

North Somerset Council: Challenges for the Future Consultation, July – September 2020

QUESTION 1: What are your hopes and fears about having new development near where you live?

Burrington is a small parish which includes the settlements of Burrington, Rickford, Bourne, Upper Langford, off the A368, and parts of Lower Langford, off the A38. The villages of Burrington and Rickford are wholly within the AONB. Bourne and Upper Langford are partly within the AONB.

There has been little new housing development in the parish recently. Most development has recently taken the form of extensions to existing detached dwellings or their partial redevelopment. Local housing needs, including affordable housing needs may therefore need to be met outside the parish. Local employment is largely in professional occupations and service trades. There are farms and other businesses in the parish, but no workplaces employing large numbers.

It is unlikely that there will be significant development in the parish because of the AONB and the shortage of local facilities. However, the parish could be affected by large developments in neighbouring villages like Churchill, increased in road traffic and new road schemes. In recent years substantial housing sites have been given planning permission on appeal because North Somerset Council could not demonstrate the existence of a five-year supply of housing land. It would be better if development sites were identified through the local plan process following effective local engagement in the choice of sites and forms of development.

QUESTION 2: What changes over the next 15 years do you think will affect how we need to plan for residents, businesses and communities?

Increasing concerns about global warming are likely to result in an increasing emphasis on sustainable types of development and modes of transport. There needs to be an increasing emphasis on the quality of development, including higher space standards inside the home to facilitate home working and higher space standards outside the home including better garden space and adequate off-road car parking.

QUESTION 3: Are you concerned that climate change may impact you or your family, business or local community in the future? And if so in what way?

See last answer. However, there will be variations around the parish.

QUESTION 4: How should we plan for how you and your family will work in the future, or the future needs of your business?

This question cannot be answered as a parish council.

QUESTION 5: What sort of types and sizes of houses do you think will be needed for your community in the future?

More variety of sizes, types, and tenures of housing, including higher space standards and more adaptable spaces to accommodate varying lifestyles including home working.

QUESTION 6: What do you think makes a good community?

The factors listed in the report are all relevant. Their relative importance varies according to the size of settlement

QUESTION 7: Do you agree with these (*characteristics of sustainable development*)? Are there any others which are important to you?

The listed characteristics are agreed to be important. High standards of space, design and construction are also important, although difficult to influence through the planning system.

QUESTION 8: We have come to value our local footpaths and green spaces more since Covid-19. How can we ensure that future residents benefit from access to green spaces?

There are issues of management of open spaces that require support from the District Council (including signing, car parking, traffic management, litter and landscape maintenance). Parish Councils have limited resources and should not have to bear undue burdens servicing public open spaces that are used primarily by tourists and visitors (like Burrington Combe). North Somerset Council should give more recognition to the needs of rural tourism in the district and more financial support. A co-ordinated approach should be adopted with the Mendip Hills AONB and Somerset County Council.

QUESTION 9: Should we be thinking about adjusting the Green Belt boundary if necessary?

The inner boundary of the Green Belt around Bristol should be reviewed to facilitate some strategic urban extensions, for example at Ashton Vale. Other policies for rural settlements and countryside may be more effective and flexible than Green Belt which is intended primarily to contain large urban areas.

QUESTION 10: The previous sections set out the six challenges that we feel the Local Plan should address (shown below). Are there any other challenges you feel we need to address through the Local Plan?

Better co-ordination is required between land-use and transport planning. The road proposals of the Joint Local Transport Plan should be examined in the Local Plan to determine the land-use implications, including impacts on villages along the expanded routes and secondary impacts on other routes and settlements.

QUESTION 11: In light of the world we now live in, is this vision still appropriate for the future?

It is still appropriate.

QUESTION 12: Do these reflect your aims, those of your family, community or business?

These aims are all relevant. The challenge is to make them operational.

QUESTION 13: Have we identified the right priorities and are there any missing, which do you think are the most important and why?

More attention is required to transport planning and, in particular, to the land-use and environmental implications of road proposals in the Joint Local Transport Plan, and the justification for (and implications of) airport expansion.

Particular challenges that have arisen since publication of the *Local Plan Challenges* consultation result from proposals in the White Paper, *Planning for the Future* (August 2020), in relation to the scope and programme of the local plan, the assessment of housing requirements and changes in procedures for granting planning permission, including zoning and prior approvals.

The Government consultation implies a 25% increase in housing requirements in North Somerset to 34,131 (1,707 p.a.) compared with the figure of 27,380 (1,369 p.a.) in *Challenges for the Future*. This

new requirement compares with annual net additions to the housing stock over the past 3 years averaging 815. The implied annual increase in housing delivery to meet the new assessment of housing requirements would be 892 dwellings p.a., more than doubling the recent rate of additions to the housing stock.

Until the Government's proposals for changes in the planning system are finalised, the Local Plan should focus on securing a 5-year supply of housing land and on the land-use and environmental implications of the Joint Local Transport Plan, if necessary in the form of an interim, partial plan review, pending clarification of changes in national policy and procedures.