

Crewkerne Neighbourhood Plan

Report of the Aims and Objectives Consultation (Spring / Summer 2023)



November 2023

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Introduction

This document provides an analysis of the responses to the community-wide consultation on the Draft Aims and Objectives for the Crewkerne Neighbourhood Plan held in May and June 2023. This set of draft Aims and Objectives was based on the findings from the community survey undertaken in winter 2022-23.

The Aims and Objectives are not presented in any order of priority as they, and the Neighbourhood Plan when completed, need to be read as a whole. The Aims are strategic and “headline” in nature, and the more detailed Objectives are more specific as they will need to cover likely policies when these are developed.

Method

For reasons of design and accessibility, the consultation was based on a shortened version of the draft aims and objectives. The full version of the draft Aims and Objectives was available online via the Crewkerne Neighbourhood Plan website¹ and hard copies were available in the Town Hall.

The Steering Group prepared a set of draft Aims and Objectives for the Neighbourhood Plan based on the responses to the much more detailed initial questionnaire. The community’s views were needed on these before we could move forward to start to draft the Plan itself. Having the community’s response allows us to move forward to develop the Plan with confidence in the knowledge that the community has directly influenced, commented upon and endorsed the focus for the content of the Plan.

The draft Aims and Objectives were sent to every household on paper. Copies were also available in the Local Information Centre and the Library. Hard copies could be returned to the Local Information Centre in the Town Hall or posted to Crewkerne Town Council, Town Hall, Market Square, Crewkerne, TA18 7LN.

An online version of the forms was also made available via the Neighbourhood Plan website. The forms could be edited online. To return the online form, respondents were asked to download the form, make choices and add comments as required, save the file and then send it as an attachment to towncouncil@crewkerne-tc.gov.uk. A copy of the form is attached to this report as Appendix 1.

The deadline for response was Monday 3rd July 2023.

Responses

Respondents were asked to indicate their level of agreement with each draft Aim and Objective with 1 being strong disagreement and 5 being strong agreement.

We received 102 responses (and late responses were still accepted).²

The scores in the tables below show the percentage of respondents who scored 4 or 5, this being understood to indicate agreement or strong agreement.

¹ See <https://www.crewkerneneighbourhoodplan.co.uk/index.html>

² 2 comments received which were political and accusatory in nature and were not comments on the substance of the draft Aims and Objectives have been removed from the comments received.

Draft Aims

Aim	Percentage (%) in agreement
1. Support and enhance Crewkerne's strong community spirit.	83
2. Support housing provision which addresses the local needs and creates a demographically mixed and balanced community.	70
3. Support a thriving town centre by sustaining and growing its commercial and social offer, and enhancing its environment.	92
4. Improve access for all with appropriate transport solutions	91
5. Support, sustain and grow the town's local economy, its businesses and employers.	89
6. Protect and enhance the natural environment to ensure that people, flora and fauna occupy a safe, secure, attractive, clean and biodiverse town.	96
7. Respond positively to the challenges posed by a changing climate by supporting sustainable development and measures to mitigate impact and adapt to change.	78
8. Protect heritage assets and their setting and the character of the historic and built environment.	88

Draft Objectives

Objective	Percentage (%) in agreement
1. Protect, enhance and provide community, recreation and sports facilities civic urban and local green spaces.	94
2. Ensure facilities are available to support social, education and health services and activities.	94
3. Ensure housing proposals meet local needs to create a balance of housing stock with a range of dwelling tenures, sizes and types.	80
4. Support Community Land Trust-led housing which provide affordable housing.	73
5. Support projects and proposals which enhance the attractiveness of the town centre as a destination	89
6. Protect retail and other town centre uses from inappropriate change of use, while maintaining and enhancing opportunities for the town centre to remain a viable economic centre.	88
7. Support start-up, micro and medium sized businesses.	90
8. Support proposals which help to increase and broaden the local visitor and tourist economy.	89
9. Improve existing routes and provide additional safe routes for pedestrians, mobility scooter users and cyclists in the town between key destinations.	84
10. Support projects and proposals which enable increased use of low carbon and sustainable transport modes (e.g. bicycles, EVs, buses) and which introduce traffic management and traffic calming measures	75
11. Protect existing public car parking capacity and extend to meet needs.	88
12. Ensure all development proposals provide sufficient off-street parking and that all traffic impacts are considered and adverse impacts mitigated.	91
13. Support high levels of energy efficiency and small scale energy-generation in all of new developments.	81

Objective	Percentage (%) in agreement
14. Produce principles and guidance within a Crewkerne Design Guide^ on how all new and regenerated and redeveloped buildings respond positively to the challenges of climate change.	78
15. Ensure Sustainable Drainage Systems (SuDS) as applied and managed in all new developments.	93
16. Protect and enhance the green and blue (water) infrastructure network	93
17. Protect and secure valued local landscapes, their settings and their contribution to forming and framing important views and vistas.	95
18. Protect existing and provide new trees and hedgerows.	92
19. Ensure all development proposals protect and enhance the natural and semi-natural environment.	90
20. Protect nationally and locally recognised heritage assets.	91
21. Protect and enhance the character of the built environment.	90
22. Ensure high quality design of all proposals through a Crewkerne Design Guide.	87
23. Ensure housing design and layout reflects local character and distinctiveness through a Crewkerne Design Guide.	86

Key: ^ A design guide will be part of the set of documents produced in association with the Neighbourhood Plan. This will be created with the assistance of funded professional consultants.

Please note: In the original consultation documents, questions 3 and 4 were repeated as questions 5 and 6. The scores for all these responses have been aggregated and the percentage in agreement calculated on this basis. As a consequence, this document shows 23 objectives as opposed to the 25 in the original document.

The colour coding in the tables above simply shows a darker shade of green for those Aims and Objectives which received higher numbers supporting them with the shades applied in blocks of 10%.

Summary Analysis

The results above suggest that there is majority support for the draft Aims and Objectives. The degree of support for some draft Aims and Objectives is lower for some than others. The lowest percentage, 70%, was for the aim relating to support for housing provision which addresses local need, perhaps indicating a degree of concern about additional housing being built in and around the town, but also perhaps recognising that there are concerns about the availability of housing for local people to access. A similar percentage, 73%, also perhaps reflects this strength of feeling both ways, in relation to support for a Community Land Trust, which would look to help deliver affordable housing which can remain as such in perpetuity for local people in need to access. With a higher degree of support, but still in the 70s and so a little surprising, were aims and objectives relating to low carbon, sustainable transport and traffic calming measures, proposals to respond positively to climate change and the suggested design guidance for the town in relation to new development.

All draft Aims and Objectives, nonetheless, including those in the 70% range, do have a majority of respondents supporting them and so it is important to respect this position.

These results have also been “sense checked” by considering the comments which we received alongside the “voting” for or against the draft Aims and Objectives. The comments provided and the

Steering Group's commentary responding to the comments received) are attached in full as Appendix 2 to this report.

A snapshot of these comments captured in the "word cloud" below suggest that the most often referenced terms, themes and topics were parking, housing, environment, roads, empty, shops, community, East Street, infrastructure and health. The word cloud is a useful tool to gain a quick and basic overview of the strength of feeling on various things, although it cannot be used in any "scientific" way.

Figure 1: Word Cloud Capturing the Focus on Responses to the Consultation



A brief overview of the comments received suggests that some minor changes to the draft Aims and Objectives will strengthen them. These suggestions relate mainly to the following draft Aims and Objectives, with proposed changes shown as additions (underlined) and deletions (~~struckthrough~~):

- Objective 1 - Protect, enhance and provide community, recreation, arts and sports facilities, civic urban and local green spaces.
- Objective 2 - Ensure facilities are available to support social, education, cultural and health services and activities.
- Objective 8 - Support proposals which help to increase and broaden the town's cultural offer and local visitor and tourist economy.

Changes to Draft Aims and Objectives

The final proposed set of Aims and Objectives are therefore as follows and will be carried forward into the draft Plan and enable the Steering Group to develop planning policies and community actions and projects.

Proposed Aims and Objectives (to enable development of the Neighbourhood Plan)

Aim	Objectives
Topic: Strong Community	
1. Support and enhance Crewkerne's strong community spirit.	i) Protect, enhance and provide community, recreation, arts and sports facilities accessible to all sections of the community which respond to local need and demand, and deliver a range of community facilities which are multi-purpose, flexible and responsive to changing needs.
	ii) Protect, enhance and provide civic urban and local green spaces.
	iii) Ensure that appropriate facilities are in place to support public social, education, cultural and health services and activities.
Topic: Housing	
2. Support housing provision for a demographically mixed and balanced community.	i) Ensure that housing proposals meet the needs of local people, helping to create a balance in housing stock through a range of dwelling tenures, sizes and types to suit all households and residents at different life stages.
	ii) Support community and Trust led housing schemes which provide affordable housing for local people in perpetuity.
Topic: Vibrant Town Centre	
3. Support a thriving town centre by sustaining and growing its commercial and social offer, and enhancing its environment.	i) Support projects and proposals which enhance the attractiveness of the town centre as a destination for shopping, leisure, entertainment and work.
	ii) Protect retail and other town centre uses from inappropriate change of use, while maintaining and enhancing opportunities for the town centre to remain a viable economic centre.
Topic: Thriving Local Economy	
4. Support, sustain and grow the town's local economy, its businesses and employers.	i) Support start-up, micro and small and medium sized businesses by protecting existing employment premises, appropriate expansion of business units, change of use / conversion to employment uses and live-work units.
	ii) Support proposals which help to increase and broaden the town's cultural offer and local visitor and tourist economy.
Topic: Easy Access to Get About	
5. Improve access for all with appropriate transport solutions.	i) Improve existing routes and provide additional safe routes for pedestrians, those using mobility vehicles and bicycles in the town between key destinations and at known locations where provision is inadequate.

Aim	Objectives
	ii) Support projects and proposals which provide additional and improved infrastructure to enable increased use of low carbon and sustainable transport modes such as bicycles, all types of electric vehicles, buses and those using mobility vehicles, and which introduce traffic management and traffic calming measures.
	iii) Protect existing public car parking capacity and support capacity which meets the needs of those who use the town centre.
	iv) Ensure that proposals provide sufficient off-street parking to prevent an increase in on-street and illegal parking.
	v) Ensure that the traffic impacts of development proposals are considered and any adverse impacts mitigated.
Topic: Local Environment	
6. Respond positively to the challenges posed by a changing climate by supporting sustainable development and measures to mitigate impact and adapt to change.	i) Support high levels of energy efficiency, charging points for electric and plug-in hybrid vehicles and appropriate small scale and micro-energy-generation in all types of new development.
	ii) Support community low-carbon and renewable energy generation schemes.
	iii) Embed principles and guidance on how all new, regenerated and redeveloped buildings should respond positively to the challenges of climate change in a Crewkerne Design Guide.
	iv) Ensure the application and management of Sustainable Drainage Systems (SuDS) as part of all types of new developments to prevent and mitigate the impact of flooding and flood risk, recognising the contribution they can make to increasing biodiversity.
7. Protect and enhance the natural environment to ensure that people, flora and fauna occupy a safe, secure, attractive, clean and biodiverse town.	i) Protect and enhance the green and blue infrastructure network, its value to biodiversity, geodiversity and wildlife habitats, contribution to preventing, mitigating and adapting to the changing climate, and the physical and mental health of people.
	ii) Protect and secure valued local landscapes, their settings and their contribution to forming and framing important views and vistas.
	iii) Protect existing and provide new trees and hedgerows for their valued contribution to the green and blue infrastructure network, to biodiversity, habitats, decarbonisation and carbon sequestration, urban cooling, pollution filtration, education and people's mental health.
	iv) Ensure that development proposals of all types protect and enhance the natural and semi-natural environment

Aim	Objectives
	and take all opportunities to deliver net gains in biodiversity as part of the scheme.
8. Protect heritage assets and their setting and the character of the historic and built environment.	i) Protect nationally and locally recognised heritage assets and their setting from significant harm, while maintaining important views and vistas formed of and framed by the historic environment.
	ii) Protect and enable the opportunity to enhance the character of the built environment.
	iii) Ensure that proposals for all types of development are of a high-quality design through application of a Crewkerne Design Guide.
	iv) Ensure that housing design and layout reflects the best of local character and distinctiveness, and utilises local materials, through application of a Crewkerne Design Guide.

Next Steps

With the Aims and Objectives now consulted upon, adjusted as a result where necessary and finalised, we can now move on to policy development. Policies will be drafted which respond positively to the Aims and Objectives, and where planning policies and the land-use planning system cannot have an impact, projects and community actions will be identified to help respond to and / or deliver the Objectives.

Appendix 1 – Draft Aims and Objectives Consultation Form and Questions



A Neighbourhood Plan for Crewkerne: Draft Aims and Objectives Consultation

Thank you to all those who completed the initial questionnaire for the Neighbourhood Plan. Following on from that, the Steering Group has taken the findings and developed a set of draft aims and objectives. We now need to consult on these and once they are finalised they will form the basis for the further development of the plan and the eventual creation of policies that will form the bulk of the Neighbourhood Plan itself.

You can respond to and return this form as explained at the end of this section. There will also be drop-in sessions in the Local Information Centre at the Town Hall:

- Friday 23rd (10am-1pm, 5pm-7pm) and
- Saturday 24th June (10am – 1pm).

This document contains the draft aims and a summary of the proposed objectives. A full version is available online at www.crewkerneneighbourhoodplan.co.uk and via the Town Council website and as hard copies in the Local Information Centre in the Town Hall and in the Library.

To respond on this form please select a number after each point with 1 being strongly disagree and 5 being strongly agree. At the end of each section there is a box for comments. Write the number of the item you wish to comment on and then add your comment. If you need more space there is an additional page at the end of the form.

Complete by selecting from the options and adding any comments in the spaces provided.

Please return the forms by saving and sending as an email attachment to towncouncil@crewkerne-tc.gov.uk by Monday 3rd July.

Draft Aims

The initial questionnaire had aims identified from a 2016 community survey which acknowledged Crewkerne's community spirit, the desire for a vibrant town centre, improved access for all, encouragement and support for local businesses and safe, clean and attractive environments. The draft aims for the Neighbourhood Plan continue to reflect these main themes.

(Please score: 1 = strongly disagree; 5 = strongly agree)

- | | |
|--|--|
| 1. Support and enhance Crewkerne's strong community spirit.
(Community spirit) | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 2. Support housing provision which addresses local needs and creates a demographically mixed and balanced community. (Community spirit) | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 3. Support a thriving town centre by sustaining and growing its commercial and social offer and enhancing its environment. (Town centre) | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 4. Improve access for all with appropriate transport solutions. (Access) | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 5. Support, sustain and grow the town's local economy, its businesses and employers. (Business support) | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 6. Protect and enhance the natural environment to ensure that people, flora and fauna occupy a safe, secure, attractive, clean and biodiverse town. (Environment) | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 7. Respond positively to the challenges posed by a changing climate by supporting sustainable development and measures to mitigate impact and adapt to change. (Environment) | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 8. Protect heritage assets and their setting and the character of the historic and built environment. (Built environment) | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |

Comments on Draft Aims:

Summary of Objectives

The objectives are proposed steps to be taken to achieve the aims. Policies (yet to come) are specific actions to be carried out to fulfil the objectives. For example, an objective to support and enhance community spirit might be to provide, improve or protect community facilities. A policy would be to provide, improve or protect a specific facility.

(Please score: 1 = strongly disagree; 5 = strongly agree)

A strong community

- | | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 1. Protect, enhance and provide community, recreation and sports facilities, civic urban and local green spaces. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| 2. Ensure facilities are available to support social, education and health services and activities. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

Housing

- | | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 3. Ensure housing proposals meet local needs to create a balance of housing stock with a range of dwelling tenures, sizes and types. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| 4. Support community and Trust-led housing which provide affordable housing. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

Town Centre

- | | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 5. Support projects and proposals which enhance the attractiveness of the town as a destination. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| 6. Protect retail and other town centre uses from inappropriate change of use while maintaining the opportunity for the economic viability of the town centre. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

Thriving local economy

- | | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 7. Support start-up, micro and small-medium sized businesses. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| 8. Support proposals which help to increase and broaden the local visitor and tourist economy. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

Easy access

- | | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 9. Improve existing routes and provide additional safe routes for pedestrians, mobility-scooter users and cyclists in town and between key destinations. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| 10. Support projects and proposals which enable increased use of low carbon and sustainable transport modes (e.g. bicycles, EV's, buses) and which introduce traffic management and calming measures. | 1 | 2 | 3 | 4 | 5 |
| | ☐ | ☐ | ☐ | ☐ | ☐ |

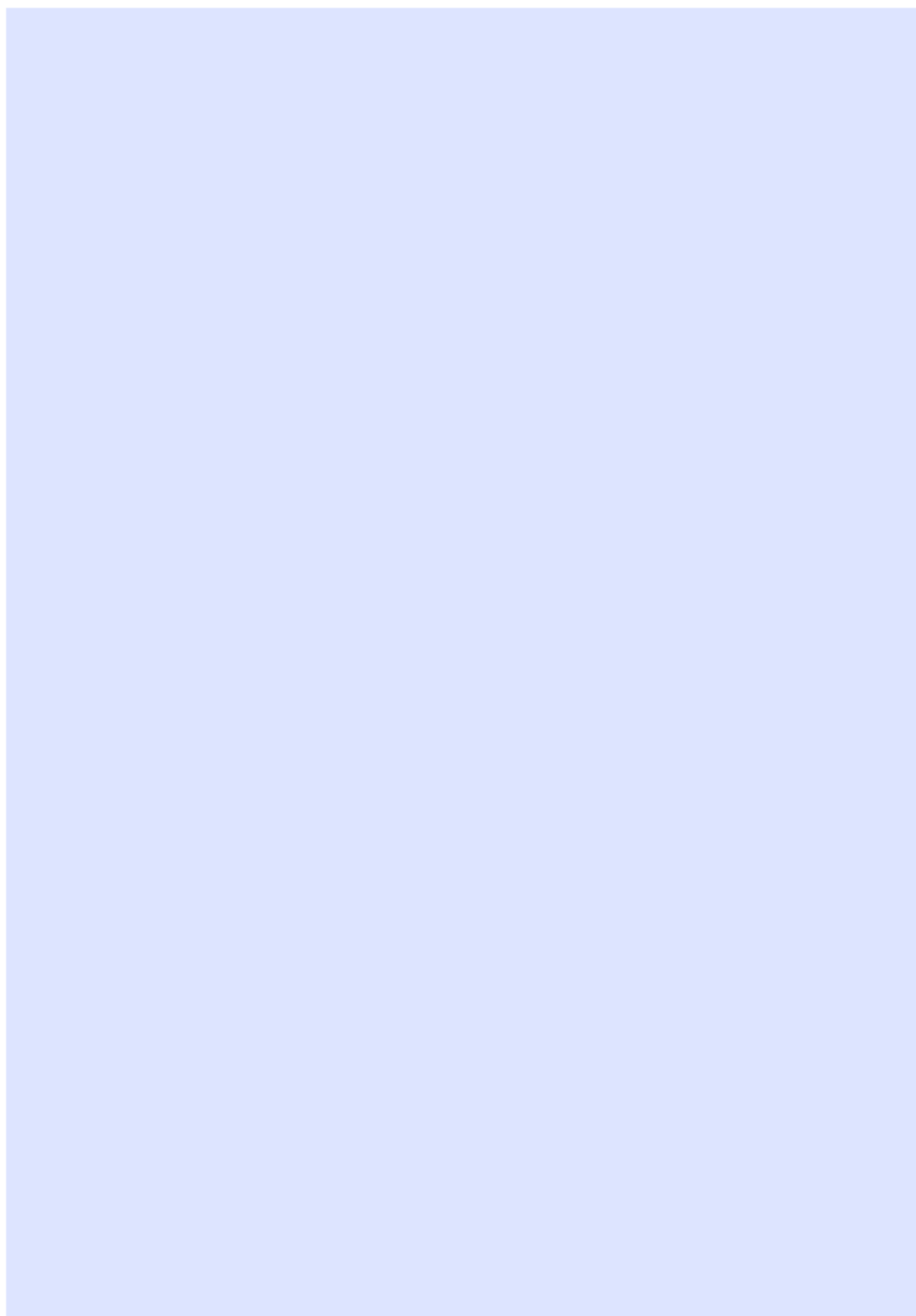
- | | |
|---|--|
| 11. Protect existing car parking provision and extend to meet needs. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 12. Ensure all development proposals provide sufficient off-street parking and that all traffic impacts are considered and adverse impacts mitigated. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |

Environment

- | | |
|---|--|
| 13. Support high levels of energy efficiency and small scale energy generation in all new developments. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 14. Produce principles and guidance within a Crewkerne Design Guide* on how all new and regenerated and redeveloped buildings respond positively to challenges of climate change. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 15. Ensure Sustainable Drainage Systems (SuDS) are applied and managed in all new developments. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 16. Protect and enhance the green and blue (water) infrastructure. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 17. Protect and secure valued local landscapes, their settings and their contribution to forming and framing important views and vistas. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 18. Protect existing and provide new trees and hedgerows. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 19. Ensure all development proposals protect and enhance the natural and semi-natural environment. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 20. Protect nationally and locally recognised heritage assets. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 21. Protect and enhance the character of the built environment. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 22. Ensure high quality design of all proposals through a Crewkerne Design Guide. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |
| 23. Ensure housing design and layout reflects local character and distinctiveness through a Crewkerne Design Guide. | 1 2 3 4 5
☐ ☐ ☐ ☐ ☐ |

Comments on Draft Objectives:

Additional comments:



* A Design Guide will be produced as part of the set of documents associated with the Neighbourhood Plan.

Appendix 2 – Written Consultation Responses Received

This appendix documents the written comments received in response to the aims and objectives. Comments are reproduced here verbatim and under each aim or objective. All comments received have been anonymised. We have provided a short commentary in response to the comments. Comments are in **blue** font, unless there are comments which highlight an action for the developing Plan or the Town Council where they are highlighted in **green** font.

Comments on Aims

1. *Support and enhance Crewkerne's strong community spirit.*

Comment	Steering Group commentary
We have beautiful character of historic building that should come first before new builds, help protect the old buildings and historical character.	Noted. Aim 8 focuses on protecting heritage assets.
Crewkerne's strong community spirit will suffer if a large volume of new housing development is allowed. It will become more impersonal and will further threaten the creaking health and education provision.	Noted in relation to housing aims as well as this aim.
Improving communication between <u>all</u> parts of the community could achieve this aim.	Noted. This could form a community action under this aim, as apart from physical infrastructure, there are limitations as to how far the planning system can be used to respond to this comment.
Support yes, enhance no – let that be for the people.	Noted. Consultation to date which has resulted in the draft aims and objectives and suggest support for the aim to include the term “enhance”. If the Plan can be used to create opportunities to enhance the community spirit, why should it not do so?

2. *Support housing provision which addresses the local needs and creates a demographically mixed and balanced community.*

Comment	Steering Group commentary
Clarification as to what is meant by ‘local needs’. If this is broader housing needs, Crewkerne, with a population of 7327 simply cannot sustain further housing growth as the current infrastructure (health, education, economy) is not there.	The term will be clarified in the draft Plan. The objectives include the desire to support improved infrastructure.

Comment	Steering Group commentary
This should include the need for infrastructure to be increased to support a larger population.	The objectives include the desire to support improved infrastructure.
Housing provision – if developments go ahead it would be refreshing if only local people could acquire them. Such conditions can exist – at least a percentage.	The planning system cannot guarantee that only “local people” live in new housing built.
Weekly market would be lovely and to help bring in visitors and tourists, as Crewkerne is more beautiful than Ilminster etc. loads of lovely walks, should be promoted more.	Noted. For attention of the Town Council and possible community action.
No new housing for new families, too expensive, too many incomers making local families have to move elsewhere.	Noted. The Plan will look to steer the type, size and tenures of new housing proposed.
We want local people who need housing to have housing but the problem is that the civic resources required to support a larger population are not growing adequately. Roads and parking are the main issue. Even environmentally-conscious people need to drive to work because of the rural area we live in, so roads and parking absolutely have to be enhanced before any further developments take place. People are getting from Yeovil to the top of Mount Pleasant in 20 minutes and then queueing for 25 minutes to get down East Street to the Town Hall. This is a huge lifestyle and wellbeing negative for everyone in the town and raises pollutant levels in the town centre. Parking in the town centre is of course important but also for residents is a huge issue, with people often having to park a long way from their homes.	Noted. For consideration during the policy development stage. The objectives include the desire to support improved infrastructure.
There should be no more greenfield housing development and therefore a re-zoning of fields earmarked for potential development back to leisure/ green space.	Noted. For consideration during the policy development stage, but the planning system does not operate on the basis of “zoning” land.
I largely support the draft aims. In No. 2 I think a demographically mixed and balanced community is good but surely we don’t need any more land turned over to housing.	Noted. For consideration during the policy development stage.
The amount of new housing should be in line with local need – not government policies. We have more than enough being built here now. With the increasing population Crewkerne needs more open green space for people’s wellbeing. Planning officers need to listen to local people! (Items 2 and 6).	Noted. The Plan must be in alignment with Government policies (by law).
I agree with this aim but would like to point out the difficulties we currently have in Crewkerne concerning the following; 1 the NHS dentist that has	Noted. For consideration during the policy development stage. The objectives include the desire to support improved infrastructure.

Comment	Steering Group commentary
now gone private, 2 the lack of banking facilities (many older people don't drive and reluctant to use the internet, 3 access to GPs has now become extremely difficult. These three points will be made worse if the population is increased significantly.	
We are over-housed for the present infrastructure.	Noted. For consideration during the policy development stage. The objectives include the desire to support improved infrastructure.

3. Support a thriving town centre by sustaining and growing its commercial and social offer, and enhancing its environment.

Comment	Steering Group commentary
A thriving town depends a lot on its parking provision, ref CLR site and can existing provision cope? If East Street is provided – without even thinking of taking additional land at Henhayes Rec Ground. A cost but the proposed car park on East Street could take advantage of the fall in the land on the site to provide at least two levels of parking?	Noted. For attention of the Town Council. Somerset Council is responsible for the majority of parking provision in the town. Also for consideration during the policy development stage.
Where is the free parking?	Noted. For attention of the Town Council. Somerset Council is responsible for the majority of parking provision in the town.
A new full access park could be a real asset at the back of the forthcoming (hopefully) car park off East Street.	Noted. For attention of the Town Council. Somerset Council is responsible for the majority of parking provision in the town. Also for consideration during the policy development stage.
The most important aim in my opinion is to support local business and encourage more to fill the several empty shops in the town centre.	Support noted.
I strongly agree. The town centre is slowly dying, it is very depressing to see empty shops and bank buildings.	Support noted.
No roads closed by 'planters' I trust.	Noted. For attention of the Town Council. Road closures or layout is the responsibility of Somerset Council as the Highways Authority.

4. Improve access for all with appropriate transport solutions.

Comment	Steering Group commentary
The proposal to centralise bus stops could be revived.	Noted. For attention of the Town Council. Also for consideration during the policy development stage.
Once Number 5 (?) is underway. perhaps a couple of mini-buses/ small park and ride idea into Crewkerne might be an idea. Starting from land near	Noted. For consideration during the policy development stage.

Comment	Steering Group commentary
Rushwood Farm, opposite Haselbury Pucknett for e.g. dropping off passengers at the George Hotel, picking up outside Oscar's.	
What we actually need very much and don't have is a transport system that allows us to travel from Crewkerne and also be able to return. Musgrove Park hospital is used by so many. Without a car, how do we get there?	<i>Noted. The Plan cannot introduce changes to bus frequencies or services provided. For attention of the Town Council, who could lobby for improved services.</i>
On the whole I agree with the draft aims however I do feel that something should be done with regard to the increased size of the lorries going through the town as I wouldn't say they were appropriate transport, they should be banned as our roads are too small and narrow in the town.	<i>Noted. Also for attention of the Town Council re HGV traffic, who have asked Somerset Council to conduct a refreshed traffic survey in the town.</i>
Transport access would be very much appreciated if it should be returned locally to Ashlands Road at regular times during the day.	<i>Noted. For consideration during the policy development stage. Also for attention of the Town Council.</i>
A 20mph zone throughout the town would smooth traffic flow and make our narrow pavements safer for pedestrians.	<i>Noted. For attention of the Town Council who could lobby Somerset Council on this as the Plan cannot change speed limits.</i>
A solution is needed to make our roads safer. Huge lorries pass through on roads that are too narrow to sustain them. The pavement along North Street is extremely narrow and very dangerous when large vehicles pass through and Ashland's School is on this road making it very dangerous for children and parents.	<i>Noted. For consideration during the policy development stage. Also for attention of the Town Council, who could keep this on the agenda for their regular site meetings with Highways officers.</i>
We desperately need one-way system in town and/or traffic lights at the junction at the Town Hall. Also a firm approach to speeding on South Street and East Street. The long-awaited car park in East Street is still awaited.	<i>Noted. For consideration during the policy development stage. Also for attention of the Town Council, who could raise with Somerset Council</i>
A bus to Taunton even once or twice a week would be wonderful.	<i>Noted. The Plan cannot introduce changes to bus frequencies or services provided. For attention of the Town Council, who could lobby for improved services.</i>
What would that mean – no cars?	<i>Noted. It does not mean no cars at all, but projects could be explored which include this as an option in some parts of the town if appropriate.</i>

5. Support, sustain and grow the town's local economy, its businesses and employers.

Comment	Steering Group commentary
Encourage and support small businesses to use the M&Co empty building. A good variety of men's, ladies, children's and SHOES with good changing room facilities. Providing many job opportunities, stating that "Don't like buying online? Visit Crewkerne for a shopping experience to enjoy!" All the	<i>Noted. For consideration during the policy development stage. Also for attention of the Town Council.</i>

Comment	Steering Group commentary
pubs and eating places will certainly profit. We have excellent antique, hardware, fabric shop to name a few.	
Encourage people to stay in the town by keeping car parking charges low so that they will stop for a 'coffee' after business or shopping.	Noted. The Plan cannot have any control over parking charges. For attention of the Town Council. Somerset Council set parking charges.
There should be no more development which opens onto already overcrowded roads such as East Street, South Street.	Noted. For consideration during the policy development stage.
Grand Interiors closing.	Noted.
Unfortunately more shops are empty due to the extortionate rates charged. If owners of shop premises were being charged business rates, even if the shop is empty, it may bring down shop rental, thus giving you empty shops.	Noted. Rates are outside the control of the planning system and therefore the Plan.

6. Protect and enhance the natural environment to ensure that people, flora and fauna occupy a safe, secure, attractive, clean and biodiverse town.

Comment	Steering Group commentary
Town Councils have no interest in the environment.	Noted. For attention of the Town Council, to consider as part of their biodiversity policy planning and existing tree policy.
Land to west of St. Bartholomew's Church should be secured from development as public open space, while still allowing farmer to graze his cattle.	Noted. For consideration during the policy development stage. Also for attention of the Town Council.
Unless we retain the natural environment and open spaces within the town they will be lost forever.	Noted. For consideration during the policy development stage.
No blocked roads? It would cause more problems!	Noted.

7. Respond positively to the challenges posed by a changing climate by supporting sustainable development and measures to mitigate impact and adapt to change.

Comment	Steering Group commentary
This should include mention of the need to meet (and exceed) Net Zero targets.	Noted. For consideration during the policy development stage.
Where's the charging points? Where are the solar panels on the roofs of public buildings?	Noted. For consideration during the policy development stage. Also for attention of the Town Council.
Depends on the solution.	Noted.

8. Protect heritage assets and their setting and the character of the historic and built environment.

Comment	Steering Group commentary
Liberal Hall. Millers Garage. Kings Garage. 3 eyesores!!	Suggestions noted for consideration during policy development stage.
Agree with 8 but do not be silly.	Noted.

General comments

Comment	Steering Group commentary
We have enough new housing in the area. The High Street is a shadow of what is used to be. More should be done to encourage bigger companies and chains to the town to fill the voids that are being left. I understand that the boutique and niche shops are quaint and nice but they do not last and are of no real use to town residents. For most things I need I now travel out of town. There needs to be a balance between the tourism and the local residents' needs. Many are so vague as to be impossible to disagree. However some can only be achieved at the expense of others, so hard choices will have to be made. For example, demands on town centre space for extra parking, travel modes and business use will exceed availability of land. New house developments on outskirts will only add to the numbers wanting access to the town centre. On-street parking restricts road capacity(e.g. lower Hermitage Street, West Street) creates traffic jams (especially when recycling vehicles are operating or there are road works in town). These blocked vehicles waste fuel (climate change) and harm air quality. My subjective impression is that there are more large commercial vehicles passing through the town centre (not collecting or delivering there) and causing traffic queues, noise and poor air quality.	Noted. Most comments are for consideration during the policy development stage as details of the Plan's policies are developed. With regard to the vagueness of the aims, they are intentionally broad and positive, with objectives being more specific and with the Plan's policies and community actions and projects being even more so.
Why haven't you cleared the site by the old car showroom on East Street to enable residents to park their cars there? Or is this too much like "ACTION" for you?	Noted. For attention of the Town Council, who could raise with Somerset Council as the landowner.
Climate change is important but your primary task is to satisfy the practical needs of local residents.	Noted. For consideration during the policy development stage.

Comment	Steering Group commentary
Traffic management allowing 2 way Ashlands/ East Street and North Street part 1 way, creating Bincombe roundabout. West Street remains one-way, Market Street alleviated north by Easthams link.	Noted. For consideration during the policy development stage. Also for attention of the Town Council, to possibly discuss with Highways Officers during regular site visits.
I think it's pretty obvious that anyone who lives in Crewkerne would want all these things, but whether they are achievable or not is another thing.	Noted. For consideration during the policy development stage. It is important to note that the aims and objectives have been developed from previous consultation responses and so should indeed be things that the community wants.
Welcome the consultation i.e. the option to disagree but who would disagree with these aims and objectives? If the request was to prioritise against restricted budgets then it would be much harder but there is not mention of budget. So, have strongly agreed with a nod to environment.	Noted. For consideration during the policy development stage. It is important to note that the aims and objectives have been developed from previous consultation responses and so should indeed be things that the community wants. Also for attention of the Town Council, who regularly review budgets and prioritise actions.
Nothing much to disagree with. It's the how and prioritising that matters. Only circled aims that need real prioritising. (5,6,7)	Noted. For consideration during the policy development stage. It is important to note that the aims and objectives have been developed from previous consultation responses and so should indeed be things that the community wants.
All laudable aims and objectives. They all score 5. Any council should and must aim for these without this unnecessary and expensive consultation process.	Noted. For consideration during the policy development stage. It is important to note that the aims and objectives have been developed from previous consultation responses and so should indeed be things that the community wants. For a Neighbourhood Plan to be considered robust and become a legal document in the planning process, consultation is essential (and is a requirement of the process). The Plan is the community's Plan with a local referendum at the end of the process and so it is critical that the community is consulted on emerging content of the Plan. Without this the respondent would not have the opportunity to make these comments. The consultation was not an expensive process and has been paid for using Government grant at no cost to the Town Council.
I will support the town as I can, but not building more houses. The town can't cope at the moment. It needs to stop building and support where it's needed. The environment is very important now for the younger generation to come.	Noted. For consideration during the policy development stage.

Comment	Steering Group commentary
Footpaths need better maintenance; very uneven and narrow in places, especially for those of us who have walking aids.	Noted. For consideration during the policy development stage. Also for attention of the Town Council, who can highlight issues with pavements and urban footpaths to Somerset Council on regular Highways site visits.
All very important to me. Numbers 1,3,6,8 most important to me.	Noted.
5 and 7 priorities.	Noted.
Buses, buses, buses!	Noted. The Plan cannot introduce changes to bus frequencies or services provided.
Whilst these aims are positive it would be nice to have more idea of how this is going to become reality.	Noted. This will come at the next stage of the Plan's development. It is important to get the support of the community on emerging aims and objectives prior to producing more detail.
All laudable but so much is outside the Town Council's control.	Noted.
PRIMARY CARE – ZERO! TRAFFIC – CHAOS! STOP BUILDING MORE HOMES!	Noted. For consideration during the policy development stage.
Not once is infrastructure mentioned. We need to ensure better health services to support development. Agree with draft aims.	Noted. Infrastructure is mentioned across many aims and objectives, particularly in the objectives which “unpack” each aim to which it relates. For example, aim 4, and objectives 2 (which directly references health), 5, 9, 10, 11, 12, 13, 15 and 16 all refer to elements of infrastructure. Specifics will be explored further as the policies of the Plan are developed.
This is probably the most ridiculous survey I have seen. It is geared towards achieving a 5 in every case – no-one is going to put 1. If they do, they are stating that they don't want anything good for Crewkerne. I do hope you haven't spent any public money on this pointless exercise.	The consultation is not geared towards only receiving positive results. It is important to note that the aims and objectives have been developed from previous consultation responses and so reflects things that the community has already told us about. The aim of this consultation is to report back on the previous survey's results, what has resulted from them (the aims and objectives) and seek comments and assurances that we have interpreted the findings from the previous consultation correctly. This is what the consultation is designed to do, to inform and be informed. It is also designed for the Steering Group to be able to take on board written comments to inform the next stage of the Plan's development. For a Neighbourhood Plan to be considered robust and become a legal document in the planning process, consultation is essential (and is a requirement of the process). The Plan is the community's Plan with a local referendum at the end of the process and so it is critical that the community is consulted on emerging content of the Plan more than once. Without this opportunity, the respondent would not have the opportunity to make these comments. The consultation was not an expensive process

Comment	Steering Group commentary
	and has been paid for using Government grant at no cost to the Town Council.
We need to [illegible] and occupy some of the empty properties on the high street with more commercial properties, shops, restaurants so that the high street attracts tourism and support the local community. Need to address traffic at the bottom of Abbey Street and that junction. Also address parking on East Street as it can get gridlocked with cars parking on the street.	Noted. For consideration during the policy development stage. Also for attention of the Town Council.
Draft aims are admirable - let's hope they are achievable.	Support noted. The ability to deliver against the aims and objectives will be variable, through the Plan at least. There are some issues which can only be dealt with fully outside of the planning system or only partly through it. However, the Plan provides the very positive opportunity to capture and present the community's key priorities, which can be actioned through both the planning system and other means.
There is nothing to disagree with. I admire the aims of the neighbourhood plan. We do need a regular bus service to be reinstated along Ashlands Road.	Support noted. The Plan cannot introduce changes to bus frequencies or services provided as this is determined outside of the planning system. Also for attention of the Town Council, who can lobby for improved services.
Planning applications by developers should not be kept being revisited so that they get round their obligations to the environment and affordable housing.	Noted. The Plan cannot change the planning system put in place by the Government.
It is a constant battle to protect Crewkerne's natural environment against development. Our greenfield sites, containing protected species and ancient historic hedges are under constant attack. I feel the needs of the electorate are mostly ignored. Difficult questions put to our local and county council are either not answered or addressed. I believe both entities need to scrutinise planning applications in more depth, to prevent the loss of our trees and biodiversity. Many of the town's historic buildings in private ownership have been left to deteriorate. CTC some years ago said they would compile a list of those buildings. Has this been done and the owners contacted? Chard have shown that with outside funding heritage buildings can be protected. The issue urgently needs to be addressed.	Noted. The Plan will aim to achieve some protection for the valuable local assets we have. However, in the planning system there are no guarantees that protections will hold. What we can do is gather as much evidence as possible to support policy designations to protect some areas and assets. These proposed protections will be tested, however, through the Plan making and testing process that our Plan will need to go through. Also for attention of the Town Council to consider within biodiversity planning and existing tree policy.

Comment	Steering Group commentary
No more new housing on fields that absorb rain water. Market Street is a disgrace. Get new businesses in the empty shop spaces, lower the rent to help. No more charity shops.	Noted. For consideration during the policy development stage.
Best thing you could do is to have all the roads fully repaired around town and get rid of all the parking charges in the car parks. And stop PUSHING THE W.E.F. [World Economic Forum?] Agendas. I do NOT consent.	Noted. For consideration during the policy development stage. However, road repairs and parking charges are not things which can be controlled through the planning system as they are set and regulated elsewhere and through other mechanisms. Also for attention of the Town Council, to bring Highways defects to the attention of Somerset Council.
We need to improve access for wheelchair users to allow them more freedom. Very few shops/ cafes/ pubs etc. are accessible without help and are severely lacking in disabled facilities.	Noted. For consideration during the policy development stage.
Of course we want all these aims. A forgone conclusion I would have thought.	Noted.
We do not need more housing. It often doesn't support the local community and is bought by people who work a distance away because it is cheaper. They then have to commute to work creating lots of problems. NO MORE GREEN FIELD DEVELOPMENTS.	Noted. For consideration during the policy development stage.
The building proposals for Crewkerne will join us to Misterton with little or no green space in between. The town council need to voice their concerns on this issue.	Noted. For consideration during the policy development stage. Also for attention of the Town Council, who, as a statutory consultee, always consider planning applications as and when they are submitted.

Comments on objectives

1. Protect, enhance and provide community, recreation and sports facilities civic urban and local green spaces.

Comment	Steering Group commentary
Add self-build.	Noted. For consideration during the policy development stage.
PLAN not POLICE!	Noted. For consideration during the policy development stage.
GRC not run correctly!	Noted. For attention of the Town Council.

2. Ensure facilities are available to support social, education and health services and activities.

Comment	Steering Group commentary
It should be a condition of any new housing that funding should be provided to enhance essential infrastructure. This should include schools, healthcare and utilities, especially water treatment. All services under strain.	Noted. For consideration during the policy development stage.
Where are the doctors?	Noted, although the Plan cannot deliver a greater number of Doctors to Crewkerne.
The George Reynolds Centre should be maintained and used as it was before the Council owned it. I believe it is a lovely venue.	Noted. For consideration during the policy development stage. For attention of the Town Council, who have always owned the building but only operated it since 2021.
A strong community can only be achieved in health care if current provision is improved. With many new developments underway or planned current service, which in my opinion is not an adequate standard, will be further stretched. Additional health car provision is urgently needed.	Noted. For consideration during the policy development stage.
About time. We are struggling now!	Noted.

3. Ensure housing proposals meet local needs to create a balance of housing stock with a range of dwelling tenures, sizes and types.

Comment	Steering Group commentary
The priority should be to develop brownfield sites before losing more agricultural land / open space.	Noted. For consideration during the policy development stage.
Any guide for Crewkerne should start with base of “balanced growth” not resistance at ALL COSTS.	Noted. For consideration during the policy development stage.
We don’t need more housing for local needs – therefore we don’t need more housing.	Noted. For consideration during the policy development stage.
New housing developments should have a mix of all types of homes i.e. social/ rental/ single/ family/ retirement as in any established street.	Noted. For consideration during the policy development stage.
Once again, too many houses for the present infrastructure.	Noted. For consideration during the policy development stage.

4. Support Community Land Trust-led housing which provide affordable housing.

Comment	Steering Group commentary
Sold all council stock, how do you intend to sort that?	Noted. For consideration during the policy development stage.
It is very important that affordable housing is provided in order to give young people a chance and to keep them in the town.	Noted. For consideration during the policy development stage.
Yes, but infrastructure is needed also.	Noted. The objectives do recognise the need for key elements of infrastructure and services. There are limits, however, to what the Plan and the planning system can deliver given that it relates only to land-use, rather than service provision. For consideration during the policy development stage.

5. Support projects and proposals which enhance the attractiveness of the town centre as a destination

Comment	Steering Group commentary
If and when the housing meets local needs we will need more schools and more doctors, will they be in the draft objectives?	Noted. The objectives do recognise the need for key elements of infrastructure and services. There are limits, however, to what the Plan and the planning system can deliver given that it relates only to land-use, rather than service provision. For consideration during the policy development stage.

6. Protect retail and other town centre uses from inappropriate change of use, while maintaining and enhancing opportunities for the town centre to remain a viable economic centre.

Comment	Steering Group commentary
How, when outsiders can afford the houses but the locals can't?	Noted. For consideration during the policy development stage.
We want retail but we do not want retail space protected for the sake of it. If someone comes up with a useful addition to the town (e.g. additional housing, space for young people, recreation, leisure) these opportunities should be explored to keep the town thriving, rather than just saying a	Noted. For consideration during the policy development stage.

Comment	Steering Group commentary
blanket 'no' because it used to be a retail space. Town centres are changing and some creativity will be needed.	
Once again, infrastructure.	Noted. The objectives do recognise the need for key elements of infrastructure and services. There are limits, however, to what the Plan and the planning system can deliver given that it relates only to land-use, rather than service provision. For consideration during the policy development stage.

7. Support start-up, micro and medium sized businesses.

Comment	Steering Group commentary
Planning applications have previously been turned down because the CTC don't like signs!!	Noted. For attention of the Town Council, who do not make planning decisions but are a statutory consultee.
Retention of open green space within the town centre not only benefits the local community but attracts visitors/ tourists thus boosting the local economy.	Noted. For consideration during the policy development stage.
More planters?	Noted. For attention of the Town Council, who liaise with Crewkerne in Bloom.

8. Support proposals which help to increase and broaden the local visitor and tourist economy.

Comment	Steering Group commentary
Change of use is better than no use!!	Noted. For consideration during the policy development stage.
Who decides what is appropriate? As in the past some unused banks etc. could be used for housing.	Noted. For consideration during the policy development stage.
Yes. We already have three barbers shops at my last count!	Noted. For consideration during the policy development stage.

9. Improve existing routes and provide additional safe routes for pedestrians, mobility scooter users and cyclists in the town between key destinations.

Comment	Steering Group commentary
Could M&Co. building be suitable for multiple units? Apartments could be provided above (and there is also a cellar).	Noted. For consideration during the policy development stage.

Comment	Steering Group commentary
How? Grants? – reduce rent and rates.	Noted. For consideration during the policy development stage. Rents and rates cannot be reduced through the Plan or planning system.
Regarding safe routes in and around town – whilst the railway station is actually in Misterton, it should be regarded as a key destination. Currently the bus service is too infrequent and any action to make travel to and from the station would be welcomed.	Noted. For consideration during the policy development stage.
How? Is the council's money appropriate for this purpose?	Noted. For consideration during the policy development stage. Any funding for such interventions is likely to not solely come from Town Council funds and may well need to be entirely funded from other sources.
I think it is very important to protect all existing businesses in the town. I am sure many of them are struggling in the present economic climate.	Noted. For consideration during the policy development stage. Rents and rates cannot be reduced through the Plan or planning system.

10. Support projects and proposals which enable increased use of low carbon and sustainable transport modes (e.g. bicycles, EVs, buses) and which introduce traffic management and traffic calming measures

Comment	Steering Group commentary
How? Businesses must be allowed a free hand.	Noted. For consideration during the policy development stage.

11. Protect existing public car parking capacity and extend to meet needs.

Comment	Steering Group commentary
Putting up fences when they have been used for years – explain.	Noted. For attention of the Town Council.
The town centre is <u>not</u> pedestrian friendly. The priority seems to be for cars and cycles. Pavements are narrow and some are dangerous for pedestrians – e.g. North Street. Given levels of HGVs, priority should be given to more one-way traffic – e.g. North Street – and wider pavements.	Noted. For consideration during the policy development stage.
Additional safe routes for cyclists and mobility scooters – very important.	Noted. For consideration during the policy development stage.
Car parking – please develop the site off East Street, which was earmarked as a car park some time ago and is currently an eyesore.	Noted. For consideration during the policy development stage.
Please consider wheelchair users, lower kerbs, wider pavements.	Noted. For consideration during the policy development stage.
Parking and traffic on East Street are an urgent problem and if the car park had been created as planned at the site of the old Millers Garage on East Street, these problems would have been greatly alleviated. We have the	Noted. For consideration during the policy development stage.

Comment	Steering Group commentary
land for the car park, we have insufficient parking, we have the vast majority of residents in favour, so the town council should be advocating for this to happen as originally planned. We do not want the field between Henhayes and East Street to be developed We need Millers Garage to be turned into a car park that is convenient to everyone, while at the same time protecting the natural surroundings of the town centre. We should not be removing green space. We should be prioritising the repurposing of brown and commercial sites that are no longer being used, so the original plan to turn Millers Garage into a car park is absolutely perfect. We should not be considering turning into an access road and ADDING to of the existing traffic and parking problems. This would not be good for Crewkerne.	
This should be an essential part of every planning application.	Noted. For consideration during the policy development stage.
I walk into town weekly, rarely see a cyclist and only one or two mobility scooters.	Noted. For consideration during the policy development stage.

12. Ensure all development proposals provide sufficient off-street parking and that all traffic impacts are considered and adverse impacts mitigated.

Comment	Steering Group commentary
Two EV charging points ... STILL unfinished.	Noted. For attention of the Town Council, who understand one will be reinstalled in 2024 by Somerset Council, who are responsible for car parks.
EV chargers??	Noted. For attention of the Town Council. (see above)
Bus provision is very poor – e.g. for people travelling to work. Priority should be to improve services and discourage car usage. E.g. buses to be joined up with trains and better links to hospitals including Chard, Yeovil, South Petherton and Taunton.	Noted, but the planning system has no control over service provision such as bus routes or frequencies. Also for attention of the Town Council, who could lobby for improved services.
No humps please!	Noted.
Traffic management is a major problem requiring attention and solution.	Noted. For consideration during the policy development stage.
Does this mean cameras and fines and no privacy?	Noted. The Plan cannot introduce policies regarding cameras or fines.

13. Support high levels of energy efficiency and small scale energy-generation in all of new developments.

Comment	Steering Group commentary
Traffic jams are frequent – all efforts should be made to reduce car use. Car parking should <u>not</u> be extended.	Noted. For consideration during the policy development stage.
Car parking facilities, oh yes. What happened to the plans for a new car park off the Yeovil Road?	Noted. For consideration during the policy development stage. Also for attention of the Town Council. Somerset Council is responsible for car parks and owns this land.
Free car parking?	Noted. For attention of the Town Council. Somerset Council is responsible for car parks.
Lower costs of parking, plus open car park in East Street.	Noted. For consideration during the policy development stage (although not parking fees, which cannot be controlled through the planning system). Also for attention of the Town Council. (as above)
The council purchased the land at Millers Garage, East Street some 6 years ago [actually 9 years as of 2023] to develop it into additional parking. Please can you get on with it. It is desperately needed at this end of town for residents at night and access to the shops during the day. There also needs to be a footpath access from this parking area into Henhayes for the new car park and the vulnerable residents in Wyvern Court. Walking into town from Wyvern Court is very scary at times – wing mirrors overhang the pavements and hit pedestrians. The pavement is only wide enough for one person at a time in places. Parking and footpath are both urgent and important for everyone on this side of town. Thank you.	Noted. For attention of the Town Council. As above, but Town Council could raise safety issues with Highways Officers on site visits.
The Millers Garage proposed car park needs to be urgently pursued.	Noted. For attention of the Town Council. (as above)
Millers Garage site – “Where is our car park?”	Noted. For attention of the Town Council. (as above)
Yes, within limits.	Noted.

14. Produce principles and guidance within a Crewkerne Design Guide[^] on how all new and regenerated and redeveloped buildings respond positively to the challenges of climate change.

Comment	Steering Group commentary
If you can't develop this [the old Millers Garage site] off-road parking potential facility which you already own AND have allocated money for, all this is just cynical hot air.	Noted. For attention of the Town Council. (as above – town Council does not own this land)

Too many planning agreed when 'garages' are too small to house cars.	Noted. For consideration during the policy development stage.
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15. Ensure Sustainable Drainage Systems (SuDS) as applied and managed in all new developments.

Comment	Steering Group commentary
It should be a planning condition of new housing to have the highest standards of insulation and solar panels. Heat pump rather than gas boilers should be required, plus 'swift' bird nest bricks in all new build. Support for solar panels and insulation upgrades for all existing buildings.	Noted. For consideration during the policy development stage.
Support energy efficiency in all developments.	Noted. For consideration during the policy development stage.
Solar panels should be mandatory on all new housing.	Noted. For consideration during the policy development stage.
What does this mean?	Noted. This will be elaborated in the draft Plan but sustainable drainage systems prevent surface water run-off from entering the drainage system as quickly and can help to prevent flooding.

16. Protect and enhance the green and blue (water) infrastructure network.

Comment	Steering Group commentary
The amount of land that can be developed in Crewkerne is getting smaller, if, God forbid, CR4 on Station Road is allowed then very small stock left. Opportunities at Viney Bridge/ Oxen Road/ Gouldsbrook Terrace? -Liberal Club.	Noted. For consideration during the policy development stage.
Need to see Design Guide first.	Noted. For consideration during the policy development stage. The design guide will be consulted upon in due course when it is produced.

17. Protect and secure valued local landscapes, their settings and their contribution to forming and framing important views and vistas.

18. Protect existing and provide new trees and hedgerows.

Comment	Steering Group commentary
This will include the stream that runs under Viney Bridge and then takes cleaned? Water from the Sewage Treatment Works. CLR site attenuation ponds will they become a Council responsibility? I have written to council/ developers if to be a nature feature – petrol/ oil interceptor will be required and a maintenance programme set up for same. Public <u>will</u> put harmful materials down drains including antifreeze, paint and oil.	Noted. For attention of the Town Council, who could report planning issues to Somerset Council as the Local Planning Authority (LPA).

18. Protect existing and provide new trees and hedgerows.

Comment	Steering Group commentary
Not clear what this covers.	Noted. It will become clearer when the Plan (detail) is developed.

18. Protect existing and provide new trees and hedgerows.

19. Ensure all development proposals protect and enhance the natural and semi-natural environment.

Comment	Steering Group commentary
More action should be taken on unregulated business e.g. at the rear of Redgate Park – pollution, including excessive number of bonfires pollute waterways and wider environment.	Noted. For attention of the Town Council, who could highlight with the enforcement authority, Somerset Council.

19. Ensure all development proposals protect and enhance the natural and semi-natural environment.

Comment	Steering Group commentary
This simply won't happen.	Noted. The Plan will attempt to ensure that it does.
Farmers should be consulted. Important.	Noted. The farming community will continue to be consulted during the Plan's development.

20. Protect nationally and locally recognised heritage assets.

Comment	Steering Group commentary
So why were several mature trees felled along Station Road at the CLR site?	Noted. For attention of the Town Council. Somerset Council issues planning consents relating to works to trees.
Falkland Square – replace lost tree.	Noted. For attention of the Town Council. Falkland Square is privately owned.
One tree has disappeared from the High Street.. Why not replace it asap and plant a few more in Falkland Square and in front of Victoria Hall?	Noted. For attention of the Town Council, who are awaiting a licence to replace the tree from Somerset Council as the Highways Authority.
Protect existing trees; Severalls Park Avenue, Memorial Trees. One desperately in need of protecting and trimming.	Noted. For consideration during the policy development stage. Also for attention of the Town Council, who could continue to ask Somerset Council to maintain these trees.

Comment	Steering Group commentary
Too many local groups have to spend time protecting specific sites.	Noted. For consideration during the policy development stage although it takes all members of the community to help take such action. Also for attention of the Town Council.
More trees should be planted in new estate roads, not just isolated pockets of land – shade will be increasingly important, as will air quality.	Noted. For consideration during the policy development stage.
Stop developers cutting down any trees/ hedges – new plants will not replace them. We need more planting.	Noted. For consideration during the policy development stage.
Again, farmers should be consulted.	Noted. The farming community will continue to be consulted during the Plan's development.
The banks up to Kit Hill used to be grass mowed now a complete mess. People cutting down trees one up near the shop was a beautiful tree, now hacked about and now looks awful even cut at the wrong time of year. A bit further up cut back to the truck. Lucky it's branching out but for how long? Other trees have been cut down. Will there be no trees left in the future up Kit Hill?	Noted. For consideration during the policy development stage. Also for attention of the Town Council, who could highlight verge maintenance issues to Somerset Council.

21. Protect and enhance the character of the built environment.

Comment	Steering Group commentary
Within reason.	Noted.

22. Ensure high quality design of all proposals through a Crewkerne Design Guide.

Comment	Steering Group commentary
Within reason.	Noted.
Is a design guide really necessary? – cost, etc.	Noted. A design guide can currently be developed using Government funding at no cost to the Town Council.
Depends on what is deemed High Quality Design.	Noted. A design guide would be consulted upon.

23. Ensure housing design and layout reflects local character and distinctiveness through a Crewkerne Design Guide.

Comment	Steering Group commentary
More should be done to enforce protection of heritage buildings, especially listed buildings/ conservation areas where owners leave them to decline.	Noted. For consideration during the policy development stage.

Comment	Steering Group commentary
Not sure what this means.	Noted. This can be clarified when the Plan is developed further and the content of the design guide is developed.
Should be a South Somerset Design Guide, NOT specific to Crewkerne.	Noted. For consideration during the policy development stage. However, we cannot control whether or not a local authority-wide design guide is developed.
We wouldn't wish to exclude good, modern, environmentally aware design.	Noted. For consideration during the policy development stage.

General comments

Comment	Steering Group commentary
I think it would be useful if plain English was used as this would save me having to look up terms such as 'green and blue water', 'heritage assets' and 'design guide'. Parking – instead of encouraging it, you should strongly promote vehicle sharing clubs and safe routes for cyclists.	Noted. The Plan will include a glossary. Re the parking comment, for consideration during the policy development stage.
Hoping there is a way to improve traffic through the town. Is this on the agenda?	Noted. For consideration during the policy development stage.
We don't need more housing to ensure we can look after our social responsibility for those who might need extra support. We have housing stock which is suitable for that which could be used. Our infrastructure for dealing with the new and speculative developments is inadequate and will cost existing more in cash and quality of life in our town.	Noted. For consideration during the policy development stage.
We should stop all houses being built. We should look at bringing in new business, i.e. shops. We should use buildings which needs to be turned into houses/ flats or even for business. We need more doctors/ NHS dentists. We should look after our countryside, for all the wildlife, they all need protecting, we should do our bit on saving the planet.	Noted. For consideration during the policy development stage. The planning system cannot provide more Doctors and Dentists.
TOP PRIORITY: improve the disaster zone which is access to GPs and NHS dentists. No more tree felling for housing development like Wool Gardens. Respect NO Mow May/ Let it Bloom June on all managed verges except visibility splays. Enforce speed limits on Kit Hill and add 20mph zones within Park View and other residential roads.	Noted. The planning system cannot provide more Doctors and Dentists. Speed of traffic cannot be enforced through the planning system. For many of the other comments, these will be considered through the next stage of Plan development as policies are developed.

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Connect the train station to Kit Hill and surrounding estates (plus the new Tilia Homes development) with an easy walking/ cycling route via Mill Pond. Community-owned energy generation – solar and wind – could supply the whole town with all its needs at low cost. GRC could be much bigger asset if its bar was widely advertised during televised national sporting events. Forthcoming football, rugby and cricket fixtures could also be promoted with clear signage in front of the Aqua Centre.	Also, for attention of the Town Council. Speed limits are determined by Somerset Council as are permissions or refusals to fell trees.
It would be good if we could park outside our own homes without other people parking in those places and making it difficult for us to park could you put a sign up saying residents only in Middle Path, Chubbs Lawn.	Noted. The Plan cannot enforce parking restrictions.
Speed restrictions MUST be enforced throughout the town and residential areas – This has happened throughout Cornwall. If they can enforce restrictions throughout a county surely a town the size of ours can do the same. Hermitage Street’s nothing short of a race track. Middle Path and Barn Street are positively dangerous with surgery and hospital parking and residential. NO PAVEMENTS and pre-school and sheltered housing i.e. mobility scooters. The many near misses with vehicles entering the town in the wrong direction from West Street and Hermitage Street. Please note, this is a daily occurrence despite highways and police. There is no need for further notices – having twice had very near misses, I know. 0 mph is absolutely necessary and the driver must be made fully aware with subsequent prosecutions. Abuse from drivers is commonplace on Middle Path/ Barn Street. Mainly commercial vehicles – walker, prams and dogs regularly use this route.	Noted. The Plan cannot enforce the speed of traffic.
Please do not let Crewkerne increase in size so that it becomes an impersonal and unsafe place to live. Please keep hold of the green spaces in town and enhance them. Please consider seriously the idea of a town park behind Henhayes with access for wheelchair users. Please do not allow further building. Please would town councillors remember that they are elected by and are accountable to the people of Crewkerne and are not there to impose unwanted policies on the people of Crewkerne.	Noted. For consideration during the policy development stage.

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Please do not allow any development that would increase the traffic congestion and be to the detriment of pedestrians on our narrow pavements.	
If we have to have more housing it should be as energy-efficient as possible. (Developers pay). Heritage buildings should be looked after and their owners made to maintain them, they are an undervalued asset in our town. Try to protect the landscape through the sensitive building but this is too late for Taylor Wimpey, Tilia and now the Goldwell sites):	Noted. For consideration during the policy development stage.
I am not happy with the references to housing provision and housing proposals. Surely we don't need any more housing developments in Crewkerne. We are in danger of wrecking the lovely "small market town" feel of Crewkerne and allowing an urban sprawl. This is happening in many small towns with unpleasant results and we don't want that to happen here. In addition the infrastructure in Crewkerne is totally inadequate. Let us not lose our precious green spaces.	Noted. For consideration during the policy development stage.
All objectives should have a 5 but that wouldn't determine the way forward.	The aims and objectives, developed from previous consultation with the community, set a direction of travel for the content of the Plan. The details of the Plan will now be worked on to develop the planning policies and community actions which should move forward. These will also be consulted upon.
Regarding supporting environmental low-carbon modes why have the two charging points in Waitrose car park disappeared? This doesn't help your objective.	Noted. For attention of the Town Council, who understand one will be reinstalled in 2024 by Somerset Council, who are responsible for car parks.
Great ideas but only as good as the enforcement. Go back to basics – solve primary care, traffic, parking.	Enforcement of such rules and regulations is not within the remit of the planning system, but community actions and other actions can be set in place to help improve or lobby for more enforcement.
Consider roads which will reduce the burden of traffic in the town centre which is excessive and reduce speed to 20 mph.	Noted. For consideration during the policy development stage. Also for attention of the Town Council. Somerset Council determines speed limits.
I'm mainly responding on behalf of myself (name supplied) and broadly support the draft aims and objectives. I note however, that there's no direct reference in the document to the role that arts and culture plays in supporting and delivering a meaningful plan and helping to engender a strong community spirit. There are references to recreation, social,	Noted. For consideration during the policy development stage. We welcome the positive suggestions to strengthen the objectives in relation to the arts and culture. We will include a reference to the arts and culture as proposed by the respondent in objectives 1, 2 and 10.

Comment	Steering Group commentary
education, heritage, etc. but not arts and culture. We had a Creative Crewkerne (a sub-group of ABCD) meeting last week and briefly discussed this. My colleagues are happy that the suggestions I make below are representative of the group, as well as my own views. There's nothing controversial (!) just a few suggestions how the aims and objectives could reflect this. 1 Protect, enhance and provide community, recreation, <i>arts</i> and social facilities, civic urban and local green spaces. 2 Ensure facilities are available to support social, education, <i>cultural</i> and health services and activities. 10 Support proposals which help to increase and broaden the <i>town's cultural offer</i> and the local visitor and tourist economy.	
It's hard not to agree strongly with most of these objectives as they seem to identify the key area to focus on, particularly those relating to environmental impacts. I imagine it will be budgetary and capacity factors that will determine the way these can be best addressed. I appreciate the thought and planning that has been invested in the process and look forward to the next steps.	Support noted.
Enable free parking in all council owned car parks.	Noted. For attention of the Town Council. Somerset Council owns and operates the majority of the town's car parks.
REPAIR POT HOLES!	Noted. For attention of the Town Council, who could highlight to Somerset Council Highways Officers at their regular site meetings.
Obviously all these objectives will benefit the town. However one does wonder if many or any will actually materialise. I am thinking of circular I received from Town Council (and still have) re a new bus stop and shelter with indicator (dated 2014). Apparently funded by £10,000 from Waitrose. Where has that money gone? No sign of new bus stop or even a seat at the King's Arms. Much credit goes to the ladies who make Crewkerne more attractive with flowers. Good luck! Hope you can achieve some of your aims.	Noted. For attention of the Town Council.
Can't you force the hand of the freeholders of the empty buildings on Market Street to put them to some sort of use – less of an eyesore and at	Noted. The planning system cannot force property owners to put them into use.

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the same time gives the feeling of a more prosperous, welcoming wee town. Suggest some shrubs are planted from the Post Office to the post box, hiding the architectural disaster that is Falkland Square/ centre and lends a bit more green to Market Street.	Also for attention of the Town Council.
Look after sports facilities for everybody.	Noted. For consideration during the policy development stage.
When is council going to put a 7.5 ton lorry ban on the lorries coming through Crewkerne? I suggest the council looks at the possibility of using spare capacity above shops and businesses in town and make use of it for housing young people. More housing means we need more school places, more doctors, etc. More people/ families in Crewkerne require more outside leisure space. Please stop building houses on green fields.	Noted. Most comments can be considered during the policy development stage. The planning system nor the Plan itself can enforce a lorry ban, nor bring more Doctors into the town. Also for attention of the Town Council. Somerset Council is the Local Planning Authority, the Town Council feeds in comments on applications as a statutory consultee.
The environmental objectives should be on top of the list, along with affordable housing that is sustainable and supported by drainage systems that are not patched and repaired as seems to be happening at the moment.	Noted. For consideration during the policy development stage.
All questions relating to development scored low. There should be no further development in and around Crewkerne. Most of the current development is in inappropriate sites. Our infrastructure is at bursting point. May I also say that I believe County Highways run roughshod over our town, agreeing inappropriate construction traffic routes in our town. Once the new occupants of the developments have moved into their properties, the traffic once again will increase. The one-way system planned will only shift the problem from one area to another. As a footnote, I really do feel that this neighbourhood plan is just a tick box exercise. It is unfortunately a wish list containing all the things that obviously people would like to have for their town but going on recent and past events, I do not believe any of the plan will come to fruition. We have lost our natural environment already, with more loss to come. The townsfolk have had to fight to keep our trees and open spaces. Planning applications should be under more scrutiny and developers held to account if they are not an appropriate design quality for our town.	Noted. For consideration during the policy development stage.

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Why would you support more housing when the bypass isn't in place! Where is the East Street car park! All new builds should have solar panels. Market Street and Victoria Square look tatty and dirty – tidy them up! Redevelop derelict sites for housing instead of building on surrounding fields.	Noted. For consideration during the policy development stage.
I SAY No to 15 MIN Cities. And fully repair the ROADS! NOW.	Noted. The repairing of roads is outside the remit of the planning system and the Plan itself.
The town needs a banking 'hub' – there's enough empty buildings that would be suitable for conversion. Long stay car parking is another pressing need for those who need longer than three hours in the town. Better advertising for the Farmers' Market especially around the town. 'Use it or lose it' as the saying goes. Don't charge start-up businesses exorbitant rates/ rents etc. Let them get established first. We've seen too many fold after one year and we don't need any more charity shops.	Noted. For attention of the Town Council. Somerset Council sets business rates based on rateable values from the Valuation Office Agency (a government body in England) and a 'business rate multiplier' supplied by central government.
I really think this is a complete waste of time. Who would circle No 1? If you fill the form in you must want the best for Crewkerne. When you read this the whole emphasis is on new development. I don't see any objectives that support existing community initiatives. Is there only money available for new projects?	The consultation is not geared towards only receiving positive results. It is important to note that the aims and objectives have been developed from previous consultation responses and so reflects things that the community has already told us about. The aim of this consultation is to report back on the previous survey's results, what has resulted from them (the aims and objectives) and seek comments and assurances that we have interpreted the findings from the previous consultation correctly. This is what the consultation is designed to do, to inform and be informed. It is also designed for the Steering Group to be able to take on board written comments to inform the next stage of the Plan's development. For a Neighbourhood Plan to be considered robust and become a legal document in the planning process, consultation is essential (and is a requirement of the process). The Plan is the community's Plan with a local referendum at the end of the process and so it is critical that the community is consulted on emerging content of the Plan more than once. Without this opportunity, the respondent would not have the opportunity to make these comments. The consultation was not an expensive process

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	and has been paid for using Government grant at no cost to the Town Council. The objectives will support community facilities, but initiatives and services are not something which are overseen by the planning system and so, while the Plan can highlight good examples of community initiatives, it cannot make them happen, which has to be down to community action.
I hope that this will ensure that new building projects will be held to account i.e. the number of social/ affordable homes linked to the income of those living in the area. Derelict and brownfield sites should be used first. Owners of such sites should have a time limit to put such sites to good use, not allowed to make a token gesture to ensure more years of no building taking place. The webbing factory in South Street has been an eyesore for years!	Noted. For consideration during the policy development stage.
There will be a lack of green space if all the building goes ahead, this will greatly affect all flora and fauna. The new houses proposed do not tie in with existing properties as they will be higher, thus affecting the skyline and existing properties. The road system cannot take the extra traffic as there is only one way through Crewkerne.	Noted. For consideration during the policy development stage.
If we live in Crewkerne, again, all these things are desirable. For me, protecting our trees and hedgerows is extremely important.	Noted. For consideration during the policy development stage.
We need more doctors and NHS dentists. We need traffic controls in Kit Hill as it is being used as a race track. Why do we have to pay in the car parks when we go shopping? People going to Yeovil to shop in the supermarkets and not have to pay. This town is losing out in the shops due to this.	Noted. The Plan can seek to help improve the town centre and local economy within the context of the planning system which governs land-use. Traffic speeds and more health services are not something which is within the remit of the planning system, however.
Better education and health services are much needed.	Noted. The planning system cannot increase service provision, however. It can, however, try to influence provision as a response to new development.
We feel that there is <u>enough</u> housing being built around Crewkerne. There doesn't appear to be enough medical facilities to cope with more housing in this area. This includes dental and schooling. We strongly disagree to <u>any</u> new housing in the Crewkerne area. Parking badly needed in the East Street area of Crewkerne.	Noted. The planning system cannot increase service provision, however. It can, however, try to influence provision as a response to new development.
Crewkerne is generally a great place to live, it has a good base level of amenities and the town centre has been steadily improving since I moved here 10 years ago.	Noted. For consideration during the policy development stage.

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The local environment provides good recreation and should be protected. Bincombe Beeches is superb. It has been really nice to see bars and cafes open and thrive in the town centre. Shops like Barrett Bros, James Hardware, Homefayre combine well with Waitrose/ Lidl to make the town centre worth going to during the day. More of these traders should be encouraged. Combined with more recreational choices would make the town centre flourish. Transport in the town is dire. There are too many speeding, noisy and polluting vehicles with no provision for more efficient modes of transport. Motorists often park illegally/ dangerously despite plenty of available parking in the town centre. (see the bottom of Hermitage Street outside the kebab shop, and the roundabout by the Town Hall for good examples of cars dumped on double yellows on junctions). The town centre would be a much nicer and safer place to be for the people who actually use it rather than those simply driving through if the speed limit was lowered to 20 mph and more space was given to pedestrians. The one-way system and extra wide pavement during the annual fair shows how successful this could be. It was a shame to see the trail scooter scheme scrapped. Encouraging this and adding provision for bicycles or public transport would have been a great way to cater for younger people. Perhaps some older people would have been able to ditch the cars too!	
New housing developments needed throughout the country. Crewkerne should accept those that are of high standard and built to suit the local environment. Developers must be held accountable for provision to the new and existing residents. A minimum of two off-road car parking spaces per household and creation of segregated bike lanes between the development and the town centre.	Noted. For consideration during the policy development stage.
I am concerned that the response to this survey will bias against younger residents as your previous surveys have. Providing an online pdf is a good step but it should really be a form that can be submitted online rather than by email. It's 2023, not the mid-90s.	We strive to make consultation as accessible as possible. We can try to ensure that as many methods as possible are used in future consultation. However, it should be noted that the last consultation was available as an online survey. We do need to be mindful of how much money is spent on consultation and the amount of time that volunteers on the Steering Group has to spend on constructing consultation on an online platform. We are always looking for local volunteers to help us with the suggested format!

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	(Incidentally, email was not a widely used format for public sector or community / third sector consultation in the mid-1990s.)
Ensure facilities are available to support social, education and health services and activities – THE MOST IMPORTANT ITEM ON THIS LIST! No NHS dentistry and an inability to access adequate GP services and still we grow the town. Ensuring developers provide off-road parking with new housing. It's safe to say that nearly every house is a two-car house these days so homes should be provided with min 2 spaces. Try driving around Kingswood Road, Oak Drive or Monarch Way – the main roadway is packed with cars due to lack of spaces. Children don't play outside like they used to, probably because it is so dangerous with all the cars now.	Noted. For consideration during the policy development stage. However, it should be noted that non land-use things like services are not within the remit of the planning system to determine or improve.
Congratulations on aims and objectives which viewed positively and along with wider policy could take us forwards.	Noted. For consideration during the policy development stage.
The Design Guide is a lovely idea but I fear may be apt to being ignored by “persuasive” planners!	Noted. For consideration during the policy development stage.
Despite your efforts to explain I don't see a clear distinction between aims and objectives. Policies will be crucial stage. Some of your objectives use jargon (e.g. 15, 7, 18) or are very woolly (23). Housing should meet local needs but I am very wary of social engineering. If there is little demand for affordable housing, would you try to attract poorer people from outside Crewkerne to enhance 'diversity'? My wife and I are elderly and failing eyesight prevents driving. The bus service is important but sitting in a large, empty bus to Chard seems wasteful. Could there be more frequent, smaller buses? Is there any way of providing a service that fits in with the train timetables. Appointments at Musgrove Park can be a real problem. A thought: building more and more houses round the perimeter of the town could ruin its character and put a strain on existing resources.	Noted. The intention is that the aims are relatively broad, with the objectives “unpacking” these aims further. Any jargon highlighted will be explained further in the Plan itself and a glossary will be provided to further explain terms. Further work can be done to better define and understand what “local needs” means in the Crewkerne context. In relation to bus services and issues outside of the Plan area (the Town Council's administrative boundary), the Plan cannot do anything to improve these as they are service matters outside of the remit of the planning system. These comments can be passed on to the Town Council, however, who could lobby for improved bus services.
The environment is crucial and impacts on all other parts of the draft plan. There must be mention of the critical need to address Net Zero targets and mitigation. These go much wider than new-build housing – there are opportunities for innovative community solar and wind projects – <u>not</u> gas-fired back-up power plants.	Noted. For consideration during the policy development stage.

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The Town Council should take a lead on their own buildings as part of Net Zero planning. Commercial building, e.g. the industrial estate should be encouraged to use large areas of rood space. Solar panels could be installed over car parks. Community renewable projects should be initiated to help with funding. They are very successful elsewhere.	
A lot of trees and wildlife has been destroyed. New build will take character away from our beautiful town, that's why people want to live here or visit, not to look at an estate of ugly new builds.	Noted. For consideration during the policy development stage.
Crossing at the bottom of Brickyard Lane, after all there is a primary school directly opposite. Cannot see if safe to cross from Brickyard side, making it difficult for people e.g. elderly/ children/ mobility scooters!	Noted. For consideration during the policy development stage. Also for attention of the Town Council, who could continue to press Somerset Council to provide a safer crossing.