

**SSDC LOCAL PLAN 2006-2028 –  
INDEPENDENT EXAMINATION 10th JUNE 2014  
ISSUE 3 – SOUTH YEOVIL SUSTAINABLE URBAN EXTENSION (PMM2)  
STATEMENT BY BARRIE HARTLEY – ID REFERENCE 4122433**

**3.1 Is the vision for growth and change in this area justified and based on an appropriate sustainability appraisal?**

3.1.1 The post hearing sustainability appraisal was limited in scope and failed to appraise the full range of reasonable alternatives. The council accepted that their own sustainability appraisals were not robust, yet the consultants chose to significantly limit their appraisal leaving out some reasonable alternatives. In their proposal the consultant considered that it was likely they would consider 4 to 7 options for appraisal. The West Dorset option was appraised (and performed well) but the consultants rejected it, one reason being the perceived difficulty establishing a meaningful duty to co-operate. Why appraise something you would reject at the start? Previous submissions and issues raised by respondents appear not to have been properly considered. The consultant's report does not reflect the evidence from this source to inform the appraisal.

3.1.2 The Main Modification (South UE) has a land take of 43.2 ha of MAFF designated Grade 1 agricultural land, extending into the setting of the Dunnock's Lane Roman Villa SM. The consultant indicated that the grade 1 land take was reduced to just 0.9% of that available in South Somerset, however when one analyses the ALC Maps it is 10% of that available grade 1 land in the Somerset part of the Yeovil periphery and 44% of grade 1 land in the Nash designated area which remains significant (a relevant point not alluded to by the consultant).

3.1.3 The EH risk register<sup>1</sup> identifies the Dunnock's Roman Villa SM as being at risk. It is the only SM in South Somerset with a principle vulnerability designation identified as **at risk from development requiring planning permission**.

3.1.4 The consultation submission by Pegasus Group 'Land at Keyford Framework Statement'<sup>2</sup> clearly indicates a lack of 40% green space even when including the land within the Monument setting. The development site is seen from prominent sensitive locations and rises to the skyline which would give the impression of massing when considering a need for an average of 36 dwellings per ha.

3.1.5 **Visioning** – SSDC have a 'Yeovil Vision' and at its heart is the exemplar Urban Village. This vision appears to have stalled due to the car parking strategy. The Council are required within the NPPF to consider Council owned PDL but for some reason the land identified for the further development of the 'Urban Village' is not yet being brought forward nor is it in the SHLAA.

3.1.5.1 Considering the Inspectors comments in his Preliminary Findings regarding the Low Carbon Vision for Yeovil and the drive to establish Yeovil

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<sup>1</sup> [www.english-heritage.org.uk/caring/heritage-at-risk/](http://www.english-heritage.org.uk/caring/heritage-at-risk/)

<sup>2</sup> Land at Keyford Framework Statement

wide alternatives to car use it is perverse that the Council has no priority to the completion of the 'Urban Village' due to lack of car parking spaces. **The 'Urban Village' would be the most sustainable location and reduce car use. By early development of PDL within the 'Urban Village' area and maximising capacity would reduce the need for green field development to the south of Yeovil (with associated significant impacts). It should be a priority and assist in making the Local Plan sound.**

**3.2 Have the implications of development in the South Yeovil Sustainable Urban Extension been appropriately addressed with regard to:**

- **Highway safety** – The significant findings in the Parsons Brinckherhoff YUE traffic modelling addendum report <sup>3</sup> indicates option 13a Upper Mudford 1,565 dwellings with 30% non-car travel as having the least overall impact. This should have been a material consideration. The report identifies the largest increased traffic flows at Watercombe A3088 and A30 Hendford Hill from an 800 dwelling development, in addition the report shows higher PCU levels than experienced on Mudford Road which is logical due to the high volume of freight traffic.

It is unclear if the data used in the model took account of future planned and potential planned development for housing on the western edge on Yeovil in proximity to the A3088 (potentially 500 homes on three sites) and the Bunford Business Park with up to 5,000 jobs. There is no reference in the report to reflect these have been factored in and how it may affect the model.

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<sup>3</sup> Yeovil Urban Extension Traffic Modelling Report Feb 2014 (page 46&47)