our city, town and village centres’.

As an authority we want to support communities who wish to fund the design and implementation of a 20mph speed limit. It is estimated that the cost would be in the region of £15,000. You will be required to pay a £500 non-refundable application fee which will cover an initial assessment including up to 2 no week-long speed data readings. Note, at our discretion we may be required to collect data from more than 2no locations to determine the suitability. These will be charged at £200 per location and will be included in the final cost of the scheme.

For information, the Department for Transport guidance on the setting of local speed limits are clear in that speed limits should be evidence led, self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance and should be seen by drivers as a maximum rather than a target speed.

Research has shown that a change in speed limit signs alone has very little effect on actual vehicle speeds and that the speed of vehicles is moderated by the surrounding environment rather than the posted speed limit. Where motorists do not understand the reasoning behind the implementation of a speed limit, a high level of non-compliance is likely to occur, and indeed this may lead to disrespect of speed limits elsewhere.

The key factors that need to be considered when reviewing a speed limit is history of collisions; road geometry and engineering; road function; compositions of road users; existing traffic speeds; and road environment.

In specific reference to 20mph speed limits, the minimum length of speed limit is 600m (300m in exceptional circumstances) and **mean speeds must be below 24mph**. If mean speeds are higher than the intervention level, traffic calming measures will be required to reduce speeds to this level. Note, in larger communities it may be that only smaller areas are feasible, for example a housing estate or ward whereby it wouldn’t impact on the strategic network.

It is also worth considering the environmental impact on the 'street scene', having the necessary highway signage, such as terminal and repeater signs, and road markings installed within the village.

We are currently welcoming expressions of interest so please complete the accompanying application form by the end of August 2023 and return to this email account along with confirmation



that the application fee has been paid. We will then carry out the initial assessment and advise you as to whether you will to be added to the register for progression, with the expectation that these schemes will be delivered in 2024. If your community is not ready to submit an application this year we will look to open the window for expressions of interest again this time next year.'

Additional information – application form attached below.

Name of Parish/Town/City Council																		
Lead Contact																		
Position Held																		
Email Address																		
Phone Number																		
Has the concept been agreed at a Town/Parish Council meeting?	Yes No																	
if yes, please provide evidence?																		
Has consultation been carried out with residents?	Yes No																	
if yes, please provide evidence?																		
Description of extent: (Include plan if possible)																		
Does the Parish Council have any speed data? (Include if possible)																		
Please confirm the budget set aside? (£)																		
Are you accepting of the signing/lining requirements? See table below TSM C3																		
<table border="1"> <thead> <tr> <th rowspan="2">Speed limit and type of road^{1,2}</th> <th rowspan="2">Size of sign (mm)</th> <th colspan="2">Maximum distance (m) between</th> <th rowspan="2">CVD (m)</th> </tr> <tr> <th>Each repeater sign</th> <th>Terminal sign and first repeater³</th> </tr> </thead> <tbody> <tr> <td>20 mph zone</td> <td>300</td> <td>See 8.7.1</td> <td>See 8.7.1</td> <td>-</td> </tr> <tr> <td>20 mph</td> <td>300</td> <td>200</td> <td>200</td> <td>20</td> </tr> </tbody> </table>	Speed limit and type of road ^{1,2}	Size of sign (mm)	Maximum distance (m) between		CVD (m)	Each repeater sign	Terminal sign and first repeater ³	20 mph zone	300	See 8.7.1	See 8.7.1	-	20 mph	300	200	200	20	
Speed limit and type of road ^{1,2}			Size of sign (mm)	Maximum distance (m) between		CVD (m)												
	Each repeater sign	Terminal sign and first repeater ³																
20 mph zone	300	See 8.7.1	See 8.7.1	-														
20 mph	300	200	200	20														
Existing Speed Watch in operation?	Yes No																	
Is there an existing system of street lighting?	Yes No																	
Any other comments:																		



Agenda Item 9: To consider responding to the Somerset Council Planning Principles Consultation

Background: Somerset Council is currently consulting on Planning Principles, closing date for comments is 16th October.

Further details available at: [Creating Places for People - Somerset Council - Citizen Space](#)

Recommendation:

Councillors to consider if they would like to submit a response from Crewkerne Town Council and if so, to determine said response.

Supporting information:

The consultation document and survey questions are appended to this agenda pack.

Agenda Item 10: To review feedback from the Rose Lane parking consultation.

Background information:

Following a comment that people can struggle to pass vehicles parked close to right hand bend on Rose Lane the idea of double yellow lines for a short distance was raised at the last meeting with Highways and Traffic Management in June. Highways Officers advised CTC to contact the local residents to Rose Lane and gauge the general feeling to the idea. If approved then an application for a TRO could be started. The then Deputy Clerk delivered a letter to residents and collated the responses.

Condensed responses:

Comments were received from seven residents:

1. *'...an awful thing to do, us residents already struggle to park as it is without losing more spaces. There are times where we cannot park on the road or carpark as it is full...I think the ideal solution would be to make rose lane residents only for parking on the road...Putting yellow lines would make it even harder for residents to get parked as more parking space would be lost.'*
2. *'...I think yellow lines close to bend etc would be helpful, for the essential utilities. Also, signs saying residents parking only would also be an idea...the best solution to mark out parking spaces allocated to the houses in that part of the road. Each space with house number if there are sufficient spaces for the houses in that part of the lane about 12 of them...Also the council needs to proceed with the car park they were going to make along East Street where they acquired.'*
3. *Via Susie: '...he said that his views are reflected by his neighbours, and some will also be contacting you too. He said the answer to yellow lines would be "yes" but only if it was to improve the situation and not just move problems further along...He also mentioned residents from other streets and visitors park there and that the road and walls are not maintained, despite requests being made to Somerset Council...he said even having a parking permit does not mean that he can have a space. He thinks it would be beneficial to have residents' only parking as there are so many parking issues.'*
4. *'...I feel quite strongly that the introduction of yellow lines would not benefit the residents of Rose Lane...Abbey Street Car Park is usually full. The Lane is used by non-residents who work in the town...I completely appreciate the difficulties for drivers of larger vehicles on this bend if a car is parked there. This problem is usually overcome by larger vehicles entering Abbey Street Car Park and reversing back along the lane. I feel the small amount of larger traffic does not warrant the introduction of restrictive lines, reducing the number of parking spaces.'*
5. *'Firstly, there are many issues that could be raised here and there are some things that can be put in place to reduce/remove these issues and I feel that double yellow lines isn't one of them....at the very beginning of Rose Lane, you will find bollards indicating the width of the narrowest part. This is great but what we also need is a sign that stops anything bigger than a Luton van from entering the lane. Regardless of yellow lines or not, that corner is a sharp one and anything bigger than a Luton van has great difficulty getting around that bend with or without a car parked on the corner...Rose Lane needs to become residents only. We need residents permits per vehicle per house and we can have it as a first come first served...there is a huge lack of parking in Crewkerne as a whole. The car park off east Street is a MUST. If*

you were to add double yellow lines to the corner on Rose Lane, it would make things more difficult for us residents.'

6. *'...the proposal, should it go ahead, would restrict even further the limited parking that residents of Rose Lane already suffer...The adjacent wall that forms part of Abbey street car park is falling apart...My proposal, so that double yellow lines can then be applied, is as follows; Each resident of Rose Lane is issued a Parking Permit...ONLY Rose Lane Residents should have access to these permits. A permit holder only sign should be put up on Rose Lane...The permit holder should be permitted to park in Abbey street car park without additional charge should there still be no parking in Rose Lane.*
7. *'...I strongly feel that parking restrictions need to be applied but not just some double yellow lines on the corner...marked bays would be appropriate and permits provided for rose lane residents, maybe one permit per household for those without private parking and it to be on a first come first served basis - no permit no parking...Also it might be worth having a restriction on what vehicles can enter the lane as we have a lot of large delivery vans go through at times which often causes damage to vehicles.'*

Recommendation:

Councillors to consider whether they wish to pursue this suggestion with Somerset Council Highways.

Katharine Sheehan, Town Clerk, October 2023.

Creating Places for People

Public Consultation – 4th September 2023 to 16th October 2023

We want to hear from you!

Residents and businesses in Somerset are being urged to help shape the future of their county and have their say on how best to create places that put people at the heart of their design.

Somerset Council is launching a public consultation to seek opinions on a set of outline “principles” that are designed to steer new development in Somerset. These should guide developers towards creating attractive and high-quality environments, but also inclusive and accessible places for all, regardless of age, gender, mobility, or background, where people enjoy living.

This document is designed to provide further detail and information for those who wish to know more, in support of the consultation and survey.



What's the problem?

Good street design is integral to creating high quality places. However, too often new developments in Somerset are failing to achieve this.

Developers have traditionally been required to design their schemes based on a system which predicts future transport movements based on past trends. This has led to an over-emphasis on ensuring the local road network and site accesses are built or upgraded to have sufficient capacity to accommodate the predicted increase in car use. Developers have been asked to consider other sustainable travel modes within their designs, and in some cases contributed towards off-site improvements. However, this has always been alongside, and often second to ensuring car-based capacity is delivered. Application of highways guidance has further contributed to this in the design of internal estate roads, which have often prioritised vehicular movements over pedestrians and the creation of great places with enhanced environments.

This approach has often created rather sterile and ‘anywheresville’ feeling developments which lack identity. It has failed to help create the environments needed to enable inclusive movement for all and failed to deliver the necessary shifts to more sustainable modes. The linkage between people’s immediate environment, air quality, and ability to live active lifestyles, and a range of physical and mental health and wellbeing concerns are becoming increasingly more obvious. Carbon emissions from transport remain stubbornly high in Somerset and the UK more widely. People often feel they have no choice but to drive to reach everyday services and facilities.

So what?

High quality places can deliver a wide range of benefits to residents and visitors alike. By making places more people-focused and higher quality, we can enable people to live more sustainably, feel safer and more confident, live healthy and vital lives, save money, reduce carbon footprints, access opportunities, and simultaneously create places people feel proud of, which are attractive and resilient for the future. This can deliver major benefits for Somerset, socially, economically and environmentally.



Now what?

At Somerset Council we are developing a set of placemaking and movement design principles, which we will expect developers to respond to. These principles will look to ensure the above benefits can be realised through new development. They will inform the development of our new Local Transport Plan, new Local Plan, and our overall approach to transport planning, development management (consideration of planning proposals) and other relevant policies and plans. These principles respond to the following vision:

Our Vision Statement: *“Streets and spaces will be designed to be attractive, pleasant and inclusive places that accommodate all users and feel safe for use by all walking and wheeling users. They should prioritise active travel and public transport, maximising connectivity, and permeability not only within development sites, but also providing wider connectivity. Crossings and junctions should always prioritise pedestrians in residential areas. Streets and spaces should also be designed to reflect a hierarchy where movement is related to land use and character.”*

Our **draft** placemaking and movement design principles are as follows:



1. **Reduce need to travel via private car** (internal trips) by ensuring **key facilities and services**, existing and proposed, are within a 20-minute walking or wheeling time. Streets should link to existing roads and local services, ensure **permeability, connectivity** and not turn their backs on neighbours.



2. In towns and more urban areas **reduce parking provision in combination with hard and soft travel plan measures** and include the provision of car/bike clubs, EV bikes/scooters, EV charging and public transport provision. Incorporate a mobility hub approach with mobility and non-mobility components as suitable for the site. The vision in these areas is for **low car ownership and ambitious modal shift** enabled by an increase in **multimodal travel measures**.



3. **Design parking to be unobtrusive** in the public realm, avoiding dominance in the streetscene. Allow for the future **phasing out of parking** to reduce carbon emissions as ownership levels reduce. Prioritise car ports over garages. Secure **cycle parking / infrastructure** is to be provided with well-designed storage facilities either on street or within the property street frontage. Public cycle repair facilities should be incorporated into the scheme.



4. Design an **attractive and high-quality environment** where streets incorporate **trees in the highway** and green spaces, **avoiding large expanses of asphalt**. Wherever possible streets should make positive use of existing natural features. Highway trees should be provided in tree pits rather than planters. The design should **build in opportunities** for biodiversity net gain, green infrastructure, surface water management (permeable surfaces, swales, SUDS) and opportunities to contribute to phosphate mitigation.



5. Design using **natural traffic calming** to achieve **speeds less than 20mph**. Buildings and footways should be located to define junctions. Junction and vehicle movement geometry, sightlines and tracking should be tightened to **reduce vehicle speeds with priority given to pedestrians and cyclists**.



6. Careful consideration should be given to how children and parents are to **access schools without reliance upon private cars**, instead encouraging walking, cycling and public bus use. The design approach to school parking will reflect the desire to **maximise active travel movements to school**.



7. **Material palettes are to be simple**, take the **local context** into account (not just black top). Material attractiveness, reducing carbon

emissions as well as durability and ease of maintenance are to be considered.



8. Design should seek to **minimise street clutter** and keep footways and cycleways clear of infrastructure. Lighting, signage and public EV charging should, where possible, be fixed onto a structure.



9. **Consider services and lighting at an early design stage** to avoid impact on placemaking features like street trees and the quality of the movement network. Consider whether lighting is required (dark skies). **Undefined strips of land should be eliminated** at the design stage by fully allocating land to private ownership, highway adoption or stewardship with clear definition of public and private land.



10. Consideration should be given to **incorporating waste storage facilities** to ensure sufficient storage capacity, convenient access and design solutions that complement the wider development.



11. Within **rural** areas, the importance of **safe connectivity within and between communities** and facilities/services will be recognised whilst taking into account factors including landscape, character, appearance and ecology.



12. **Ensure early engagement** with and input from people with responsibility for approvals throughout the whole planning and delivery process.

Get involved!

We want to know what you want to see from new development – What makes a high quality place? Which benefits matter most to you? How can we best ensure that new development enables people to reap these benefits?

If you are reading this document on the consultation platform, please click through to take part in our short survey, it should only take few minutes. Otherwise, please follow the ways to respond below. **Consultation runs from Monday 4th September to Monday 16th October 2023.**

If you are reading this document as a hard copy in one of our offices or libraries, you may be able to use an available computer/screen to respond online.



Image courtesy of Somerset Activity & Sports Partnership

You can respond to the consultation in the following ways:

Online (recommended)

- ❖ Use the QR code (shown on the right) to access the consultation portal, including the survey, on your phone.
- ❖ Follow the link below to access the consultation portal on a computer and tell us what you think:
<https://somersetcouncil.citizenspace.com/planning/creating-places-for-people>



Email

- ❖ Email your response to: localplanningpolicy@somerset.gov.uk.

Post

- ❖ Post or deliver your response to: Planning Policy Team, County Hall, Taunton, TA1 4DY (Monday – Friday 8.00am to 6.00pm, Saturday 09:00am to 4.00pm)

Thank you for taking the time to respond.

Survey Questions

1. Which of the following benefits, created by the 'Creating Places for People' principles, are the most important to you? Please only select your top 5.

- Carbon footprints can be reduced;
- The air is cleaner, and streets are not as noisy;
- Kids can safely and easily walk, scoot or cycle to school and play on the street;
- I can live an active and healthy lifestyle and feel confident doing so;
- I have access to a range of shops, facilities and services in my local community that meet my everyday needs;
- I have the choice to use the car less, saving money on fuel, parking etc.;
- Secure bike parking is available at home and at my destinations;
- Quality of life is improved for all through reduced stress e.g. I don't have to sit in traffic anymore and paths are accessible for everyone;
- Streets around me are attractive, feel welcoming and have a sense of community, I feel improvements in my mental health and wellbeing;
- I feel optimistic by seeing resilient spaces for climate change and biodiversity;
- Streets feel safer for people and cars naturally go slow i.e. reduced speeds are not forced upon me, but streets are designed to meet all users' needs;
- Hazardous and obstructive parking is reduced, particularly during school times;
- Footway design reduces my risk of slips, trips and falls e.g. by reducing clutter;
- I can make rural journeys sustainably to access my everyday needs and they are safe for all users to travel on actively;
- I can work with and support my local community to help make a difference;
- Other (please state).

2. Which of the principles listed below do you think should be a priority for new developments to deliver? Please only select your top 5.

- Reducing the need to travel by car
- New developments are well connected via links to existing roads and local services
- Having a choice of transport mode i.e. the car is not the only option
- Increasing alternative sustainable transport options
- Reducing parking provision
- Providing secure cycle parking
- Creating an attractive high-quality environment e.g. trees and green spaces
- Ensuring spaces are resilient to climate change and promote biodiversity
- Reducing vehicle speeds through building and footway design
- Priority for pedestrians and cyclists
- Safe and easy access to schools without the car
- Building and street materials consider the local context
- Street clutter is minimised
- Services and lighting are considered early-on in the planning process
- Waste storage facilities are well-incorporated
- Safe and sustainable connections between rural communities
- Engagement with people occurs throughout the planning and delivery process

3. How do you feel about our 'Creating Places for People' principles?

- Very Supportive
- Somewhat Supportive
- Neutral
- Somewhat Unsupportive
- Very Unsupportive

4. Do you think that there are any other 'Creating Places for People' principles that should be included?
Please fill out the box below with any other suggestions on principles that should be included within Creating Places for People that you think are missing from Q2.