



Yeovil

Let us know your views!

Yeovil should be identified as a strategically significant town and the main focus for growth and development because:

- ✓ It is an important sub-regional centre offering a wide range of cultural, health, education, public services and shopping facilities not available elsewhere
- ✓ It is South Somerset's largest town, almost 4 times the size of Chard
- ✓ It is an historically important town with a strong economy, originally based on cloth and leather manufacturing
- ✓ It is a focal point for industry with substantial in-commuting (people commuting to Yeovil to work) from the surrounding area
- ✓ It is a transport hub, well connected to major road routes, A30 and A303, with a range of public transport and 2 mainline railway stations

CURRENT ISSUES

- Significant new demand for housing with rising house prices and the need for more affordable homes
- Dependent on a few large employers, needs to diversify to retain its employment role
- Potential for the town centre to grow as a place to live and visit
- Transport infrastructure is reaching its natural capacity, rail is difficult to access and limited opportunities exist for cycling
- Lack of adequate sports provision including swimming pools, synthetic turf pitches & indoor facilities
- Retail sector struggling with many empty shops

STRENGTHS

- Retains a strong manufacturing base with a high proportion of skilled jobs in the aerospace industry
- An important centre with a key range of facilities for shopping, education and health
- Opportunity to work locally, nearly 75% of people living in the town also work there
- Draws people in from a wide catchment for cultural and leisure activities
- Excellent landscape setting with attractive country park in the town and many historic estates and houses nearby
- Surrounding countryside rich in flora and fauna

Vision for 2026:

- **The Yeovil Vision partnership** has identified the main ambitions for the town, summarised as:
 - Being the prime economic driver for the district with a growing manufacturing and service base increasingly characterised by hi-tech, high wage companies
 - Better links within the town itself and with the surrounding market towns
 - Improved recreational facilities
 - Improved retail and leisure facilities
 - Better links with the immediate countryside
- A significant scale of growth is now required to service and enable Yeovil's economy to grow to its expected potential, to meet the demand for housing and develop and enhance the town centre. The main proposals are set out in **Policies YV1 - 5** summarised here:

The main proposals are:

- **Policy YV1 – Housing Provision for Yeovil** – Proposal for 8,200 new homes in total.

3,725 of these homes have already been allocated including on the 3 keysites, so importantly there are only 775 to plan for in the urban area and, in addition, approximately 3,700 homes in a new urban extension.

- **Policy YV2 - Yeovil ‘Urban Extension’**

In order to meet the growth needs, an ‘urban extension’ to Yeovil is proposed. A detailed analysis, using Sustainability Appraisal (SA), has been followed to consider all options for a location for housing growth of the town looking in all directions from the town centre.

The stages of the SA process are set out on the sustainability panel.

The preferred location option for this extension is the *East Coker, Keyford, Barwick* area of search (ie the broad area within which a possible location for the homes could be found.)

In addition to the 3,700 new homes, the proposed extension should include:

- 23 hectares of employment land
- New secondary and primary school provision
- Community and transport infrastructure improvement
- Development built to the highest design standards (eco-town standards) if possible

- **Policy YV3 – Yeovil Urban Village** - It is proposed that a small town centre “urban village” should be created with around 400 new homes with leisure and retail uses at the ground floor level. The location of this is shown on the town centre proposals map, set close to the Yeovil Country Park (but not encroaching on it or within the park,) with a mixture of homes that are low cost to run and are developed to eco-town standards if viable.

- **Benefits of the Urban Extension and Urban Village**

Growth in this way presents a valuable opportunity to:

- Build top quality homes and other development, which are low cost to run as they use less energy and generate their own power
- 40% of the area of this extension would be green space including parks and recreation areas creating a pleasant living environment
- A good mix of housing types including 30% affordable homes
- Design and layout will enable people to travel without a car including public transport, walking and cycling
- A range of local services and jobs should be provided within the area, as well as good links through to the railway stations and the town centre

- **Employment and Jobs In Yeovil**

It is important that housing growth is matched by an increase in locally available jobs. Provision is made in the Core Strategy for a further 51 hectares of employment land to 2026:

- Proposed 23 hectares as part of the urban extension
- Proposed 28 hectares to be developed in a high quality business park at land off Bunford Lane (see Policy EP1)
- Further land and premises with potential to accommodate employment elsewhere in the town will be supported

- **Growth of Yeovil Town Centre**

- Proposed extension of the Quedam Centre
- Proposed improvements to the eastern side of the town centre including the old cattle market area
- Aim to identify sites within and around the town centre that accommodate the growth in shopping requirements as the town expands

- **Reducing reliance on the car**

As the town grows there are opportunities to make improvements that encourage public transport, walking and cycling

- Special research has identified a range of measures, which will help people to make more journeys without a car
- The feasibility of park and ride is being assessed and will be include in the plan at a later date
- The Strategy sets out in **Policy YV4** (modal shift for Yeovil) a range of measures to encourage cycling, walking & the use of public transport. Developer contributions will be required towards improving public transport services and the creation of cycling & pedestrian routes into the town

For the urban-village and eco friendly urban extension, a special policy has been adopted aimed at reducing the need for car travel by 50%. This is set out in **Policy YV5** (modal shift for Yeovil eco-town), which limits residential parking and requires contributions to an electric car pool scheme, quality bus routes and information, linking residents to Yeovil town centre and main employment and service sites across the town.

Is Yeovil a strategically significant town?

Do you agree with the level and type of growth being planned?

Have we got this right? Have we got this wrong? If so, please tell us why.

We need your views





Yeovil Urban Extension - Finding the best location

December 2009

We started by looking in all directions around Yeovil and undertaking an exercise to map constraints



December 2009/ January 2010

All of Yeovil's Town and Parish Councils were invited to workshops to discuss possible options for the required growth, and to give initial feedback on the proposed locations. This was important as we could discuss advantages and disadvantages of each broad 'area of search'.



February 2010

The feedback from the workshops generated six locations for further consideration. An initial review of infrastructure provision resulted in the removal of the two northern options, as they were identified as being unsustainable and not viable. So, the six suggested location options went down to four.



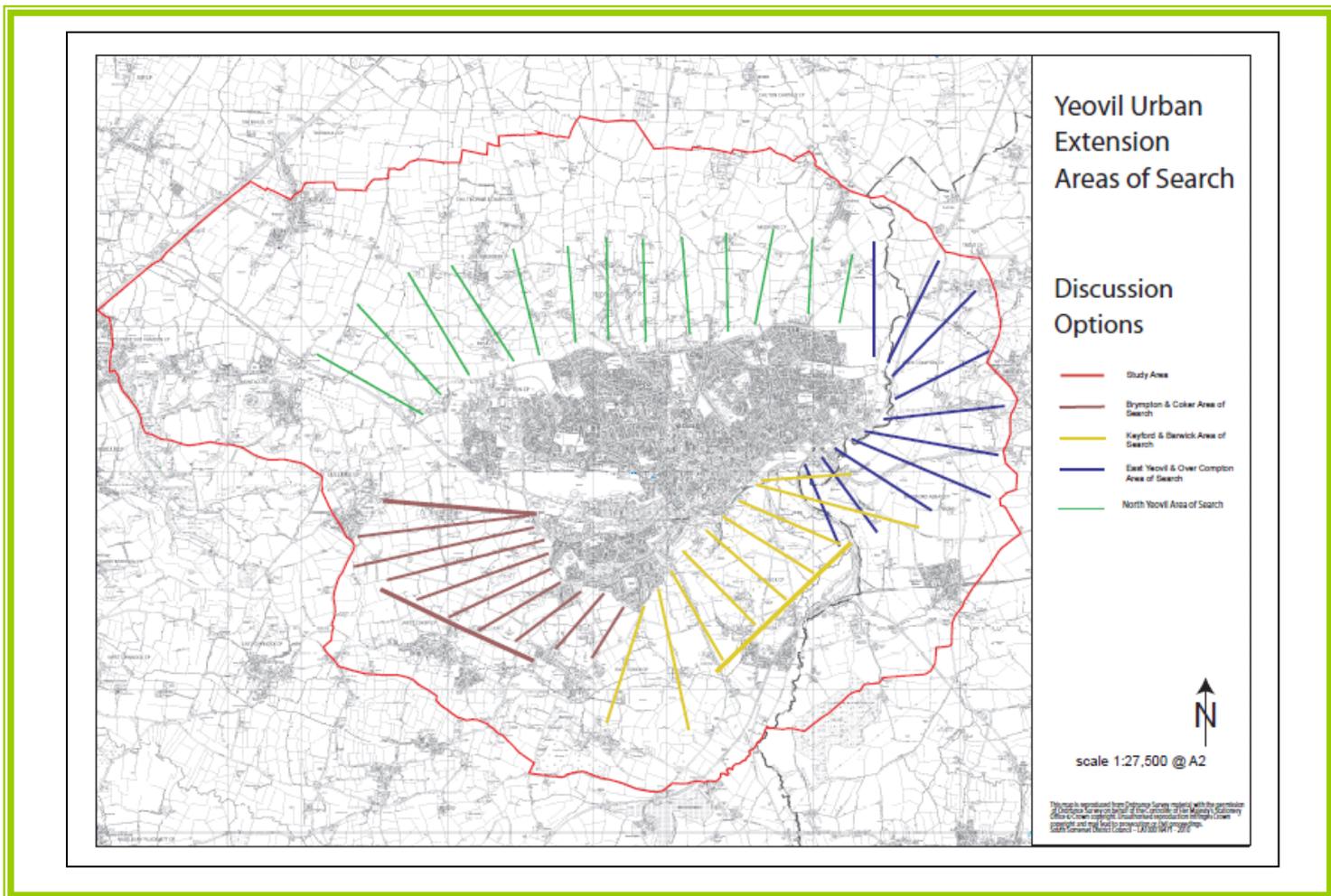
March 2010

On the advice of the County Council transport department the four remaining southern options were combined and made into three broader areas of search as there was no longer considered a requirement for a southern link road and due to airfield restrictions. The Yeovil Sustainability Appraisal was again reassessed.



August 2010

On the advice of English Heritage an Historic Environment Assessment was prepared to assess the effects of development on the historic assets surrounding Yeovil. The Sustainability Appraisal was again updated to reflect the findings of this study and to confirm the Council's Preferred Option for sustainable growth.



Sustainability Appraisal Summary Table – After Site Development

| Objective | East Yeovil/Over Compton | EastCoker/ Barwick /Keyford | Brympton & Coker | Northern Options |
|--|--------------------------|-----------------------------|------------------|------------------|
| 1. Improve access to essential services and facilities | 0 | + | - | -- |
| 2. Reduce poverty and social exclusion | + | ++ | + | + |
| 3. Provide sufficient housing to meet identified needs of the community | ++ | ++ | ++ | ++ |
| 4. Improve health and well being | + | ++ | 0 | - |
| 5. Improve education and skills | + | ++ | + | + |
| 6. Reduce crime and fear of crime | + | + | + | + |
| 7. Support a strong, diverse and vibrant local economy | + | + | ++ | + |
| 8. Reduce the effect of traffic | + / -- | + / - | 0 / -- | 0 / -- |
| 9. Protect and enhance landscape and townscape | + | + | + | -- |
| 10. Conserve and where appropriate enhance the historic environment | 0 | 0 | 0 | 0 |
| 11. Reduce contribution to climate change | + | + | + | 0 |
| 12. Minimise pollution (including air, water, land, light, noise) and waste production | - | -- | - | - |
| 13. Manage and reduce the risk of flooding | 0 | 0 | 0 | 0 |
| 14. Conserve and enhance biodiversity and geodiversity | - | - | - | -- |

Where answer is unknown due to data being unavailable for Dorset, the Sustainability Appraisal assumes the worst-case scenario of significant negative effect (--) for scoring.

Objective 8 has been given two scores; the first concerns public transport and the second private transport.



Yeovil Urban Extension - Finding the best location

For a location to be considered appropriate for development in a Core Strategy it needs to meet 3 criteria. It needs to be:-

- **Suitable**
- **Available**
- **Viable**

This means that within the plan period to 2026 there needs to be a reasonable prospect of suitable and appropriate land within the chosen area of search being made available for development and that the necessary infrastructure and facilities can be achieved at a cost which allows the development to be built.

Sustainability Appraisal (SA) is a main test of suitability. Further work is continuing to consider land availability within South Somerset (West Dorset are responsible for this exercise within the West Dorset Option) and through work with the infrastructure providers to consider any constraints on their areas of work, which may affect the viability of the preferred location.

Following initial consultation with key service and infrastructure providers and, on the basis of their low scores against the other options on Sustainability Appraisal the northern options have been dismissed from further consideration at the current time.

The remaining southern options have been adjusted to reflect constraints from AugustaWestlands airfield and to avoid overlaps and 3 remaining options have been further tested through SA.

The pro's and con's of the areas of search are included within the Sustainability Appraisal paragraphs 4.5.4 – 4.5.8 (and Appendices) and summarised for the 3 southern Options in the Core Strategy.

Some of the key issues are set out below:-

- **Option 1: Over Compton / West Dorset (South & East of Yeovil)**

Positives:

- This option has few environmental, historic or landscape constraints and benefits from close proximity to Yeovil Pen Mill Industrial Estate and Railway Station.

Negatives:

- This option is partly constrained by flooding and steep topography and would impact on the separate identity of the nearby villages of Over Compton & Bradford Abbas (Note: the joining of settlements will be avoided). Option is located in West Dorset and would involve significant cross border working arrangements.

- **Option 2: East Coker / Barwick / Keyford (South of Yeovil)**

Positives:

- This option is located a short distance from the town centre (although the route is steep in places) and is considered to offer opportunities for walking, cycling and to establish a bus route between the outlining stations, town centre and Urban Extension. This option is largely a south facing slope to allow benefits from solar power. Option presents an opportunity to bring Yeovil Junction Station into the Yeovil Urban Area.

Negatives:

- Option will impact on the separate identity of the nearby villages of North Coker, Barwick and Stoford (Note: the joining of settlements will be avoided) and will result in a loss of Grade 1 agricultural land. Option is located in close proximity to Barwick Country House a Grade II* Listed Building and Newton Surmaville a Grade I Listed Building, both houses are designated Historic Parks and Gardens.



Yeovil Urban Extension - Finding the best location

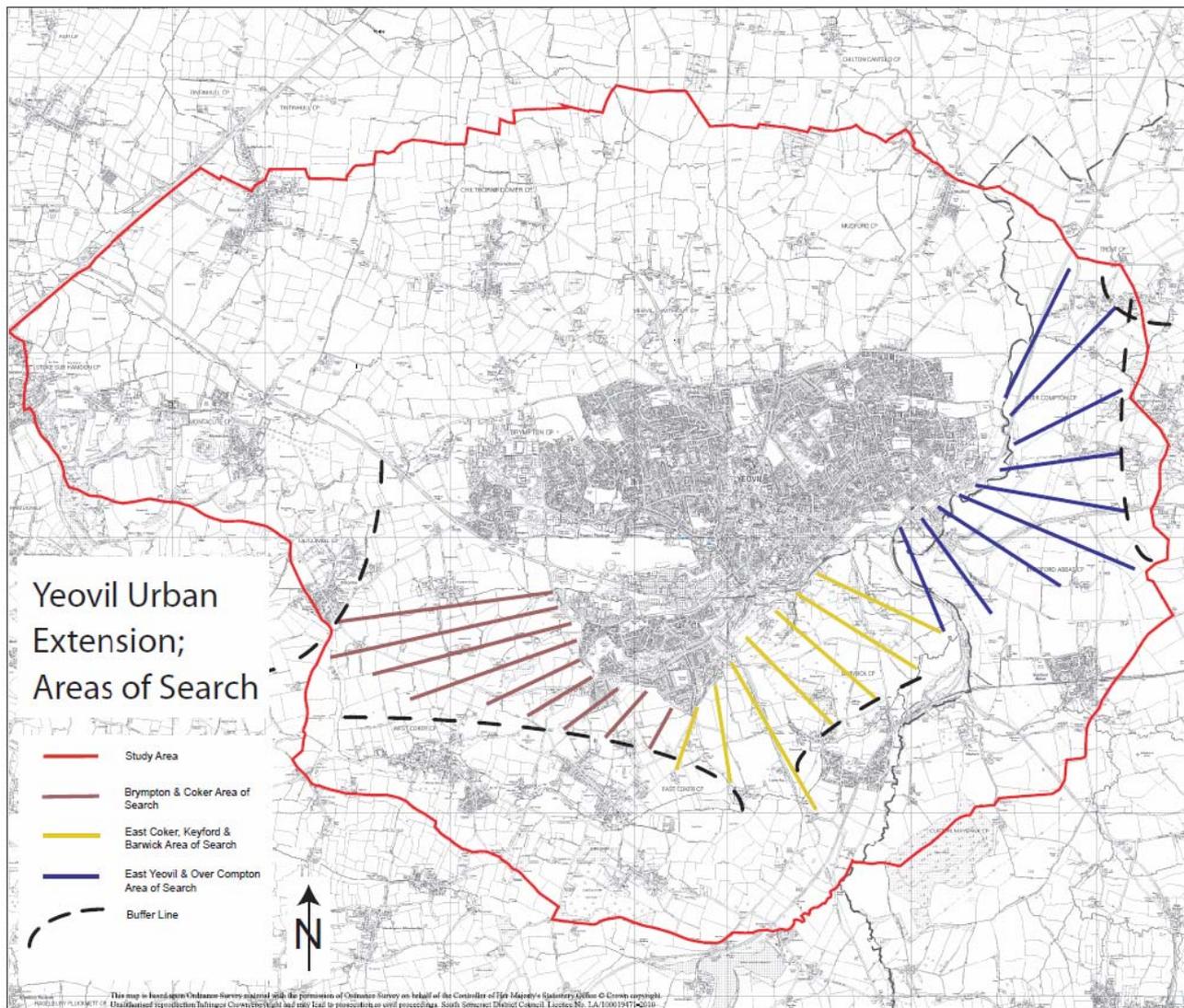
- **Option 3: Brympton / Coker (South & West of Yeovil)**

Positives:

- This option has few environmental or landscape constraints and has easy access to cycle routes encouraging healthy lifestyle choices.

Negatives:

- Option will impact on the separate identity of the nearby villages of Odcombe, East Coker and West Coker (Note: the joining of settlements will be avoided) and will result in the loss of Grade 1 agricultural land. Option is located in close proximity to Brympton D'Evercy Manor House a Grade I Listed Building and designated Historic Park & Garden as well as West Coker Manor. Option is badly related to the town centre.



The preferred Option is East Coker, Keyford and Barwick area of search shown in yellow