

WELLS NEIGHBOURHOOD PLAN CONSULTATION STATEMENT

**5th July 2014 – 10th November
2022.**

Wells City Council are grateful to all those who have responded to this consultation in a variety of ways and have taken account of them all. The responses have added to the value of the Plan.



Contents Index

	Introduction	Page
1.	Timeline	6 - 7
2.	Reasons for consultation summary	8
3.	Overview of 1 st Consultation	8 - 9
4.	Designation of Neighbourhood Plan Area and letter – appendix 1	10 - 11
	Initial Consultation	
5.	Details of Initial Consultation – appendix 2	11
6.	Initial public consultation by questionnaire leaflet – appendix 3	11
	Response to Initial Consultation	

7.	Response by statutory consultees - appendix 4	11
8	Draft Plan produced from consultation – appendix 5	
10	Outcome by paper and on-line from the questionnaire	13 – 36
	Second and statutory Regulation 14 Consultation	
11	Overview of the second and statutory consultation with Wells City Council website introduction – Wells City Council web site	37 - 40
13	Pre-submission draft of Wells Neighbourhood Plan for consultation – appendix 6	40
14	Consultation leaflet – appendix 7	41
	Statutory consultation outcome	
15	Summary of the representations received	43 - 45
16	Consultation on-line responses appendix 8	46 - 74
17	Consultation paper responses – appendix 9	74 - 136
18	Newspaper notices – appendices 10,11 & 12	45

19	Public meetings: 1. Leisure Centre; 2. Golf Club; 3. Civic Society & 4. Town Hall – appendices 13, 14 & 15.	43
20	Local Green Spaces Consultation, Owners, Assessment, Plans & Objections– appendices 16 - 23	45
21	Response to statutory consultees	43
22	Owners and agents related to Wells Masterplan -appendix 24	47
23	Faith, school, associations and groups – appendix 25	45
24	Developers active in the Wells area – appendix 26	45
24	Responses from the statutory consultees – appendix 27	137
25	Letter from Mendip D.C., amendment of text post meetings with M.D.C. - appendices 28, 29 & 30	137
26	Pre-submission draft of Wells Neighbourhood Plan as amended post consultation with track changes – appendix 31	137
27	Neighbourhood Plan with track changes incorporated for submission to Mendip District Council – appendix 32	137
28	Report to Wells City Council on Wells Neighbourhood Plan following public consultation.	138 - 141

Consultation Timeline

- July 2014 – Launch of Wells Neighbourhood Plan
- September 2014 – Designation of Neighbourhood Plan Area
- September 2014 to February 2015 – Initial consultation
- January 2015 – Approval by Wells City Council of draft Plan
- February 2015 – Circulation of draft Plan for comment
- December 2016 – Decision by WCC to not proceed with draft Plan
- July 2019 – Decision by WCC to revive the draft Plan
- July 2022 – Approval by WCC of new draft Plan for consultation
- September – November 2022 – Consultation on new draft Plan

- December 2022 – Consideration by WCC of responses from the consultation

1. Why we have produced this summary

The Neighbourhood Planning Regulations (“the Regulations”) require that when a neighbourhood plan is submitted for examination, a statement should also be submitted

- setting out the details of those consulted,
- how they were consulted,
- summarises the main issues and concerns raised and
- how these have been considered and, where relevant, addressed in the proposed plan

2. Overview of the initial consultation

The Plan emanated from a meeting of Wells Civic Society in October 2013. The meeting was addressed by a retail consultant and developed into a discussion as to how Wells could take responsibility for its future. At the time, it was felt that the appropriate vehicle would be a Neighbourhood Plan and the City Council was approached.

This led to formation of a Neighbourhood Plan Steering Group made up equally of members of the Civic Society and the Council.

The Plan was launched on the 5th of July 2014 and consultation with the City ensued.

This comprised:

- The public launch
- Distribution of a questionnaire leaflet
- Public meetings
- Meetings with organisations
- Meetings with schools – Primary, Blue School and Cathedral School
- Meeting with a medical Practice Manager
- Production and distribution to households of a questionnaire and compilation of the outcome
- Meetings with the District Council and County Council

3. Designation of the Neighbourhood Plan Area

When we considered the scope of our Neighbourhood Plan for Wells, St Cuthbert Out Parish were working on their own Neighbourhood Plan for the area around Wells City. They obtained designation of the extent of their parish. It, therefore, made sense for the Wells Plan to be coterminous with the Wells parish boundary. Subsequently, St Cuthbert Out decided to not pursue the work on their Plan.

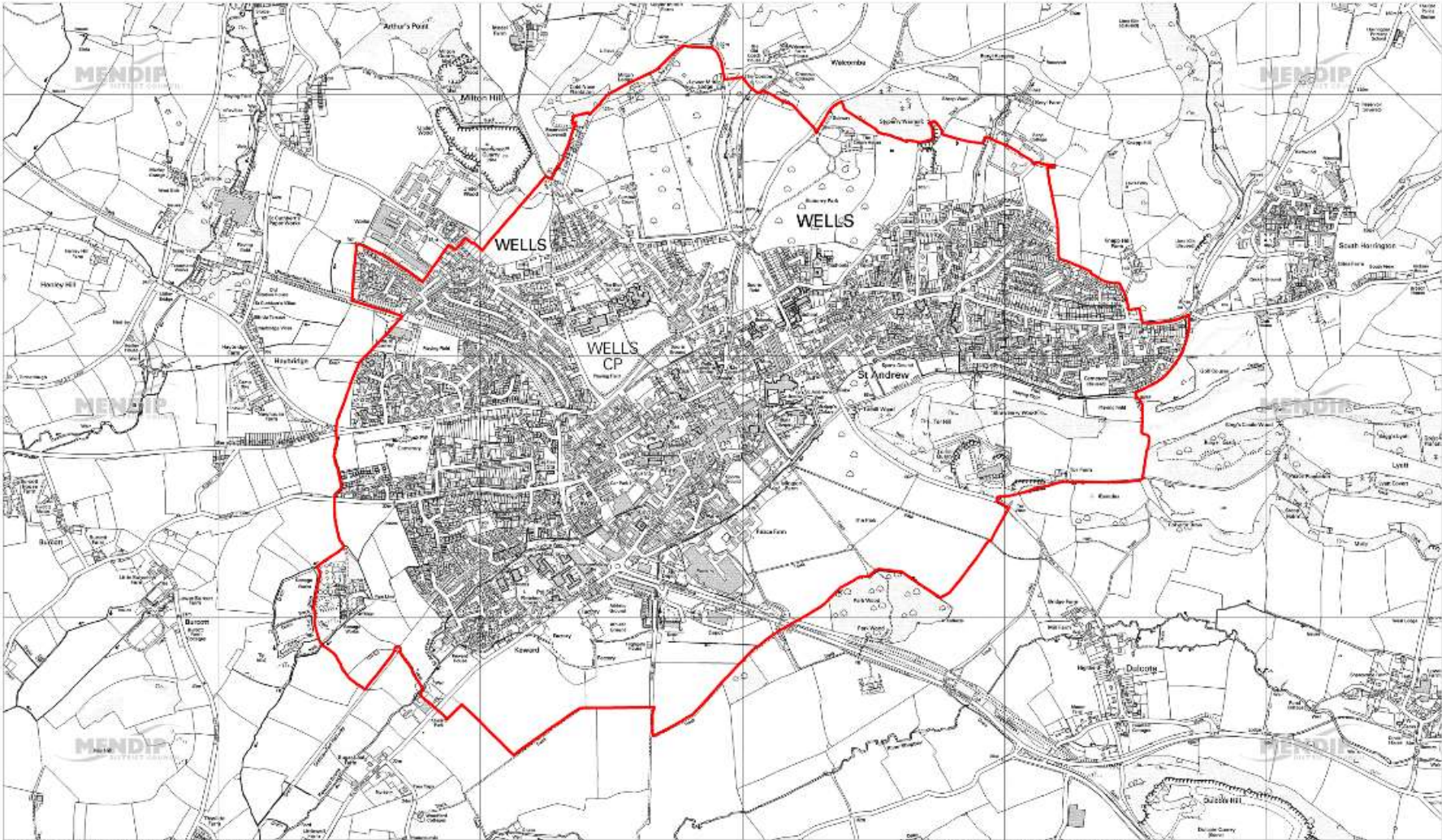
On the 8th of September 2014, the area of Wells City Council was designated by Mendip District Council as the Neighbourhood Plan Area as shown below – letter of designation - appendix 1.

Wells Parish Boundary

Scale 1:14000
Notes:

Compiled by: on 12 May 2014

MENDIP
DISTRICT COUNCIL
Cannards Grove Rd
Shepton Mallet
Somerset BA4 0BT
Tel: 03000 301 8005
Fax: 01749 344268



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Aerial Imagery 2001 © GeoMapping P.L.C.

4. Initial Public consultation

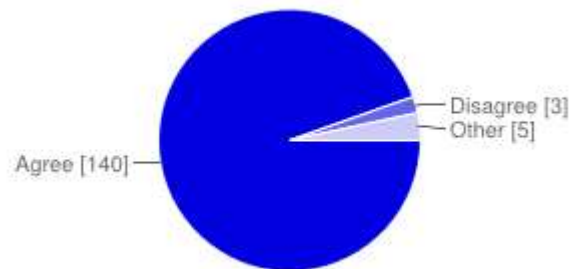
5. An extensive consultation was carried out from the launch on the 5th of July 2014 to February 2015 with the public, individuals and organisations. This is set out in the Initial Consultation Engagement Report in appendix 2.
6. The questionnaire leaflet was distributed by hand to all households in the designated area of the city of Wells and returned by 26th March 2015 in appendix 3
7. The outcome by paper and on-line from the questionnaire to the public is set out overleaf. The response from statutory consultees is set out in appendix 4.
8. The outcome of this consultation led to the Steering Group producing a draft Plan - appendix 5.
9. This was approved by the City Council on the 29th of January 2015 as the basis for consultation. However, on the 22nd of December 2016, the City Council, on the basis of unspecified concerns and lack of finance, resolved that the Steering Group be discontinued.

10. 2015 Paper and on-line Summary

Heritage Policy 1

The significance of designated heritage assets including nationally protected listed buildings and their settings, archaeological sites and conservation areas and their settings as well as undesignated heritage assets (including locally listed buildings) will be recognised and given the requisite level of protection.

HeP1 To what extent does this proposed policy meet with your agreement?



Agree 140 86.4%

Disagree 3 1.9%

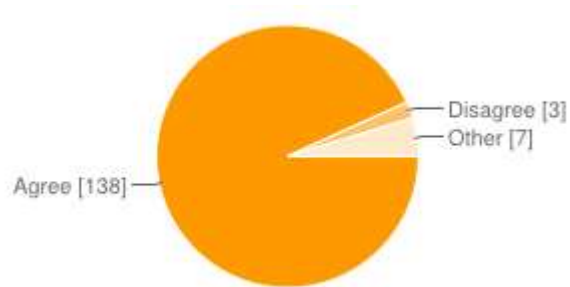
WNPCS

Other 5 3.1%

Heritage Policy 2

Development proposals which conserve and enhance a heritage asset will be supported where this is clearly and convincingly demonstrated by way of an assignment of the asset and its setting.

HeP2 To what extent does this proposed policy meet with your agreement?



Agree 138 85.2%

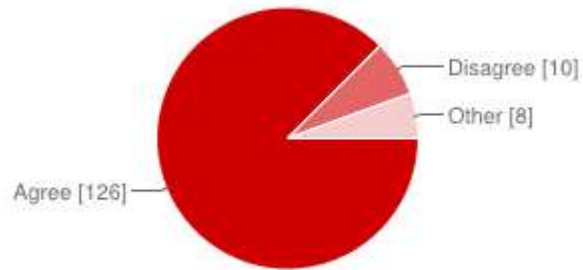
Disagree 3 1.9%

Other 7 4.3%

Housing Policy 1

Applications for development of schemes with a minimum size of six dwellings shall provide evidence of full consultation with the local community and City Council.

HoP1 To what extent does this proposed policy meet with your agreement?

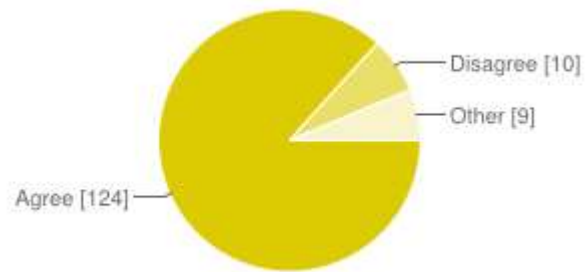


Agree 126 77.8%
Disagree 10 6.2%
Other 8 4.9%

Housing Policy 2 Housing mix and type

Support will be given to proposals for residential development which provide an appropriate mix of dwelling types and sizes. Assessment will be based on not only the current Strategic Housing Market Assessment and Housing Needs Assessment but also such local evidence as may be available at the time. This policy conforms and with and supports Development Policy 14 of the Mendip Local Plan.

HoP2 To what extent does this proposed policy meet with your agreement?

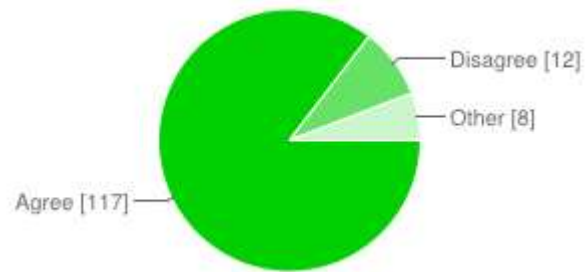


Agree 124 76.5%
 Disagree 10 6.2%
 Other 9 5.6%

Housing Policy 3 Affordable Housing

Support will be given to proposals for housing which consider local housing need and provide at least 40% Affordable homes, including an agreed proportion for shared ownership. This requirement provides more relatively affordable open-market houses and meets Mendip Local Plan requirements for affordable housing within new developments set out in Development Policy 11 of the Mendip Local Plan.

HoP3 To what extent does this proposed policy meet with your agreement?

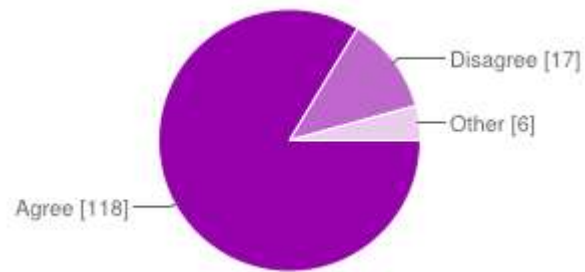


Agree 117 72.2%
Disagree 12 7.4%
Other 8 4.9%

Housing Policy 4 Unit size

Priority should be given to the inclusion of smaller units of 1 and 2 bedrooms on each new development. This policy directs that new development should favour smaller dwellings, in a reflection of an identified need for small units for single households, for both young and old. It is in compliance with and supports Development Policy 14 of the Mendip Local Plan.

HoP4 To what extent does this proposed policy meet with your agreement?



Agree 118 72.8%

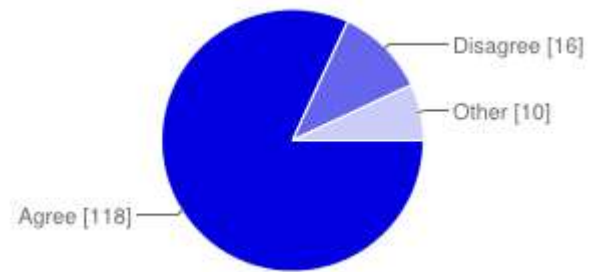
Disagree 17 10.5%

Other 6 3.7%

Housing Policy 5 Retirement housing

A minimum of 10% of new homes (per development of a minimum size of 10 units) shall be built to meet Lifetime Home Standards. Lifetime Homes offer particular benefits to older people, disabled people and anyone with a physical impairment whether they live in the property or want to visit relatives and friends. The Standards incorporate 16 criteria. This accords with Mendip Local Plan policy and provides accommodation to meet the changing needs of the occupants.

HoP5 To what extent does this proposed policy meet with your agreement?

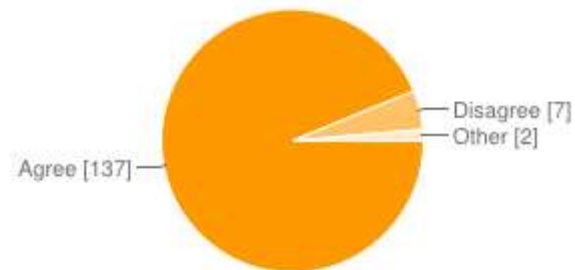


Agree 118 72.8%
 Disagree 16 9.9%
 Other 10 6.2%

Housing Policy 6 Phasing of development

Priority shall be given to the development of previously developed land (brownfield sites) before greenfield land is built upon. This accords with the wishes of local residents and conforms to national and local planning policies on sustainable development.

HoP6 To what extent does this proposed policy meet with your agreement?

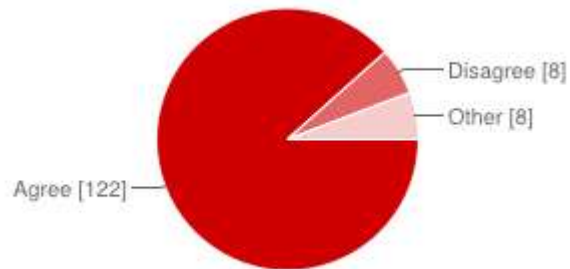


Agree	137	84.6%
Disagree	7	4.3%
Other	2	1.2%

Housing Policy 7

Planning applications for residential development shall include a “Building for Life 12” assessment and proposals will be required to score 12 out of 12 “greens”. BfL 12 is the industry standard for the design of new housing developments. It is a means of ensuring that housing will be attractive, functional and sustainable.

HoP7 To what extent does this proposed policy meet with your agreement?

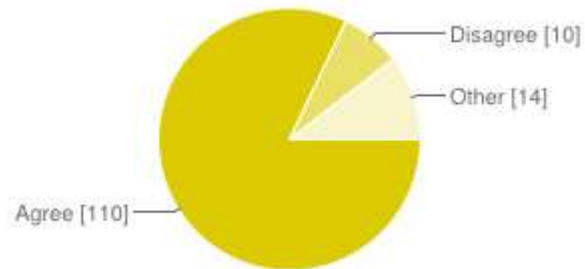


Agree	122	75.3%
Disagree	8	4.9%
Other	8	4.9%

Housing Policy 8

Planning applications for residential development shall include a Code for Sustainable Homes assessment and proposals will be required to comply with level 5.

HoP8 To what extent does this proposed policy meet with your agreement?

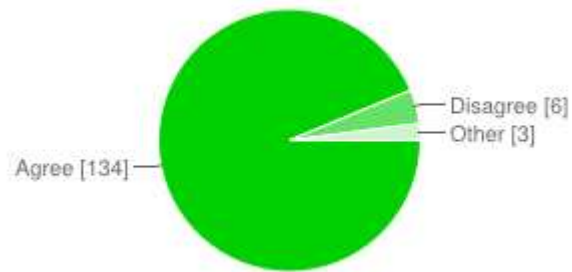


Agree	110	67.9%
Disagree	10	6.2%
Other	14	8.6%

Housing Policy 9

All residential development shall provide for suitable ducting (for superfast broadband or such other communication medium as may be current) to enable more than one service provider to provide a fibre connection to individual properties from connection chambers located on the public highway, or some alternative connection point available to different service providers.

HoP9 To what extent does this proposed policy meet with your agreement?

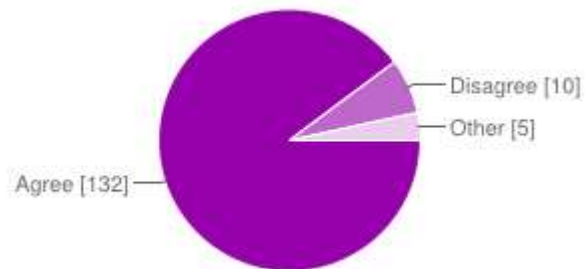


Agree 134 82.7%
Disagree 6 3.7%
Other 3 1.9%

Moving Around Policy 1

Proposals for residential development shall incorporate pedestrian and cycle access to and around the City centre from such developments.

MAP1 To what extent does this proposed policy meet with your agreement?



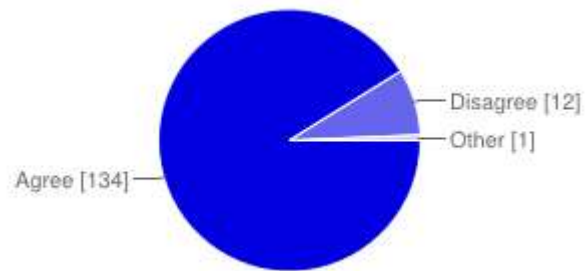
WNPCS

Agree	132	81.5%
Disagree	10	6.2%
Other	5	3.1%

Moving Around Policy 2

Proposals for residential development shall contribute to the cost of improving the city's existing pedestrian and cycle network.

MAP2 To what extent does this proposed policy meet with your agreement?

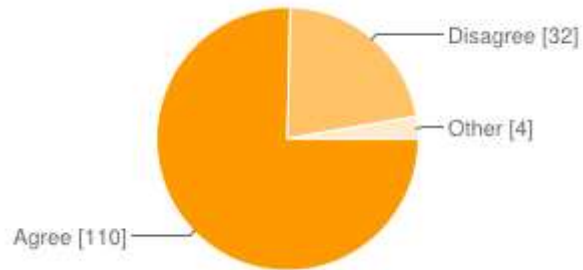


Agree	134	82.7%
Disagree	12	7.4%
Other	1	0.6%

Moving Around project A

The City Council will work with other agencies to explore limited restriction of vehicular access to the High Street on market days.

MAP A To what extent does this proposed project meet with your agreement?

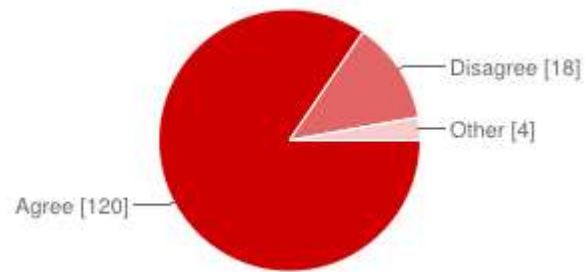


Agree	110	67.9%
Disagree	32	19.8%
Other	4	2.5%

Moving Around Project B

The City Council will work with Mendip District Council and Somerset County Council to improve parking signage within Wells.

MAP B To what extent does this proposed project meet with your agreement?

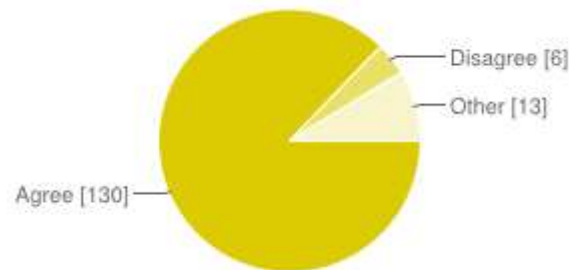


Agree 120 74.1%
Disagree 18 11.1%
Other 4 2.5%

Moving Around Project C

The City Council will work with Mendip District Council and Somerset County Council to provide parking management that responds to user needs.

MAP C To what extent does this proposed project meet with your agreement?

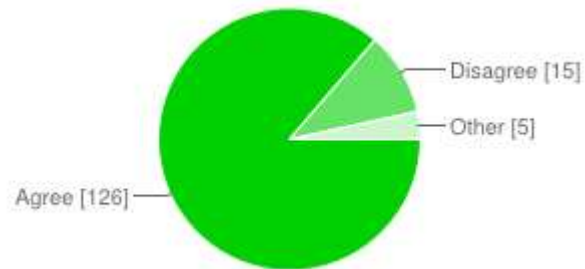


Agree	130	80.2%
Disagree	6	3.7%
Other	13	8%

Moving Around Project D

The City Council will work with Mendip District Council and Somerset County Council and relevant landowners to obtain a “park and walk” site to serve the needs of visitors and tourists.

MAP D To what extent does this proposed project meet with your agreement?

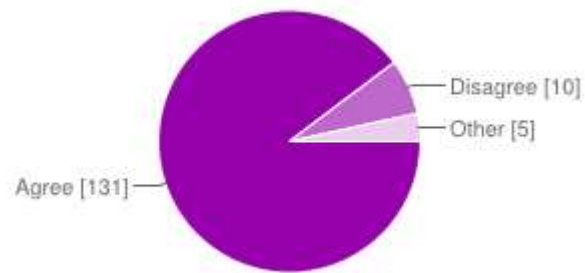


Agree	126	77.8%
Disagree	15	9.3%
Other	5	3.1%

Moving Around Project E

The City Council will work with Mendip District Council and Somerset County Council and relevant service providers to improve the provision of bus services to, from and within the City.

MAP E To what extent does this proposed project meet with your agreement?

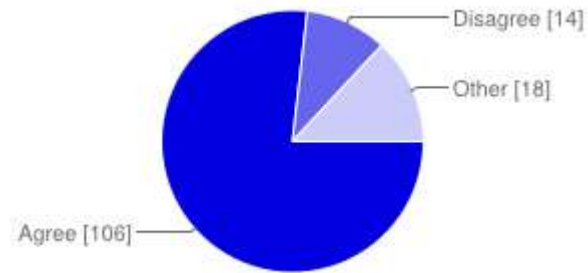


Agree	131	80.9%
Disagree	10	6.2%
Other	5	3.1%

Retail Policy 1

Support will be given to development that would enhance and complement the City's historic core; for example redevelopment of the land around Prince's Road and/or Market Street

RP1 To what extent does this proposed policy meet with your agreement?

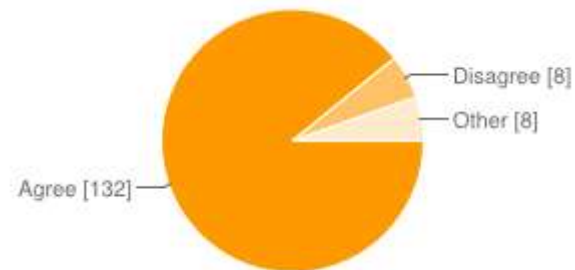


Agree 106 65.4%
Disagree 14 8.6%
Other 18 11.1%

Retail Policy 2

Support proposals which would maintain a mix and balance of retail uses, food establishments and commercial outlets in the City Centre to retain the vitality and vibrancy of the City Centre.

RP2 To what extent does this proposed policy meet with your agreement?

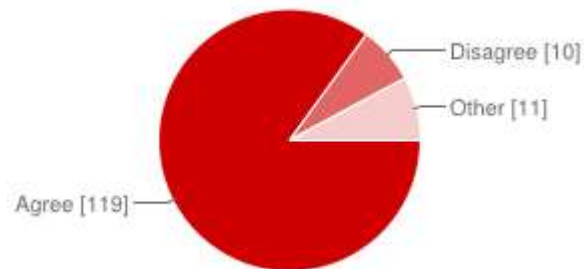


Agree	132	81.5%
Disagree	8	4.9%
Other	8	4.9%

Tourism Policy 1

Support applications which meet a wider range of visitor accommodation needs within the City.

TP1 To what extent does this proposed policy meet with your agreement?

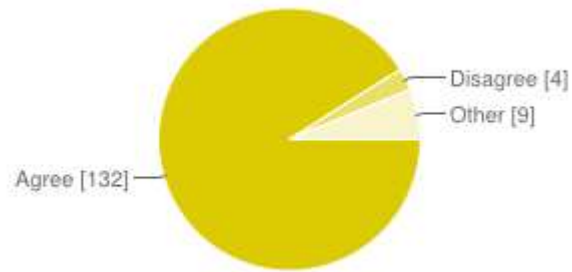


Agree	119	73.5%
Disagree	10	6.2%
Other	11	6.8%

Tourism Policy 2

To facilitate the provision and location of visitor information facilities and services which support the local visitor economy together with appropriate IT facilities (eg: website/social media). Support would be given to applications for establishment of facilities which meet the objectives whilst also being in keeping with the character of the City and meeting planning requirements.

TP2 To what extent does this proposed policy meet with your agreement?



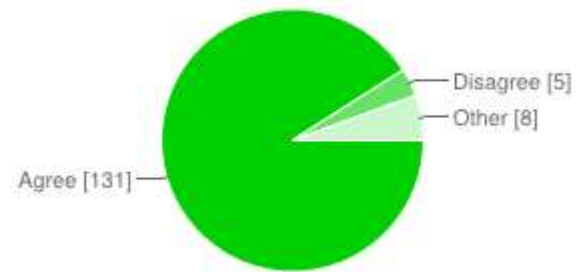
Agree	132	81.5%
Disagree	4	2.5%
Other	9	5.6%

Tourism Project A

Work with the relevant bodies to promote and encourage links between the major visitor attractions within the City.

TP A To what extent does this proposed project meet with your agreement?

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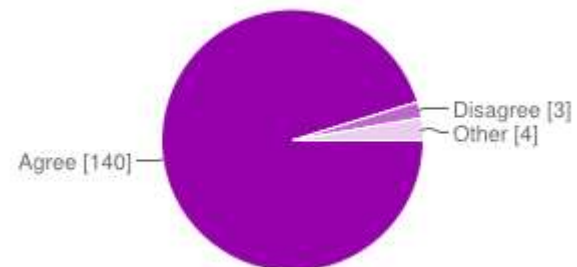


Agree	131	80.9%
Disagree	5	3.1%
Other	8	4.9%

Tourism Project B

Work with others to promote and encourage local events and festivals.

TP B To what extent does this proposed project meet with your agreement?



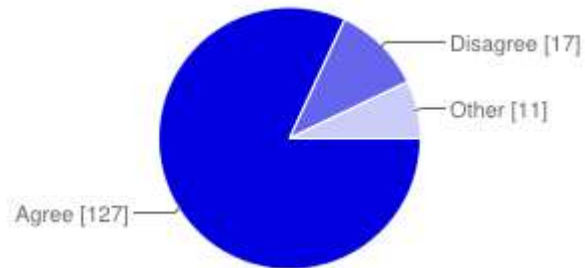
WNPCS

Agree	140	86.4%
Disagree	3	1.9%
Other	4	2.5%

Natural Environment Policy 1

Support will not be given to proposals for development on any of the listed open spaces of local significance or which adversely affect their setting or are within the identified view cones.

NEP1 To what extent does this proposed policy meet with your agreement?

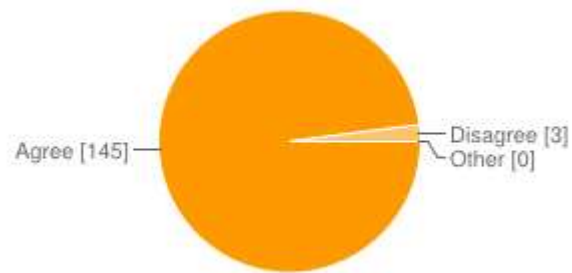


Agree	127	78.4%
Disagree	17	10.5%
Other	11	6.8%

Natural Environment Policy 2

Preserve and enhance open spaces including well equipped and safe play-spaces within existing developments and provide the same for future developments.

NEP2 To what extent does this proposed policy meet with your agreement?

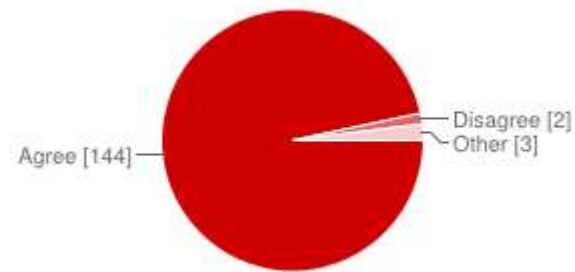


Agree	145	89.5%
Disagree	3	1.9%
Other	0	0%

Natural Environment Policy 3

Ensure that new developments incorporate satisfactory green spaces for leisure and the protection of wildlife habitats.

NEP3 To what extent does this proposed policy meet with your agreement?

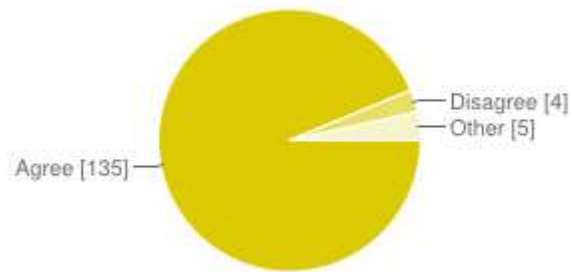


Agree	144	88.9%
Disagree	2	1.2%
Other	3	1.9%

Natural Environment Policy 4

Support will not be given for development that detracts from the landscape, archaeological, ecological or historic value of Palace Fields.

NEP4 To what extent does this proposed policy meet with your agreement?

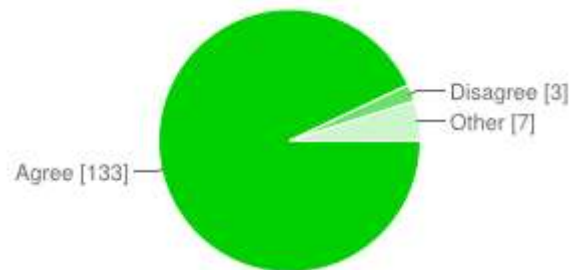


Agree 135 83.3%
Disagree 4 2.5%
Other 5 3.1%

Natural Environment Project A

The City Council will facilitate wide public consultation with Mendip District Council in the production of the Green Infrastructure Network and its implementation.

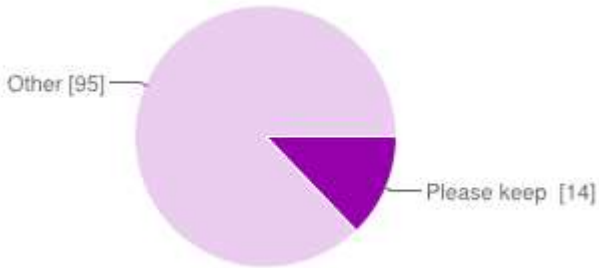
NEP A To what extent does this proposed project meet with your agreement?



WNPCS

Agree	133	82.1%
Disagree	3	1.9%
Other	7	4.3%

Contact details



11. Overview of the second and statutory consultation.

In 2019, the Council reversed its decision and proceeded with the draft Plan, as previously accepted. The newly established Steering Group revised the draft for consultation which was approved by the Council on the 28th of July 2022.

The Plan and its six appendices are set out on the WCC website.

The introduction on the website shows below an overview of this consultation.

12. How we went about the consultation

Our aim was to send a summary to all households in Wells giving an opportunity to respond either on-line or by paper and also offer public meetings with a range of times and locations. This was summarised in the introduction to the Wells City Council website as set out overleaf in pages 37 to 40.

Pre-submission consultation of the Draft Wells Neighbourhood Plan.

This introduces the website that relates to the Wells Neighbourhood Plan.

The website contains not only the draft Neighbourhood Plan but also

- • Wells Masterplan – setting out design ideas for sites within Wells allocated for housing
- • Wells Design Guide
- • Summary consultation leaflet
- • Local Heritage Assets criteria
- • Local Green Spaces list
- • Housing Needs Assessment
- • Strategic Environmental Assessment Report

A first version of a Wells Neighbourhood Plan was launched in July 2014 and was the subject of consultation. However, at a meeting in December 2016, Wells City

Council disbanded the Wells Neighbourhood Plan Steering Group. A new Council was elected in 2019, the Steering Group was reinstated. This draft Plan has been produced based on the comments made on the original.

Wells City Council has already carried on discussions with the local planning authority, Mendip District Council, and are now engaging in the pre-submission consultation as set out in The Neighbourhood Planning (General) Regulations 2012.

The consultation starts on Monday the 5th of September and closes on Friday the 21st of October.

This will take place

- • by leaflet distributed to all residing in Wells
- • on-line circulation of the leaflet
- • with displays in the Town Hall & Portway Annexe cafe
- • meetings in October at

Monday 10th at 7 pm at Wells Rugby Club

Tuesday 11th at 4 pm at Wells Golf Club

Wednesday 12th at 7 pm with Wells Civic Society at the Museum and Monday 17th October at 2 pm at Wells Town hall

- meetings with various groups in Wells.

Copies of the draft Wells Neighbourhood Plan are available at www.wells.gov.uk and paper copies are also available in the Town Hall, the Library on Union Street and Portway Annexe.

Please contact us with your comments or any questions on wellsnplan@gmail.com or phone 01749 673091

13. Pre-submission draft of WNP for consultation see appendix 6.
14. The revised draft of the Plan went out to consultation with production of a leaflet with the front page shown below and the leaflet set out in appendix 7.

City of Wells Neighbourhood Plan 2019-2029

Regulation 14 Consultation Version

CONSULTATION

5th September 2022 - 21st October 2022



YOUR CITY, YOUR SAY. WE NEED YOUR VIEWS!

This was distributed to 4800 households prior to the 5th of September 2022 at the beginning of the consultation period which expired on the 21st of October. The details of this statutory consultation under Regulation 14 of The Neighbourhood Planning regulations are set out in the Consultation Report 2022.

Consultation relating to the draft Local Green Spaces resulted in a challenge from the Blue School and the Cathedral to the effect that the List of Local Green Spaces was not an Assessment as required by the Regulations. An Assessment based on evidence previously gathered was produced to remedy this and circulated to all relevant parties. As a consequence, the consultation period was extended to run from the 21st of October 2022 to the 11th of November.

15. Summary of the representations received

Consultation	Outcome	Response
<p>16 & 17. 12 page booklet with precis of policies and projects. 4800 distributed by hand and set out on the Council's web site.</p> <p>19. Public meetings on 10,</p>	<p>26 paper responses 31 on line Appendices 8 & 9</p> <p>Appendices 13 – 15</p>	<p>The views of the public are set out in full below – first on-line and then by paper. In general terms, they focus almost entirely on the projects in the Plan rather than the policies. These are all set out in abridged form in the Consultation Leaflet. The projects referred to by the public were mainly those numbered 5 & 6 (vehicles/pedestrians in the High Street and car parking). These issues, whilst recorded as part of the process, will be the concern of Wells City Council. Several public comments related to lack of infrastructure consequent on recent housing developments on the edge of Wells. Comments</p>

<p>11, 12 & 17 September</p> <p>19. Group meetings with Chamber of Commerce and Rotary</p>	<p>Appendix 13</p>	<p>have been sought from the County Council relating to "Schools Sufficiency" and also the Integrated Care Board regarding the impact on the two surgeries in Wells. The latter deal with funding and resources for local GP practices. The Schools Sufficiency officers referred to the land adjacent to the Bovis development on Wookey Hole Road which is currently reserved for a future primary school. However, having taken into account the recent reduction in birth rate together with other factors they have decided that there is no need for a new local school.</p> <p>A paragraph has been added to the Plan explaining that negotiations relating to infrastructure and planning gain take place between developers and the successor to Mendip D.C.</p> <p>Appendix 30</p>
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21. Statutory consultees	Appendix 27	The responses received were mainly positive with no issues to report.
18. Wells Voice & Wells Journal	Appendices 10 - 12	WV – September, October & November editions WJ – 18.8.22, 10.10.22. editions
20. Local Green Spaces	Objections set out in appendices 16 - 23	It was considered that the criteria set out in the National Planning Policy Framework were met by all of the Spaces and that these should all be retained save for the part of number 37 north of Drake Road as it was not possible at the time of consultation to trace the owners.
24. Developers active in the area	No response	Appendix 26
25. Associations and groups in Wells	No response	Appendix 25
25. Faith groups and schools	No response	Appendix 25

21. Owners of sites referred to in Masterplan	No response	Appendix 24
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16. The on-line responses- appendix 8

Respondent no.	Section/page/policy	Comment	Response	Change
1	Project 7 H1 & 3 MA Infrastructure	Generally approve the consultation, important areas that need attention are bus services must not be cut and should expand and be more efficient particularly if there is more house building. Houses to have more affordable and social housing as we are in danger of becoming top heavy with elderly people. Environment issues must be expanded and more information for people to live sustainably. Green spaces looked after and doctors dentist schools expanded to cope with extra populations.	Project 7 states that the City Council will work to improve bus services. H1 relates to the Housing needs Assessment for Wells and to give greater priority for smaller units and respond to the need for elderly housing.	None save as regards infrastructure. A statement explaining the way additional infrastructure can be developed is set out in the "Statement relating to housing and infrastructure" set out below together with the new Project 4 which is also set out.

			Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.	<p>Statement relating to housing and infrastructure</p> <p>Several public comments during the public consultation as responses from the leaflet or at public meetings related to lack of infrastructure consequent on recent housing developments on the edge of Wells. Comments have been sought from the County Council relating to "Schools Sufficiency" and also the Somerset Integrated Care Board regarding impact on the two surgeries in Wells. The latter deal with funding</p>
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				<p>and resources for local GP practices. The Schools Sufficiency officers referred to the land adjacent to the Bovis development on Wookey Hole Road which is currently reserved for a future primary school. However, having taken into account the recent reduction in birth rate together with other factors they have decided that there is no need in the Plan period for a new school. The Somerset Integrated Care Board would assess any appropriate contribution relating to a development on</p>
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				<p>any of the housing allocations based on a formula. The relevant factors would be the increase in population, the GP list size and any evidence of over capacity together with any additional GP space required to support the development.</p> <p>Although negotiations relating to infrastructure and planning gain would take place between developers and the successor to Mendip District Council and Somerset Integrated Care Board, Wells City Council would seek involvement in such negotiations.</p>
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				<p>Project 4</p> <p>The City Council will seek involvement in negotiations relating to infrastructure and planning gain between developers and the successor to Mendip District Council and Somerset Integrated Care Board</p>
2	Project 6	<p>1 Double parking in Ash Lane without any thought of the residents having parking outside their homes when they need space outside their home for deliveries, doctors visiting for which they pay in the area they live</p> <p>It is necessary for you to find a car park outside Wells where</p>	<p>The issue of car parking has been a frequent response in the consultation. It is considered in Project 6</p>	None

		<p>visitors can leave their cars and bus in.</p> <p>It may pay to have the owners of houses in Lower Milton Lane, Ash Lane and the surrounding streets to pay for the parking outside. This would not only allow access and parking for the owners and tenants but give money to the City and free Ash Lane especially for the large vans and lorries to go through safely. Otherwise we are heading for a humendous accident.</p> <p>I have continually taken this up with our representatives in the past and been ignored.</p> <p>2 Also entrance to the City from Bristol turning left at the traffic lights one is confronted with rotten boards covering up the houses next to a beautiful flower show.</p>	<p>which states that the City Council will work with the new Council to improve parking signage within Wells and seek appropriate solutions to the shortage of parking within the City.</p> <p>The rotten boards referred to will be removed when a recent planning consent to provide an improved frontage is implemented</p> <p>The matter has been</p>	
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			referred to Mendip District Council on several occasions.	
3	Projects 6 & 7 MA1	<p>For over 30 years, residents of Wells have been asking for more car parking space. Morrisons and Waitrose added to the number of car parks but with all the building that has taken place, there is still a shortage of car parking spaces. We had a proposal years ago to develop a shopping centre where the current bus maintenance area in Priory Road is, together with a car park proposed in Silver Street/Palace Fields.</p> <p>2 The cathedral and shops all require visitors but the 4 to 5 hours parking they require to enjoy our lovely city is simply not available. They give up and go away.</p> <p>3 The existing car parks give visitors no idea where vacant spaces can be located. You need</p>	The issue of car parking has been a frequent response in the consultation. It is considered in Project 6 which states that the City Council will work with the new Council to improve parking signage within Wells and seek appropriate solutions to the shortage	None.

		<p>a modern system which indicates the location of free spaces.</p> <p>4You are getting council tax from several thousand new houses but we see little improvement to our infrastructure. I am ashamed when I speak to disappointed visitors who have had nowhere to park.</p> <p>Build a multi tiered car park in Underwoods Industrial Estate on Wookey Hole Road. There is a large quarry unused at present. You would need a park and ride in to Wells.</p> <p>There is a current bus service into Wookey Hole from Wells, very infrequent – only 4 or 5 times per day. The car parking fees would pay for the park and ride service. I understand that the site is owned by Somerset County Council.</p>	<p>of parking within the City.</p> <p>Project 7 states that the City Council will work to improve bus services.</p>	
4	Infrastructure	Health facilities in relation to doctors' surgeries have not increased at all in line with the recent increased population.	See the response to number 1	See number 1

		Even before Covid, their facilities have become increasingly more crowded and difficult of access.		
5	Project 6 HBE1 TOU1 ENV1	<ol style="list-style-type: none"> 1 Thank you for producing this info leaflet. 2 I moved here 28 years ago and have never regretted it. 3 The parking in the Phelps field Wed & Sats is brilliant but should be considered for every day. 4 Heritage and visitor facilities are very important. 5 I have been a Bishop Palace volunteer for many years and is a valuable and attractive visitor and heritage facility and must be supported. 	The parking adjacent to Palace Fields is allowed currently only by "permitted development" for 28 days in any year. Although this clearly meets a need the presence of vehicles has an impact on the view cone referred to in policy ENV1.	None

6	H3 RCB2 MA1 Transport Plan	Policies around housing and any commercial buildings that accommodate designs to limit over heating as well as increasing risk of flooding in Wells and cycle lanes for active travel. Otherwise really well done to everyone involved. It's great to have a neighbourhood plan to discuss.	The policies referred to and associate projects seek to deal with these issues in accordance with Project 6.	None
7	Project 6 MA1	1 To respect the environment stop all the building of houses 3 More parking in Wells and stop all the on street parking 4 More doctors for the additional population?	The Local Plan is aimed at setting the balance between the need for new housing and the ability of Wells to accommodate appropriate numbers. Project 6 seeks to provide	None save as shown in response 1.

			additional car parking. Infrastructure is deal with in response 1.	
8	Project 6 MA1	<p>Project 6. It is noticeable that most of the available car parking is in the south/west of the city. Most tourist attractions are in the north/east of the city where the lack of parking spaces is urgent. This area needs priority attention.</p> <p>Project 8. This follows on from the foregoing comment because it concerns parking. The fact is that most of the available parking in Wells is limited to 2 hours. The heritage attractions (Cathedral & Bishops' Palace) require approximately 4 hours to cover both of them. There needs to be at least one car park with 4 - 6 hours maximum. This should preferably in the North/East of the city.</p>	This detailed response is valuable and will be taken into account when the Council work with the new Council to provide appropriate solutions to the shortage of parking within the City.	None
9	Project 6 MA1	Project 6.	See the response to 8.	None.

		<p>The parking problem in Wells needs to be dealt with comprehensively because</p> <p>A the lack of parking is compromising visitor numbers and high street retail and causes significant visitor frustration</p> <p>B I do not believe that all consented schemes fully comply with the minimum Somerset Highways parking standards as regards numbers of spaces</p> <p>C Peripheral residential roads/streets are being used as “public car parks” putting pressure on the traffic warden capacity/staffing and upsetting residents</p> <p>D better signage and yellow lining is required.</p> <p>HBE2</p> <p>The marketing and disposal of The Old Deanery by the vendor ignoring the local viable community interest options which have been on the table for a few years now is not at all impressive. I do hope that the</p>	<p>The City Council, in accordance with Project 7 is working with the bus provider and better bus information is one of the issues being addressed.</p> <p>The City Council Planning Committee will be consulted on all applications as to details.</p>	
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		planners will take this fully into account in their purchaser pre-acquisition & post-acquisition consultations.		
10	MA1 and Transport Plan	I'm very happy to see acknowledged in the plan the difficulties faced by cyclists and some planned improvements. There is a critical lack of cycle infrastructure at present! Please work hard and help me avoid becoming traffic/taking up parking space by enabling cycle routes in our city.	MA1 and the Transport Plan aim to improve access for cyclists within Wells.	None
11	MA1 Project 7	MA1 Project 5 The 20 mph speed limit needs to be enforced particularly in High Street and Chamberlain Street. Reminder signage would help Project 7 Bus services need to be increased and not allowed to decline as they are. This is especially relevant to reduce traffic	The enforcement of speed limits is the responsibility of the police. However, the City Council have a speed monitor which is deployed	None

		congestion and reach climate change goals.	around the city to encourage compliance with the speed limits. Project 7 is aimed at improving bus services.	
12	Project 5 MA1	<p>Project 5 High Street seems ok as it is. Any changes would present parking problems.</p> <p>MA1</p> <p>A crossing is needed in Bath Road near the garage to enable school-children's safety to and from school.</p> <p>Suggest a traffic light system in North Road as the parked cars make the road narrow and dangerous for 2 way traffic. A traffic light would ensure 1 way driving at a time.</p> <p>Larger rubbish bins are needed near the cathedral and also the moat. They are often overflowing.</p>	<p>Project 5 commits the Council to continue discussions leading to traffic calming measures being implemented in the High Street.</p> <p>The suggestions for improving traffic safety will be referred to the highway authority.</p>	None

		Some cars/motor cycles seem to exceed MOT requirements for noise levels especially in St Thomas St/Bath Road	The state of rubbish bins is already a matter discussed between the Council and the commissioning authority for the contractor.	
13	Projects 5 , 7 & 8 MA1 ENV1	Project 5 Very important to reduce traffic through centre of Wells except for commercial deliveries and bus services Project 7 The bus/coach station is a disgrace. Priority to improve is imperative. Policy ENV1 Ultra important! Wells is unique and should be protected always.	Projects 5, 7 & 8 are issues the City Council are dealing with.	None
14	H1/H2/H3	I live on the outskirts of Wells and fortunately within reasonable walking distance. The details and	The WNP has been a long	None

		recommendations outlined in the Neighbourhood Plan strike me as admirable and I fully support all the themes/projects listed in the booklet.	time in the making and has had a lot of opportunity to listen and learn. We are grateful for positive comments and responses	
15	H1 & 3 TOU1 MA1 Infrastructure	In allowing yet more new housing do the Council truly consider airborne construction pollution to neighbouring housing residents; allowing developers to over-use concrete and steel instead of introducing "greener" building materials insisting on energy-saving insulation. Little attention seems to be paid to the climate crisis, the environment and biodiversity, when granting these permissions. Where is the supporting infrastructure required for wells	The issue about building materials, climate change and biodiversity fall within the ambit of policy H3 & ENV2. Safety for all in the High Street is a matter dealt with in Project 5 and car	None save as to infrastructure and please see the response to 1.

		<p>now let alone with a future vastly increased population?</p> <p>The situation with traffic congestion in the High Street is a disgrace and potentially dangerous. This street should be permanently closed to highly polluting buses, coaches etc and on market days and festivals closed during business hours to all traffic except disabled vehicles. There is very little disabled parking available near facilities especially in the market Place where banks, solicitors and the Town Hall are all situated. A new public car park is desperately needed. Urgent action should be taken to ensure we have an environmentally friendly appropriate transport system within and without the city. Follow Frome's example to enable more independent traders to set up in town not national chains. All local trading must be encouraged.</p>	<p>parking in Project 6.</p> <p>The identity of shops is an issue that can not be controlled directly but applications for change of use may be via planning control.</p> <p>Views on the lack of infrastructure to match additional housing was voiced by many during the consultation. The Post office in the bus station was a temporary</p>	
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		Visitors expect a designated Post Office and not a strange arrangement in a bus station.	solution provided by the Wells CC until a permanent one was found	
16	H1, 2 & 3 ENV1	Please restrain from using up more farm land/fields surrounding Wells for housing. Far too much has already been lost to housing development. If part of the Plan's policies is that "no adverse impact on the things that we value most in our natural and built environments" then it is time to stop taking up the open fields. Wells has almost reached Highbridge already. Time to look elsewhere.	The location of housing developments lies with the new Council. The neighbourhood Plan has no influence on this directly but seeks to ensure that the type of housing aligns with the findings of the Housing needs Assessment for Wells (H1),	None

			high quality housing design (H2) and the sustainability of housing (H3).	
17	Projects 5 & 6 MA1	<p>Close the High Street to traffic (except deliveries). There is no need for cars to use the High Street as a way through the town. I watched the traffic at the traffic lights at Chamberlain Street and .75 of the cars turned towards the High Street.</p> <p>The car park behind Whitings is big enough to take all cars using the shops during the weekdays.</p> <p>The car parking near the cathedral could be disabled only.</p> <p>A pedestrianised High Street would be beneficial for the shops.</p>	Projects 5 and 6 are issues that the City Council are dealing with.	None

18	Masterplan WL1	<p>We contend that there is a major omission from the Development Requirements and Design Principles.</p> <p>There is no recognition of the adverse impact of the inevitable increase in volume of traffic on Jocelyn Drive and Burcott Road. The level of congestion is already very high especially during weekdays. Unless a satisfactory solution is implemented, the increase would result in a significant and unacceptable safety hazard for drivers and pedestrians alike.</p> <p>Additional item proposed.</p> <p>10. Development would not proceed until and unless a solution is implemented to avoid it resulting in any additional traffic congestion at Jocelyn Drive and Burcott Road.</p>	<p>These valuable comments about traffic and congestion with the proposed addition are noted.</p>	<p>None but the comments and proposed addition will be taken into consideration when an application comes forward.</p>
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19	General	Several trees along St Andrews Walk by school need topping. They are too tall.	These comments will be passed to the new Somerset Council and their contractors.	None
20	H1 & 2	<p>All these new estates and more future plans, where are the amenities to cover the expanding population i.e. doctors, schools, local shops and roads! (entrances from main roads).</p> <p>Rugby field/club</p> <p>Another new housing development.</p> <p>This is local enough for people to walk to, now if moved to Haybridge people will have to drive, more pollution, get taxis and more costs.</p> <p>Wells will soon be joined to Coxley, Haybridge.</p>	<p>Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.</p> <p>The allocation of the Rugby Club as a housing site has been included in the Local Plan prior to which consultation was carried</p>	None save as to infrastructure and please see the response to 1.

			out. As a consequence, the rugby pitches would need to be moved to Haybridge.	
21	H1 & 2 RCB3	Wells is now a dormitory town, no effort has been made to encourage technical work. Post Office and garage have no facility for govt forms, motoring forms – Glastonbury is nearest. Now bus station – still no forms. Other govt forms – Keynsham and Somerton are nearest (or Bristol has several but hard to fund in road sign chaos). Somerton often closed. Young adults have no work opportunity in Wells except in shops or elderly care. All factories have moved elsewhere, sites turned into housing or elderly homes.	The concern is well expressed and appreciated. However, policy H2 aligns with the Housing Needs Assessment for Wells by giving priority to smaller housing units to benefit first time buyers. Furthermore, policy RCB3 supports the local economy through	None.

		Our children have moved far away to find suitable work, very sad. Population is unbalanced towards elderly.	provision of small employment premises and workspace hubs.	
22	H1 Infrastructure	A general comment. No planning permission should be given for further residential housing – particular for the recent unless and until Wells has at least a third medical practice. The elderly are likely to make more demands on the already overstretched medical services.	Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.	None save as to infrastructure and please see the response to 1.
23	ENV3	ENV 3 Whilst I am in total agreement with this policy, how much “clout” do you think it will have as many of these spaces were thrown out in the Local Plan II.	This policy has been discussed with Mendip District Council prior to the consultation and accords with other similar Neighbourhood Plans.	None
24	MA1	H3	H3	None

	<p>H3</p> <p>All new housing should be built with solar panels and top grade insulation</p> <p>ENV2</p> <p>Good policy but some areas need to be better managed e.g. South Walk of the moat – the bank is a disgrace and looks uncared for rather than being a biodiverse habitat</p> <p>Project 7</p> <p>A local bus service within Wells would be really helpful. It is a half hour walk or an expensive taxi ride for me and others in East Wells to get to the health centre and the Leisure Centre. I have no car but fortunately am fairly fit at the moment.</p> <p>H3</p> <p>How about some form of grey water recycling for every new house – and a water butt.</p> <p>MA1</p> <p>Better maintenance of footpaths e.g. the brambles and other overgrowth make some footpaths difficult and/or dangerous to walk</p>	<p>This should be possible under this policy.</p> <p>ENV2</p> <p>Management of this area has to be balanced against the interests of biodiversity.</p> <p>Project 7</p> <p>The City Council is already working to improve bus services.</p> <p>H3</p> <p>Again, this is possible under the policy.</p> <p>MA1</p> <p>New pilot in this area (footpath past the Wells Cathedral</p>	
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		safely on – footpath past the Golf Club to S Horrington and footpath through Dulcote are 2 examples.	School Playing Fields and Golf Course for biodiversity increase and has been a result of public consultation	
25	ENV3 HBE2 & Project 2	<p>Local Green Spaces</p> <p>1 I would like LGS 1 (Land west of Leisure Centre) and LGS 9 (the Recreation Ground) to be protected from being redeveloped for use as a skate park. Green spaces in Wells should not be used for development.</p> <p>19</p> <p>I totally support the protection of Wells Sports Ground (LGS 19). It is a very much loved open space, particularly in this part of Wells.</p>	<p>These Local Green Spaces are included. Currently, protection is being sought for the Britannia Inn and garden as Assets of Community Value.</p> <p>When the Non Designated</p>	None.

		<p>Please designate the lawns that lie next to the former police station and the beer garden of the Britannia Inn as Local Green Spaces.</p> <p>Appendix 5</p> <p>Please designate the former police station and the cottages next to it as Local Heritage assets. Please also designate the Britannia Inn as a heritage asset to protect it from redevelopment.</p>	<p>Heritage Assets List is compiled, these buildings would be considered for inclusion.</p>	
26		<p>Wells Design Guide</p> <p>P 41</p> <p>Architecture</p> <p>A skilful reference to a "seam roof with glulam" structure cleverly disguises the inappropriate and negative effect of the main building. Is this the route through gaining planning permission focussing on a small detail.</p> <p>Pp 42 & 87</p> <p>Differences moving round are extremely well known limiting residents' life style. It is disappointing to read only vague</p>	<p>These comments are useful and will be taken into account when the Guide is reviewed.</p>	None

		<p>references to "some blue badge provision" given the demographic of Wells and no reference to "controlled parking influenced by market demand.</p> <p>87</p> <p>Waste, recycling.</p> <p>"Should be"/wishful thinking/ticking the box.</p> <p>Difficult to take seriously given the state of the south side of the Market Square.</p>		
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17. The paper responses – appendix 9

Respondent no.		Comment	Response	Change
1	Masterplan re site WL1	<p>Good afternoon, I did attend the neighbourhood plan consultation meeting on the 10th October at 7.00pm at the Rugby Club. I have appreciated the consultation process and being able to think about the new housing plans for Wells. I think that Wells is a beautiful place to live and architecturally, historically important.</p> <p>I am most interested in the siteWL1-land off Bubworth walk.</p>	These valuable comments about the risk of flooding, traffic congestion and odour issues are all noted.	None but they will be taken into consideration when an application comes forward.

		<p>I am very worried about option A, Developing all three fields with 87 units in the first field near Burcott Road and then 73 units on the next field and finally 57 units on the final field next to the farmers field/ flood plain from St Andrew's Stream. I am also worried about options C and D.</p> <p>The Development on any of these fields will cause extra traffic on Burcott Road and Jocelyn Drive . Both of these roads are extremely busy at any time of the day or week. The public park cars on both sides of the roads which makes pulling out onto Jocelyn Drive difficult and dangerous. I live in Keward Mill behind the Industrial Units and it is extremely busy on this part of Jocelyn Road. Driving down to Glastonbury Road can be quite hazardous at the moment, and with no traffic lights to let traffic out of Jocelyn Road, there is often a que of cars waiting to enter Glastonbury Road. Has anyone looked into these problems and done a survey on the amount of traffic in this area of</p>		
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		<p>Wells, because i think that would be a good idea.</p> <p>I also worry about the sewage plant being too close to new houses . We often get lots of sewage smells at Keward Mill and we are a fair distance from the Sewage plant. I would not want to inflict this on new residents of a development.</p> <p>Kind Regards</p>		
2	WL1	<p>City of Wells Neighbourhood Plan in relation to WL1 – Land off Bubwith Walk etc.</p> <p>Firstly I should declare that my wife and I live in Martins Close and have done so for over forty years, so obviously have a keen interest in the outcome to any planning permission to build on the land in question. Not only from losing the view that we currently enjoy, but we would also probably lose a substantial sum on the value of our house.</p> <p>The land behind the house has had a variety of uses over the years. Cattle, horses and more lately, it has been used for the production of cattle feed.</p>	<p>The inclusion of this site for potential development followed consultation on the Local Plan. If and when an application is made, there will be further consultation.</p> <p>The issues relating to wildlife, flooding, public transport and traffic are noted.</p> <p>Views on the lack of infrastructure to match additional housing was</p>	<p>See above.</p> <p>As regards infrastructure, the statement and Project are dealt with at 6 below.</p>

		<p>There have also been years when it was just grass.</p> <p>My understanding was that there was in place some sort of byelaw, or restriction preventing the building of houses so close to the sewage treatment works. Can I ask what happened to the restriction, how it was removed without the local residents being informed and who actually requested that it be removed. Presumably the council approved. Whatever, that the residents were not informed seems to me to be a certain lack of courtesy.</p> <p><i>Wildlife</i>, not abundant, but substantial. We do not see as much as in past years, but we do get regular visits from hedgehogs, my wife feeds and films them. A fox has been recorded in the garden this summer and also bats again. A variety of birds are seen every day.</p> <p><i>Access to the site</i>. I see that a proposed access site is at the top of Burcott Road, where it joins Burcott Lane. There is a dip in the road here so this together with the water that flows</p>	voiced by many during the consultation.	
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		<p>from Campkin Road means that the entrance to the land in question is often a flooded . Indeed the whole field behind Martins Close/Bubwith Walk can have lying water for long periods, especially as there is now no grass. (A photo is attached). Is this suitable for housing ?</p> <p><i>Traffic.</i> Anybody who regularly drives along Burcott Road will tell you one has to be patient and polite. Cars are parked both sides of the road and one has to constantly pull in to let vehicles going the other way pass. One hundred and twenty new houses, probably in this day and age, another one hundred and eighty cars coming in and out, plus delivery and service vehicles etc. The approach from Glastonbury Road, via Jocelyn Drive is no better. The bottom end now seems to be a free parking zone. Drop your car off and walk into work. Also, I do not think that there would be any room for flavour of the month, cycle paths.</p> <p><i>The smell.</i> Not as bad as when we first moved here, but the proposal is for some houses to be a couple of hundred</p>		
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		<p>yards nearer. Would you and your family actually want to buy a house that close to a sewage treatment works ?</p> <p><i>Public Transport.</i> The no.176 Street to Bristol is a good service, but walking back from the Glastonbury Road stop is quite an incline. OK for most, but not all. At the time of writing I cannot comment on the bus to Weston Super Mare, it may soon not exist. But then again the walk up to it is a steep incline. Buses along Burcott Road, I do not think that they run this route anymore. There is nothing running through the Keward Estate.</p> <p><i>Schools, hospitals, doctors and dentists.</i> Are they adequate ? Well there is not a hospital. This applies of course to all new builds in the city. NHS dentists, are there now any in Somerset taking on new patients? Doctors, well, I have now had five Covid jabs. Just one of these was in Wells, (St Thomas's), and then I had to queue in the snow. My wife has had all of her jabs outside the city. Schools, I</p>		
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		<p>cannot really comment, my children left many years ago.</p> <p>I fully realise that new homes are needed. Many have gone up in Wells over the last few years and they seem to be occupied as soon as up. I would therefore propose that a site between Jocelyn Drive and the old Harris's garage on Glastonbury Road is an option to look at. Close to main road and a bus route. But, please, please ensure that there are the services available to cope with the increasing population and sort out the parking.</p> <p>I will not be able to voice my thoughts at any of the meetings as I shall be away.</p>		
3	H1, H2 & H3	<p>My observations and comments are:</p> <p>Housing policies H1,2 and 3</p> <p>I do not consider present or proposed developments address the real needs. Wells is not "affordable" . The affordable criteria relates to actual housing costs NOT wages</p> <p>There is no mention of eco homes, sustainability, self build or incentives to</p>	Noted	<p>None.</p> <p>These issues can be addressed in detail when applications come forward</p>

		<p>use brown field sites. Self build can assist greatly in all these aspects. There is a near total absence of housing association new builds.</p> <p>Sheltered housing appears to be over-catered for yet suitable new house designs for downsizes are NOT catered for. This is locking up free movement for senior people, pre sheltered stage</p> <p>My observations have developed from assisting both young and senior folk to acquire housing in Wells</p> <p>I have also been heavily involved in self build work in Bristol now featured on the Government portal promoting self build.</p>		
4	H3	I am so glad that something is being done to make our city more in tune with the current and future climate and social needs.	Policy H3 encourages developers to exceed current Building Regulations re energy efficiency.	None.

		<p>Nevertheless, I see this plan as a starting point, as many of the changes need to be more drastic - sustainable heating systems should be compulsory in all new housing, and retrofitting them should be subsidised.</p> <p>Our roads need to make it easier for people to cycle and walk, and take into account people in wheelchairs and other disabilities, as well as parents with prams.</p> <p>There should also be better cover alongside paths in the form of trees or roofing, to cool down the area.</p> <p>Public transport service needs to be improved greatly. It is extremely difficult, time consuming and expensive to travel from wells without a car - it takes twice the time to go to Bath for example.</p> <p>I look forward to this initial plan being implemented, and reviewed.</p>	<p>The City Council is working hard with relevant agencies to improve bus services in accordance with Project 7.</p>	
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5	TOU1 MA1	<p>Westbury-sub-Mendip Parish Council has read the Wells Neighbourhood Plan draft with interest. There is much to support, but at the same time it is extremely disappointing that the draft plan fails to recognise fully Wells' role as a market town. We believe that the role of market town is important and should be actively supported and promoted. The many village communities around the city are in fact the rural residents of Wells.</p> <p>Rural residents use and support many of the Wells' services, businesses and markets and provide the additional population numbers to make such services and business viable. It should be realised that within 6 miles of the city there are more rural residents than city dwellers.</p> <p>Tourists and visitors who may visit the city are encouraged to visit the city attractions, the High Street and hospitality businesses and to stay for</p>	<p>The Neighbourhood Plan seeks to meet the needs of both those living in and visiting Wells. The policies and projects in the Tourism section reflect the economic benefit of the visitor economy and support it. Project 6 of the Plan requires the City Council to work with relevant bodies to improve signage and parking generally. MA1 seeks to improve bus services and access by cycles.</p>	None

		<p>many hours. These visitors should be considered separately from the rural resident.</p> <p>Easy and appropriate access to our market town for the rural resident is crucial. We would like to see proper acknowledgment of the need to accommodate the rural resident wishing to undertake the simple business of an optician appointment, dropping off papers to solicitor, collecting a prescription, dry cleaning, shoe repairs, the hairdresser, the dentist, visit to the twice weekly market, dropping off items to the charity shop, buying a few items from the delicatessen, the butcher, the haberdasher, or visiting the bank.</p> <p>Without rural residents' support, the city and the high street will become more limited, servicing just tourists and local residents. Inevitably then the offering for city residents would diminish. Rural residents, whether arriving by bus, cycle or car should be supported by improved cycle paths</p>		
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		<p>within the city and short-term parking in the centre and High Street.</p> <p>We hope the Neighbourhood Plan group take this letter fully into consideration and that the final plan reflects Wells ancient and continuing role as a market town, supporting appropriate and welcoming access for its rural residents.</p>		
6	H3 MA1	<p>I sincerely hope that this neighbourhood plan proves beneficial to Wells. I am slightly encouraged by the stated aims of the policies.</p> <p>Wells and its Cathedral has developed its historical, religious and cultural attractions, rightly drawing national interest and many new residents. House building has expanded hugely, yet the City has failed to provide sufficient infrastructure for this.</p> <p>Most vital for the economic success of the city, on which everything else depends, is <u>Car Parking</u>: Wells is very</p>	<p>Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.</p> <p>Car parking was another significant concern expressed by many. The City Council is well aware of this and will seek to improve this aspect with better parking signage and provision in accordance with Project 6.</p>	<p>A statement explaining the way additional infrastructure can be developed is set out in the "Statement relating to housing and infrastructure" set out below together with the new Project 4 which is also set out.</p> <p>Statement relating to housing and infrastructure</p>

		<p>dependent on visitors, but has also expanded hugely residentially, meaning that there are too few car parks for the city centre and cathedral areas, (indeed significant car-parking has been removed). The inevitable result is a lack of commercial investment in retail, hospitality, etc. There are more promising towns in the area for risking investment (Frome, Shepton Mallet, etc.). Wells has been left behind and has become increasingly down-market and shabby in recent decades. Even large-scale companies like Boots fail to smarten up their frontages in a High Street with such low expectations.</p> <p>It is simply not good enough for the City Council to focus its main attention on visitors arriving by coach. Wells is historically and culturally significant and the vast majority of its residents and visitors cannot avoid driving in by car. Smartening up the bus station must not take priority over car parking.</p>		<p>Several public comments during the public consultation as responses from the leaflet or at public meetings related to lack of infrastructure consequent on recent housing developments on the edge of Wells. Comments have been sought from the County Council relating to "Schools Sufficiency" and also the Somerset Integrated Care Board regarding impact on the two surgeries in Wells. The latter deal with funding and resources for local GP practices. The Schools Sufficiency officers referred to the land adjacent to the Bovis development on Wookey Hole Road</p>
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		<p>The new-build residential estates increase the need for parking (as well as other infra-structure). The City Council must retain its population's spending within Wells. Trying to find a parking space on Wednesday or Saturday market days, <u>at any time of year</u> is a nightmare (and something I no longer attempt!). Like many people, I drive to Frome twice a month for better shopping generally, and particularly Marks & Spencer Simply Food. Wells will never attract the likes of an M&S Foodstore with inadequate parking in the city generally, and yet the presence of such shops would attract quality retailers and an uplift in shoppers. Fortunately Wells was successful in acquiring a Waitrose, but has failed to capitalise on its customer draw sufficiently.</p> <p>The Cathedral School has a world-class small theatre, drawing in cultural visitors, yet has no designated parking, relying on the inadequate and distant city parking. The City simply has to get to grips with the parking problem</p>		<p>which is currently reserved for a future primary school. However, having taken into account the recent reduction in birth rate together with other factors they have decided that there is no need in the Plan period for a new school. The Somerset Integrated Care Board would assess any appropriate contribution relating to a development on any of the housing allocations based on a formula. The relevant factors would be the increase in population, the GP list size and any evidence of over capacity together with any additional GP</p>
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		<p>before people like me, who have visited Wells annually for fifty years and now live here, throw in the towel and move away. Wells is a small town in size, but a city in importance. It is time to expand out of small town thinking.</p>		<p>space required to support the development.</p> <p>Although negotiations relating to infrastructure and planning gain would take place between developers and the successor to Mendip District Council and Somerset Integrated Care Board, Wells City Council would seek involvement in such negotiations.</p> <p>Project 4</p> <p>The City Council will seek involvement in negotiations relating to infrastructure and planning gain between developers and the successor to Mendip</p>
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				District Council and Somerset Integrated Care Board
7	TOU1	<p>I believe Wells would benefit from an additional attraction.</p> <p>The plan states that as many as 450K people visit the Bishop's Palace each year and some 300K people visit the Cathedral.</p> <p>Having visited the Cathedral and or Palace, visitors generally have coffee followed by a brief walk-about and then they leave.</p> <p>If there was another appropriate attraction, many of the visitors would visit it, increasing their dwell time and spend in the City.</p> <p>Wells is the site of the largest of the notorious Bloody Assize sessions overseen by Judge Jeffreys in 1685 following the Battle of Sedgemoor. 542 people were tried on one day - 94 of whom were executed. I would like to see an attraction to explain and commemorate this event and believe it</p>	Such an attraction would be welcomed.	None although policy TOU1 seeks to support appropriate development proposals of this kind.

		<p>could become a significant revenue earner for the City..</p> <p>I would be pleased to advise further on this subject.</p>		
8	<p>MA1.2</p> <p>ENV2</p>	<p>Hallo.</p> <p>The attached [below] was written because after living here for over 50 years, I only appreciated the importance of the trees on the Glastonbury road when I walked along it.</p> <p>I have driven and ridden past them many times, but driving or riding doesn't allow the driver to realise what he or she is passing.</p> <p>It includes appreciation of other trees, and especially the change in perception which occurs when seeing the city nestled in the green hills of the Mendips.</p> <p>Precious stuff.</p> <p>It may be relevant to Policy ENV1.</p> <p>The story of my daily walk from Wetherspoons</p>	<p>Roadside trees are important policy MA1.2 would seek to promote appropriate roadside planting.</p>	<p>None as MA1.2 seeks to cover this.</p>

		<p>There is a single plane tree on the Glastonbury Road on the pavement opposite the Sherston.</p> <p>It is the start of an avenue of these trees, probably planted at the same time as the houses were built, and they are just wonderful. And undervalued. One outside Wetherspoons was taken down about 2 years ago. Its trunk sprouting again. Many have been sawn down due to inconvenience and visibility problems for traffic joining the road. They leave scars in the pavements on each side of the road. Most mornings I sit having coffee in Wetherspoons, and look out at high Victorian stone-built houses, semi detached five storey buildings, great solid cliff-like structures wonderfully softened by the leaves of plane trees which frame the view.</p> <p>Coming from there I cross the road and walk on the other side past the former cinema. The highly decorated stone tower of St Cuthberts church emerges beyond the cinema, making the other buildings seem plain and unloved.</p>		
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		<p>Passing substantial trees I see a view down Princes Road to cottages at the start of the Burcott Road, with more trees behind. Close by, on the other side of the road, evergreens with a substantial branch of flowering cherry emerging, shield the view of an electricity substation at the junction of Broad Street. Further along Broad Street there is a wonderful chaos of buildings and roofs in the courtyard of the Good Earth. A tribute to the virtues of unplanned development. And beside them a glimpse of the cottages in Market Street, and part of the old vicarage surrounded by trees. And behind all this the Mendips.</p> <p>There are odd things which appear and disappear as I walk. The central tower of the cathedral which seems to be in the wrong place. The spike at the top of an old school bell tower, the seemingly sudden appearance of the high radio/TV mast on top of the Mendips, all quickly obscured by buildings. Between the great trunks it's possible to see the Mendips behind the shop fronts in Broad Street.</p>		
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		They are dwarfed by the hills, and look a bit like toy cardboard models. A magical walk.		
9	MA1	<p>Sorry the email below, which needs to be read first went too quickly!</p> <p>After reading bottom email continue here.</p> <p>The historic sign, at Saddler Street is very prominent and not the 'where to park sign' but I still think it is mainly locals who drive straight through the high street to get the Glastonbury road.</p> <p>To whom it may concern</p> <p>To make Wells a more attractive place to live please could we limit the traffic in the High Street. I thought this was going to be trialled for a Wednesday and Saturday but nothing seems to have happened! When ever I am in the high street the vast majority of the traffic just drives straight through.</p>	<p>A measure of pedestrian priority in the High Street is referred to in Project 5 as is better signage in Project 7.</p> <p>Such measures and improvement would clearly affect other aspects of the city.</p> <p>The City Council, in accordance with Project 7 is working with the bus provider and better bus information is one of the issues being addressed.</p>	None.

		<p>Wells is only small so all car parks are very near the centre.</p> <p>Maybe all the parking near the Cathedral green in St Andrew's Street could be disable parking.</p> <p>I think the road signage should be improved to encourage cars not to drive down Saddler Street and then on through the High Street.</p> <p>No traffic or limited access in the High Street would help Tourism, Environment, protect Heritage, protect the Character of the Landscape and Vistas, increase pleasant, relaxed shopping experience.</p> <p>Could we have real time bus information displayed at bus stops? Would help the Environment and Moving around as people could rely on and use buses more. At the moment the 376 bus doesn't show real times until you get to Temple Cloud.</p>		
10		The parking in Jocelyn drive on the Keward estate, and many others.	This is a matter for the highway authority in the form of the new Council.	None

		<p>People are parking both sides of the road with a narrow space to get through, but the worst thing they do, is park on corners and bends.</p> <p>This makes it dangerous when approaching the corners.</p> <p>Perhaps a good idea would be double yellow lines on bends and corners? Something needs to be sorted , before an accident happens, we know a lot of people agree, its just getting thoughtless of some drivers.</p>		
11	General	<p>The plan has much difficulty built-in as a result of its confusing and confused structure. It uses the same words as international standards, but with different meanings. Those meanings differ from standard meanings as well as well as those in the dictionary.</p> <p>Reversed construction The standard definition of policy is a broad, top-level objective or commitment. In this document,</p>	<p>Policies at page 37 are the means of effecting the aims and objectives. At page 11, policies are explained as the means of influencing development in a variety of contexts e.g. Local Plans and neighbourhood Plans.</p> <p>Noted but no difficulty has been expressed at</p>	None

		<p>policies are shown as following on from aims and objectives. eg p37. The exact reverse is shown on p11, where policy is as top-level. This does not seem to happen again.</p> <p>Meaning and terms There are a number of key words and phrases which are not clearly defined, specifically or by context. They include: Policy, plan, plan document, theme, aim, Wells Vision, vision statement, frame, objective , justification, project, community action, statement.</p> <p>Orphans Some of these words and phrases, appear very little in the text and show little reason for being there. For example 'Wells Vision' appears once on p 15, but is not referred to again. Its claimed function includes "...to state what Wells should be like by 2029", but there is nothing to specify how this is to be achieved.</p> <p>Confused construction</p>	<p>any stage by other readers.</p> <p>The purpose of the Vision is that it is expressed through the aims, objectives and policies of the Plan. These are then set out in each section of the Plan.</p> <p>It seems acceptable to use the same word in different contexts. <i>"When I use a word..it means just what I choose it to mean – neither more nor less."</i> Page 28 is important as it shows how the actions of Projects 1 and 2 are required to indicate how the actions of the City Council can effect the change proposed by the aims and objectives.</p>	
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	ENV2	<p>The document's use of the term 'plan' is as a high-level document, inclusive of policies, aims, projects, and so on. On p13 it says "Our Plan sets out..." Confusingly, "Our Plan" contains another plan, the Wells Transport Plan, p40. The relationship between these two plans is undefined, as are any common elements.</p> <p>Low density documentation The document contains much unnecessary information, not supporting any specific purpose. eg p28, 49</p> <p>Thinness of action Much of the document is vague, and unassociated with action, and are more of the nature of comment. eg p60</p> <p>Unnecessary policies Some sections, such as the portions ENV2 relating to Great New Opportunity Areas (p76) would only apply if the city had jurisdiction outside the city boundary. Where a policy cannot be applied due to absence of</p>	<p>Page 49 sets out the current position of Wells as a retail centre. Issues are repeated in different contexts. The Neighbourhood Plan strives to focus on key issues and inevitably omits several of these matters. With the benefit of hindsight some of these should have been included and can be at a subsequent review.</p> <p>The list of green areas appears to include all areas proposed.</p> <p>The recommendations are noted and have been dealt with above.</p>	
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		<p>jurisdiction, it would be better not to formulate that policy in the first place, saving time and printing costs.</p> <p>Repetition There is a much repetition, particularly of aims. For example, matters relating to social drinking occurs four times, tourism links three times, and open spaces once. Also, many aims overlap. A listing of the aims is attached below.</p> <p>Missed Issues There are many current issues which could be usefully considered, but which have not been. Examples include solar panels, solar farms, domestic insulation, batteries, virtual power stations, heat pumps, group projects, public buildings, electric car charging, traffic noise, vehicle fumes, vehicle speed, litter, packaging waste, climate change, population movement.</p> <p>Examples of good building design No suggested design examples are given, nor examples designs to avoid.</p>		
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		<p>Sight-line policy</p> <p>The sight-line policy in ENV1, p65 appears poorly understanding. The original intention was to protect the views of the City's heritage sites from popular points of view around the City. There are now four vantage points listed, three of which are at local ground level. Protecting ground-level vantage points seems to be missing the point.</p> <p>Errors</p> <p>The list of green areas seems to be missing at least one area, possibly more. This could be awkward if the plan is intended to be definitive.</p> <p>Recommendations</p> <p>1 Amend the document to use this logic sequence:</p>		
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		<p>Policies > Objectives > Projects / Procedures / Standards, Examples / Results</p> <p>2 Use standard words and standard definitions in a standard way.</p> <p>3 Link all your policy objectives through to procedures or actions to deliver those actions.</p> <p>4 Be clear about the purposes the Neighbourhood plan is intended to achieve.</p> <p>5 Remove unnecessary material.</p> <p>6 Avoid expensive printing.</p>		
12	Policy reference: RCB2, TOU1, ENV1, Project 3	<p><u>Please pedestrianise the High Street.</u></p> <p>The character of Wells is being destroyed. The air is being polluted. Tourists cannot appreciate the city</p>	Noted Please see 9 above.	None

		<p>because all you can see is cars, cars, cars. Children and dogs are at risk. Cars trying to park cause congestion and restrict pedestrians.</p> <p><u>In addition</u>, enforce the 30mph speed limit within Wells. Cars race along Strawberry Way, even though there are traffic lights and roundabouts. A few more traffic speed signs might help.</p>		
13	H1/H2/H3 ENV1 ENV2 RCB2	H1/H2/H3 I do not believe the new housing built and being built in wells, particularly on the western side of the city are off particularly good quality or in any way respond positively to their surroundings and in fact they are very generic. They dont excel environmentally. And I believe the large developers have too much power over the local councils which ultimately leads to poor outcomes. MA1 Whilst the development of the strawberry line is a positive. Not enough is done to promote cycling.	<p>This development lies outside the Plan area. However, future housing design is covered by the Wells Design Guide and the City Council will seek to use this to provide better quality designs.</p> <p>MA1 and the Wells Transport Plan seek to address better cycle junctions and routes</p> <p>RCB2 deals with commercial and business buildings and seeks to</p>	None

		<p>There needs to be safe routes all the way to schools , the leisure centre, surrounding towns etc. It needs to be more than just a= leisurely ride. People and children need to be able to safely cycle to and from places they actually need to go.</p> <p>Bus services are not good enough. Full stop. Links to bath are terrible. And the bus station is an eye sore.</p> <p>RCB2 Difficult to achieve with the very old nature of many of the buildings. Needs to be done, but in a sympathetic manner, not to detract from the heritage look of buildings.</p> <p>General Much more could be made of the wells recreational park. Many items have been= removed from the park recently. A state of the art park would attract outside visitors and go so way to justify</p>	<p>encourage more effective energy efficiency.</p> <p>The City Council is now owner of the Recreation Park and is consulting on its future use.</p> <p>Parking next to Palace Fields is allowed only on the basis of "permitted development" for 28 days in any year. The Leisure Centre is operated by Fusion under a lease from Mendip.</p>	
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		<p>our high council tax rates. Is the tithe barn being developed in to anything useful a big supporter of investing in the skate park and providing cycle friendly routes to it.</p> <p>Parking. I dont think the field near the bishops palace should be open in the summer for parking. Wells is not massive. Parking should be on the outskirts and cars should not be encouraged to pass through the pedestrian friendly area near the moat and past the kids playground.</p> <p>The leisure centre is in dire need of investment. Fusion are not fit for purpose. The centre should be council owned and run, be of far better quality and be far more affordable. The amount of housing development going on in Wells recently. There needs to be more than just houses built. The people that move to these houses need good quality local facilities.</p>		
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14	MA1 H1 & 3 TOU1 ENV 1.3	Page no./ section/ policy reference	Comments	MA1 Project 8 refers to improvement of the Bus Station and as well as providing a benefit to tourism this would improve ease of movement within the city as referred to in policy MA1. H1 The Housing Needs Assessment for Wells (supported by the Local Plan) provides evidence of an ageing population and an undersupply of housing. The HNA also provides evidence for smaller housing to be an increased priority.	None.
			As a resident of Wells, who has lived here a long time, I would like to agree with this plan, and thank you for your consideration of today's most important issues. The few points I would like to make are below.		
		MA1 Moving Around	I start with this one because it is the one that has the biggest impact on me as I live from day to day in Wells. It's a good plan that I agree with, including the plans to encourage cycling and public transport. Except that I feel you have left something		

			<p>out, that impacts us daily where I live. I live on the Glastonbury Road (west?) side of the city, and am a pedestrian. I walk into town, to the bus station, etc, almost daily.</p> <p>For these routes, 'moving around' means keeping the flow of vehicle traffic moving, with pedestrians an afterthought.</p> <p>There are no routes that are friendlier to pedestrians than to cars.</p> <p>That includes the bus station. That piece of land originally was used for a cattle market. Today it still has the unfriendly appearance of a cattle market, and aside from</p>		
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			<p>one walkway, is walked though by negotiating the traffic that has come there to park. If I could walk you through my route into town, you would see what I mean.</p> <p>I see that bus station refurbishment is included in the Tourism policy. Please bear in mind that it also impacts the environment (getting us to use buses more and cars less), and we residents of Wells who have it as our route into town.</p>		
		HBE Heritage and the Built Environment	I agree with all of these projects, and have no further comments.		
		H1 & H3 Housing	I highly agree with your aim to change our demographics, for the greater 'attraction and		

		<p>retention of younger generations.'</p> <p>Responding to Local Housing Demands and Needs</p> <p>I feel that this has been stated as a policy in the recent past, but not followed-through by local authorities, and I hope that you will be able to make it happen.</p> <p>There seems to have been too much favour given to the building of retirement units in specific, and more expensive housing in general. This needs to be changed.</p> <p>Housing Fit for the Future</p> <p>This is extremely important, and I hope you are able to bring it into general practice in Wells.</p>		
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		TOU1 Tourism	<p>I agree with this in general, but my comments regarding Moving Around have a bearing on tourism, and our visitors' ability to walk around the city.</p> <p>This aspect is not mentioned here.</p> <p>Project 6</p> <p>Refurbishment of the Bus and Coach Station</p> <p>This should be done, not only as 'a more attractive interchange for visitors' ('though I agree this is important), but also for residents and for the environment (equally important).</p>		
15	MA1 TOU1	A clear space of at least 1.5m must be maintained on all pedestrian walkways between the edge of the carriageway and A boards, chairs and tables including when people and their dogs are using the chairs and tables. A		Project 5 seeks to provide greater priority to pedestrians as opposed to vehicle drivers in the city centre.	None

		<p>particular example of the current problem is the corner of Sadler Street and the High Street where it is frequently necessary to step into the carriageway.</p> <p>If the walkway is not wide enough to allow this, A boards, tables and chairs must be prohibited.</p> <p>TOU1</p> <p>Although not specifically mentioned, the Council should encourage and support the weekly markets.</p> <p>ENV1</p> <p>The historical view known as the Vista from Chamberlain House towards Milton Hill should be protected from all visual intrusion.</p> <p>"A Great House and Two Lanes in Wells" by Reid and Scrase, Somerset Archaeological and Natural History Society 1981 Vol 125 p39 notes that the Vista had been established by 1735.</p> <p>ENV3</p> <p>We support wholeheartedly the protection and preservation of local green spaces.</p>	<p>Although improved access for pedestrians on pavements in the city centre is a matter for the highway authority, this issue can be pursued by the City Council under Project 5.</p> <p>RCB1 acknowledges the importance of retail uses in the Market Place and encourages them as appropriate.</p> <p>ENV1</p> <p>This view would be taken into account if development within this historical view was ever proposed.</p> <p>ENV3</p> <p>Noted.</p> <p>Project 6 (now numbered 8) would extend to such events.</p>	
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		<p>In particular, proper use of Cathedral Green must be enforced especially obstruction of the single carriageway by parked vehicles causing other vehicles to run on the grass.</p> <p>We fully support the objectives of Project 6. The City Council should actively support and encourage traditional events including the Carnival, Maypole Dancing and Moat Boat Race, and work to minimise the bureaucratic burden that they have to bear.</p>		
16	General	<p>The Full Council of St Cuthbert Out at its meeting on 12th September 2022, agreed the following comments on the City of Wells Neighbourhood Plan, Pre Consultation Draft, 2019-2029.</p> <p>GENERAL A good, useful and impressive document that addresses the key issues facing the City of Wells. However, due to the tight boundary that defines the Plan, there needs to be</p>	<p>GENERAL The Neighbourhood Plan Steering Group includes a member of SCOP and will continue to do so.</p> <p>VISION, AIMS, OBJECTIVES Noted</p> <p>HERITAGE</p>	None

		<p>continuing close coordination with the surrounding Parish of St Cuthbert Out.</p> <p>VISION, AIMS, OBJECTIVES These appear to be appropriate but may need rewording to meet potential conflicts. See comments in the following sections.</p> <p>HERITAGE The focus of this section is on the historic core of the City. Design guidance for the edge of the City is less clear. We are opposed to the standard suburban housing schemes that are springing up around the edge of Wells. Edge of City development should be carefully designed to reflect its local character. In some cases this may take cues from the historic core but in others it may choose to relate to the style and layout of nearby villages.</p> <p>HOUSING The Plan identifies the provision of 205 new homes by 2029. The AECOM report indicates a significantly higher housing need. There is no indication of where</p>	<p>Noted. However, the recent developments are with the SCO Parish. The objective of the Wells Design Guide is to establish principles so that new development is designed and planned with regard to the existing character and context of Wells.</p> <p>HOUSING Policy H1 takes account of the recommendations of the Housing Needs Assessment for Wells. Policy H2 proposes that new housing should be well related to the built up area and incorporate green infrastructure and refers to Local Plan policy DP16 which relates to adequacy of associated play areas. Policy H3 requires new housing to to incorporate design measures to</p>	
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		<p>future housing (above 250) will be located. The location of this additional housing should be taken into account when planning investment in local transport and facilities during the plan period.</p> <p>Concern has been raised over the type and size of homes needed. The objectives state that lower priority will be given to large homes and yet the need to work from home is also recognised. There is a recognition that more affordable housing is required. However, this should not just be one and two bed units but provision should be made for larger family groups. Those on low incomes should be located close to city centre facilities to avoid excessive travel costs.</p> <p>New housing should be environmentally and energy efficient, with adequate ev charging points and incorporate green spaces and play areas. Green buffers and gaps should be provided around edge of City development.</p> <p>MOVING AROUND We welcome the emphasis given to</p>	<p>maximise energy efficiency.</p> <p>MOVING AROUND Issues such as the multi user path to Glastonbury via Coxley can not be referred to in the Neighbourhood Plan which relates solely to the Plan area of Wells. The synchronising of traffic signals on the A39 ring road in Wells have recently been adjusted but, in any event, this is a matter which Wells City Council can take up with the highway authority.</p> <p>TOURISM This is a matter which can be discussed between both Parish Councils and the highway authority.</p> <p>ENVIRONMENT The proposed view cones are aimed to protect sensitive areas of Wells.</p>	
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		<p>footpath and cycle links into the centre of wells. However, the continuation of these to surrounding villages is not identified. The multi- user path to Glastonbury via the village of Coxley is not mentioned. This should be included. Wells is not an island.</p> <p>There is a need for improved bus links and frequency of services to surrounding villages. The study into traffic calming in the High Street is welcomed providing that it fully considers the effect on surrounding roads. In particular the flow of traffic along the A39 ring road could be improved by synchronising traffic signals and crossings.</p> <p>RETAIL AND COMMERCIAL</p> <p>There is concern over the potential and actual loss of retail outlets. We would like to stress the reliance and importance of the retail centre to surrounding communities.</p> <p>TOURISM</p> <p>In addition to the Cathedral and Bishop's Palace, Wookey Hole Caves</p>	<p>Landscape policies and the green gap at Haybridge are primarily covered by the Local Plan.</p> <p>Policy ENV2 relates to the Wells Nature Recovery Network. The associated text states that "<i>The focus of our Network and policy must, by law, be on areas within the Plan area. However, green infrastructure areas and routes do not stop at the boundary and the importance of the Network in the countryside areas and through neighbouring settlements cannot be emphasised enough.</i>". It is worth adding that projects are underway with Mendip Ecological Areas Pilots- the First has obtained a license in Tor Hill Lane and aims to be</p>	
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		<p>attracts a significant number of visitors. Access to Wookey Hole through some of the narrow roads leading out of Wells is problematic. We would welcome a more coordinated approach to assist tourists and residents.</p> <p>ENVIRONMENT</p> <p>The importance of the surrounding landscape/countryside is largely ignored. We would like to see additional view cones that acknowledge the impressive landscape setting of Wells. Landscape policies and a green gap for the edge of the City would be welcome. Greater opportunity should be taken to develop green infrastructure, wildlife corridors and pollinator pathways alongside the major footpaths and MUPs leading from Wells into the surrounding countryside of St Cuthbert Out.</p>	a blue print to enable a set of corridors East to West and North to South	
17		Hi there,	Discussions between the City Council, Somerset County Council and Mendip District Council	

		<p>Many thanks for the opportunity to comment on the Consultation Draft City of Wells Neighbourhood Plan.</p> <p>My comments relate solely to the proposed Wells Transport Plan on page 40 onwards. Whilst I agree that all of the proposed interventions are necessary, there are a number of other interventions that I feel should be considered. For reference, I live on Wookey Hole Road and travel primarily by foot (very rarely by private car) and have noticed a variety of issues with the facilities available for pedestrians in Wells.</p> <p>My first observation is just how dominated Wells is by private vehicles. I appreciate this is largely due to the previous emphasis that has been placed on this at both a national and local level in which towns and cities were planned for cars rather than pedestrians. However, given the need to reduce vehicle emissions and undertake journeys by more sustainable modes of travel it's</p>	<p>have focussed on traffic calming in Wells High Street and the Transport Plan which relates to improvement of junctions for cyclists. The Plan whilst relating to improved cycle access states that <i>"These efforts need to be matched with changes to the road network within Wells to improve access for cyclists, walkers and wheelchair users (shared-use routes)."</i></p> <p>The numbered suggestions can be discussed in continuing discussions to be carried out between the City Council and Somerset Council.</p>	
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		<p>important that the balance is shifted back towards pedestrians. At present, the pedestrian experience is marked by poor desire lines, convoluted routes and in many cases inadequate footway widths and poor crossing facilities. I would be grateful if consideration could be given to the following issues:</p> <p>1. Old Bristol Road/A39/College Road. There is no pedestrian crossing point at this busy junction (not even a dropped kerb!) and I think this should be considered in the Neighbourhood Plan. Many visitors/commuters park on the east end of Ash Lane and use this route (along College Road) to get to the city centre. I have noticed on many occasions pedestrians struggling to cross this very busy road (particularly parents with buggies) where vehicle speeds are far in excess of the 30mph limit given its proximity so close to the national speed limit section of A39 and the very steep decline of Bristol Hill. There is also no dropped kerb available forcing disabled users and those with buggies to bank the kerb to get across.</p>		
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		<p>2. Portway/Tucker Street/St Cuthbert Street/Princes Road Junction. This junction is entirely inadequate for pedestrians. I regularly use this junction to walk to Tesco and there are a number of issues present. Firstly, users walking south (on the west side of Portway) are unable to cross directly over to Princes Road and on towards Tesco. Instead, at the signal controlled crossing, they are required to cross over to the east side of Portway, then cross over St Cuthberts Street, and then cross back over to the west side of Princes Road where the pedestrian access to Tesco is located. This is such a convoluted route for pedestrians to take and makes it entirely unattractive to potential users. Moreover, there is no signal control crossing to cross St Cuthbert Street or to cross back on to the west side of Princes Road as is required above. In fact, there aren't any dropped crossings present at all meaning for disabled users, or those with buggies, they are forced to bank the kerb entirely.</p>		
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		<p>3. Related to the above, there is no pedestrian crossing available on Princes Road. For those wishing to access Tesco, they are therefore forced to cross without any available pedestrian crossing and, again, even without a dropped crossing (presenting a significant obstacle to disabled users). For those walking to Tesco from the city centre via Market Street (as is very common) pedestrians have to negotiate crossing a busy road (particularly at peak times) without any identifiable crossing point and without any available dropped kerbs.</p> <p>There is also a broader issue with regard to limited footway width across Wells more generally, although I appreciate this is in large part due to the historic nature of the city and there is in many instances limited opportunity to remedy this.</p>		
18		Environment Wells waterways.	The waterways are the responsibility of the Environment Agency.	None

		<p>No maintenance of the waterways has been carried out for at least 6 years. This has resulted in considerable congestion from bushes, trees, ivy, brambles, fallen branches, tree trunks and evidence of pollution from the neighbouring farm (Keward stream). Water has great destructive power and if it is restricted, as it is now, there will be flooding of the neighbourhood - and severe rainstorms are at this present time being forecast!</p> <p>2 high officials in Wells and 5 organisations have been notified over the past few months but nothing has been done - AND THIS IS VERY URGENT !!</p>	<p>Project 10 states "<i>The city council will develop projects to enhance biodiversity including restoring the cities streams and waterways for wildlife working with the Wild Trout Trust in the Town project</i>".</p>	
19	ENV3 iii	<p>ENV3</p> <p>When we moved to Carlton Mews 15 years ago, the trees at the back of our house which are on the recreation ground were properly maintained. For many years we have lived in permanent shade when leaves are on the trees which makes for a very</p>	<p>These trees are the responsibility of the City Council in whom the Recreation Ground is vested. They seek to manage the trees for the benefit of the trees and the adjoining residents.</p>	None

		<p>depressing living environment. We have branches moving in the wind right outside our windows. When our grandchildren were young we had to keep the blinds down all the time as they were so frightened. We have complained many times at council meetings and when politicians are canvassing at our door but to no avail.</p> <p>Surely, as the council gave permission for these houses to be built so close to the trees then we have a right to expect the trees to be maintained in such a way as to be conducive to living a happy retirement.</p> <p>MA1</p> <p>The High street and Sadler street should be pedestrianised on market days to avoid crowds spilling off the pavements and being a danger to themselves, cyclists and drivers.</p>	Project 5 relates to a measure of prioritisation for pedestrians in the High Street	
20	H1 & 2 RCB1 MA1	HERITAGE & THE BUILT ENVIRONMENT	The level of housing is set by Councils at a	Response 6 shows the addition to the Plan which explains the

		<ul style="list-style-type: none"> • Wells is in danger soon of no longer being England's smallest city. • Do we really need more housing? And does the housing have to be of such a bland uniformity in a min-Poundbury style? • Increased housing & the increased population that comes with it does not seem to result in increased health (& dental) care, or increased public transport. Rather the opposite. • The increase in graffiti is disappointing. Do the police not have a role in curbing it? The phallic and satanic symbols on waste bins on Cathedral Green have been there far too long. <p>MOVING AROUND</p> <ul style="list-style-type: none"> • The bus station is uninspiring; its dull & scruffy appearance presents a poor first impression of the city to visitors <p>RETAIL AND COMMERCIAL BUILDINGS</p> <ul style="list-style-type: none"> • The reference to changing primary retail frontages is disturbing. We 	<p>higher level that the City Council.</p> <p>The Masterplan shows what housing sites are designated for the City.</p> <p>The Wells Design Guide establishes "<i>principles so that new development is designed and planned with regard to the existing character and context of Wells.</i>"</p> <p>Much of the graffiti is removed by City Council workers. The Council also liaise with the police in this respect.</p> <p>The Council acknowledge the need to improve the bus station which is referred to in Project 8 of the Plan as in need of refurbishment.</p> <p>Policy RCB1 states that "<i>proposals for changes and alterations to</i></p>	<p>situation regarding infrastructure and sets out Project 4 which states that the City Council will seek involvement in negotiations relating to infrastructure planning gain.</p>
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		<p>surely need to avoid acres of plate glass: they create a depressing uniformity where one town's streets are the same as any other</p> <ul style="list-style-type: none"> • Consequently, you have to look up to the first floor to see any historic individuality • Retailers should be required to maintain - or reinstate - historic shop frontages • We also need a proper, permanent Post Office 	<p><i>shopfronts should be framed by and respond positively to the Mendip Shopfront Design Guidance published in 2013."</i></p> <p>It is hoped that the current Post Office will remain permanent but this lies outside the scope of the Plan.</p> <p>Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.</p>	
21	H1, 2 & 3 MA1 Infrastructure	<p>I agree with all your Visions and Policies as stated in the City of Wells Neighbourhood Plan.</p> <p>I do have to add though that, having been involved with the process of Planning approval for the Foxglove Heights/Rose Banks site, I am very cynical as to what good any local</p>	<p>The drafting of Housing policies H1 to H3 were discussed with officers of Mendip District Council in the hope and expectation that they will be implemented and enforced.</p>	<p>Response 6 shows the addition to the Plan which explains the situation regarding infrastructure and sets out Project 4 which states that the City Council will seek involvement in</p>

		<p>opinions might be and whether they would actually be taken into account. <u>Housing Policy H1 to H3:</u></p> <p>It would seem that the developers can more or less do as they please. If aspects are not approved, Developers threaten to go to appeal and Mendip can't afford the extra expense, so the Developers get what they want. There is never enough parking provision in new estates, the type of houses being built are MOST DEFINITELY not fit for the future and are also very poorly constructed. Developers are not held to account when items required to be incorporated are not provided. Once they leave site it is very hard to get them to do anything.</p> <p>Sufficient provision for the increased population is not provided, such as Drs, schools, dentists and sewage treatment. These should have to be provided, when large housing estates are built and development should not go ahead until these are secured.</p> <p>I support anything, that might bring Developers to account and for housing to be provided which 'incorporates high</p>	<p>The developments referred to sit outside Wells Parish Boundary and Wells CC responded as a Consultee but not as a Planning Authority</p> <p>The Wells Design Guide establishes "<i>principles so that new development is designed and planned with regard to the existing character and context of Wells.</i>"</p> <p>It is hoped and expected that use of the Guide will lead to more appropriate housing design.</p> <p>Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.</p>	<p>negotiations relating to infrastructure planning gain.</p>
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		standards of design, energy efficiency and sustainability.' We should be building houses that have solar panels and adequate parking with electric charging points for vehicles.		
22	MA1 Wells Transport Plan	<p>I read the neighbourhood plan for the first time with considerable interest. Overall I support the aims and objectives. My sole comment is in respect of MA1 (cycle path and footway network). It is stated that efforts are being made by the Strawberry Line Group to improve cycle access from the East and West. I wish to see more prominence given to developing safe foot and cycle routes out towards Westbury sub Mendip and Glastonbury. The current access along highways, shared with a red traffic, is extremely hazardous. This is a significant safety issue.</p> <p>Thank you for your consideration of this issue.</p>	Whilst we would like to respond to the issue you have raised, the area falls within St Cuthbert Out parish and outside the ambit of the Wells Neighbourhood Plan	Response 6 shows the addition to the Plan which explains the situation regarding infrastructure and sets out Project 4 which states that the City Council will seek involvement in negotiations relating to infrastructure planning gain.
23	MA1	The Neighbourhood Plan seems generally good However, of course, I	Project 3 is now re-numbered as Project 5	

		<p>need to highlight two areas that I cannot believe have not been acted on sooner.</p> <p>Project 3. We must limit the amount of traffic down the highstreet.</p> <p>It will only be a matter of time before someone is injured and then it will be too late.</p> <p>The pavements are narrow and the Wells can be a trip hazard.</p> <p>Traffic uses the highstreet as a shortcut. Very few cars stop and there are car parks within easy walking distance.</p> <p>Other cities do it and we manage when the market stops the traffic most of Wednesday and Saturday without the shops around there struggling.</p> <p>Deliveries and Blue badge holders should of course still have access, but if a survey was done, I'm sure we would find that this is a very limited number of vehicles.</p> <p>Project 3. The pedestrian crossing, on Princes road, needs to be moved from near Kudos, where it is infrequently used, to the exit of Tesco.</p>	<p>and is aimed to make the improvements referred to.</p> <p>The City Council will discuss this and other similar issues with the highway authority.</p>	
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		There is a constant stream of pedestrians crossing to walk to Tescos and then back to the city, what are we waiting for, an accident to make someone act!		
24	H1 MA1	<p>In the last 5 yrs so many housing estates have been wrongly agreed,with any thought about the citys infrastructure.</p> <p>Wookey hole rd site was supposed to have a new primary school built. this never happened.</p> <p>Percentage of affordable housing for 1st time buyers, is grossly below whats needed.</p> <p>All houses should be fitted with solar panels as standard, no ifs or buts Wells & haybridge are virtually joined up now</p> <p>Schools are therefore overcrowded. Doctor appointments are impossible due to influx of the citys population. No jobs locally without having to travel. The city is gridlocked with traffic.whoever thought to put traffic lights in everywhere,i hope you're proud of yourself.</p>	<p>Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.</p> <p>Views expressed on Highways and Maintenance are directed to Somerset Highways by Wells CC</p>	Response 6 shows the addition to the Plan which explains the situation regarding infrastructure and sets out Project 4 which states that the City Council will seek involvement in negotiations relating to infrastructure planning gain.

		<p>Why are we having 2 months of work done to burcott/strawberry way set by halfords? This should've been a roundabout as well as other locations in wells.</p> <p>Roundabouts keep traffic moving freely, no electricity used & no cars stationary revving engines & polluting the air.</p> <p>Drainage is never addressed & the state of the roads is a disgrace.</p> <p>The planning authority are just a load of yes men, with no thought or homework done. And never make these house companies accountable.</p>		
25	H1	<p>This new housing is supported by and will affect all of the Wells infrastructure including health, education, roads, transport and environment.</p> <p>Does the local plan take this into consideration?</p> <p>Or is there a need to expand the City boundary to include the new developments?</p>	<p>Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.</p> <p>The proposed housing sites are set out in the Masterplan and lie within the parish boundary.</p>	<p>Response 6 shows the addition to the Plan which explains the situation regarding infrastructure and sets out Project 4 which states that the City Council will seek involvement in negotiations relating to infrastructure planning gain.</p>

26	H1 MA1	<p>Thank you for bringing the plan to our attention.</p> <p>It is a real shame that there is a need to continually add to the city in terms of housing without any thought for infrastructure. I note that it states about bus stops being close to certain points in the new developments, but what about the fact that bus services are being cut. It mentions employment opportunities, where might these be? We have no big companies that people can work for outside of the supermarket chains. These companies have long since left Wells and there are very few job opportunities.</p> <p>There is no mention of increasing GP surgeries and no mention of providing another secondary school. The Blue School is brilliant, but has an enormous amount of children attending it already.</p> <p>Also, you say you want to make Wells better for tourists but what about the residents? There is not one mention of</p>	<p>Views on the lack of infrastructure to match additional housing was voiced by many during the consultation.</p> <p>The text of the Moving Around section of the Plan refers to the need to improve access to Wells for wheelchair users. Project 6 states that the City Council will work with the relevant authorities to seek appropriate solutions to the shortage of parking. This would include disabled parking.</p> <p>Policy H1 links with the Housing Needs Assessment for Wells to encourage the provision of new housing prioritising smaller dwellings which may attract younger people.</p>	<p>Response 6 shows the addition to the Plan which explains the situation regarding infrastructure and sets out Project 4 which states that the City Council will seek involvement in negotiations relating to infrastructure planning gain.</p>
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		<p>making it any more accessible for disabled people. The city centre is not disabled friendly, we live here with a disabled child so we know, and nor are the streets outside of the centre. It really does need addressing.</p> <p>Maybe, rather than spending money trying to lure people to the 'not so rural anymore' City of Wells we could look at making it a better place for people to live. Fill the empty shops and encourage small businesses by using better rates etc to take up these premises. Maybe then the bigger chains will look at Wells as a place to have a branch. Maybe look at the accessibility, or current lack of. Maybe look at supporting the GP practices, the schools and attracting employers to the area. Maybe make the leisure centre become more attractive to people. Maybe then, our young people might want to stay and continue to make Wells their home. Then maybe more houses would seem like a better idea.</p>	<p>Bus Services are subject to market forces but Wells CC have worked with Bus Groups and Somerset Council to provide some services which had been cut by Private Operators.</p> <p>The views expressed have been noted and will help Wells CC to work with its' partners and Somerset Council on the issues raised</p>	
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		<p>Despite this, and apologies if i sound cynical, the need to make money, provide housing at ridiculous prices seems a more favourable goal.</p> <p>I know this is going to fall on deaf ears but it seems that the goal of the few doesn't match the need of the many.</p>		
27	MA1	<p>It might be easier to make the High Street a pedestrian area.</p> <p>Not many of the shops sell large items needing vehicular access for collection.</p> <p>The bus station is fairly close for pedestrian access.</p> <p>Only delivery drivers and market traders need vehicular access.</p> <p>There are other routes through and round the city.</p> <p>The whole shopping area would be safer and more spacious for shoppers and shop-keepers (e.g. cafe tables).</p>	These improvements fall within the ambit of Project 5.	None

		<p>The running water might be a great feature.</p> <p>Shopping centres are under great commercial pressure from supermarkets and online shopping. Pedestrian areas seem to be a successful way of rejuvenating them.</p>		
28 FF		<p>I have read the report of the work of the Steering Committee. I find it comprehensive, well thought-out and sensible.</p> <p>May I express my thanks and admiration to the Committee for all the work involved. Bravo.</p> <p>I may have missed it, but I wonder if it is possible for planning permission in some cases to be limited to those who have local roots/connections. Such would no doubt require a covenant of 'No sale before x years'. We do want to enable young locals to get that vital first foot on the ladder.</p>	<p>These positive comments have been useful in reinforcing the policies and projects in the Plan.</p> <p>Affordable housing can be controlled by the appropriate housing association.</p>	None

29		Well done! I know how much work has gone into this, so congratulations on getting this far! I understand that, without a formally adopted Neighbourhood Plan, it is much harder to prevent changes being superimposed by higher powers. There is still a way to go, so I hope no changes in the Council's composition prevents you reaching your goal before all is done and dusted.	These positive comments have been useful in reinforcing the policies and projects in the Plan.	None
30	H3 MA1 RCB3	<p>Vision</p> <p>1. Point 2 regarding design, energy and efficiency is vague and lacking in measurable standards. There need to be specific requirements to</p> <ul style="list-style-type: none"> • exceed building regs on insulation on all new buildings, • a requirement on all developments to install solar or demonstrate why is not feasible • a requirement to incorporate rain water retention and storage schemes in all developments of more than 5 houses. 	<p>1 – 2.</p> <p>The Vision is built on comments made in the first consultation and leads on to aims, objectives and policies of each section which provide greater detail and are more specific.</p> <p>Policy H3.1 refers to this in general terms and can be used to require such an addition to housing schemes and proposals.</p>	None at present.

		<p>2. Point 3. Provision of parking must include rapid charging for electric vehicles.</p> <p>3. Point 4 and 9. Creating a vibrant business community. Small scale building developments encourage participation by local developers and builders. This in turn feeds into the ancillary business community of builders merchants, architects, engineers and lawyers. Large scale developers provide homogenous, low quality, commodity based solutions that provide no short term or long term benefit to the business community. Development sites should be sub divided into smaller parcels to allow small developers and self builders to participate. This not only improves the diversity of housing stock, it also helps the regeneration of the local business community.</p> <p>Home working has become commonplace rather than the exception. This practice will develop into "near home" practices using</p>	<p>3. The distinction between small scale and large scale developments is understood and agreed. The Masterplan goes into some detail on each site. Discussions with site owners at an early stage should be used to promote the advantages of small scale developments. The possibility of adding a policy reference to self build will be considered.</p> <p>RCB3 refers to medium sized local businesses. Ticknells is already being developed in a small way to provide studio space for artists.</p> <p>4. The identity of retail uses is not something which can be controlled to influence planning</p>	
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		<p>shared space facilities close to home. This provides a better work environment but reduces the need for physical commuting. Wells need to encourage the development of a number of shared space facilities. For example, the Tincknells site could be converted into such a centre. This is partly addressed in Policy RCB3 but the current policy looks to small and micro businesses as the users whereas the potential large scale users are those who currently commute to say, Bristol.</p> <p>4. Point 6. Retail. Is there a policy of attracting independent retailers rather than national chains? What will Wells High Street be famous for? Will it simply have the ambition to follow in Frome's footsteps or will it develop a brand of its own? For example, the old shopping centre in Stroud has been converted into a mix of street food stalls and specialist food suppliers open every day. Is this a route Wells would like to follow.? What does the Wells vision actually mean? As currently written,</p>	<p>applications. However, RCB1 can be used to influence retail development proposals at an early stage.</p> <p>The volume and behaviour of pedestrian flow in the High Street inevitably results in a measure of traffic calming. However, this could result in conflict and accidents. So , the intervention of physical traffic calming measures could redress the balance between pedestrians and vehicles in the High Street.</p> <p>A community project regarding traffic speeding near schools is something that the City Council could pursue under Project 5 which has been renumbered from Project 3.</p>	
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		<p>the vision could apply to any Neighbourhood plan anywhere in the country. The vision needs to have some shape.</p> <p>Community Projects</p> <p>Project 3. Why is it thought necessary to investigate traffic calming in the High Street where the existing interaction between pedestrians and vehicles naturally calms traffic? Shared spaces spaces for pedestrians and vehicles are proven to be effective in achieving slow vehicle speeds. The Netherlands are pioneers in this. By contrast there is no proposal for a community project to examine traffic speeding through residential and school areas.</p>		
31		<p>I can't help thinking that much of this plan has to be provisional because Mendip is disappearing.</p> <p>One practical suggestion:</p> <p>The City Council should provide grants to all the shops on the north side of the High Street to put up AWNINGS.</p>	<p>The issue of awnings can be raised by the Council with the Chamber of Commerce.</p>	None

		Not only would this enhance the appearance of the built environment but it would also provided much needed shelter as climate change kicks in and the pavements become intolerably hot - for humans as well as dogs! Thank you.		
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Main issues identified and responded to

The report set out below was presented to the City Council at their meeting on the 24th of November 2022 and accepted by the Council at the next meeting on the 22nd of December 2022.

24. The response from statutory consultees is set out in appendix 27.

25. The letter from Mendip District Council referred to in paragraph 7 of the report is set out in appendix 28 with the agreed amendments set out in appendix 29. The paragraph relating to infrastructure referred to in paragraph 10 of the report and included in the Plan is set out in appendix 30.

26. The Wells Neighbourhood Plan as amended post consultation with track changes is set out at appendix 31.

27. The Plan with track changes incorporated for submission to Mendip District Council is set out at appendix 32.

Report to Wells City Council on Wells Neighbourhood Plan following public consultation.

1. The consultation on the Wells Neighbourhood Plan ran from the 5th of September to 10th of November 2022. This was the statutory consultation as required by Regulation 14 of The Neighbourhood Planning (General) Regulations 2012.
2. After consideration of this report and a decision as to any changes, the revised Plan will then be reviewed by an Independent Examiner to ensure that the Plan conforms with relevant legislation. Any changes made at that stage will be incorporated and the Plan will be finally voted on at a referendum.
3. This report is to inform the Council of the response to the consultation and to make recommendations on changes considered to be appropriate. It follows on from a meeting of the Plan Steering Group on the 15th of this month and the meeting of the Planning & Environment Committee on the 17th of the month at which these issues were considered.

4. The list of statutory consultees with responses so far received is attached. This has brought mainly positive responses with no issues to report.
5. The Consultation Report sets out the outcomes in summary form and is attached.
6. The report on Local Green Spaces is attached with objections from Mendip District Council (LGS numbers 1, 13, 16, 33 & 41), the Dean & Chapter (numbers 21 & 25), the Blue School (5, 6 & 7) and all other schools administered by the local education authority (14, 22 & 36). It is considered that the criteria set out in the National Planning Policy Framework are met by all of the Spaces and that these should all be retained save for number 37 as it was not possible at the time of the consultation to trace the owner.
7. Mendip District Council, as the local planning authority, made comments and these are set out in their letter dated the 2nd of November. At a meeting with Mendip, the changes set out in the attached table were agreed. These changes are intended to provide greater clarity and ensure that there is no conflict with either the NPPF or Mendip's recently confirmed Local Plan. In a small number of instances where agreement could not be reached, it was agreed that the issues could be left for resolution by the Independent Examiner.

8. The views of the public are set out in the Consultation Report. In general terms, they focus almost entirely on the projects in the Plan rather than the policies. These are all set out in abridged form in the Consultation Leaflet. The projects referred to by the public were mainly those numbered 3 & 4 (vehicles/pedestrians in the High Street and car parking). These issues, whilst recorded as part of the process, will be the concern of Wells City Council.
9. Several public comments have related to lack of infrastructure consequent on recent housing developments on the edge of Wells. Comments have been sought from the County Council relating to "Schools Sufficiency" and also the Integrated Care Board regarding the impact on the two surgeries in Wells. The latter deal with funding and resources for local GP practices. The Schools Sufficiency officers referred to the land adjacent to the Bovis development on Wookey Hole Road which is currently reserved for a future primary school. However, having taken into account the recent reduction in birth rate together with other factors they have decided that there is no need in the Plan period for a new school. If received in time, a response from the Integrated Care Board will be reported at the meeting.

10. A paragraph will be added to the Plan explaining that negotiations relating to infrastructure and planning gain take place between developers and the successor to Mendip District Council. The responses received from the School Sufficiency Team and the Integrated Care Board can be referred to. It can also be added that Wells City Council will seek involvement in such negotiations.
11. The Council are asked to confirm the Plan as drafted subject to the changes referred to in paragraphs 6, 7 and 10.

APPENDICES

1	Designation letter from Mendip for Neighbourhood Plan Area	Designation letter.pdf
2	Community Engagement Report on Initial Consultation	Community Engagement report update.pdf
3	Initial consultation leaflet	Initial Consultation leaflet.pdf
4	Response by statutory consultees on first consultation	Response by statutory consultees on first consultation.xlsx
5	Draft Plan produced from first consultation	Presubmission consultation WNP draft 08 02 15.docx
6	Pre-submission draft of Wells Neighbourhood Plan for second consultation	Pre-submission Wells Neighbourhood Plan for consultation.pdf
7	Consultation Leaflet	Wells Neighbourhood Plan Summary Leaflet - 04-08-22.docx
8	On-line responses to above consultation	The on-line responses to WNP second consultation.docx
9	Paper responses on second and statutory consultation	Paper responses - March 2023.docx
10	Newspaper notice	Article for Wells Voice - 10.10.22.docx
11	Newspaper notice	Article for WV - 12.8.22.docx
12	Newspaper notice	Wells Journal article- Sep 2022 v3.docx
13	Public meeting – Rotary, Rugby Club & Golf Club	WNP public meetings - September & October 2022 - Rotary, Rugby Club & Golf Club.docx

14	Public meeting – Civic Society	Responses at meeting with Wells Civic Society 12.10.22.docx
15	Public meeting – Town Hall	Responses at meeting at Wells Town Hall 17.10.22.docx
16	Local Green Spaces – List of owners	Statutory consultation of owners of Local Green Spaces identified by owners.docx
17	Local Green Spaces – List & Assessments	Local Green Spaces Assessment 7.10.22 v3.docx
18	Local Green Spaces - Plans	Local Green Spaces Assessment with plan - 12.12.22.docx
19	Local Green Spaces - Recommendations	Report on Local Green Spaces for WNPSG 15.11.22.docx
20	Objections to LGSs 14, 22 & 36 from County Council	Objections from County Council to LGSs numbered 14, 22 & 36.docx
21	Objections to LGSs 21 & 25 from Dean & Chapter Wells	Objections to Local Green Spaces 21 and 25 from Dean & Chapter of Wells.docx
22	Objections to LGSs. 5, 6 & 7 from Blue School	Objections to Local Green Spaces 5, 6 & 7 from Wells Blue School.docx
23	Objections to LGSs from Mendip DC	Objections from Mendip DC to numbered Local Green Spaces.docx
24	Owners and agents related to Wells Masterplan	Owners and agents related to Wells Masterplan.docx
25	Faith & school groups & Associations and groups	Faith and school group email addresses.docx Associations & groups in Wells.docx
26	Developers active in the Wells area	Developers active in the Wells area list.docx
27	Responses from the statutory consultees	Responses from statutory consultees.docx
28	Letter from Mendip D.C.	Response of MDC to draft WNP - 1st November 2022.docx
29	Amendment of text in response to letter from M.D.C.	Amendments of text post meeting with Mendip on 15.11.22 - 24.11.22.docx
30	Additional text in Housing section to reflect comments on consultation relating to infrastructure	Statement relating to housing and infrastructure as addition to WNP.docx

WNPCS

31	Draft Wells Neighbourhood Plan with track changes consequent on response by Council to representations	Draft 2nd Reg 14 Plan as amended 22.08.22 with track changes 5.12.22.docx
32	Neighbourhood Plan with track changes incorporated for submission to Mendip District Council	Wells Neighbourhood Plan 9 March 2023.docx