



The

Ilminster

Neighbourhood

Plan

2020  
2036



Pre-Submission, Regulation 14  
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# Welcome to the Ilminster Neighbourhood Plan

**The Ilminster Neighbourhood Plan (INP) is our opportunity to influence and determine the future development of the parish of Ilminster.** This pre-submission consultation version is a call to action to everyone who lives, works or has an interest in Ilminster to read the Plan and feed back any thoughts and ideas on Ilminster's future. When adopted, the Plan will be the first time in modern planning history that the people of Ilminster will have a direct and legally-binding input into the future development of the parish.

There are two main reasons why the Town Council decided to produce this Neighbourhood Plan.

Firstly, as a parish we are currently required to enable 839 new homes to be built by 2036. This number has been calculated by South Somerset District Council (SSDC) from the figures set by Central Government. It was initially suggested that we insert a lower figure in the INP but this would be refused as the INP cannot change strategic policies that have been approved by a higher level of government.

The more positive option is to accept that, as new homes are required, we should use this as an opportunity to determine the location and





design of future development. By influencing future development in this way, we turn a potentially negative scenario into a positive one. We create an opportunity, for example, to define the type and design of the dwellings we want, improve traffic management, create new open space and new Green Chains and plant more trees. It should also be acknowledged that new development brings further investment into a town and encourages additional footfall to give much-needed support to existing and new businesses. This will benefit us all.

Secondly, once this Neighbourhood Plan is in place, Ilminster's development income will increase from 15% to 25% of the Community Infrastructure Levy (CIL), the levy paid by developers to the Local Authority based on the floor space of new buildings. This money goes directly to the Ilminster Town Council, to be spent on priorities agreed by the people of the town.

The problem with new development, however, is that some of us do not readily welcome change. Over the last few years, some have fought against development in the Shudrick Valley whilst others feel it is the obvious place to develop homes, especially for the elderly, due to its proximity to the centre of the town.

Some have fought against the proposal for south west of Canal Way, while others may welcome it. Some wish to see the former Horlicks site developed, others may not. There are pros and cons to every site and we can only weigh these up and determine the most appropriate areas for development if we gain as much input as possible from everyone in Ilminster, to understand opinions and ideas.

As we all know, these are exceptional times and we are faced with unusual challenges and uncertainty about the future. What we have learned during the last few months, though, is that we are so lucky here, to have space and open countryside all around us, including a Local Nature Reserve on Herne Hill, and the River Isle. Wherever we live in our town, we can easily and quickly access all that and, what's more, it is worth protecting.

So, we urge everyone to get involved, take this opportunity to read the Plan and voice your opinions and ideas. This will help us to develop our parish in a way we will all be proud of in the years to come.

Ilminster Town Council

# I.0

# Summary

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**1.1** The Ilminster Neighbourhood Plan (INP) is a community-led, evidence-based plan prepared by the INP Development Group, on behalf of Ilminster Town Council. Twelve overall aims have been defined, (see Chapter Six – INP Vision, Mission and Aims) to guide the future development of Ilminster for the period up to 2036. Based on four themes, the Development Group has identified a set of fifteen planning policies which planners and developers must consider when examining new development proposals once this Neighbourhood Plan is adopted.

**1.2** These themes and their associated planning policies are summarised here.

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### 1.2.1 Environment and Leisure

Policy ILM1	Conserve and enhance Ilminster’s historic landscape setting
Policy ILM2	Conserve and enhance Ilminster’s ecology, species and habitats
Policy ILM3	Enhance and connect our local green open spaces with a ‘Green Chain’
Policy ILM4	Enhance recreational facilities for our growing community

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### 1.2.2 Economy, Tourism and Heritage

Policy ILM5	Allocate an Ilminster Environmental Enterprise Zone to the west of Ilminster
Policy ILM6	Enhance Ilminster’s economy, tourism and heritage
Policy ILM7	Promote high quality design

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### 1.2.3 Access and Movement

Policy ILM8	Encourage shoppers and visitors into Ilminster’s town centre
Policy ILM9	Safe, interesting walking and cycling routes
Policy ILM10	Welcome people to Ilminster
Policy ILM11	Preserve and enhance the historic market town centre

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### 1.2.4 Homes and Places for Living

Policy ILM12	Amount and Location of new homes
Policy ILM13	Types of new homes
Policy ILM14	Allocated or small brownfield sites
Policy ILM15	Design and layout of strategic sites

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**1.3** The INP was developed over a two-year period and the supporting evidence base (see Chapter Five – The INP Evidence Base) is wide-ranging. The main evidence is drawn from assessments and reports commissioned by Ilminster Town Council and community consultation, as well as other relevant sources, for example information which supports the South Somerset District Council (SSDC) adopted and Emerging Local Plan.

**1.4** The assessments and reports commissioned by the Ilminster Town Council include:

- a.** Ilminster Housing Needs Assessment (Aecom, 2019)
  - b.** Ilminster Neighbourhood Plan, Site Allocations Assessment Report (ECA, Revised 18 March 2020)
  - c.** Ilminster Parish Housing Needs Survey (The Community Council for Somerset, 27 June 2018)
  - d.** The Habitats Regulation Assessment (Aecom, 2020)
  - e.** The Strategic Environmental Assessment (Aecom, 2020).
- 1.5** The evidence base was complemented by community workshops, walkabouts, articles in the local press and interviews with local school





children, landowners, potential developers, residents and local estate agents.

**1.6** In 2021, the INP will enter Regulation 14 Stage – 2, as shown in Table 1 on page 12, which provides the people of the parish of Ilminster an opportunity to review it and voice their opinion. The plan will be amended taking account of these comments, before it is formally submitted to SSDC. Following an Independent Examination of the INP, it will be put to a referendum where the people can decide whether the plan is made or not. Once ‘made’, the plan will form part of the Statutory Development Plan’ (having at least equal status

to the Local Plan, depending on the type of planning policy).

**1.7** When the Plan is adopted, it will be the first time in modern Local Planning history, that the people of Ilminster will have a direct and legally binding input into the planning policies of their town.

**1.8** The INP conforms to Central Government criteria, as set out in para 8(2) of Schedule 4B of the Town and Country Planning Act 1990 (as amended). Please see Appendix B – Basic Conditions Statement.

**2.0**

# **Introduction**

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## 2.1 What is a Neighbourhood Plan?

**2.1.1** A Neighbourhood Plan is a policy-based land-use plan produced by the local community in accordance with the Town and Country Planning Act 1990 (as amended) and the Localism Act 2011.

## 2.2 What is the aim of a Neighbourhood Plan?

**2.2.1** The aim of a Neighbourhood Plan is to guide future development, regeneration and conservation within the town or parish and its surrounding area and provide its community the opportunity to influence:

- a. Local design policies
- b. Infrastructure
- c. Community facilities
- d. Development Allocations, ie development sites and number of dwellings.

## 2.3 What is a Neighbourhood Plan required to include?

**2.3.1** In accordance with Section 15 of the Neighbourhood Planning (General) Regulations 2012 it states that:

**2.3.2** Where a qualifying body submits a plan proposal to the local planning authority, it must include:

- a. A map or statement which identifies the area to which the proposed Neighbourhood Development Plan relates
- b. A consultation statement
- c. The proposed Neighbourhood Development Plan
- d. A statement explaining how the proposed Neighbourhood Development Plan meets the requirements of Paragraph 8 of Schedule 4B to the 1990 Act, namely a Basic Conditions Statement.

**2.3.3** Further advice can be found at:

- a. <https://www.gov.uk/guidance/neighbourhood-planning--2#submitting-a-neighbourhood-plan-or-order-to-a-local-planning-authority>

**2.4 What is the Neighbourhood Plan Development Process through to Adoption?**

<b>Table 1 – The Neighbourhood Plan Development Process through to Adoption</b>		
<b>Stage</b>	<b>Activity</b>	<b>Minimum statutory consultation duration</b>
<b>1</b>	Application for the designation of a neighbourhood area	Not less than 6 weeks
<b>2</b>	Pre-submission consultation and publicity: Regulation 14 consultation undertaken by the neighbourhood planning qualifying body	Not less than 6 weeks
<b>3</b>	Plan Proposals Submission to the Local Planning Authority: Regulation 15 formal submission by the Qualifying Body	N/A
<b>4</b>	Publicising a Plan Proposal: Regulation 16 consultation undertaken by the Local Planning Authority	Not less than 6 weeks
<b>5</b>	Submission of plan proposal to examination: Undertaken by the Local Planning Authority	As soon as possible after Regulation 16 consultation
<b>6</b>	Independent examination of the Plan	As soon as possible
<b>7</b>	Referendum organised by SSDC	As soon as possible
<b>8</b>	The Plan is Made: Adopted as part of the Statutory Development Plan if more than 50% of people who vote, vote in favour of the plan.	As soon as possible

## 2.5 Basic Conditions for a Neighbourhood Plan

**2.5.1** Only a draft Neighbourhood Plan which meets central Government basic conditions can be put to a referendum and be made (adopted).

**2.5.2** The basic conditions are set out in Paragraph 8 (2) of Schedule 4B of the Town and Country Planning Act 1990 (as amended), as applied to Neighbourhood Plans by Section 38A of the Planning and Compulsory Purchase Act 2004.

**2.5.3** A Neighbourhood Plan can be made if it meets the following basic conditions:

- a. It has had regard to national policies and advice contained in guidance issued by the Secretary of State
- b. It contributes to the achievement of sustainable development
- c. It is in general conformity with the strategic policies contained in the local Development Plan
- d. It does not breach and is, therefore, compatible with EU obligations
- e. All required regulations are met in relation to the making of the plan.

**2.5.4** The INP has met the basic conditions as set out in Appendix B – Basic Conditions Statement.

## 2.6 What happens when the Neighbourhood Plan is Adopted?

**2.6.1** When adopted, the Neighbourhood Plan forms part of the Development Plan\* and it will be considered in the determination of all planning applications made within the Neighbourhood Plan boundary.

## 2.7 More information on Neighbourhood Planning

**2.7.1** For more information on neighbourhood planning please visit:

- a. <https://neighbourhoodplanning.org/>
- b. <https://www.gov.uk/guidance/neighbourhood-planning>

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\*Development Plan: Is defined in Section 38 of the Planning and Compulsory Purchase Act 2004, and includes Adopted Local Plans, Neighbourhood Plans that have 'been made' (or adopted), published spatial development strategies and regional strategy policies that remain in force.

3.0

# The Ilminster Neighbourhood Plan (INP)



**Figure 1:  
INP Boundary**





**3.3 The INP Boundary**

**3.3.1** The INP boundary was approved by South Somerset District Council (SSDC) on 1 June 2017 and follows the boundary of the Parish of Ilminster, South Somerset as shown on Figure 1 – INP Boundary.

### **3.4 The INP Development Group**

**3.4.1** In January 2019, the INP Development Group was established and includes people who live and/or work in Ilminster's parish and who have knowledge of the town and its wider communities.

**3.4.2** The INP Development Group has met regularly to progress the plan, report on its progress and present drafts to the Ilminster Town Council for review and comment. The Group will be active up to the INP adoption.

**3.4.3** Technical assistance has been provided by ECA, an independent architecture and planning consultancy, throughout the INP's development.

### **3.5 The INP Evidence Base**

**3.5.1** The main evidence base for the INP is drawn from assessments and reports commissioned by Ilminster Town Council and community consultation, as well as other relevant sources, for example information which supports the South Somerset District Council (SSDC) Adopted and Emerging Local Plan.

**3.5.2** The Ilminster Town Council commissioned assessments and reports include:

- a. Ilminster Housing Needs Assessment (Aecom, 2019)
- b. Ilminster Neighbourhood Plan, Site Allocations Assessment Report (ECA, Revised 18 March 2020)
- c. Ilminster Parish Housing Needs Survey (The Community Council for Somerset, 27 June 2018)
- d. The Habitats Regulation Assessment (Aecom, 2020)
- e. The Strategic Environmental Assessment (Aecom, 2020).

**3.5.3** For more information on the evidence base considered in the development of the INP see Chapter Five – The INP Evidence Base.

### **3.6 How the INP Meets the Basic Conditions**

**3.6.1** A comprehensive list of relevant policies, and how the INP complies with these, is set out in Appendix B – Basic Conditions Statement.

**3.6.2** In summary, the INP meets the required basic conditions because it:

- a. Generally conforms with Development Plan policies, as contained in the South Somerset Local Plan (2006–2026) Adopted March 2015 and other supplementary planning documents and guidance. In addition, the INP has been developed taking account of the Emerging Local Plan Review (2016–2036)
- b. Seeks to preserve or enhance the character and appearance of the Ilminster Conservation Area, the numerous listed buildings and their settings
- c. Accords with policies contained within the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG), and European Planning Guidance or its replacement

- d. Has a sound and robust evidence base
- e. Reflects the needs of the business and residential communities
- f. Is a sustainable plan.

### **3.7 This INP Draft**

**3.7.1** This draft version has been prepared for public consultation, known as Regulation 14, where it is available to the community of Ilminster to review and provide feedback over at least six weeks.

**3.7.2** The INP is available via the Ilminster Town Council website: [www.ilminster.gov.uk](http://www.ilminster.gov.uk)

### **3.8 Ongoing Ilminster Town Council Community Engagement**

**3.8.1** To ascertain the changing needs of the community, considering all ages and abilities, it is hoped that Ilminster Town Council will regularly engage with the community, including Ilminster’s schools, sports and social clubs, as well as special needs groups.

**3.8.2** The Ilminster Town Council will consider the outcome of the Regulation 14 consultation, with a view to gaining funding for additional well-considered, designed, planned and built leisure facilities.

### **3.9 Benefits for Ilminster and its Community**

**3.9.1** By supporting and adopting the INP, Ilminster and its community will gain the following benefits:

- a. Influence future development
- b. Increase Ilminster’s share of the Community Infrastructure Levy (CIL) from 15% to 25%, which may be spent to support the town and its community
- c. Embrace the 10 Principles of One Planet Living to support the Climate Change emergency
- d. Protect and enhance the town’s green spaces, surrounding natural habitat and wildlife
- e. Create and maintain a Green Chain to protect and enhance biodiversity gain
- f. Reduce the town’s carbon footprint
- g. Define and protect local heritage and characteristics
- h. Protect and enhance the town’s retail and employment offering
- i. Protect and enhance recreation and leisure amenities
- j. Support Ilminster as a destination town for visitors and tourism
- k. Reduce traffic movements and improve traffic management.

4.0

# The Character of Iminster

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## 4.1 A Brief History of Ilminster

**4.1.1** Ilminster is one of four historic rural market towns in the administrative district of South Somerset. Taking its name from the River Isle to its west and one of Somerset’s finest examples of ecclesiastical architecture – The Minster at its centre – the town nestles within three landmark hills – Beacon Hill to the north, Herne Hill to the south west and Pretwood Hill to the south east. All rise to a little over a hundred metres and broadly contain the spread of the town and its immediate rural edge.

**4.1.2** Originally a linear settlement with an east-west axis, it has, in more recent years, spread both northwards and southwards. Occupying a rural hill and vale landscape, Ilminster is surrounded by agricultural land and woodland, including the Herne Hill Local Nature Reserve to its south. The land, its trees and hedgerows have been shaped over the centuries, and the habitat supports farming, highly valued recreational amenity, which supports a good network of pathways and a diversity of flora and fauna.

**4.1.3** Ilminster boasts a number of listed buildings and a conservation area which is situated at its core. The two most noteworthy listed buildings are the Market House and The Minster. The golden Hamstone and Moolham stone under stone, slate or tile roofing characterises the historic built environment, with its mix of residential and commercial buildings dating from Medieval times. Private gardens and open public spaces provide green environments and the surrounding countryside is easily and quickly accessible from any part of the town.

**4.1.4** Ilminster has good road connectivity. Local roads provide easy access to the countryside, neighbouring villages, towns and the coast. The A303/A358 intersection provides good access regionally, as well as to the rest of the UK via the regional and national road network respectively, but with few bus services and the nearest railway station some eight miles away public transport is very limited.

**4.1.5** Although dating back, archaeologically, to pre-Roman times, the earliest evidence of Ilminster as a town dates back to Anglo-Saxon times in 725. This and other notable dates are outlined in the Historical Timeline of Ilminster.



## Historical Timeline of Ilminster

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**725**

Ilminster bestowed on the Abbey of Muchelney by the king.

**1086**

Ilminster was a settlement in the Domesday Book, in the hundred of Abdick and the county of Somerset with a recorded population of 57 households – 25 villagers, 22 smallholders, 10 slaves – putting Ilminster in the largest 20% of settlements recorded. It included ploughed land, meadow, woodland and mills, with a mix of livestock – cobs, cattle, pigs and sheep.

**1491**

The first of two great fires which destroyed much of the centre of Ilminster

**1538**

With the dissolution of the monasteries, Ilminster passed to the Lord of the Manor. There followed almost 150 years of Lordships of the Manor, held by the same family, the Seymours. The first Duke, of Wolf Hall fame, reached high rank in royal circles and, as a result of his influence, Ilminster became a Royal Peculiar. The town held its own court at The Swan Hotel and the status of Royal Peculiar remained until 1857, when the national court system was introduced.



## 1670

Ilminster was the fourth largest town in Somerset, based on the Hearth Tax. However, in this same century, the tillers of the land were driven out in favour of wool production. The town prospered with the development of the textile industry. Cloth, rope and glove making were growing industries, with mills on the River Isle and factories in the town.

## 1680

The Duke of Monmouth attended the Minster and was hosted by George Speke. Only five years later, the Duke camped near Ilminster on his way from Lyme Regis to Sedgemoor to fight the battle of Sedgemoor.

## 1809

The new Exeter/ London route passed through Ilminster and it became a major coaching stage, prompting a huge trade for The George, The Swan and The Dolphin hotels.

## 1894

The Urban District Council was formed, surviving until local government reorganisation in 1974, when some responsibilities passed to SSDC and some remained with Ilminster Town Council.

**4.6** For more information and analysis on the character of Ilminster please see Appendix A – The Character of Ilminster.

## 4.2 Ilminster Today

**4.2.1** Benefiting from a long and diverse history, Ilminster is a charming, friendly town, with much to offer its population of over 6,000 inhabitants and visitors. The centre is busy and inviting, boasting a broad range of amenities and activities for all, including:

- a. Independent shops, cafes and restaurants
- b. Individual and group facilities and activities, including:
  1. Ilminster Town Football Club, pitches and the Archie Gooch Pavilion.
  2. Dillington House and Estate – lecture and art programme, conference and wedding centre, accommodation and restaurant, holiday cottages
  3. Events – Ilminster Experience (IMEX), Ilminster Carnival and The Victorian Night
  4. Herne Hill Local Nature Reserve (LNR)
  5. The River Isle
  6. Ile Youth Club
  7. Ilminster Cricket Club, pitches, pavilion and Tony Rice Bar
  8. Ilminster Library
  9. Ilminster Tennis Club – tennis, bowling, bar and restaurant
  10. Ilminster Warehouse Theatre – theatre, drama club, film club and costume hire
  11. National cycle routes – Sustrans Route 33
  12. Open spaces – The Recreation Groud, Wharf Lane recreation ground, Britten’s Field, Winterhay Recreation Ground and the Burma Star Garden
  13. Air cadets and Army cadets
  14. Rights of way – footpaths, bridleways, permissive paths
  15. The Arts Centre at the Meeting House – gallery, café, art and craft classes, concerts, shop and Tourist Centre

**4.2.2** The community is served by four schools (Greenfylde First School, Neroche Primary School, Swanmead Community School and Wadham School), two medical centres (Summervale Surgery and The Meadows Surgery) and a library.



**4.0 The Character of Ilminster**



The Minster situated in the centre of Ilminster



View of River Isle situated to the west of Ilminster

## 4.0 The Character of Ilminster

### 4.3 The Character of Ilminster, analysis for the INP

**4.3.1** For the purposes of assessing the character of Ilminster for the INP, four character zones were identified and ratified at a public walkabout and workshop on 16 March 2019, the findings of which can be found in Appendix A – The Character of Ilminster and Appendix D – Consultation statement as summarised below in Table 2 – The Distinct Zones of Ilminster.

<b>Zones</b>	<b>Description</b>
<b>Employment</b>	Located in the River Isle valley, this forms Ilminster’s western gateway. Adjacent to the main road network, there are large scale businesses, the former railway station and an increasing number of homes.
<b>Green</b>	This south westerly zone has a large open space to the south, including the Recreation Ground, and is dominated by Herne Hill Local Nature Reserve (LNR) and surrounding fields.
<b>Heritage</b>	The historic core is mixed use, with a tight urban grain of heritage significance, featuring the Market House, The Minster and other listed buildings.
<b>Education</b>	To the south of the historic core, this area contains the primary and middle schools with predominantly contemporary housing and a large estate to the south.

### 4.4 Sustainability

**4.4.1** In 2019, Ilminster Town Council declared a Climate Emergency and signed up to the 10 One Planet Living sustainability principles, as shown in Figure 3 – The 10 Principles of One Planet Living.

**4.4.2** One of these 10 principles, entitled ‘Land use and wildlife’, relates to protecting and restoring land for the benefit of people and animals.

**4.4.3** The INP is dedicated to the improvement of the environment by reducing car usage and ultimately removing cars from the town centre, improving public transport systems and encouraging the use of non-polluting alternatives, such as cycling and electric buggies for the old and infirm.

#### 4.4 Sustainability (continued)

**4.4.4** The main proposals are as follows:

- a.** Develop and improve the existing Recreation Ground Plan
- b.** Improve use and access for all ages to open spaces
- c.** Work out ways of getting land for more team games, such as hockey and netball
- d.** Look to increase income generation from open spaces, with fairs, fetes and other events throughout the year, subject to health restrictions that may arise from time to time
- e.** Investigate a possible new green burial site
- f.** Open up the Rec Users Group to a larger group within the community, which is a good opportunity to create a community association, which Ilminster currently lacks.

**Figure 3**

The 10 Principles of One Planet Living

	<b>Health and happiness</b>	Encouraging active, social, meaningful lives to promote good health and wellbeing
	<b>Equity and local economy</b>	Creating safe, equitable places to live and work which support local prosperity and international fair trade
	<b>Culture and community</b>	Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living
	<b>Land and nature</b>	Protecting and restoring land for the benefit of people and wildlife
	<b>Sustainable water</b>	Using water efficiently, protecting local water resources and reducing flooding and drought
	<b>Local and sustainable food</b>	Promoting sustainable humane farming and healthy diets high in local, seasonal organic food and vegetable protein
	<b>Travel and transport</b>	Reducing the need to travel, encouraging walking, cycling and low carbon transport
	<b>Materials and products</b>	Using materials from sustainable sources and promoting products which help people reduce consumption
	<b>Zero waste</b>	Reducing consumption, re-using and recycling to achieve zero waste and zero pollution
	<b>Zero carbon energy</b>	Making buildings and manufacturing energy efficient and supplying all energy with renewables

We are using the One Planet Living framework created by Bioregional – find out more at: [www.bioregional.com/oneplanetliving](http://www.bioregional.com/oneplanetliving)

**5.0**

# **The INP Evidence Base**

## 5.1 Sources of the INP Evidence Base

**5.1.1** The evidence base for the INP is drawn from:

- a. Reports commissioned by Ilminster Town Council to support the INP
- b. Local councils – Ilminster Town Council and SSDC
- c. Other organisations
- d. INP community consultation.

**5.1.2** The organisations and information and the themes they evidence are referenced in the tables below:

- a. Table 3 – Relevant Organisations and the Themes they Support
- b. Table 4 – Evidence Commissioned by Ilminster Town Council for the Development of the INP and the Themes they Support
- c. Table 5 – Additional Evidence from Local Councils and the Themes they Support
- d. Table 6 – Evidence from Other Organisations and the Themes they Support.

Organisation type	Organisation names	Relevance to theme			
		Environment and Leisure	Economy, Tourism and Heritage	Access and Movement	Homes and Places for Living
<b>Local Councils</b>	Ilminster Town Council	●	●	●	●
	South Somerset District Council (SSDC)	●	●	●	●
<b>Other organisations</b>	Biodiversity South West	●			
	Local Enterprise Partnership	●	●		
	Office for National Statistics		●	●	
	The South-West Rural Productivity Commission	●	●		
<b>ITC Consultants</b>	ECA (an architecture and planning consultancy)	●	●	●	●
	Aecom (an infrastructure consultancy)	●	●	●	●
<b>INP Development Group</b>	INP Transport Working Group			●	

## 5.2 Iminster Town Council commissioned Evidence

5.2.1 Iminster Town Council commissioned assessments and reports to inform the development of the INP.

**Table 4 – Evidence Commissioned by Iminster Town Council for the Development of the INP and the Themes they Support**

Commissioning Organisation	Document Title, Author and Date	Relevance to theme			
		Environment and Leisure	Economy, Tourism and Heritage	Access and Movement	Homes and Places for Living
<b>Iminster Town Council</b>	Iminster Housing Needs Assessment (Aecom, 2019)			●	●
	Iminster Neighbourhood Plan, Site Allocations Assessment Report (ECA, Revised 18 March 2020)				●
	The Habitats Regulation Assessment (Aecom, 2020)		●	●	
	Call for Sites and Site Selection Report (ECA, 2019)		●	●	●
	The Strategic Environmental Assessment (Aecom 2020)	●	●	●	●
	Public Transport in Iminster (INP Transport Working Group, 2019)			●	

### 5.3 Additional Evidence from Local Councils

**5.3.1** Additional evidence is sourced from local councils, including information used to support the Adopted and Emerging Local Plan, as listed below in Table 5 – Additional Evidence from Local Councils and the Themes they Support.

Commissioning Organisation	Document Title, Author and Date	Relevance to theme			
		Environment and Leisure	Economy, Tourism and Heritage	Access and Movement	Homes and Places for Living
<b>Iminster Town Council</b>	Iminster – By Design (Iminster Town Council, 2001)		●		
<b>Iminster Town Council</b>	Iminster Community Plan 2016-2026 (Iminster Forum)		●	●	●
<b>Iminster Town Council</b>	Iminster Parish Housing Needs Survey (The Community Council for Somerset, 27 June 2018)				●
<b>SSDC</b>	Iminster Conservation Area Appraisal (SSDC, 2016)		●		
<b>SSDC</b>	Peripheral Landscape Study Iminster (Conservation and Design Unit, South Somerset District Council, November 2007)	●			●
<b>SSDC</b>	Five-Year Housing Land Supply Paper (SSDC, October 2019)				●
<b>SSDC</b>	Housing and Economic Land Availability Assessment Report (HELAA) (SSDC, September 2018)		●		●
<b>SSDC</b>	Iminster Settlement Profile (SSDC, October 2017)		●	●	●
<b>SSDC</b>	Built Leisure Facility Needs Assessment and Strategy, 2019	●			
<b>SSDC</b>	Infrastructure Delivery Plan, (SSDC, Update 2015/2016) – Spatial Summary (January 2016)	●		●	

## 5.4 Evidence from Other Organisations

Table 6 – Evidence from Other Organisations and the Themes they Support					
Commissioning Organisation	Document Title, Author and Date	Relevance to theme			
		Environment and Leisure	Economy, Tourism and Heritage	Access and Movement	Homes and Places for Living
<b>Local Enterprise Partnership (LEP)</b>	Energy Strategy (Cornwall and Isles of Scilly, Dorset and Heart of the South West LEPs (Carbon Trust, January 2019)	●			
<b>Local Enterprise Partnership (LEP)</b>	South West Rural Productivity Commission (LEP, 2017)		●		
<b>Natural England</b>	An Approach to Landscape Character Assessment (Natural England, October 2014)	●			
<b>Office for National Statistics</b>	2011 Census		●	●	●
<b>Persimmon Homes</b>	Canal Way, Ilminster, Ecological Appraisal, Persimmon Homes (Green Ecology, 2016)	●			
<b>Taylor Wimpey</b>	Horlicks Farm Ilminster Environmental Statement, Chapter 9: Ecology (Alder King, December 2018)	●			
<b>The South-West Rural Productivity Commission</b>	Key Findings and Recommendations (LEP, 2017)		●		



## 5.5 Evidence from INP Community Consultation

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**5.5.1** INP community consultation organised by ECA on behalf of the Ilminster Town Council included:

- a.** A walkabout and workshop on 16 February 2019
- b.** Workshops for children at each of the schools serving Ilminster – Greenfylde, Swanmead, Neroche and Wadham – undertaken in June 2019
- c.** Five workshops from June–July 2019
- d.** Further workshops – site selection and design code.

**5.5.2** INP Development Group members also discussed ideas with:

- a.** The wider community at Ilminster Experience (IMEx) in June 2019
- b.** Local estate agents – Greenslade Taylor Hunt, Mayfair, Symonds and Sampson, Tarr Residential – also in 2019.

For more information please see Appendix D – Consultation Statement.

# 6.0

## Vision, Mission and Aims

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### 6.1 Vision

To be one of the most desirable market towns in which to live, learn, work, play and visit.

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### 6.2 Mission

To create a stimulating, attractive, healthy, safe and sustainable environment through well-considered and balanced development that respects Ilminster's unique heritage and rural location, while embracing creativity, technology and innovation, for the community to thrive in a sustainable environment.

---

## 6.3 Aims

**6.3.1** The following 12 INP aims define what the INP seeks to achieve.

### **Aim One**

Provide a broad mix of homes, which will serve existing and future residents of Ilminster and will reflect the character and appearance of the town.

### **Aim Four**

Make Ilminster a more self-sufficient community and reduce commuting by preserving and enhancing existing infrastructure and employment floor space (falling within use class B1 and B2 in particular) and allowing an overall increase in employment floor space.

### **Aim Seven**

Increase the use of Ilminster's parks and open spaces for all ages and abilities by improving existing facilities and creating new ones.

### **Aim Ten**

Reduce car use and encourage use of public transport, by working with partners to encourage better bus services to outlying villages, surrounding towns and transport hubs.

### **Aim Two**

Allocate sustainable sites all of which will have good access to the countryside and town centre, to support Ilminster's shops and services and promote recreational activity and wellbeing.

### **Aim Five**

Encourage biodiversity and water conservation and also safeguard the rural environment for food production and recreational amenity.

### **Aim Eight**

Provide improved and safe walking routes, from existing and new developments, to all the amenities in Ilminster's town centre, to reduce car use and to improve the health and wellbeing of residents.

### **Aim Eleven**

Reduce car movements in Ilminster's town centre by implementing various traffic management measures.

### **Aim Three**

Achieve the highest design standards for all new development, by providing excellent layout and appropriate levels of parking, with each site generating a portion of on-site energy.

### **Aim Six**

Preserve and enhance Ilminster's unique built heritage and independent retail offering recognising its needs as an increasingly desirable visitor attraction.

### **Aim Nine**

Create a continuous network of green habitats, parks, waterways and nature trails between existing and new developments.

### **Aim Twelve**

Plan for a greater use of sustainable transport, by providing electric car charging points, cycle racks and comfortable bus stops with lighting and shelters.

# 7.0

## INP Themes and Planning Policies

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### 7.1 INP Themes

**7.1.1** The INP is based on four themes:

- a. Environment and Leisure
- b. Economy, Tourism and Heritage
- c. Access and Movement
- d. Homes and Places for Living

---

## 7.2 INP Planning Policies

**7.2.1** Within the four INP themes, fifteen policies have been developed to help achieve the 12 INP aims, as shown in the tables below.

---

### 1.2.1 Environment and Leisure

Policy ILM1	Conserve and enhance Ilminster’s historic landscape setting
Policy ILM2	Conserve and enhance Ilminster’s ecology, species and habitats
Policy ILM3	Enhance and connect our local green open spaces with a ‘Green Chain’
Policy ILM4	Enhance recreational facilities for our growing community

---

### 1.2.2 Economy, Tourism and Heritage

Policy ILM5	Allocate an Ilminster Environmental Enterprise Zone to the west of Ilminster
Policy ILM6	Enhance Ilminster’s economy, tourism and heritage
Policy ILM7	Promote high quality design

---

### 1.2.3 Access and Movement

Policy ILM8	Encourage shoppers and visitors into Ilminster’s town centre
Policy ILM9	Safe, interesting walking and cycling routes
Policy ILM10	Welcome people to Ilminster
Policy ILM11	Preserve and enhance the historic market town centre

---

### 1.2.4 Homes and Places for Living

Policy ILM12	Amount and Location of new homes
Policy ILM13	Types of new homes
Policy ILM14	Allocated or small brownfield sites
Policy ILM15	Design and layout of strategic sites

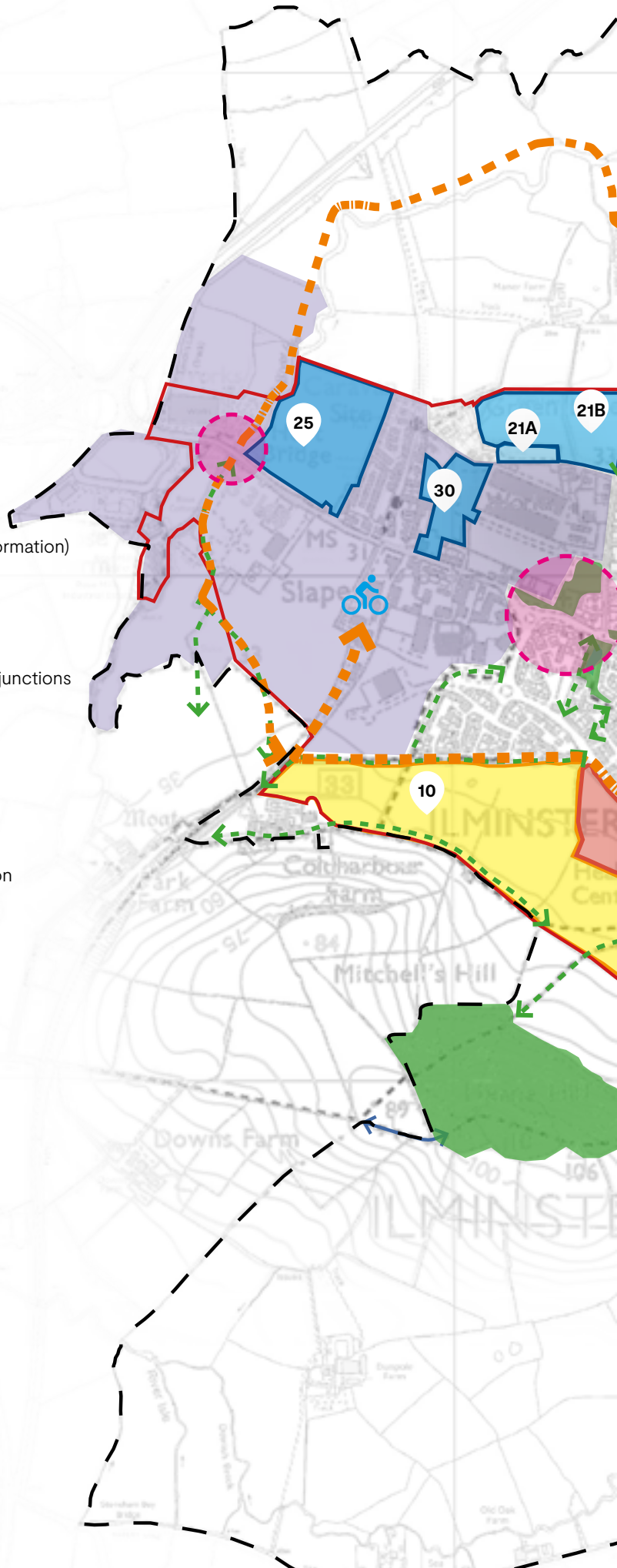
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**7.6.1** For more information on these themes and their associated policies, please see the following four sections.

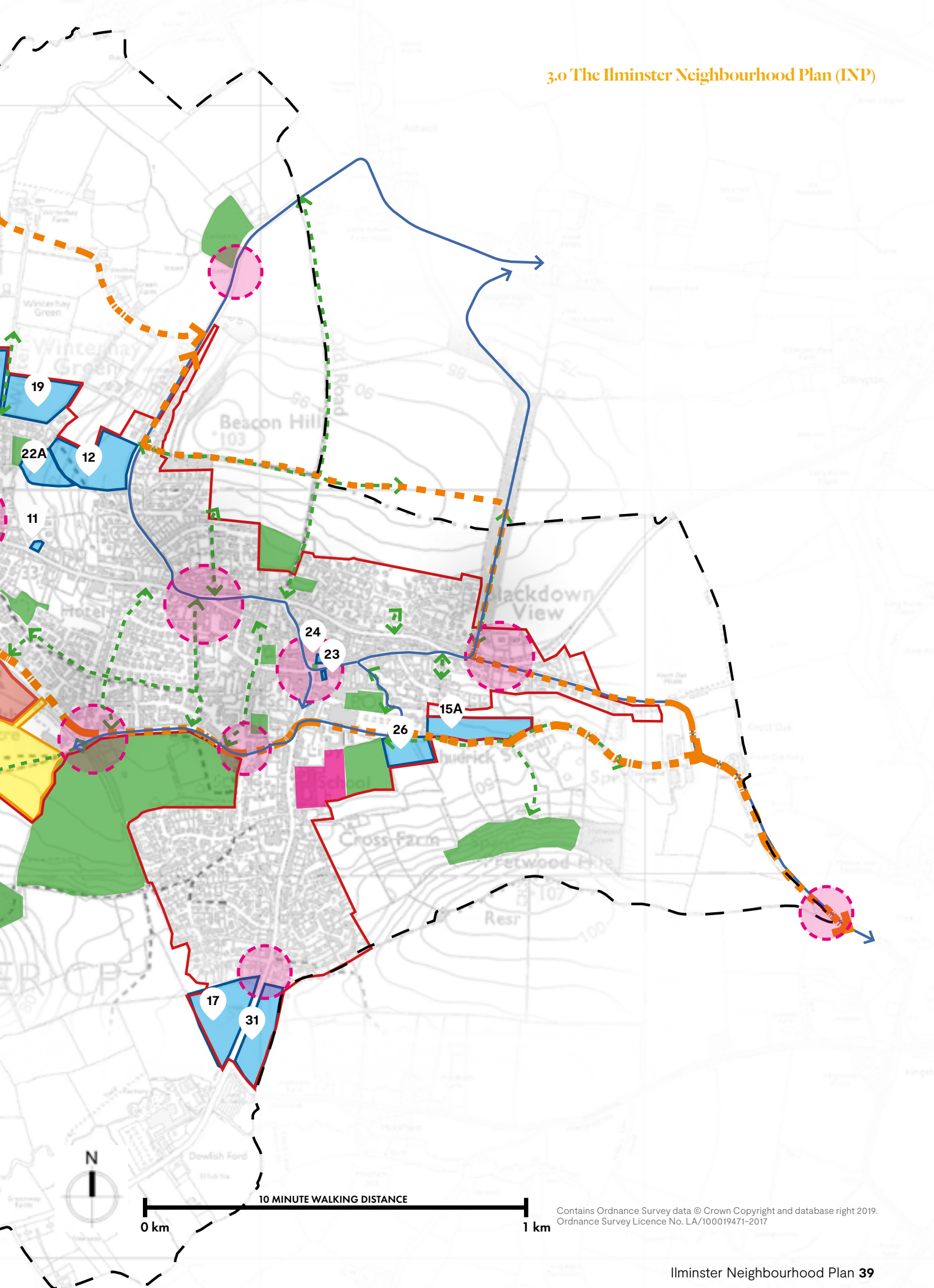
**Figure 2:  
The INP Proposals Map**

**Legend INP Identifications**

- INP Boundary
- ↔ ILM3: The Ilminster Green Chain
- ILM3: Designated Local Green Space (see Fig.5 for more information)
- ILM4: Potential sport and/or recreation facility
- 🚲 ILM5: Potential location for cycle hub
- ILM7: Ilminster Environmental Enterprise Zone
- ⊕ ILM8: Public realm enhancements at gateways and key road junctions
- ILM9: Existing and proposed cycle routes
- ILM9: Existing and proposed walking routes
- ILM12: Site allocation for education
- ILM12: Site allocation for new homes
- ILM14: Development area boundary
- Site with outline planning permission for homes and education



3.0 The Ilminster Neighbourhood Plan (INP)



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# 8.0

## Environment and Leisure

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### 8.1 Environment Vision

To preserve and enhance Ilminster's biodiversity, plant more trees and wild flowers and become a carbon-neutral town by 2030, with ongoing action informed by an annual census of species within the parish.

---

### 8.2 Leisure Vision

To meet the needs of Ilminster's increasing population and improve access to open spaces, upgrade existing leisure facilities and complete a purpose-built leisure centre by 2036.



## 8.3 Relevant Aims

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### **Aim Five**

Encourage biodiversity and water conservation and also safeguard the rural environment for food production and recreational amenity.

### **Aim Nine**

Create a continuous network of green habitats, parks, waterways and nature trails between existing and new developments.

### **Aim Seven**

Increase the use of Ilminster's parks and open spaces for all ages and abilities by improving existing facilities and creating new ones.

### **Aim Eight**

Provide improved and safe walking routes, from existing and new developments, to all the amenities in Ilminster's town centre, to reduce car use and to improve the health and wellbeing of residents.

## 8.4 Policies

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### **Policy ILM1**

Conserve and enhance Ilminster's historic landscape setting.

### **Policy ILM4**

Enhance recreational facilities for our growing community.

### **Policy ILM2**

Conserve and enhance Ilminster's ecology, species and habitats.

### **Policy ILM3**

Enhance and connect our local green open spaces with a 'Green Chain'.

# Policy ILM1

## Conserve and Enhance Ilminster's Historic Landscape Setting

---

All development proposals (excluding householder developments\*) must demonstrate how they:

- a.** Preserve all views of Beacon Hill, Herne Hill, Pretwood Hill, River Isle and The Minster especially from main roads into Ilminster and those from the twenty identified and protected views of Ilminster shown on 'Figure 5: Protected Views, Landscape Character and Designations'
- b.** Enhance views and vistas, particularly those containing heritage assets, through public realm improvements and carefully managed developments
- c.** Create new views and vistas, particularly of and from allocated housing sites on the edge of the built-up areas
- d.** Conserve and enhance local landscape character and features, including trees, hedgerows and waterways
- e.** Ensure all new development includes a strategic landscape plan and associated management for the whole site to include hard and soft landscaping which enhances the local landscape.

---

\*Householder developments are defined as works or extensions within the curtilage of a dwelling house which require an application for planning permission and are not a change of use application

**8.5.1** Iminster has good access to the open countryside. The hill and vale setting, with agricultural land (arable and pasture) and woodland makes an important visual contribution to the town’s character and appearance

**8.5.2 Peripheral Landscape Study Iminster (Conservation and Design Unit, SSDC, November 2007)**

**8.5.2.1** This study provides the main evidence base for this policy. The landscape is described as a combination of a predominantly developed

area following the more sheltered and shallow valley sides, with the higher level valley sides and ridge/plateau tops surrounding the town largely remaining undeveloped. Therefore, the policy protects the distinct landform which creates the green backdrop to the historic market town and provides a strong sense of place.

**8.5.2.2** The landscape setting is defined by a number of factors and features, as shown below in Table 7 – The Factors and Features of Iminster’s Landscape Setting.

<b>Factors</b>	<b>Features</b>
<b>Natural</b>	<ul style="list-style-type: none"> <li><b>a.</b> Distinct landform/geomorphology/geology particularly the river valleys</li> <li><b>b.</b> The undeveloped skyline (trees, farmland or open space), ridge lines and distinctive hills</li> <li><b>c.</b> River corridors and natural water bodies, including River Isle, Shudrick Stream and the canal with their associated trees, woodland, farmland and open space</li> <li><b>d.</b> Distinct land cover or natural habitat including landscapes important for wildlife, such as traditional floodplains, trees and woodlands.</li> </ul>
<b>Cultural and Human</b>	<ul style="list-style-type: none"> <li><b>a.</b> The built environment comprising: historic farmsteads, the historic town centre, its buildings, monuments, streetscape and contemporary additions to the town, including housing estates</li> <li><b>b.</b> Water bodies including the canal and its associated trees</li> <li><b>c.</b> Contemporary landscaping including woodland, farmland, parkland and playing fields</li> <li><b>d.</b> Historic landscapes and distinctive historic hedgerow patterns, as well as field and ditch systems</li> <li><b>e.</b> Greenways and other ancient routes.</li> </ul>
<b>Visual and Perceptual</b>	<ul style="list-style-type: none"> <li><b>a.</b> Special views, viewpoints and visual characteristics, such as sequential views</li> <li><b>b.</b> Open spaces within and on the edge of the town which are visually distinctive and attractive in themselves</li> <li><b>c.</b> Landscapes with significant associations</li> <li><b>d.</b> Other perceptual factors, such as colour, form and pattern.</li> </ul>

8.6 Protected Views of Ilminster

---

1



**Beacon**

View over Ilminster Cemetery to the south-west and west of Ilminster.

2



**Beacon**

Long views from Beacon footpaths looking west.

3



**Riec-Sur-Belon Way**

View from one of the core spinal routes in Ilminster to the south and Herne Hill.

4



**Canal Way**

View from Canal Way cycle junction looking to south-west ridge.

7



**Butts**

View looking over town centre to the southern landscaped ridge beyond.

5



**Station Road**

View from apex of Station Road looking over the valley to the southern ridge line.

8



**Bay Hill**

Development framing views over rolling patchwork landscape to south.

6



**High Street**

View from High Street looking down towards town centre and ridge line beyond.

9



**Bay Hill**

Way-finding view looking north towards historic estate and grounds.

8.6 Protected Views of Ilminster (continued)

---



**12**  
**Townsend**  
Long distance view from the east of Ilminster over the valley to Pretwood Hill.



**10**  
**Townsend**  
View from north-east Townsend Road to Pretwood Hill to the south.



**13**  
**Townsend**  
View highlighting openness between eastern edge of Ilminster and land beyond.



**11**  
**Townsend**  
Glimpses between existing buildings into the valley and ridges beyond.



**14**  
**Long Orchard Hill**  
View from east looking south back into Ilminster and the visible ridge line.



**15 Kingstone Hill**  
Long distance view from south entrance into Ilminster to historic park.



**18 Canal Way**  
Far-reaching open views of recreation land and Herne Hill beyond.



**16 Listers Hill**  
View from very southern edge of Ilminster to the very northern ridge line.



**19 Orchard Vale**  
Prominent views along Canal Way dominate, looking towards Herne Hill.



**17 Shudrick Lane**  
Glimpses to Pretwood Hill from Ditton Street over Shudrick Lane.



**20 Beacon Hill Footpath**  
View looking south across the town.

**Figure 4 :  
Protected views, landscape  
character and designations'**

**Legend**

**Neighbourhood Plan Identifications:**

- IIminster NHP Boundary
- Local Green Space
- SSSC Areas of High Recreational Amenity
- SSSC Conservation Area
- SSSC IIminster Development Area
- SSSC Steep Ground Constraining Development
- SSSC Flood Zone 2
- SSSC Historic Parks and Gardens

**1**

**Protected Views of IIminster**

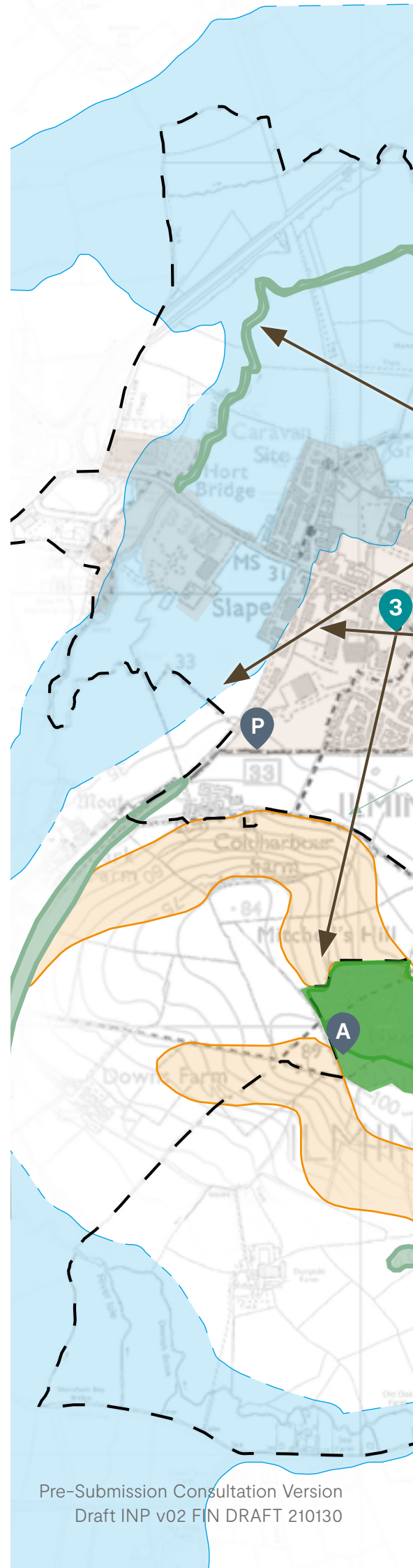
- |                       |                          |
|-----------------------|--------------------------|
| 1. Beacon             | 11. Townsend             |
| 2. Beacon             | 12. Townsend             |
| 3. Riec-Sur-Belon Way | 13. Townsend             |
| 4. Canal Way          | 14. Long Orchard Hill    |
| 5. Station Road       | 15. Kingstone Hill       |
| 6. High Street        | 16. Listers Hill         |
| 7. Butts              | 17. Shrudrick Lane       |
| 8. Bay Hill           | 18. Canal Way            |
| 9. Bay Hill           | 19. Orchard Vale         |
| 10. Townsend          | 20. Beacon Hill Footpath |

**A**

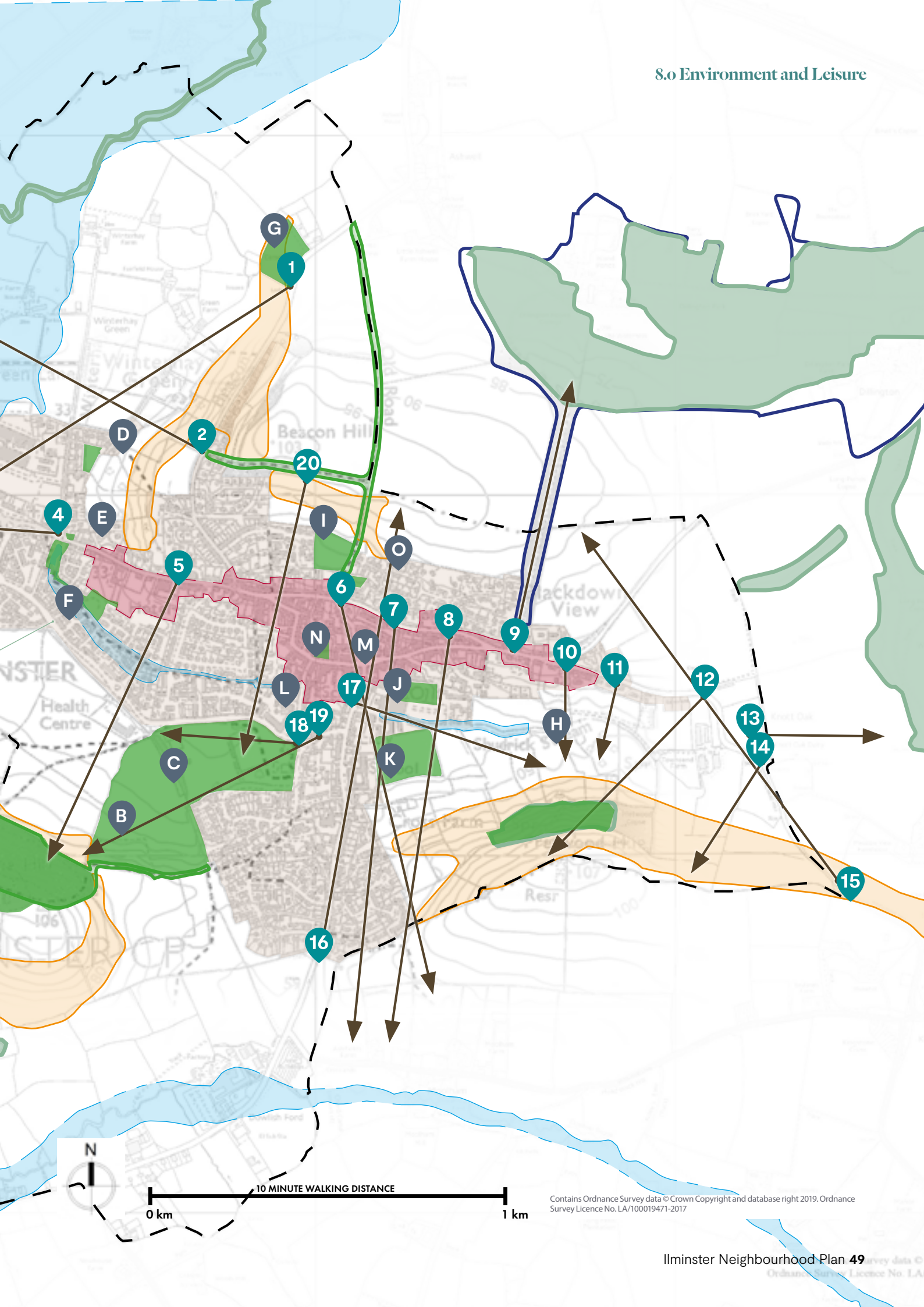
**Local Green Space**

\*See SSSC Peripheral Landscape Study IIminster Amended, Figure 4 - Value and Constraints' IIminster Map

- |                                      |  |
|--------------------------------------|--|
| A. Herne Hill Local Nature Reserve   | K. Swanmead Community School Playing Field |
| B. Britten's Field Recreation Ground | L. Greenfylde First School Playground      |
| C. Wharf Lane Recreation Ground      | M. Market House and Surrounds              |
| D. Winterhay Recreation Area         | N. St. Mary's Churchyard                   |
| E. Burma Star Garden                 | O. Blackdown Hill Play Area                |
| F. Shudrick Stream and Environs      | P. River Isle                              |
| G. IIminster Cemetery                | Q. Sustrans Route                          |
| H. Shudrick Valley Nature Trail      |  |
| I. Allotments off Hillview Terrace   |  |
| J. IIminster Bowling and Tennis Club |  |







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# Policy ILM2

## Conserve and Enhance Ilminster's Ecology, Species and Habitats

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All development proposals will demonstrate that they conserve or enhance biodiversity and consider designated local green space, flood zone, water, local wildlife sites, areas of high recreational amenity and the designated 'Green Chain', as shown in Figure 2 – The INP Proposals Map. Each development will be required to:

- a.** Plant at least one new tree per new bedroom built
- b.** Replace every tree, removed by development, with two trees
- c.** Facilitate a Green Chain either within or adjacent to the site where relevant
- d.** Provide as a minimum, a 10-metre buffer zone adjacent to existing and new habitats
- e.** Retain all significant trees and hedgerows, in addition to those with Tree Preservation Orders (TPOs)
- f.** To meet the requirements of the Habitats Directive regarding allocated sites 25, 19, 26, 10, 31, the applicants should provide evidence that the development will not result in adverse effects on the integrity of Somerset Levels and Moors SPA/Ramsar through loss of functionally linked land. To prove this, a survey will be required to determine the habitats and current site use to verify if the land parcel is indeed suitable for supporting a significant population of designated bird species. Where habitats are suitable, non-breeding bird surveys will be required to determine if the site and neighbouring land constitute a significant area of supporting habitat. Bird surveys will need to be undertaken during autumn, winter and spring. If habitat within the site or adjacent land are identified to support significant populations of designated bird species, avoidance measures and mitigation will be required, and the planning application will likely need to be assessed through a project specific Habitats Regulations Assessment to ensure that the development does not result in adverse effects on integrity
- g.** Given the sensitivity of the Somerset Levels and Moor Ramsar site to an increase in phosphate concentrations, it is a requirement that all developments contributing to the total wastewater burden in the Parish must achieve phosphate neutrality. Developments resulting in a phosphorus surplus, will be required to provide appropriate mitigation measures (e.g. wetlands, reedbeds) in agreement with the local planning authority. The requirement for mitigation will be commensurate with the scale of development and might be achieved strategically, particularly in the case of smaller developments.



Public footpaths in Herne Hill LNR

## 8.7 Policy ILM2 Context

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**8.7.1** Although Ilminster does not fall within an Area of Outstanding National Beauty (AONB) nor have any Site of Special Scientific Interest (SSSI) within the INP area, it boasts its own designated Local Nature Reserve (LNR) namely Herne Hill LNR. Additionally, Ilminster has a wealth of green open space which is valued by the whole community for its ecology, biodiversity and visual amenity.

**8.7.2** Woodlands and fields surrounded by hedgerows and some significant tree belts make a valuable contribution to the wildlife character and biodiversity of the environment.

**8.7.3** The River Isle, Shudrick Stream and canal provide an important network of waterways, associated floodplains, trees, wildlife corridors and biodiversity.

**8.7.4** The proportion of trees in the South

Somerset district is lower than Somerset as a whole. This causes great concern to the people of Ilminster, particularly with regard to climate change and its adverse environmental impact, such as an increase in flood risk.

**8.7.5** Consequently, local residents wish to plant trees as an environmental measure and to mitigate adverse impact from development and will seek all funding options to support this. For example, the Somerset County Council £1 million Climate Emergency Community Fund and Somerset County Council – Somerset Landscape Scheme (supported by WAVE (Water Adaptation is Valuable for Everyone)).

**8.7.6** In preparing this policy, the INP supports the implementation of relevant policies in the South Somerset Local Plan Review (2016–2036), as set out in the Appendix B – Basic Conditions Statement.

## Policy ILM<sub>3</sub>

### Enhance and Connect Local Green Open Spaces with a ‘Green Chain’

---

Site allocations will preserve and enhance existing local green spaces and the ‘Green Chain’ network by:

- a.** Providing a well signposted ‘Green Chain’ of designated local green spaces\* and well signposted routes identified in The INP Proposals Map, where it does not compromise ecology, including safer road crossings and cycle facilities
- b.** Providing more facilities and equipment to encourage greater use of local green spaces by all age groups
- c.** Increasing biodiversity by attracting more flora and fauna, especially on the identified ‘Green Chain’
- d.** Ensuring site allocations preserve and enhance existing, and create new, local green spaces and the ‘Green Chain’ network.

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\* This policy applies to the following local green spaces on The INP Proposals Map: (A) Herne Hill Local Nature Reserve (LNR), (B) Britten’s Field recreation ground (C) Wharf Lane Recreation Ground, (D) Winterhay Recreation Area (E) Burma Star Garden (F) Shudrick Stream and Environs (G) Cemetery North of the Town Centre and Beacon (H) Shudrick Valley Nature Trail (I) Allotments off Hillview Terrace (J) Iminster Bowling and Tennis Club (K) Swanmead Community School Playing Field (L) Greenfyld First School Playground (M) Market House and Surrounds (N) St. Mary’s Churchyard (O) Blackdown Hill Play Area, (P) River Isle and (Q) Sustrans Route 33.



Shudrick stream with adjacent right of way

## 8.8 Policy ILM3 Context

**8.8.1** Green infrastructure is defined in the National Planning Policy Framework (NPPF) (2019) as:

- a. 'A network of multi-functional green spaces, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'.
- b. Green infrastructure in the INP area is made up of all the publicly and privately owned, predominantly undeveloped open spaces, footpaths, waterways, woodlands, playing fields, parks and gardens.

**8.8.2** Ilminster Town Council is responsible for the upkeep of a number of local green and civic spaces important to the community, most notably:

- a. Herne Hill Local Nature Reserve (LNR) – a 25 acre, biodiverse woodland

- b. Britten's Field and recreation ground – comprising 19.13 acres
- c. The Market House
- d. The Minster's churchyard
- e. New Road cemetery.

**8.8.3** It is essential that the green infrastructure of the whole of Ilminster is preserved and enhanced to accommodate the anticipated population growth, without an overall reduction and deterioration in the quantity and quality of its associated ecological networks.

**8.8.4** The Community Infrastructure Levy (CIL) may be available to be spent on improving access to each green space and enhancing the environment.

## Policy ILM4

### Enhance Recreational Facilities for our Growing Community

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To improve health and wellbeing, provide facilities for the rising population and reduce the need to travel. Planning applicants for the allocated sites covered in Policy ILM12 must contribute towards delivery of a new indoor recreational facility adjacent to Canal Way as shown on Figure 2 – The INP Proposals Map.



View of Ilminster recreational ground - 'The Rec' - from the canal

## 8.9 Policy ILM4 Context

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**8.9.1** The 'Infrastructure Delivery Plan, South Somerset, January 2016' (Paragraph 6.8) confirms:

- a. 'New housing does generate a need for additional open space and outdoor play space, sports, community and cultural facilities'.
- b. Priorities are sports ground enhancements and equipped play areas.

**8.9.2** The 2011 census confirms that Ilminster has a greater ageing population compared to the national average. This, coupled with the fact that there are few facilities for children and young people, makes Ilminster a less attractive place for young people to live.

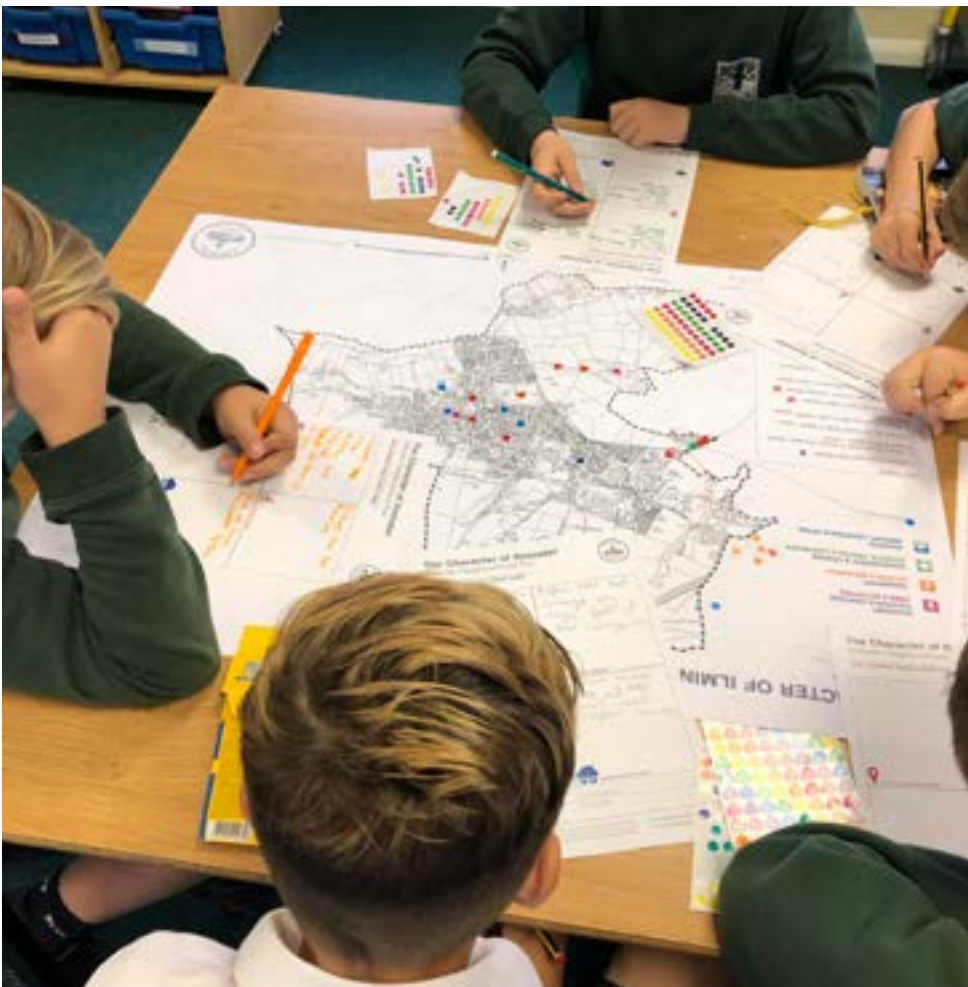
**8.9.3** Consultation with young people in four local schools – Greenfylde First School, Neroche Primary School, Swanmead

Community School and Wadham School – confirmed that they enjoy good access to the open countryside and its associated walks and cycle rides, as well as playing fields. However, there is a need to improve cycle paths and provide better facilities for children of a wider age range, particularly for children from outlying villages who expressed a need for improved connectivity. There is a real need for a large indoor sports and recreation facility – a swimming pool continues to be a high priority for people of all ages.

**8.9.4** The Ile Youth and Community Centre on Frog Lane has good facilities. When consulted, some people suggested it would be better located adjacent to existing sports pitches, to create a more cohesive community hub, closer to the larger housing estates where families tend to live.



Wadham School Consultation, June 2019, engaging with Year 10-13



Neroche Primary School Consultation, June 2019, engaging Year 6





Swanmead School Consultation, June 2019, engaging Year 5-8



Greenfylde First School Consultation, June 2019, engaging Year 3

## 8.10 Environment and Leisure Evidence Base

**8.10.1** The most relevant evidence is shown below in Table 8 – Relevant Evidence Supporting the Environment and Leisure Theme.

<b>Table 8 – Relevant Evidence Supporting the Environment and Leisure Theme</b>	
<b>Commissioning Organisation</b>	<b>Document Title, Author and Date</b>
<b>SSDC</b>	Peripheral Landscape Study Ilminster (Conservation and Design Unit, SSDC, November 2007)
<b>Local Enterprise Partnership (LEP)</b>	Energy Strategy (Cornwall and Isles of Scilly, Dorset and Heart of the South West LEPs (Carbon Trust January 2019)
<b>SSDC</b>	The Landscape of South Somerset (SSSDC, 1993)
<b>Persimmion Homes</b>	Canal Way, Ilminster, Ecological Appraisal, Persimmon Homes (Green Ecology, 2016)
<b>Taylor Wimpey</b>	Horlicks Farm Ilminster Environmental Statement, Chapter 9: Ecology (Alder King, December 2018)
<b>SSDC</b>	Landscape Design Guide Addendum (SSDC, undated)
<b>SSDC</b>	South Somerset Infrastructure Delivery Plan Update 2015/16 (SSDC, 2016)
<b>Natural England</b>	An Approach to Landscape Character Assessment (Natural England, October 2014)
<b>SSDC</b>	Infrastructure Development Plan, (SSDC, Update 2015/2016) – Spatial Summary (January 2016)

**8.10.1.1 Infrastructure Delivery Plan, South Somerset, January 2016**

**8.10.2** This is of relevance to Ilminster. It includes a Flood Risk Alleviation scheme associated with land off Station Road, which has been agreed through a planning application for employment land.

## Meeting Community Needs

### 8.11 INP Community Consultation

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**8.11.1** The Ilminster Town Council conducted five workshops from June–July 2018.

**8.11.2** ECA (on behalf of the Council) also held a walkabout and workshop on 16 February 2019. Additional workshops for children at each of the schools serving Ilminster – Greenfylde First School, Neroche Primary School, Swanmead Community School and Wadham School – were undertaken in June 2019.

**8.11.3** The INP Development Group also discussed ideas with the wider community at the Ilminster Experience in June 2019.

**8.11.4** The findings of these consultation events in relation to this theme identified the following needs and ideas:

- a.** A sport and leisure facility with a swimming pool
- b.** Allotments
- c.** A cemetery easily accessible to the town
- d.** A community centre south-west of Canal Way
- e.** Great walks and cycle tracks into the open countryside.
- f.** A request to re-site the youth club adjacent to the playing fields
- g.** More landscaping of green spaces in the town centre
- h.** More eco-friendly initiatives throughout Ilminster.

# 9.0

## Economy, Tourism and Heritage

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### 9.1 Vision

To ensure that all development contributes to local employment and visitor infrastructure, while protecting and safeguarding Ilminster's heritage and rural environment. To support a broad range of local employment and food production, independent retail, recreational amenity and attractions for residents and visitors of all ages, with sustainability at its heart.

## 9.2 Relevant Aims

9.2.1 The three aims of the INP most relevant to this theme, are:

---

### **Aim Four**

Make Ilminster a more self-sufficient community and reduce commuting by preserving and enhancing existing infrastructure and employment floor space falling within use class B1 and B2 in particular) and allowing an overall increase in employment floor space.

### **Aim Five**

Encourage biodiversity and water conservation and also safeguard the rural environment for food production and recreational amenity.

### **Aim Six**

Preserve and enhance Ilminster's unique built heritage and independent retail offering and recognise its needs as an increasingly desirable visitor attraction.

## 9.3 Policies

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### **Policy ILM5:**

Allocate an Ilminster Environmental Enterprise Zone to the west of Ilminster.

### **Policy ILM6:**

Enhance Ilminster's economy, tourism and heritage.

### **Policy ILM7:**

Promote high quality design.

## Policy ILM5

### Allocate an Ilminster Environmental Enterprise Zone to the West of Ilminster

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Subject to other policies in the INP, within the Ilminster Environmental Enterprise Zone, as identified on The INP Proposals Map (Figure 2), the following development is supported:

- a.** Improved facilities for cyclists and walkers, including cycle hubs, visitor parking and new connections to public rights of way and the National Cycle Network
- b.** High quality business hubs for the self-employed, micro and small businesses\*
- c.** Development that conserves or enhances the local landscape character, local distinctiveness, biodiversity and heritage assets
- d.** Sustainable public access to the open countryside, its footpaths, cycle ways, nature reserves, open spaces and gardens
- e.** A large scale sport or leisure facility, subject to landscape constraints
- f.** Visitor accommodation and eco-tourism facilities, such as camp sites.

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\* EU definition of micro business is less than 10 employees and turnover of under £2 million, and a small business is less than 50 employees and turnover of under £10 million respectively.

## 9.4 Policy ILM5 Context

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**9.4.1** In relation to more traditional industries, it is recognised that manufacturing and research establishments have been attracted to Ilminster in the past and large businesses, such as Daido Industrial Bearings Europe Ltd, Gooch & Housego plc and Powrmatic Ltd make a significant contribution to the local economy. The SSDC plans for more employment opportunities in Ilminster with the allocation of sites in the west of the town.

**9.4.2** The INP supports these allocations as they have the potential to make Ilminster a more sustainable town. All INP consultees, including young people support the retention and expansion of jobs in Ilminster and diversification of the workforce.

**9.4.3** The Office for National Statistics 10-yearly census provides useful information, with measures enabling comparison between Ilminster and other areas across the UK. The 2011 Census Profile for the Ilminster Ward recorded the following relevant information: Ilminster had 4,177 residents aged between 16 and 74 years (usual resident population). Of these:

- a. 2,969 were economically active
- b. 4.1% were unemployed (compared with 6.3% in England and Wales)
- c. The remainder were in full or part-time work or further education
- d. 83.6% of its population owned one or more cars per household (compared to 67.8% on average in UK).
- e. 16.4% of the population did not own a car
- f. 3.9% (164) worked from home
- g. 45.5% commuted to work by car

h. 1.6% commuted to work on foot

i. 1.2% commuted to work by bike.

**9.4.4** Car ownership provides an affluence measure and an indicator on the number of private car journeys that may be made. Those without cars have reduced access to job and training opportunities beyond Ilminster, as Ilminster is poorly served by public transport.

**9.4.5** Since 2011 these figures will have changed. A significant number of new homes are planned for Ilminster and there will be an increase in demand for jobs closer to home.

**9.4.6** The evidence base confirms a small decline in the demand for new manufacturing floor space, but a demand for high quality floor space for small-sized businesses in alternative sectors. In addition, there is a reasonable proportion of self-employed people in Ilminster and the surrounding area, all of whom may benefit from small scale business units or hubs.

**9.4.7** Ilminster has seen a reduction in the number of manufacturing jobs in recent years. The closure of the Horlicks factory was regrettable and employment opportunities should be provided on this site when developed. The creation of an Environmental Enterprise Zone in Ilminster will put the area's natural assets (such as the River Isle) and cultural assets (such as historic buildings) at the heart of economic development, creating opportunities for small and micro-businesses to capitalise on these distinctive assets. Ilminster Town Council will welcome working with the Local Enterprise Partnership to develop this zone further. The INP spatial planning policies support this.

## Policy ILM6

### Enhance Ilminster's Economy, Tourism and Heritage

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By preserving and enhancing its heritage assets and improving facilities to enhance the day and night time economy, Ilminster will have more to offer shoppers and visitors. Applications will be supported which improve Ilminster's profile and performance as a:

- a.** Unique historic market town
- b.** Beautiful place in which to live, work, play and learn
- c.** More dynamic place for business, enterprise, creativity and innovation
- d.** Attractive centre for shopping, leisure and recreation
- e.** Visitor destination
- f.** Place that connects people to the historic and natural environment.





The Market House in the heart of Ilminster

## 9.5 Policy ILM6 Context

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**9.5.1** Tourism provides a modest but notable contribution to the local economy which, combined with nearby towns, provides a significant contribution to the regional economy.

**9.5.2** The INP seeks to attract more visitors to Ilminster, to boost the local economy, provide more local jobs and enhance the vitality and viability of existing businesses.

**9.5.3** It is important to attract the right visitors for Ilminster, who will not harm the town's fragile infrastructure. For example, there is a need to prevent a large increase in vehicular traffic, especially coaches, as Ilminster has no facilities for coaches.

**9.5.4** Ilminster is on the national cycle network, Sustrans Route 33, which links Ilminster to Bristol and the English Channel and is served well by road, being near to the A303 and A358, making it accessible to short and long distance cyclists. The centre of Ilminster is surrounded by open countryside and local wildlife sites, such as Herne Hill LNR, the River Isle and Shudrick Stream valleys and Dillington Estate with easy access to a variety of walks along footpaths, bridleways and permissive paths, including The Stop Line Way from Ilminster to Chard.

# Policy ILM7

## Promote High Quality Design

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Ilminster's historic environment will be sustained and enhanced and all development in the wider INP area will reflect its unique character.

Development must be in keeping with the identified characteristics of Ilminster, as set out below and in Appendix C – The Ilminster Design Guide:

- a.** Exemplary urban design in the conservation area, where the relationship between streets and public spaces presents a high quality environment
- b.** A fine, permeable, urban grain made up of streets, blocks, plots with many active street frontages which contribute to lively streets and public areas
- c.** An extensive area of high quality architecture to create a harmonious townscape
- d.** A limited palette of materials and the quality detailing skill of craftsmanship and authenticity of construction to present a coherent and high-quality finish
- e.** Conversion of old buildings and the creation of new buildings, which will be easily adapted to a range of uses over time
- f.** A strong visual relationship between the built environment and its landscape setting providing glimpses and views out of, within and into the conservation area and the green landscape setting of the town
- g.** Improve walking and cycling connections between the conservation area, open countryside and other facilities
- h.** In recognition of Ilminster's rich archaeological resource, development proposals will be expected to be accompanied by an initial archaeological evaluation.



The George Hotel

## 9.6 Policy ILM7 Context

**9.6.1** The built heritage of Ilminster is of national importance and together with its historic core, conservation area, collection of Grade 1 and 2 listed buildings, independent retailers and cultural facilities and provides a unique offering which attracts residents as well as visitors. There are 144 listed buildings alone in Ilminster.

**9.6.2** The evidence base which supports good quality design, includes:

- a. National Planning Policy Framework (NPPF)
- b. South Somerset Local Plan - adopted and emerging policies which seek to preserve and enhance the town's heritage assets
- c. The Ilminster Conservation Area Appraisal (SSDC, 2016)
- d. Ilminster - By Design (Ilminster Town Council, 2001)

- e. INP community consultation, walkabouts and the design code workshops
- f. National Design Guide, 2019.

**9.6.3** Despite statutory protection and local level guidance, in the last 20 years there has been much development on the edge of Ilminster which fails to reflect the character of the historic town and represents poor quality architecture.

**9.6.4** INP policies, supported by The Ilminster Design Guide (see Appendix C), provide a robust policy framework and design guidance for future development.



The Old Grammar School



View down North Street  
to Pretwood Hill

**9.6.5** The most up-to-date evidence base for this policy, includes:

**a. The Iminster Conservation Area Appraisal (SSDC, 2016) – Key characteristics are:**

1. Tight urban grain with well-contained streets dominated by good quality listed buildings
2. Sloping topography of the core town and views out to adjacent hills and open countryside
3. Distinctive widespread use of local Hamstone and Moolham
4. High quality ashlar stone houses and many historic shop fronts
5. The Market House, a key focal point and location for the weekly Thursday market and other events
6. The Minster, Church of St Mary enclosed within its urban churchyard
7. The Minster tower rising over the town, a feature visible from many view points
8. Widespread use of ironwork in railings and cresting to shop fronts
9. Regency houses with round-arched central first floor windows
10. Fine Hamstone door cases with broken pediments.

**b. Iminster – By Design (Iminster Town Council, 2001) – Most relevant points are:**

1. Development follows a north/south and east/west four-point star, which enables easy access to the open countryside from wherever one lives
2. New developments must provide for easy access to bus routes
3. There is a continued need for an indoor leisure centre
4. The environment to be protected and new habitats created in the form of copses, hedgerows, ditches and ponds
5. The planting of native and broad-leaf trees is encouraged
6. The River Isle must be retained as an exceptionally attractive open space and needs to be treated very sympathetically as a continuing corridor for wildlife
7. Future residential development must achieve a balanced community
8. Large tracts of near identical design are not acceptable
9. The importance of accessibility for all cannot be overstated
10. The height of buildings should be suited to its surroundings
11. Where feasible, the ground floor will be at ground level
12. A variety of suitable building materials is welcomed
13. Windows will offer emergency access
14. A diversity of roof materials and forms will be sought with large swathes of similar roofs avoided
15. Boundaries will be stone or brick in the majority of cases
16. The traffic needs for any development will not be considered in isolation, but with regard to their effect on the whole town
17. Footpaths will be wide enough to allow tree planting and create green wedges between developments
18. Future development must emulate best practice, learn from past mistakes and ensure standards rise steadily in the future.

## 9.7 Economy, Tourism and Heritage Evidence Base

9.7.1 The most relevant evidence is shown below in Table 9 – Relevant Evidence Supporting the Economy, Tourism and Heritage theme.

<b>Table 9 – Relevant Evidence Supporting the Economy, Tourism and Heritage Theme</b>	
<b>Commissioning Organisation</b>	<b>Document Title, Author and Date</b>
<b>Joint Report of four LEPS: Cornwall and Scilly LEP, Dorset LEP, Heart of the South West LEP and Swindon Wiltshire LEP</b>	South West Rural Productivity Commission, Key Findings and Recommendations (Joint LEPS, 2017)
<b>Ilminster Town Council</b>	Ilminster Community Plan 2016–2026 (Ilminster Forum, 2017)
<b>Ilminster Town Council</b>	Ilminster – By Design (Ilminster Town Council, 2001)
<b>Office for National Statistics</b>	2011 Census
<b>SSDC</b>	Ilminster Conservation Area Appraisal (SSDC, 2016)
<b>SSDC</b>	South Somerset District Council Settlement Profile: Ilminster (SSDC, October 2017)
<b>SSDC</b>	Brownfield Sites Register (SSDC, 2018)
<b>SSDC</b>	Ilminster Settlement Profile (SSDC, 2017)
<b>SSDC</b>	Ilminster Conservation Area Appraisal (SSDC, 2016)
<b>TBC</b>	South Somerset Employment Land Review (2019)

**9.7.2 Joint Report of four LEPS: Cornwall and Scilly LEP, Dorset LEP, Heart of the South West LEP and Swindon Wiltshire LEP – South West Rural Productivity Commission, Key Findings and Recommendations (Joint LEPS, 2017)**

- a. This report includes the following findings of relevance to this Economy, Tourism and Heritage theme:
1. The South West has a bounty of natural and cultural assets that form the backdrop for both our economy and quality of life, which must be protected and enhanced to support growth in the longer term (Key findings – Theme 8: Natural and Cultural Heritage)
  2. There are synergies between primary production, food and drink and tourism
  3. Physical hubs combining high quality design, ultrafast broadband and opportunities for collaboration are attracting new knowledge-based businesses into rural areas. These hubs have the potential to achieve a transformational impact
  4. South West LEPS should work with the private sector to build/upgrade a network of ‘high quality collaboration space’ (see the Glove Factory case study on page 17)
  5. Rural cycling, walking and tourism are of economic importance
  6. Recreational transport infrastructure has a direct and proven link to productivity and jobs in rural areas
  7. Investment in the national trail network and sustainable transport infrastructure must be improved to achieve sustainable, inclusive growth in rural areas
  8. There is demand for workspace, across all sizes and types. However, in some areas, there is a significant cost-value gap for commercial workspace developments where the end market value in rural areas is typically less than the cost of construction
  9. Failure to allow rural businesses to grow, will threaten their survival. The cost-value gap demonstrates that there is a continuing need for public sector intervention in some parts of the area
  10. Planning is an integral part of the system and where it is working well, is a positive tool for growth. However, it is the commission’s view that in many parts of the area, poor approaches to planning are acting as a constraint on growth. It is the commission’s view that planners must respect all three principles of sustainable development (economy, social and environmental)
  11. Natural and cultural assets are vital economic assets
  12. The loss of natural and cultural heritage will cause long term damage to the economy of the South West
  13. In partnership with Local Nature Partnerships, South West LEPS should invest in improving the area’s natural and cultural assets as key drivers of economic growth in rural areas
  14. South West LEPS should explore and develop the concept of ‘Environmental Enterprise Zones’ that put an area’s natural and cultural assets at the heart of economic development, creating opportunities for small and micro-businesses to capitalise on these distinctive assets.

## 9.8 Meeting Community Needs

### INP Community Consultation Feedback

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**9.8.1** The findings of the INP community consultation activities held in relation to this theme are set out in Appendix D – Consultation Statement and are summarised as follows:

- a.** “Celebrate Ilminster’s amazing old buildings that we take for granted.”
- b.** “Avoid homogenised architectural types dictated by developers, which do not embrace local character and material.”
- c.** “Use brownfield sites and redundant buildings, especially prominent buildings, effectively for a mix of uses.”
- d.** “Acknowledge that although employment issues are complex we should encourage job creation in Ilminster so less people have to commute.”
- e.** “Improve the attraction of the area and Ilminster for tourists.”
- f.** “Promote eco-tourism by using new and improved cycling routes and creating a cycle hub.”
- g.** “Encourage local entrepreneurs by providing space for small businesses in Ilminster.”
- h.** “Create heritage trails and high quality heritage ‘National Trust style’ attractions in the town centre.”
- i.** “Celebrate the heritage of the town with fairs and events.”





## 10.0

# Access and Movement

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### 10.1 Vision

To reduce car use, promote alternative transport systems, establish more off-street parking, including park-and-ride and a coach park and promote regular bus services with more routes to outlying villages and beyond.

## 10.2 Relevant Aims

10.2.1 The five aims of the INP most relevant to this theme are:

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### **Aim Eight**

Provide improved and safe walking routes, from existing and new developments, to all the amenities in Ilminster's town centre, to reduce car use and to improve the health and wellbeing of residents.

### **Aim Nine**

Create a continuous network of green habitats, parks, waterways and nature trails between existing and new developments.

### **Aim Ten**

Reduce car use and encourage use of public transport, by working with partners to encourage better bus services to outlying villages, surrounding towns and transport hubs.

### **Aim Eleven**

Reduce car movements in Ilminster's town centre by implementing various traffic management measures.

### **Aim Twelve**

Plan for a greater use of sustainable transport, by providing electric car charging points, cycle racks and comfortable bus stops with lighting and shelters.

## 10.3 Policies

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### **Policy ILM8**

Encourage shoppers and visitors into Ilminster's town centre.

### **Policy ILM9**

Safe, interesting walking and cycling routes.

### **Policy ILM10**

Welcome people to Ilminster.

### **Policy ILM11**

Preserve and enhance the historic market town centre.

# Policy ILM8

## Encourage Shoppers and Visitors into Ilminster’s Town Centre

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Development proposals and infrastructure will create or contribute to a safe, attractive and high quality, inclusive public realm. Development must:

- a.** Welcome pedestrians – enhance the public realm and drop curbs at key gateways, in particular adjacent to The Market House, as shown in Figure 2 – The INP Proposals Map
- b.** Welcome cyclists – provide cycle-friendly streets, sensitively designed bicycle racks and signage and remove barriers on cycle paths
- c.** Manage cars – reduce cars in the town centre by improving:
  - 1.** Existing car parks – their quality, accessibility and reduce parking charges
  - 2.** Paths and pavements – street signage, lighting, layout and accessibility
- d.** Welcome buses – provide bus stops in convenient locations for their users across Ilminster, with well-designed lighting and street furniture.



Footpath north of Butts (east of allotments)  
The Market House with access challenges

## 10.4 Policy ILM8 Context

**10.4.1** Ilminster has good access to the strategic road network being on the junction with the A303 and A358. It is also on the National Cycle Network, with numerous footpaths, bridleways and permissive paths, covering the surrounding hillsides. However, Ilminster and its surrounding villages are poorly served by public transport.

**10.4.2** The dispersed nature of the development of the town to the west, together with the steep topography in some areas, makes the town centre beyond walking and cycling distance for a number of residents. Therefore, short journeys by car to the town centre are common.

**10.4.3** Lack of parking in the town centre is a continual issue for shoppers and visitors. Existing car parks have limited parking spaces.

There are some free on-street parking spaces, however, this creates additional movements and congestion in the town centre, reducing the quality of the pedestrian environment, creating a conflict with pedestrians crossing the road and cyclists manoeuvring safely. The signage, road markings and tarmac needed for these spaces, conflicts with the need to preserve and enhance heritage assets.

**10.4.4** With Ilminster's population expanding over the next 20 years, there is increasing pressure on the existing infrastructure and the need to reduce, if not remove, all car movements in the centre of town should be carefully considered and well-managed in the longer term.

# Policy ILM9

## Safe, Interesting Walking and Cycling Routes

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Development sites as set out under Policy ILM12, will improve walking and cycling routes within development sites and on the proposed Green Chain (as shown Figure 2 – The INP Proposals Map) in accordance with Policy ILM10 by:

- a.** Improving the National Cycle Network, Sustrans Route 33, with better signage, surfaces, road markings and priority at key junctions
- b.** Providing safe walking routes, defined as ‘pavements and paths wide enough to meet demand, with dropped curbs at key junctions, sufficient lighting and safe road crossings’
- c.** Prioritising Ilminster Town Council’s portion of the Community Infrastructure Levy (CIL) to develop and maintain the Green Chain.



Enjoying rights of way

## 10.5 Policy ILM9 Context

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**10.5.1** The promotion of Ilminster as a walking and cycling destination in the centre of South Somerset aligns the INP Economy, Tourism and Heritage policies, the SSDC Local Plan and other economic development strategies.

**10.5.2** Ilminster's existing facilities lack the quality and quantity to attract a meaningful number of walkers and cyclists. Improved core facilities will put Ilminster on the regional and national map as a cycling and walking

destination. New facilities will include:

- a. Free toilets
- b. Free parking
- c. Good sign posting
- d. Eating and drinking facilities – open throughout the day and evenings
- e. Event and festival venues
- f. Variety of visitor accommodation – eco-friendly, campsite, youth hostel.

# Policy ILM10

## Welcome People to Ilminster

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Improvements to the following Ilminster gateways and road junctions, as shown in Figure 2 – The INP Proposals Map, are encouraged:

- a.** East Street and Butts
- b.** Bay Hill and Townsend
- c.** North Street and High Street/Butts
- d.** New Road, Station Road and West Street
- e.** Station Road and Riec-Sur-Belon Way
- f.** Ditton Street and East Street to Shudrick Lane.





East Street leading to the Butts

## 10.6 Policy ILM10 Context

**10.6.1** Ilminster's gateways are difficult to negotiate for cyclists and pedestrians making it less attractive for people to walk and cycle across or into Ilminster. Also, they are unattractive and therefore do not encourage people to explore Ilminster, no matter their mode of transport – by vehicle, bicycle or on foot.

**10.6.2** Since the A303 Ilminster bypass was built, the predominant gateway to Ilminster is from the west providing good connectivity to the strategic and major road networks – A303 and A358. However, the entrance into Ilminster

from the west is poorly signposted and its environment is of poor quality, with Station Road dominated by industrial development and retail forecourts which do not reflect Ilminster's heritage or character. It is an unattractive, poor quality gateway.

**10.6.3** These gateways and junctions need to be enhanced to reflect Ilminster's heritage and character and be more inviting to visitors. For example, introduce heritage signage and public realm improvements, such as trees.

## Policy ILMII

### Preserve and Enhance the Historic Market Town Centre

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Proposals in Ilminster's Town Centre will be supported where they provide:

- a.** A high quality, vibrant market destination and local amenity space befitting its important heritage status
- b.** Public realm enhancements which encourage people to linger and provide safe, level road crossings
- c.** A shared surface approach where pedestrians have priority over vehicular traffic most of the time
- d.** Suitable access and servicing arrangements for the market, businesses, residents and short-stay parking.

## 10.7 Policy ILM11 Context

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**10.7.1** Some significant heritage assets, including the Market House, are becoming damaged as result of pollution, parked cars, passing traffic and Ilminster's associated signage and road markings. There is much potential to improve the setting of these unique heritage assets, without significantly altering the amount of on-street parking and vehicular movements.

**10.7.2** Clearly an improvement brief needs to be developed with Ilminster's community and other stakeholders. For example, a new shared road/pavement surface, will enhance:

- a.** Pedestrian access
- b.** Access via dropped curbs and/or level crossings, for those with more complex mobility needs, such as those with a mobility scooter, wheelchair or buggy
- c.** Clearer car parking bays in the town centre

- d.** Larger area for market stallholders
- e.** Larger area for events
- f.** Improvement to the setting of The Market House and adjacent listed buildings
- g.** Safer outdoor community spaces with seating and tables.

**10.7.3** New housing development within Ilminster will inevitably affect the town's fragile infrastructure, including the historic market town centre. Therefore, improvements to the environment here are essential if development is to be accommodated successfully. As set out in this policy, a project will need to be funded through Ilminster's portion of the Community Infrastructure Levy (CIL), other central pots of CIL and Section 106 (S106)\* funds.

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\*A Community Infrastructure Levy (CIL) may be charged by a local authority on new developments in their area. It is an important tool to help deliver the infrastructure needed to support development in a particular area.

\*Planning obligations under Section 106 (S106) of the Town and Country Planning Act 1990 (as amended), commonly known as S106 agreements, are a mechanism which make a development proposal acceptable in planning terms. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as 'developer contributions' along with highway contributions and the CIL.

**Figure 5:  
Existing Access and Movement**

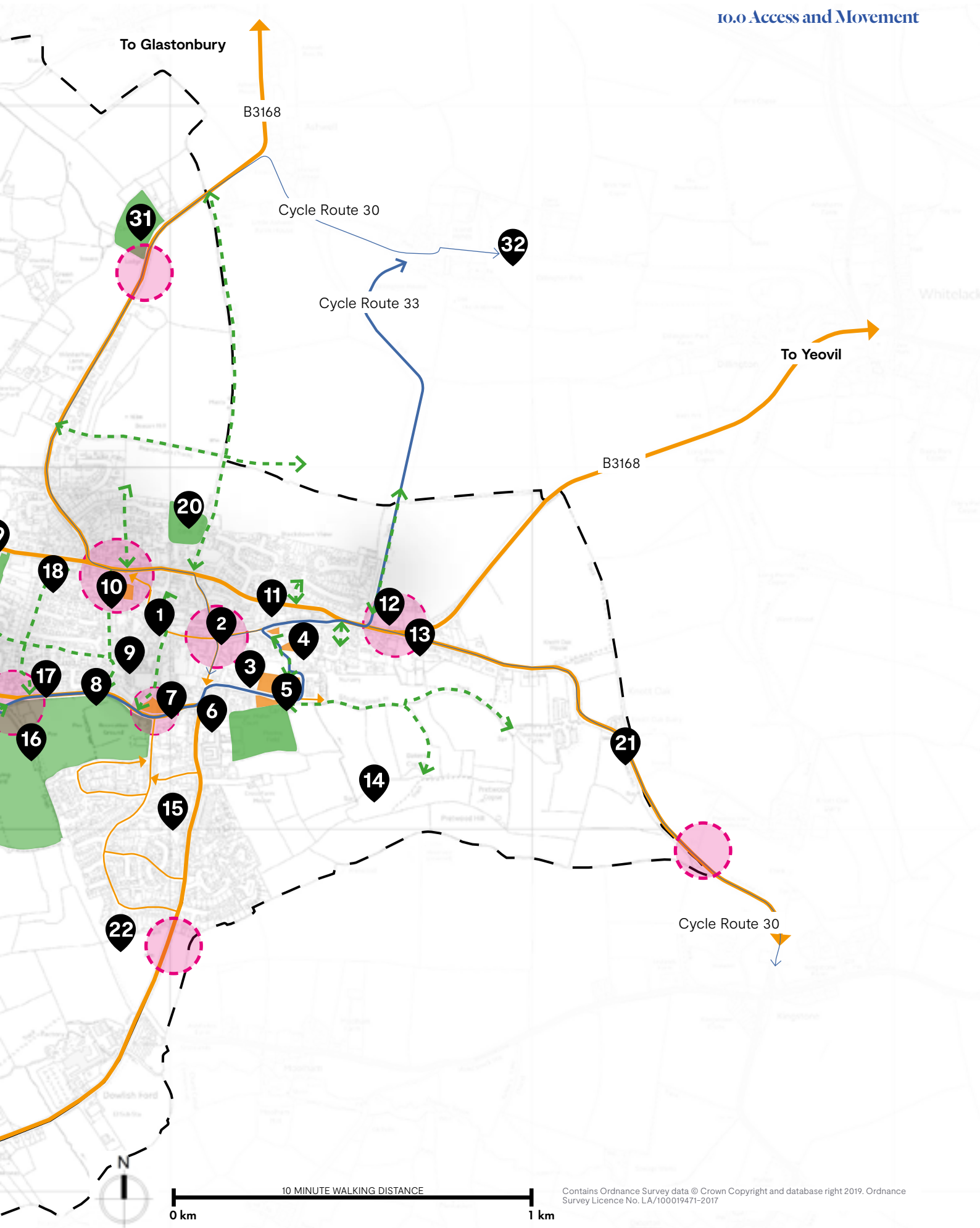
**Legend**

- Iminster NHP Boundary
- ↔ A303 Iminster Bypass
- Vehicular Roads
- Local Green Space
- Car park
- Walking Routes
- Cycle Routes
- Potential Gateways

**Locations**

1. St Mary's Church
2. Market House
3. Superstore
4. Youth & Sports Clubs
5. Air Cadets
6. Swanmead Community School
7. Library
8. Retirement Living
9. Greenfylde First School
10. Cinema
11. Arts Centre
12. Old Gate
13. Old Gate
14. Pretwood Hill
15. Retirement Living
16. Iminster Recreation Ground
17. Old Gate
18. Church Mews
19. Hotel
20. Allotments
21. Long Orchard Hill
22. Listers Hill
23. Herne Hill
24. Health Centre
25. Gym
26. Pond
27. Pub
28. Retirement Living
29. St Josph's Church
30. River Isle
31. Iminster Cemetery
32. Dillington House





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## 10.8 Access and Movement Evidence Base

**10.8.1** The most relevant evidence is shown in Table 10 – Relevant Evidence Supporting the Access and Movement Theme below.

<b>Table 10 – Relevant Evidence Supporting the Access and Movement Theme</b>	
<b>Commissioning Organisation</b>	<b>Document Title, Author and Date</b>
<b>Ilminster Town Council</b>	Ilminster Community Plan 2016-2026 (Ilminster Forum, 2017)
<b>INP Transport Working Group</b>	Public Transport in Ilminster (INP Transport Working Group, 2019)
<b>Office for National Statistics</b>	2011 Census
<b>SSDC</b>	Infrastructure Development Plan (SSDC, Update 2015/2016) – Spatial Summary (January 2016)
<b>SSDC</b>	South Somerset District Council Settlement Profile: Ilminster

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### 10.8.2 Ilminster Community Plan 2016–2026 (Ilminster Forum, 2017)

- a. This plan reiterates the census findings and confirms that a significant number of older and young people are reliant upon public transport, taxis or other people providing lifts. This restricts their ability to access services and places. As Ilminster is a small town, many people get about on foot.
  - b. A number of issues were identified for pedestrians:
    1. Crossing from Market House to the corner of East Street and Ditton Street
    2. Narrow pavements, particularly along Ditton Street
    3. Some poorly lit pavements making it difficult to walk about at night.
  - c. A number of issues were identified for drivers:
    1. Perception of limited free short stay parking spaces – for very quick shopping trips
    2. No residential parking scheme for town centre residents
    3. Inconsiderate parking on pavements
    4. The one-way system in Ditton Street is poor and adversely affects all residents as they have to circumnavigate Ilminster’s town centre.
- 

### 10.8.3 Public Transport in Ilminster (INP Transport Working Group, 2019)

- a. The findings of this review include:
  1. Ilminster has one bus service (number 30 – Taunton – Ilminster – Axminster) which compares poorly to other towns in the area
  2. The No.30 bus only goes southwards past Ilminster’s Market House and is often overcrowded on its northwards route
  3. There is a need for a park and ride and/or a shuttle bus to the west of the town and hamlets for use by school children and families
  4. There is an urgent need for a more regular bus service to Taunton
  5. No bus services on Sundays, to hospital, to nearby villages or to the coast.
- 6. There will be increased demand for buses from proposed dwellings, yet no new bus routes are proposed.
- b. The report’s main recommendations include:
  1. A shelter and/or seats at the Orchard Vale/Library bus stop (completed in 2020)
  2. A new bus service from Ilminster’s Market House
  3. Better entry points into town
  4. A road surface which is level with pedestrian footpaths in the town centre
  5. Regulation and charging of trading commercial vans on market day.

**10.8.4 Census 2011**

- a. This census provides data of car ownership rates, including those with no access to a car or van in Ilminster, South Somerset and nationally:
    - 1. Ilminster – 16.4%
    - 2. South Somerset – 14.7%
    - 3. National average – 25%
  - b. Ilminster’s comparatively low percentage reflects the town’s rural location and that many households fall in the retired category.
- 

**10.8.5 Infrastructure Development Plan (SSDC, Update 2015/2016) – Spatial Summary (January 2016)**

- a. This plan states that proposals for the dualling of the A303 and the A358 from the A303 at Southfields roundabout, along with proposed improvements to Junction 25 of the M5, will significantly enhance road connectivity and provide Ilminster with a strategic offer to businesses and commuters, which will affect the growth potential of the town.
- 

**10.8.6 The Settlement Profile for Ilminster (SSDC, October 2017)**

- a. This report confirms in Para 6.4, that:
- b. ‘Ilminster is under-served by public transport and would benefit from improved bus services’.



## 10.9 Meeting Community Needs

### INP Community Consultation Feedback

**10.9.1** The policies for this part of the plan have been prepared in consultation with local residents, businesses and schools, through a series of presentations, meetings, workshops and email correspondence in 2018 and 2019.

**10.9.2** At the INP school workshops, a range of

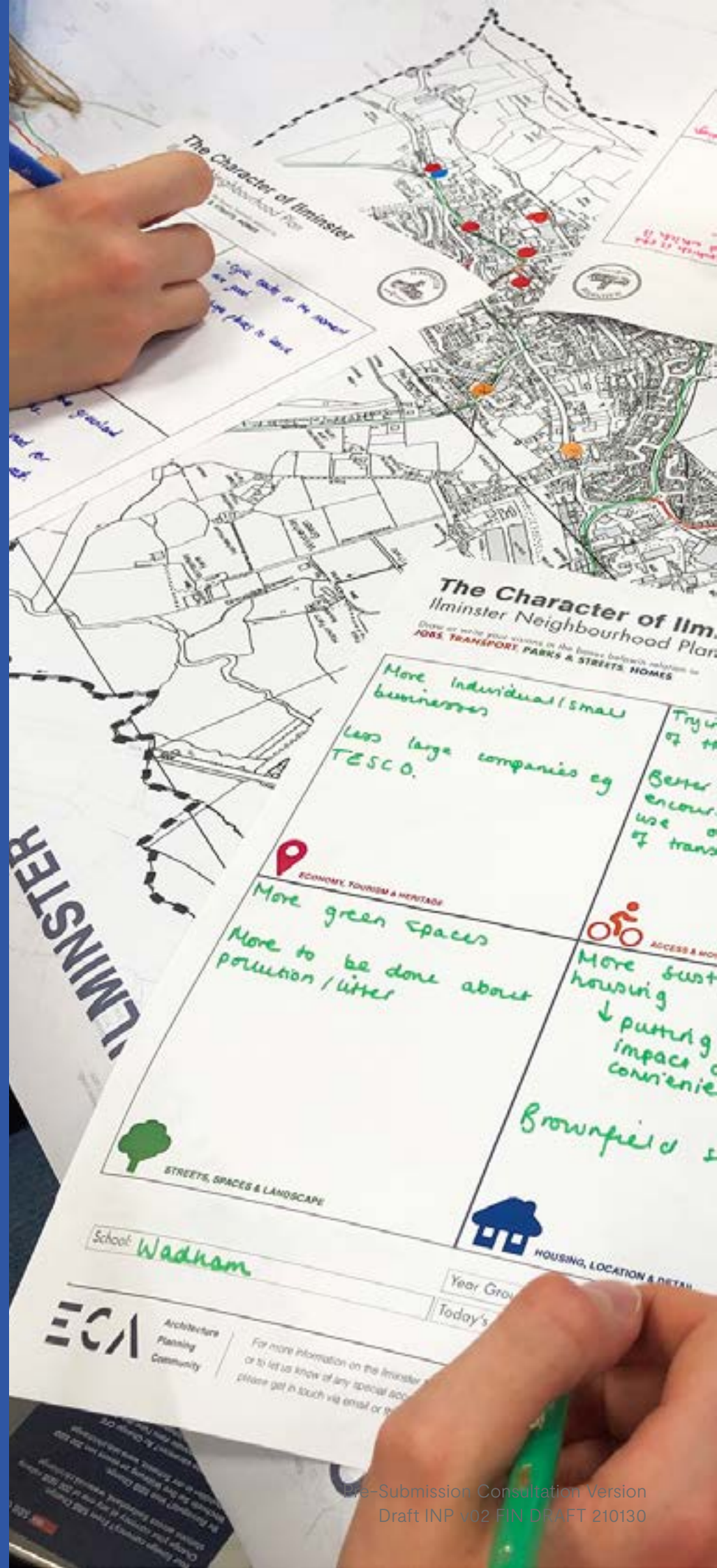
ages provided feedback on issues relating to road safety, cycling and walking.

**10.9.3** Consultee comments are summarised in Table 11 below.

<b>Community Consultees</b>	<b>Consultee Comments</b>
<b>Local residents and business owners</b>	<ul style="list-style-type: none"> <li>• Additional car parking specifically for businesses and residents, with free car parking to attract more people to the town centre</li> <li>• Better traffic management and pedestrian crossings near the library, Station Road and Canal Way</li> <li>• Reduction in traffic volume, noise and speed in the centre</li> <li>• Wider pavements for all pedestrians</li> <li>• Better cycle ways across Ilminster</li> <li>• Review of the one-way system to create shared space (pedestrian and vehicle) in the town centre</li> <li>• Electric car charging and coach parking on West Street and at Tesco</li> <li>• Better entry points into town</li> <li>• Concern on traffic impact on the historic buildings</li> <li>• All new developments to include sufficient number of parking spaces for a family. Spaces and garages must be large enough and include electric car charging and bike storage.</li> </ul>
<b>School students</b>	<ul style="list-style-type: none"> <li>• All roads lead to Tesco</li> <li>• Ditton Street should be made two-way (with traffic priority given to north/south traffic). Traffic lights could be used</li> <li>• On plans provided, students highlighted places that they 'don't like', all of which related to busy road junctions</li> <li>• Older students said NOT to pedestrianise the centre of Ilminster</li> <li>• A new pedestrian and cycle bridge over the roundabout with the A303/A358 junction, which currently is a significant barrier to pedestrian and cycle movement between Ilminster and its outlying villages</li> <li>• Replace all roundabouts with traffic lights</li> <li>• Better signs to footpaths, especially to the recreation ground</li> <li>• New cycle routes across the town centre to connect to existing cycle paths.</li> </ul>

**10.9.4** It must be noted, that the INP will not provide specific policies on bus or parking services provision, as this is beyond the remit of the Ilminster Town Council. However, the INP

includes the provision of built facilities and will support priority improvement projects that the Ilminster Town Council would like to see coming forward.





# The Character of Ilminster Neighbourhood Plan



ing to keep cars out of the centre  
walkways to help people to the centre  
eg cycling + walking

environmental friendly building  
available  
lower cost / price

more cycle paths and footpaths  
family houses + bungalows for the older generation who can't get up the stairs

go which has netball and hockey open to the public

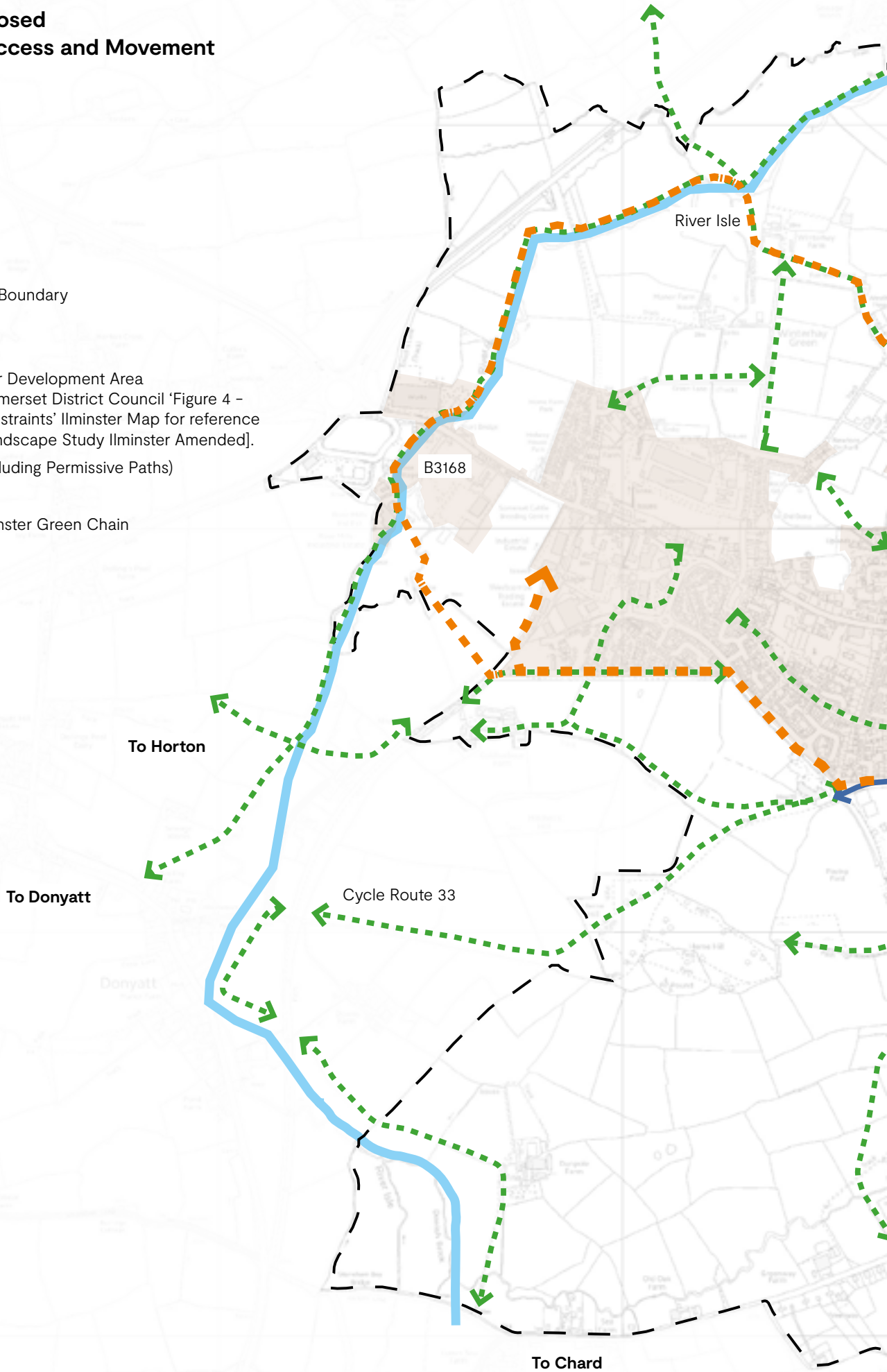


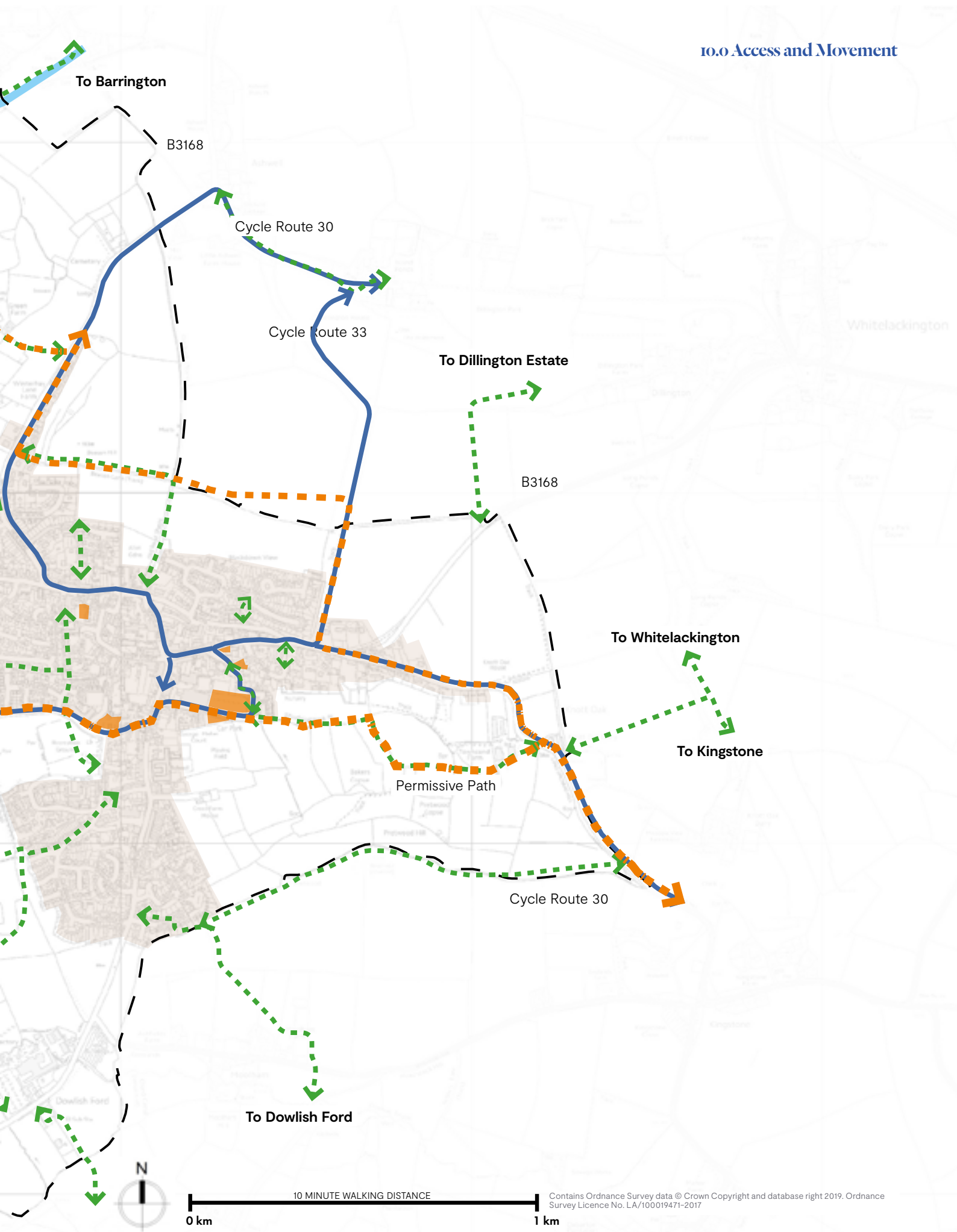
# The Character of Ilminster Neighbourhood Plan

**Figure 6: Proposed Sustainable Access and Movement**

**Legend**

- Ilminster NHP Boundary
- River
- Car Parks
- SSDC Ilminster Development Area  
\*see South Somerset District Council 'Figure 4 - Value and Constraints' Ilminster Map for reference [Peripheral Landscape Study Ilminster Amended].
- Footpaths (including Permissive Paths)
- Cycle Path
- ILM3: The Ilminster Green Chain





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## 11.0

# Homes and Places for Living

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### 11.1 Vision

To achieve well-balanced developments of both homes and workplaces, while protecting the natural environment, promoting biodiversity gain and wellbeing. To allocate sustainable sites with good access to the countryside and town centre.

## 11.2 Relevant Aims

11.2.1 The six aims for homes and places for living and working are:

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### **Aim One**

Provide a broad mix of homes, which will serve existing and future residents of Ilminster and will reflect the character and appearance of the town.

### **Aim Two**

Allocate sustainable sites all of which will have good access to the countryside and town centre, to support Ilminster's shops and services and promote recreational activity and wellbeing.

### **Aim Three**

Achieve the highest design standards for all new development, by providing well-laid out developments with appropriate levels of parking and each site to generate a portion of on-site energy.

### **Aim Four**

Make Ilminster a more self-sufficient community and reduce commuting by preserving and enhancing existing infrastructure and employment floor space (falling within use class B1 and B2 in particular) and allowing an overall increase in employment floor space.

### **Aim Five**

Encourage biodiversity and water conservation and also safeguard the rural environment for food production and recreational amenity.

### **Aim Six**

Preserve and enhance Ilminster's unique built heritage and independent retail offering and recognise its needs as an increasingly desirable visitor attraction.

## 11.3 Policies

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### **Policy ILM12**

Amount and location of new homes.

### **Policy ILM13**

Types of new homes.

### **Policy ILM14**

Allocated or small brownfield sites.

### **Policy ILM15**

Design and layout of strategic sites.

# Policy ILM12

## Amount and Location of New Homes

To meet the SSDC Local Plan target and housing needs of the Ilminster community, the INP supports the sustainable and phased development of up to 839 additional homes between 2016 and 2036 on the following sites, as identified on Figure 2 – The INP Proposals Map.

Proposed Development Sites and Number of Dwellings	Site Ref	Suggested Number
Canal Way	10	400*
Land to the rear of New Wood House, The Beacon	12	15
Land south of Shudrick Lane	15A	20
Greenway Farm, west of Listers Hill	17	44
Land east of Winterhay Lane	19	35
West of Winterhay Lane adjacent to Daido Factory	21A	7
West of Winterhay Lane adjacent to Daido Factory	21B	45
Land east of Winterhay Lane	22A	15
The Swan	23	2
Gooch and Housego, Market, East St	24	14
Station Road	25	50 (in connection with Site 16)
Land east of Playing Field, Shudrick Lane	26	29
Land to east of Greenway, Listers Hill	31	44
Small sites completed/ committed*	Various	119
<b>Total</b>		<b>839</b>

\*As informed by SSDC.





## 11.4 Policy ILM12 Context

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### 11.4.1 How many dwellings does Ilminster need to deliver?

- a. The target of 839 dwellings is set in the Emerging South Somerset Local Plan Review 2016–2036 Preferred Options Policy SS2. Between 2016–2018, granted outline planning permission, together with completed or committed developments, will deliver the following:
  - 1. 400 dwellings – South West of Canal Way
  - 2. 119 dwellings\* – across various sites
- b. With this total of 519 dwellings, to deliver the target number of 839 dwelling, Ilminster is required to deliver a further 326 new homes
- c. The allocated sites are listed in Policy ILM12.

### 11.4.2 Allocation of sites and numbers in Ilminster.

- a. In accordance with neighbourhood planning guidance, a Neighbourhood Plan may allocate sites for development by assessing potential sites against a clearly defined set of criteria, and be appraised by a qualifying body.

### 11.4.3 How the sites were identified

- a. To identify potential sites and determine a suggested number of dwellings for each, Ilminster Town Council commissioned ECA to undertake an independent assessment of potential sites resulting in the Ilminster Neighbourhood Plan, Site Allocations Assessment Report (ECA, Revised 18 March 2020) which forms an integral part of the

evidence base and was informed by:

- 1. ‘Call for Sites’ feedback, captured over six-weeks up to July 2019. The Ilminster community was invited via the press, email and Ilminster Town Council website to provide information regarding suitable development sites. A number of landowners submitted land for consideration
- 2. School children’s workshops held at the four schools serving Ilminster – Greenfylde First School, Neroche Primary School, Swanmead Community School and Wadham School.
- 3. Site Allocation Workshops
- 4. Site Walkabout, 16 February 2019
- 5. SSDC Local Plan Site allocations – existing and proposed
- 6. Planning permissions and refusals
- 7. Housing and Economic Land Availability Assessment (HELAA) (SSDC, September 2018)
- 8. Desktop review of vacant and derelict land and buildings
- 9. Site visits to Ilminster

### 11.4.4 Site Assessment Criteria and Scoring

- a. A set of criteria, developed by ECA based on guidance ratified by SSDC Planning Officers, was used to assess potential sites.

### 11.4.5 Density of Dwellings per Hectare

- a. Development potential of sites was

calculated taking into account densities as set out in the Adopted Local Plan, which states that the average net density of developments in South Somerset District is 28 dwellings per hectare (DPH) (see Adopted Local Plan – Paragraph 10.23)

- b. The South Somerset HELAA (paragraph 2.19) also sets densities for specific site sizes –generally 30 dwellings per hectare (DPH). Different policies apply to affordable housing (see Adopted Local Plan – Paragraph 10.23).
- c. It should be acknowledged that the suggested numbers allocated to a site are approximate and applications will be considered against other INP policies and The Ilminster Design Guide (see Appendix C).

#### **11.4.6 Additional Site Assessment Factors**

- a. Factors also considered when assessing the sites included:
  1. Physical limitations or problems such as access, infrastructure, topography, ground conditions, flood risk, hazardous risks, pollution or contamination
  2. Potential impacts including the effect upon landscape features, nature and heritage conservation
  3. Appropriateness and likely market attractiveness for the type of development proposed.
  4. Potential highways constraints between Station Road and Winterhay Lane.

- b. Great weight was given to the priorities of the INP, namely to preserve views, the historic setting, ecology, hedgerows, trees and public footpaths.

#### **11.4.6.1 How much Development on each site**

- a. The suggested numbers for each allocated site are approximate and planning applications will be considered against the Neighbourhood Plan policies and the Ilminster Design Guide (see Appendix C).
- b. For more information, please see the Site Assessment Allocation Report (ECA, 2019).

#### **11.4.7 Consideration of sites through Strategic Environmental Assessment (SEA) process**

The available sites were also appraised as site options through the SEA process being undertaken to inform the development of the INP. This SEA site options assessment, which was undertaken in 2020, is presented in the SEA Environmental Report accompanying the INP for Regulation 14 consultation.

# Policy ILM13:

## Types of New Homes

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All new housing developments\* will provide an adequate mix of dwellings in terms of size, type and tenure in accordance with the findings of the Ilminster Housing Needs Assessment (Aecom, 2019) or any subsequent update. Development will be expected to provide:

At least 20% of new homes built to accessible and adaptable standards will meet the requirements of Building Regulations M4(2) Meeting Lifetime Home Standards.

On sites of 20 or more dwellings, a target of 5% of homes provided as serviced plots for self-build and/or custom build homes. The developer must actively market the site for this purpose for 12 months. Thereafter, if unsuccessful, it can be developed as the open market demands. Evidence of the marketing for the self-build or custom build plots must be submitted to and approved by the Local Planning Authority, clearly setting out the details of the marketing undertaken and demonstrate there is no market demand.

A suitable mix of sizes subject to the design being wholly in keeping with the character of the town, as follows:

- a.** Up to 6%, one bedroom flats
- b.** 14%, two bedroom flats or houses
- c.** 25%, two or three bedroom bungalows
- d.** 40%, three bedroom houses
- e.** 15%, four-bedroom plus houses or live-work units
- f.** Affordable Housing in accordance with the Adopted Local Plan.

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\*On sites with less than five dwellings, this policy will be applied more flexibly depending on the character of the site and development.

## 11.5 Policy ILM13 Context

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### 11.5.1 2011 Census

- a. The 2011 census confirms that between 2001–2011 there was an increase in:
1. Shared ownership in Ilminster (increase of 21.4%) – (District 2.1% and National 30% increase)
  2. Social rented (increase 29.8%)
  3. Home ownership (increase 20.4%).
  4. Private rented homes (increase 137.4%)
  5. There has been a steady growth in house prices between 2009 and 2018 preventing those with a median household income from buying.

### 11.5.2 Ilminster Housing Needs Survey (The Community Council for Somerset, 27 June 2018) and Ilminster Housing Needs Assessment (Aecom, 2019)

- a. The survey and assessment findings are summarised below.
- b. The tenure profile of Ilminster is almost identical to that of the wider South Somerset district:
1. 70% of homes are owned
  2. 14% are socially rented
  3. 13% are privately rented
  4. Less than 1% are shared ownership.
- c. However, the age groups in Ilminster differ from South Somerset:
1. 25–44 years – lower than the average for South Somerset
  2. 45–64 years – a large cohort who will age to over 65 years during the INP period
  3. 65–84 years – higher proportion than the average for South Somerset
- d. Therefore, Ilminster’s housing needs must be considered separately from that of the rest of South Somerset. Considering the evidence Ilminster’s dwelling mix will focus on:
1. Two-bedroom and three-bedroom homes suitable to downsizers and young families
  2. Larger executive-style homes
  3. Terraces
  4. Flats
  5. Bungalows
- e. All housing needs to be sustainable and accessible, especially for the elderly, those with limited mobility and those with a home-working requirement. In addition, it is not always the elderly who wish to live in a bungalow, other age groups may also wish to do so.
- f. Allocation of suitable sites will be a challenge for Ilminster considering its topographical and heritage constraints.

# Policy ILM14:

## Allocated or Small Brownfield Sites

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Within the INP Development Area\*, as shown on Figure 2 – The INP Proposals Map, there is a presumption in favour of all development on allocated sites as set out in Policy ILM12.

Any infilling within the Development Area\* will be in strict accordance with The Ilminster Design Guide (see Appendix C) and consider the character of immediately adjoining properties and sites, including:

- a.** Layout
- b.** Density
- c.** Gardens – front, rear and side
- d.** Size of dwellings
- e.** Character
- f.** Appearance
- g.** Gaps between buildings
- h.** Parking.

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\*The Development Area is the defined boundary (settlement boundary) within which development is allowed as shown in Figure 2 – The INP Proposals Map.



Brownfield site available for development

## 11.6 Policy ILM14 Context

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**11.6.1** From planning history, it is clear that Ilminster has benefited from a number of small developments, known as windfall sites. Windfall sites generally contribute positively to the housing stock and provide development opportunities for smaller developers and self-builders. As the INP has drawn a Development Area (or Settlement Boundary) there is potential for more infill and windfall development provided it is in accordance with other policies contained within the Development Plan.

**11.6.2** The INP includes a Design Guide to which all developments are required to adhere, whether strategic sites, such as land south west

of Canal Way and Station Road, or other sites whatever their size.

**11.6.3** Outline planning applications often fail to include a sufficient level of detail for well-considered decision making, particularly with regard to strategic developments. Therefore, the INP strongly encourages the submission of full planning applications, with detailed design and layouts, to understand and consider all aspects and implications of the proposed development in relation to Ilminster's unique heritage, landscape setting, the environment, adjoining properties and sites.

# Policy ILM15

## Design and Layout of Strategic Sites

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New development on the two Adopted Local Plan strategic sites, namely on land South West of Canal Way and Station Road (Site 10 and Site 25 respectively on Figure 2 – INP Proposals Map), must deliver high quality sustainable development in accordance with national and Local Plan policy. In addition, they will:

- a.** Contribute positively to the area’s character, scale, layout, height and form and conform with design and heritage policies as well as other policies in the INP.
- b.** Reduce reliance on fossil fuels and reduce fuel poverty, with the provision of on-site renewable energy sources to meet a minimum of 10% of predicted energy use of the residential development.
- c.** Incorporate sustainable landscaping with associated maintenance and management plans, in consultation with Somerset Wildlife Trust. Such sustainable landscaping will include minimal hard (non-permeable) landscaping and maximum net gain of native species (flora and fauna) for optimal biodiversity.
- d.** Incorporate Sustainable Urban Drainage Systems (SUDS) to include swales and ditches and ensure provision for their ongoing maintenance.
- e.** Provide well-designed, substantial and sensitive landscaping within developments for amenity space –walking, playing and cycling – nature conservation and biodiversity gain, in particular:  
(i) along the site boundary (ii) in areas of ecological importance (iii) adjacent to waterways and (iv) adjacent to nature reserves.
- f.** Provide high quality cycle and pedestrian routes within the site linking to existing routes, in particular to Ilminster’s town centre to prevent a car dominated environment.
- g.** Prevent an overspill of resident and visitor vehicle parking beyond the development site by providing a suitable number of car parking spaces within the site – garages, car park spaces and on-street parking – in accordance with the Somerset County Council Parking Strategy or any subsequent adopted policy documents.





Court Barton

## 11.7 Policy ILM15 Context

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**11.7.1** Some recent developments have failed to reflect the unique character of Ilminster. The Community consultation and engagement events confirmed that good quality design is important to the community and should be provided, even on sites which are away from sensitive locations, such as the conservation area or on the edge of the countryside.

**11.7.2** As stated in Policy ILM14 Context, outline planning applications often fail to include a sufficient level of detail for well-considered decision making, particularly with regard to strategic developments. Therefore, the INP

strongly encourages the submission of full planning applications, with detailed design and layouts, to understand and consider all aspects and implications of the proposed development in relation to Ilminster's unique heritage, landscape setting, the environment, adjoining sites and properties.

**11.7.3** The INP is complemented by The Ilminster Design Guide (see Appendix C) and Policy ILM15 should be read in conjunction with this Guide.

## 11.8 Homes and Places for Living Evidence Base

**11.8.1** The most relevant evidence for homes and places for living and working is shown below in Table 12 – Relevant Evidence Supporting the Homes and Places for Living and Working Theme.

<b>Table 12 – Relevant Evidence Supporting the Homes and Places for Living Theme</b>	
<b>Commissioning Organisation</b>	<b>Document Title, Author and Date</b>
<b>Iminster Town Council</b>	Iminster Housing Needs Survey (The Community Council for Somerset, 27 June 2018)
<b>Iminster Town Council</b>	Iminster Housing Needs Assessment (Aecom, 2019)
<b>Iminster Town Council</b>	Iminster Neighbourhood Plan, Site Allocations Assessment Report (ECA, Revised 18 March 2020)
<b>Iminster Town Council</b>	Call for Sites and Site Selection Report (ECA, 2019)
<b>Office for National Statistics</b>	2011 Census
<b>SSDC</b>	Peripheral Landscape Study Iminster (Conservation and Design Unit, South Somerset District Council November 2007)
<b>SSDC</b>	Iminster Settlement Profile (SSDC, 2017)
<b>SSDC</b>	Brownfield Sites Register (SSDC, 2018)
<b>SSDC</b>	Housing and Economic Land Availability Assessment (HELAA) (SSDC, September 2018)
<b>SSDC</b>	Five-year Housing Land Supply Paper (SSDC, October 2019)

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### 11.8.2 Ilminster Housing Needs Survey (The Community Council for Somerset, 27 June 2018)

- a. Ilminster Town Council commissioned The Community Council for Somerset to undertake a housing needs survey in 2018, to better understand and meet the housing needs of residents. This included a review of the housing market and census data. The survey was distributed to all households on the electoral role in the parish. From a population of 5700, the survey attracted 379 responses, a 13% response rate (based on household data). The findings indicate a five-year need for:
1. Affordable/social rent housing – one-bed, two-bed, three-bed and four-bed units
  2. Affordable low cost housing, such as rent to buy, shared ownership, owner-occupied affordable, rent to buy and self-build and discounted market homes
  3. Open market housing – for a broad range of needs.

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### 11.8.3 South Somerset Local Housing Land Supply (August 2018) and/or South Somerset District Council Five-Year Housing Land Supply Paper (SSDC, October 2019)

- a. Since August 2018, SSDC has demonstrated a four-year supply of housing, against its target for a five-year housing supply. Planning applications are currently determined against the NPPF. Paragraph 11, of the NPPF, states:
1. ‘Plans and decisions should apply a presumption in favour of sustainable development.’
  2. Until a Neighbourhood Plan reaches an advanced stage or is adopted, all planning applications will need only to be determined against the NPPF.

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### 11.8.4 Brownfield Land Register, 2018

- a. Five sites in Ilminster were identified as suitable for development, with a total capacity of 223 dwellings:
1. Former Powmatic, Winterhay Lane, Ilminster” (Under construction) (72 dwellings)
  2. Land north of Station Road (Part of the Horlicks Farm) (Outline Planning Application stage) (80 dwellings)
  3. Police Station, Butts, Ilminster (Developed and inhabited) (7 dwellings)
  4. Former Cheese Factory Site, Station Road, Ilminster (Part of the Horlicks Farm) (Outline Planning Application stage) (50 dwellings)
  5. Gooch and Housego, Cornhill, Ilminster (14 dwellings) (Lapsed Outline Planning Application)
  6. It should be noted that these sites are at different planning and development stages.

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### 11.8.5 Iminster Housing Needs Assessment, Aecom, August 2019

Iminster Town Council commissioned a Housing Needs Assessment (HNA) to inform the Neighbourhood Plan from Locality. In consultation with the neighbourhood planning group, three research questions (RQs) were developed for the HNA to answer. RQ help to direct research into the key neighbourhood-level issues and provide the structure for the study. The findings confirmed that the types of housing we should plan for in Iminster, is as follows:

- a. Tenure and affordability- Need to adhere to Policy HG2 in the draft emerging local plan where 80% should be affordable rent and social rent housing and 20% should consist of mainly shared ownership
- b. Type and size- the recommended split in housing mixes in Iminster differs significantly

from the housing mix targets in the emerging local plan and given the parish's young and also ageing population is likely increasingly to favour smaller dwellings. It is logical that the recommended dwelling mix for new development over the Plan period should be focused on the provision of two-bedroom and three-bedroom homes suitable to downsizers and young families, at the expense of much larger homes

- c. Specialist housing for the elderly - at least 162 specialist dwellings being required to service the needs of elderly people over the Plan period, and the projection of 659 dwellings functioning as an upper, more aspirational target, to be provided if other constraints allow.

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### 11.8.6 Iminster Neighbourhood Plan, Site Allocations Assessment Report, ECA, 2020:

- a. Iminster Town Council commissioned ECA Architecture and Planning to provide evidence to support the Neighbourhood Plan working group determine the most suitable sites for development. A six stage process was undertaken, where 35 sites

were initially assessed, according to criteria agreed with SSDC Officers. The sites were given a score based on these assessments to enable easy comparisons to be made.

## 11.9 Meeting Community Needs

### INP Community Consultation Feedback

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**11.9.1** This part of the Neighbourhood Plan was informed by a number of consultation events, in particular workshops with children at the four schools serving Ilminster, a Site Allocation Workshop and meetings with owners of a number of key sites.

- a. Create more housing in Ilminster to support the long term vitality and viability of the market town
- b. Reflect the needs of existing and new residents in all new development
- c. Ensure that all new development offers variety, is attractive and is in keeping with its surroundings
- d. Encourage walking and cycling, while ensuring sufficient parking and garages
- e. Provide houses large enough for a family to grow into, thereby supporting sustainable communities
- f. Provide adequate social housing particularly for local residents who are in need
- g. Consider live/work units to reduce the need to commute to other centres
- h. Provide home types for all ages, price points and identified needs including flats, bungalows, chalet bungalows, houses from affordable to executive homes with associated green spaces and gardens both private and public to attract a mix of residents
- i. Position home types to ensure a mixed, balanced development
- j. Avoid homogenised architectural types dictated by developers and which do not embrace local character and materials.

**11.9.2** The policies and aims of this part of the INP have been prepared in consultation with local residents, businesses and the SSDC, through a series of presentations, meetings and email correspondence in 2019.

**I2.0**

# Glossary

<b>Term / Acronym</b>	<b>Description</b>
<b>Adopted South Somerset Local Plan (2016-2028)</b>	This plan, adopted on 5 March 2015, is part of the current Development Plan for South Somerset, together with any 'made' (ie adopted) Neighbourhood Plans.
<b>Aecom</b>	MHCLG appointed, subcontractor to Locality, delivering neighbourhood planning services to communities preparing neighbourhood plans.
<b>Affordable Housing</b>	Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions included in Annex 2 of the NPPF: <a href="https://tinyurl.com/y6jjjhnu">https://tinyurl.com/y6jjjhnu</a>
<b>Ashlar</b>	Finely dressed (ie worked) stone. It can refer to an individual stone or a structure built with stone dressed in this way, for example, an ashlar hamstone house.
<b>Basic Conditions Statement</b>	This is submitted together with a Neighbourhood Plan and demonstrates how that plan meets the statutory requirements for such a document as set out here.
<b>Biodiversity South West (BSW)</b>	A partnership set up in 1994 "to promote and enable the biodiversity sector in the South West to be as effective as possible at delivering the England Biodiversity Strategy through regional and local action".
<b>Brownfield Land</b>	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
<b>Brownfield Sites Register</b>	SSDC maintains a register designed to provide house builders with up-to-date and publicly available information on all brownfield sites available for housing development.
<b>Call for Sites</b>	An early opportunity for individuals, landowners, developers and other interested parties to submit sites (or broad locations) to their local authority for potential development.
<b>Community Infrastructure Levy (CIL)</b>	This levy may be charged by a local authority on new developments in their area. It is an important tool to help deliver the infrastructure needed to support development in a particular area. As the rules have been changed recently due to Covid 19, CIL may now be deferred.

## 12.0 Glossary

<b>Term / Acronym</b>	<b>Description</b>
<b>Community Land Trust (CLT)</b>	A CLT is set up and run by ordinary people to develop and manage homes as well as other assets. They act as long- term stewards of housing, ensuring that it remains genuinely affordable, based on what people actually earn in their area, not just for now, but for every future occupier.
<b>Development Area</b>	In the UK, a Local Authority has the power to designate development areas in its Local Plan “to control the extent of development in or around an urban settlement”.
<b>ECA</b>	An architecture, planning and regeneration consultancy (and CIC) retained by the ITC to help produce the INP.
<b>Emerging Local Plan Review (2016-2036)</b>	The Local Plan (adopted in 2015, see above), is the subject of an ongoing Local Plan Review. Whereas the Adopted Plan covers up to 2028, the Local Plan Review process currently covers up to 2036. This update is sometimes referred to as the Emerging Plan.
<b>Enterprise Zone (EZ)</b>	There are some 40 EZs in the UK. They are geographic areas within which companies can qualify for a variety of subsidies. Originally they were devised to encourage businesses to stay, locate or expand in depressed areas and thereby help to revitalise them. There is one such area in Somerset, at Huntspill Energy Park near Bridgwater.
<b>European Planning Systems</b>	Comparative studies have been carried out by UK universities (for example, De Montfort University at the behest of the National Housing and Planning Unit in 2009) to understand how planning legislation in the Eurozone compares to that in the UK. “...there are few financial incentives for councils in England to promote housing development while the extra costs may be large”.
<b>Green Chain</b>	An environmental term used to convey the idea that individual sites rich in biodiversity need to be linked together in a ‘chain’ to facilitate the passage of wildlife between them. This is particularly important for migration, pollination and generally to increase the potential gene pool for species which would otherwise be marooned and unable to move around as required by their life cycles.
<b>Habitats Regulation Assessment (HRA)</b>	An HRA is required to ascertain whether a proposed development will have a detrimental effect on a specific, protected ‘habitats site’. Within the INP area, such a site exists at Herne Hill, which is a designated Local Nature Reserve.
<b>Hamstone</b>	A honey coloured building stone quarried from Ham Hill in Somerset
<b>Heart of the South West (HotSW)</b>	A Local Enterprise Partnership (see below entry).



Term / Acronym	Description
<b>Housing and Economic Land Availability Assessment (HELAA)</b>	This document provides guidance as to where future developments could occur within the SSDC area. Identification of potential sites within the HELAA does not imply that planning permission would be granted if an application were to be submitted
<b>Householder developments</b>	These are works or extensions within the curtilage of a dwelling house which requires an application for planning permission and are not a change of use application.
<b>Iminster By Design (Iminster Town Council, 2001)</b>	Initially produced in 2001, but updated and re-adopted over the years, this document looks at Iminster from a design perspective, discussing what kind of building materials are appropriate for development in different parts of the parish. The INP Iminster Design Guide (Appendix C) is more up-to-date and comprehensive and will supersede this when the INP is adopted.
<b>Iminster Community Plan</b>	Developed by the Iminster Forum and covering the period from 2016-2026, this is the forerunner of the INP.
<b>Iminster Conservation Area Appraisal (SSDC 2016)</b>	The Iminster Conservation Area was initially designated in 1973. A Conservation Area is of “special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”. In 2016, this re-appraisal was carried out and accepted by SSDC in 2017.
<b>Iminster Housing Needs Assessment (Aecom, 2018)</b>	This assessment provides an accurate picture of the type of housing needed in the parish. The findings have been considered in the development of the INP.
<b>Iminster Midsummer Experience</b>	(IMEx) – IMEx, an annual event, has been running since 2008 and is now established as a major tourist attraction, drawing people from far and wide. There are dozens of events covering the arts, music, exhibitions, fun shows, markets and more. It has been used to solicit opinions for inclusion in the INP.
<b>Iminster Neighbourhood Plan (INP)</b>	The document for which this is the Glossary.
<b>Iminster Neighbourhood Plan, Site Allocations Assessment Report (ECA, Revised 18 March 2020)</b>	The report documents potential sites arising from Call for Sites activities. These sites were scored against agreed criteria, to determine those sites most appropriate for development.
<b>Iminster Parish Housing Needs Survey (The Community Council for Somerset, 27 June 2018)</b>	This survey of residents of Iminster was carried out on behalf of ITC by The Community Council for Somerset, with townspeople providing the feedback. The responses have been considered in the development of the INP.

Term / Acronym	Description
<b>Ilminster Settlement Profile (October 2017)</b>	This document was produced using 2011 Census data for the ‘Built- up Area’ (BUA) of Ilminster. It describes the parish of Ilminster in settlement terms. This covers its site, communications links, whereabouts the housing is situated, population and economy.
<b>Ilminster Town Council (ITC)</b>	The tier of local government representing the parish of Ilminster.
<b>Infrastructure Delivery Plan</b>	The purpose of this Infrastructure Delivery Plan is to show that the Local Plan can realistically be delivered and that the lack of the necessary infrastructure will not prevent development occurring. It should also demonstrate that the demands of future growth plans have been considered.
<b>Infrastructure Development Plan</b>	An Infrastructure Development Plan takes input from the Infrastructure Delivery Plan and provides a roadmap for future infrastructure projects.
<b>INP Proposals Map</b>	The INP Proposals Map identifies the spatial proposals of the plan, with inset maps showing greater detail for individual settlements.
<b>Joint Local Enterprise Partnership (LEP)</b>	The LEP which includes Somerset is called the Heart of the South West (HotSW). It is a business- led partnership between the private sector, local authorities, universities and colleges. Covering Devon, Plymouth, Somerset and Torbay, HotSW’s £35bn economy and 1.8m population is equivalent to that of a major UK city.
<b>Local Development Plan (LDP)</b>	See entry above for ‘Emerging Local Plan’.
<b>Local Nature Partnership (LNP)</b>	An LNP is designed to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people. The Somerset LNP website brings together useful ecological information sources.
<b>Local Nature Reserve (LNR)</b>	An LNR is a designation made under the Countryside Act 1949. It is a place with wildlife or geological features of special interest locally. Herne Hill, to the south of the town, is Ilminster’s LNR.
<b>Local Plan Review</b>	See entry above for ‘Emerging Local Plan Review.’
<b>Market House</b>	Ilminster’s second most noteworthy landmark after The Minster. Standing at the junction of North, East, Silver and Ditton streets, this colonnaded structure was built sometime shortly before 1795. It hosts a Thursday Market and can be hired out from the Ilminster Town Council.
<b>National Planning Policy Framework (NPPF)</b>	Published in 2012 and updated in 2019, the NPPF sets out government planning policies for England and how they are expected to be applied.

Term / Acronym	Description
<b>National Planning Policy Guidance (NPPG)</b>	The NPPG is practical guidance delivered together with the NPPF (see above).
<b>Office for National Statistics (ONS)</b>	A national repository of unbiased and reliable statistics.
<b>Organic Design</b>	A style of product design which is derived from organic, flowing natural forms. Undulating lines, dynamic curves, and powerful arches stand in contrast to the geometric, functional style as represented by modernism.
<b>Regulation 14 - Community Consultation</b>	The government regulation that sets out the activities that a qualifying body (in this case the ITC) must undertake before submitting a Neighbourhood Plan.
<b>Regulation 15 – District Council Review</b>	Indicates exactly what supporting documentation must accompany a Neighbourhood Plan submitted for acceptance by a district council.
<b>Section 106 (S106)</b>	Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as S106 agreements, are a mechanism which make a development proposal acceptable in planning terms. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as ‘developer contributions’ along with highway contributions and the Community Infrastructure Levy.
<b>Self- Build Projects</b>	A self-build involves the commissioning and building of a bespoke home that is tailored to an individual’s design, lifestyle and budget requirements.
<b>Sequential Views</b>	A series of views from foreground to background that takes the eye to the horizon. The aim, in planning terms, is to make this as aesthetically pleasing as possible
<b>Settlement Area</b>	See entry above for ‘Ilminster Settlement Profile’.
<b>Settlement Boundary</b>	See entry above for ‘Ilminster Settlement Profile’.
<b>Settlement Profile for Ilminster</b>	See entry above for ‘Ilminster Settlement Profile’.
<b>Small Brownfield Site</b>	For the purpose of the INP Small brownfield sites are those capable of providing five or less dwellings (See Policy ILM13).
<b>Somerset County Council (SCC)</b>	A tier of local government responsible for the delivery of designated services to specific areas of Somerset.

Term / Acronym	Description
<b>Somerset Wildlife Trust (SWT) –</b>	An independent wildlife charitable organisation, which is a member of The Wildlife Trust federation set up to protect wildlife and wild places across the UK. The vision for Somerset is “a healthy and resilient environment where the needs of wildlife, people, and local economies are balanced in a way that will support our lives now, and those of our children in the future. The natural world is at the heart of our well-being and prosperity; we depend on it and it depends on us.”
<b>South Somerset District Council (SSDC)</b>	A tier of local government responsible for the delivery of designated services to South Somerset.
<b>South Somerset District Council Five-Year Housing Land Supply Paper</b>	A report that sets out the latest five-year housing land supply position for SSDC. Information and evidence is accurate up to and including the 31 March 2015, and sets out the supply position for the five- year period starting at 1 April 2015 and ending on the 31 March 2020.
<b>South Somerset Employment Land Review (SSELR)</b>	The SSELR enables local authorities to assess the future supply of and demand for employment space.
<b>South Somerset Local Housing Land Supply</b>	See entry above for ‘HELAA’
<b>Strategic Environmental Assessment (SEA)</b>	Strategic Environmental Assessment (SEA) is a formal process for assessing the effect of a plan or programme on the environment. The aim of SEA is to provide a high level of protection to the environment, promote sustainable development and integrate environmental considerations into the preparation and adoption of a plan or programme. Following SEA screening by SSDC, which identified the possibility of significant environmental effects, an SEA is being undertaken to support the development of the INP. This is being undertaken to meet the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).
<b>Strategic Site</b>	A strategic site in development terms is usually defined as one that provides for the construction of 250 or more dwellings. Such sites usually provide about 45% of the overall capacity covered by a plan such as the INP
<b>Sustainable Development</b>	The principles of ‘sustainable development’ are central to the planning system. A common definition of sustainable development is “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. A presumption in favour of sustainable development is at the heart of national planning policy.

Term / Acronym	Description
<b>Sustrans</b>	Also known as The National Cycle Network, Sustrans is a UK-wide network of signed paths and routes for walking, cycling, wheeling and exploring outdoors.
<b>Swales</b>	A swale is a shallow, broad and vegetated channel designed to store and/or convey runoff water and remove pollutants. It is used to pass the runoff to the next stage of the treatment train and can be designed to promote infiltration where soil and groundwater conditions allow.
<b>The Forestry Commission</b>	The Forestry Commission is the government department responsible for protecting, expanding and promoting the sustainable management of woodlands. It works with two agencies: Forestry England and Forest Research.
<b>The Ilminster Design Guide (IDG)</b>	This provides information for potential developers about the built environment within the parish of Ilminster. The aim is to help inform the decisions they make about the type of dwellings they plan to build and the type of materials they plan to use in their construction. The IDG is Appendix C of this document.
<b>The Minster</b>	Ilminster's most noteworthy landmark, the Church of St Mary in the middle of the town, dates from the 15th century and is designated as a Grade I listed building.
<b>The South West Rural Productivity Commission</b>	Building on the work of the Great South West partnership, four South West LEPs – Cornwall and the Isles of Scilly, Dorset, Heart of the South West and Swindon and Wiltshire – commissioned an independent enquiry to identify opportunities to stimulate rural productivity and growth. This resulted in the South West Rural Productivity Commission Report which was published in October 2017. The report received a positive response from national and regional stakeholders and was mentioned in the Government's Industrial Strategy as a good example of collaboration to address shared challenges.
<b>Transport Working Group</b>	A sub-committee of the INP, responsible for investigating the current transport situation in Ilminster, and for forecasting transport requirements in the future. It undertook a review of public transport which is incorporated in the Plan.
<b>Windfall Site</b>	The NPPF defines Windfall Sites as 'Sites not specifically identified in the development plan'.
<b>MHCLG</b>	Ministry of Housing, Communities and Local Government
<b>Locality</b>	An An organisation supported by MHCLG that provides help to communities developing Neighbourhood Plans organisation supported by MHCLG that provides help to communities developing Neighbourhood Plans

# 13.0

## Appendices

**13.1** The following Appendices provide supporting information for the INP:

Appendix A – The Character of Ilminster  
Appendix B – Basic Conditions Statement  
Appendix C – The Ilminster Design Guide  
Appendix D – Consultation Statement.



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