

# BLEADON PARISH COUNCIL

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Joy Milsom  
Principal Planning Policy Officer  
North Somerset Council  
Town Hall  
Walliscote Grove Road  
Weston-super-Mare, BS23 1UJ

By email to: [joy.milsom@n-somerset.gov.uk](mailto:joy.milsom@n-somerset.gov.uk)

10 December 2018

Dear Joy

## **Re: Local Plan 2036 Issues and Options consultation**

This response was approved by Bleadon Parish Council at their meeting on 10<sup>th</sup> December 2018.

Bleadon Parish Council (BPC) welcomes the opportunity to comment on the Issues and Options Consultation. BPC holds that the status of Bleadon as an Infill Village must be maintained throughout the next plan period to 2036. There are approximately 500 homes in the village; any development needs to be small-scale, appropriate to the needs of the village and within the existing settlement boundary. Roads through the village (Celtic Way, Shiplate Road and part of Coronation Road) are narrow and rural and do not have much, if any, additional capacity. There are minimal facilities and services within the village, ie no school or medical practice; one general store, three pubs, one café; limited bus links to Weston. There is no safe or protected cycle route to Weston.

We contend that the settlement boundary should remain at its current position. Small-scale development outside the settlement boundary would put pressure on existing roads and facilities without providing new facilities or services. Large-scale development outside the settlement boundary would change the character of the village irretrievably as well as putting pressure on existing roads and facilities without providing mitigation sufficiently early in the development.

**Question-specific responses** (only to those questions relating directly to Bleadon):

### **Section 3 – Local Housing Growth**

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Bleadon's Neighbourhood Development Plan area is the whole of the Parish of Bleadon and was designated in October 2017. The Neighbourhood Plan Group received a grant in October 2018 to progress the creation of the Plan. Comments received during discussions during 2017 and at the Annual Parish Meeting in April 2018 indicate that residents are keen to maintain Bleadon's status as an Infill Village with the settlement boundary unchanged.

**Q8 – 3.1 Settlement Hierarchy.** We prefer Option 1 (keep existing hierarchy but reassess the position of each settlement within the hierarchy) but would reaffirm the point that Bleadon's status as an Infill Village should remain.

**Q9 – 3.2 Settlement Boundaries.** We believe that no adjustment should be made to Bleadon's settlement boundary. The village could benefit from a small number of new homes but this can be achieved within the existing boundary. The current policy should be amended to ensure that the size of any housing development adjacent to the boundary is limited in number to no more than 10% of the existing homes in the parish (currently circa 500 homes).

## Section 8 – Transport

**Q39 – Are there any other transport issues or challenges..?/..?** Although this question relates to the strategic transport issues across the district it is important to note that cycle lanes and pavements connecting villages to services are essential, especially where public transport is limited or non-existent. The majority of Bleadon residents travel to Weston to access services such as doctors, schools, recreation and shopping. Bus services are extremely limited. There are two routes to Weston; the A370 is fast and dangerous for cyclists and walkers, and Celtic Way is equally dangerous because it is narrow with no pavement or cycle lane. Therefore most journeys require a private car or taxi.

Reliable and frequent public transport is required if this is to change, along with safer and dedicated cycle and pedestrian routes.

## Section 9 – Potential new policy areas

**Q40 – Self build policy.** We welcome the principle of requiring a proportion of self-build plots on residential schemes of a certain size.

**Q41 – Affordable Housing.** We believe that the provision of appropriate and affordable housing is essential to the health and sustainability of Bleadon village,

**Bleadon Parish Council, Coronation Hall, Coronation Road, Bleadon BS24 0PG**  
Tel: 07453 358318 e-mail: [parishclerk@bleadonparishcouncil.co.uk](mailto:parishclerk@bleadonparishcouncil.co.uk)  
Website: [www.bleadonparishcouncil.co.uk/](http://www.bleadonparishcouncil.co.uk/)

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enabling people at every stage of life to remain in the village. This should be provided on sites throughout the village.

**Q43 – Health Impact Assessments.** We welcome the clarification of HIA and would suggest that the policy include the requirement for practical actions / mitigations at an early stage of any development rather than being left to the final stages, or not delivered at all.

## **Climate Change:**

**Q44.** Should a new policy aspire to net zero carbon new development? We agree that a new policy should encourage net zero carbon new development.

**Q45.** Should a new policy require a significant increase in the use of renewable and low carbon energy generation? (currently 10% for 1-9 dwellings and 15% for 10 and more dwellings). An increase to 20% and 40% would be preferable.

**Q46.** Should the Local Plan identify suitable land for large-scale renewable energy development to support new development? It would be preferable to require local and small-scale renewable energy solutions to be designed in to every development.

**Q47.** Where a new policy sets a % reduction in carbon emissions, if it is deemed this cannot be met on-site, should it introduce a mechanism to collect off-site carbon-emission payments? Bleadon PC response: Yes.

**Q48 – Flood Risk.** We support your approach not to encourage development in flood risk areas within the parish of Bleadon.

**Q49 – Development on previously developed land in the countryside.** Bleadon PC response: We do not agree with the principle of extending the policy to include private residential development only. If economic and general community uses have been ruled out, then community-owned options should be offered, which may include limited community-owned residential.

**Q50 – Holiday accommodation in the countryside.** Bleadon PC response: The reuse of isolated rural buildings in the countryside is practical. However, care must be taken to ensure that incremental expansion in the number of buildings in one location does not happen.

**Q51 – Minerals.** We note that DM14 emphasises the need to justify proposed locations for mineral extraction and to have regard for the impacts on humans and

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the environment. We believe that the statement in DM14 “Proposals should be supported by adequate evidence, to the satisfaction of the council, that the development is needed and justified, and that potential impacts have been satisfactorily investigated and addressed. Proposals must not have unacceptable impacts and should satisfactorily mitigate any adverse impacts” should be strengthened in order to ensure that maximum weight is given to these human and environmental concerns when proposals are considered.

**Q52 – Electric Vehicle Charging Points.** We welcome the proposal to include specific standards regarding vehicle charging points both in new homes and in public areas of commercial developments.

**Q53 – Green Infrastructure.** The preservation of existing habitats and creation of new ones for a range of species is of high importance. In particular, the creation of species-specific wildlife corridors linking habitats is essential for increased biodiversity.

**Q54 – Other policy areas.** The ecology of the water and wetland environments in Bleadon (and across North Somerset) is precious and vulnerable. A more joined-up approach to development involving water courses is essential. Consultation with the Internal Drainage Board and the Wildlife Trust should be mandatory for any development (including caravan parks and recreational facilities) within a wetland area.

Yours sincerely

*M Barber (by email)*

Marian Barber  
Clerk to Bleadon Parish Council