



Yeovil Town Council

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Planning and Licensing Committee

The Meeting... **Planning and Licensing Committee**

The Time... **7.00pm**

The Date... **Monday 17 March 2014**

The Place... **Town House, 19 Union Street, Yeovil**

If you need this information in large print, Braille, audio or another language, please ring 01935 382424



Alan Tawse

Alan Tawse
Town Clerk

11 March 2014

Please contact Sally Freemantle at the Town House for more information about this meeting

To: All Members of the Planning and Licensing Committee

Darren Shutler (Chairman)
Peter Brock
Kris Castle
J Vincent Chainey
Philip Chandler (Vice-Chairman)
Dave Greene
Andrew Kendall
Mike Lock (Ex-officio)
Wes Read
Manny Roper (Ex-officio)

Equality Act 2010

The *general* public sector equality duty places an obligation on a wide range of public bodies (including town and parish councils) in the exercise of their functions to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- Advance equality of opportunity between people who share a protected characteristic and those who do not
- Foster good relations between people who share a protected characteristic and those who do not

The protected characteristics are:

Age

Race

Disability

Religion or Belief

Gender Reassignment

Sex

Marriage and Civil Partnership

Sexual Orientation

Pregnancy and Maternity

A G E N D A

PUBLIC COMMENT – Members of the public wishing to comment on any application or other matter are requested to speak at the beginning of consideration of that item, for a duration of no more than 3 minutes. Any further comments or questions will be solely at the Chairman's discretion. Please inform the Chairman at the beginning of the meeting and identify the application on which you wish to speak.

Please note that the Town Council is a Statutory Consultee for Planning Applications and as such does not make the final decision on any Application. The decisions and comments this Committee makes will be fed into the planning process and added to the report by the Planning Officer. South Somerset District Council is the Planning Authority and will issue the final decision notice (Planning Determination) once their investigations into the application, consultation period and decision making process has been completed.

1. MINUTES

To confirm as a correct record the Minutes of the previous meeting held on 3 March 2014.

2. APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTEREST

Members of the Committee, who are also Members of South Somerset District Council, are reminded of the need to declare their membership of that Council and indicate that they may speak and/or vote on applications which may be later referred to that Council for determination, and that they could reconsider any such applications at district level taking into account all relevant evidence and representation made at that tier.

4. PLANS LIST (Pages 3 to 68)

5. REPORT TABLE (Page 69)

6. PARISH TOWN COUNCIL CONSULTATION – TREE PRESERVATION ORDER

Application No. 14/01006/TPO

Applicant: Mr John Bishop

Proposal: Application to carry out tree surgery works to Yew tree known as T.1 in the South Somerset District Council (Yeovil No.2) Tree Preservation Order 2009 (GR 354333/115031)

Location: Land adjoining the Yew Tree Inn Forest Hill Yeovil Somerset BA20 2PG

To consider the above application and copy site map attached at page 70.

7. PLANNING DECISIONS (Page 71)

8. CORRESPONDENCE

9. FINANCIAL STATEMENT – DECEMBER 2013/JANUARY 2014

To consider the financial statement for the period 1 December 2013 to 31 January 2014 attached at pages 72 to 75.

	Application No	Proposal	Address
1	12/00403/OUT	The erection of a Class A1 food retail unit, new and altered access, car parking and servicing, landscaping together with public open space (GR 352700/116971)	Yeovil Town Football Club Ltd Boundary Road Brympton
2	14/00561/FUL	Proposed roof extension providing 2 additional storeys containing 5 No. new residential apartments, new bin store, cycle storage and fenestration changes to existing building (GR 355711/116143)	Court Ash House Court Ash Yeovil
3	14/00907/LBC	The carrying out of internal and external alterations to include new front access door and staircase, replacement front awnings and 2 No. first floor front windows (GR 355508/115934)	16 Hendford Yeovil Somerset
4	14/00918/FUL	Alterations and the conversion of premises to form 2 No. separate dwellings (GR 355504/115859)	17 & 17A Hendford Yeovil Somerset
5	14/00705/COU	The change of use of premises from Use Class A1 (hairdressers) to a tattoo studio (GR 355686/115935)	13 Wine Street Yeovil Somerset
6	14/00694/FUL	The erection of a single storey kitchen extension, demolition of existing store and erection of a new store extension (GR 356009/117077)	St Marks Methodist Church Chelston Avenue Yeovil
7	14/00846/FUL	The erection of a single storey extension to dwellinghouse (GR 355426/116674)	46A Mudford Road Yeovil Somerset

PLANNING MEETING
MONDAY 17 March 2014

PLANS LIST

The schedule of planning applications is attached.

The delegation agreement relating to planning applications between the District Council and the Town Council provides for the Town Council to receive written reports on applications in the Yeovil Town area, and those that are regarded as having a significant impact on this area. These reports include key considerations, which, in the opinion of the Area Planning Manager, are planning issues to which the Town Council should have regard in considering its views and making recommendations on each application.

The recommendations of the Town Council are taken into consideration by the District Council (the Planning Authority) as part of the application determination process. However, the final decision will be made by the Planning Authority having regard to the level allocated to the application (as outlined in the extract from the District Council's Scheme of Delegation set out below*) and to any views expressed by various consultees (including the Town Council) and District Council Ward Members.

BACKGROUND PAPERS

The background papers to the items in this Plans List are the planning files listed which are held in the Area South Planning Department, South Somerset District Council, Council Offices, Brympton Way, Yeovil, BA20 2HT.

HUMAN RIGHTS ACT 1998 ISSUES

The determination of the applications which are the subject of reports in this Plans List are considered to involve the following human rights issues:-

1. Articles 8: Right to respect for private and family life
 - i) Everyone has the right to respect for his private and family life, his/her home and his/her correspondence.
 - ii) There shall be no interference by a public authority with the exercise of this right except such as in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedom of others.
3. The First Protocol
4. Article 1: Protection of property

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No-one shall be deprived of his possessions except in the public interests and subject to the conditions provided for by law and by the general principles of international law.

The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties.

Each report considers in detail the competing rights and interests involved in the application. Having had regard to those matters in the light of the convention rights referred to above, it is considered that the recommendation is in accordance with the law, proportionate and both necessary to protect the rights and freedoms of others and in the public interest.

***APPLICATION LEVELS AS DEFINED IN THE DISTRICT COUNCIL SCHEME OF DELEGATION**

LEVEL 1 APPLICATIONS

The following applications can be determined contrary to officer recommendation in balanced cases by the Area Chair and Head of Development and Building Control where the proposals lie within the development limits.

1. Dwellings

- 1-2 units (full) and less than 0.1 hectare (outline)

2. Offices/R&D/Light Industry

3. Heavy Industry/Storage/Warehousing

4. Retail/Distribution/Servicing

5. All Other Minor Developments

- Floorspace is less than 500 square metres and the site is less than a half hectare (applies to 2-5)

6. Minor Change of Use (In line with policy)

The following applications can be determined contrary to officer recommendation in balanced cases by the Area Chair and Head of Development and Building Control

1. Householder

Householder developments are defined as those within the curtilage of residential property which require an application for planning permission and are not a change of use.

2. Adverts

3. Listed Building Consents (Alterations)

4. Listed Building Consents (Demolitions)

5. Conservation Area Consents

6. Demolition of unlisted buildings in Con. Areas

7. Others This category includes all decisions relating to:

- applications for Lawful Development Certificates for existing use (from July 1992); (**CLUEDs**)

- applications for Lawful Development Certificates for proposed use (from July 1992); (**CLOPUDs**)
- applications for Certificates of **Appropriate Alternative Development**;
- notifications under:
 - **Circular 18/84** (Development by Government Departments); and
 - **Circular 14/90** (Overhead electric lines).
- applications by the **British Coal Corporation** under Class A, Part 21 of the General Permitted Development Order 1995.
- Telecom Notifications, any Tree Application, Agricultural Notifications, County Matters, Demolition Prior Approvals.

LEVEL 2 APPLICATIONS

1. Dwellings

- More than 2 units (full) and more than 0.1 hectare (outline)

2. Offices/R&D/Light Industry

3. Heavy Industry/Storage/Warehousing

4. Retail/Distribution/Servicing

5. All Other Minor Developments

- Floorspace is more than 500 square metres and the site is more than a half hectare (applies to 1-5)

6. Change of Use

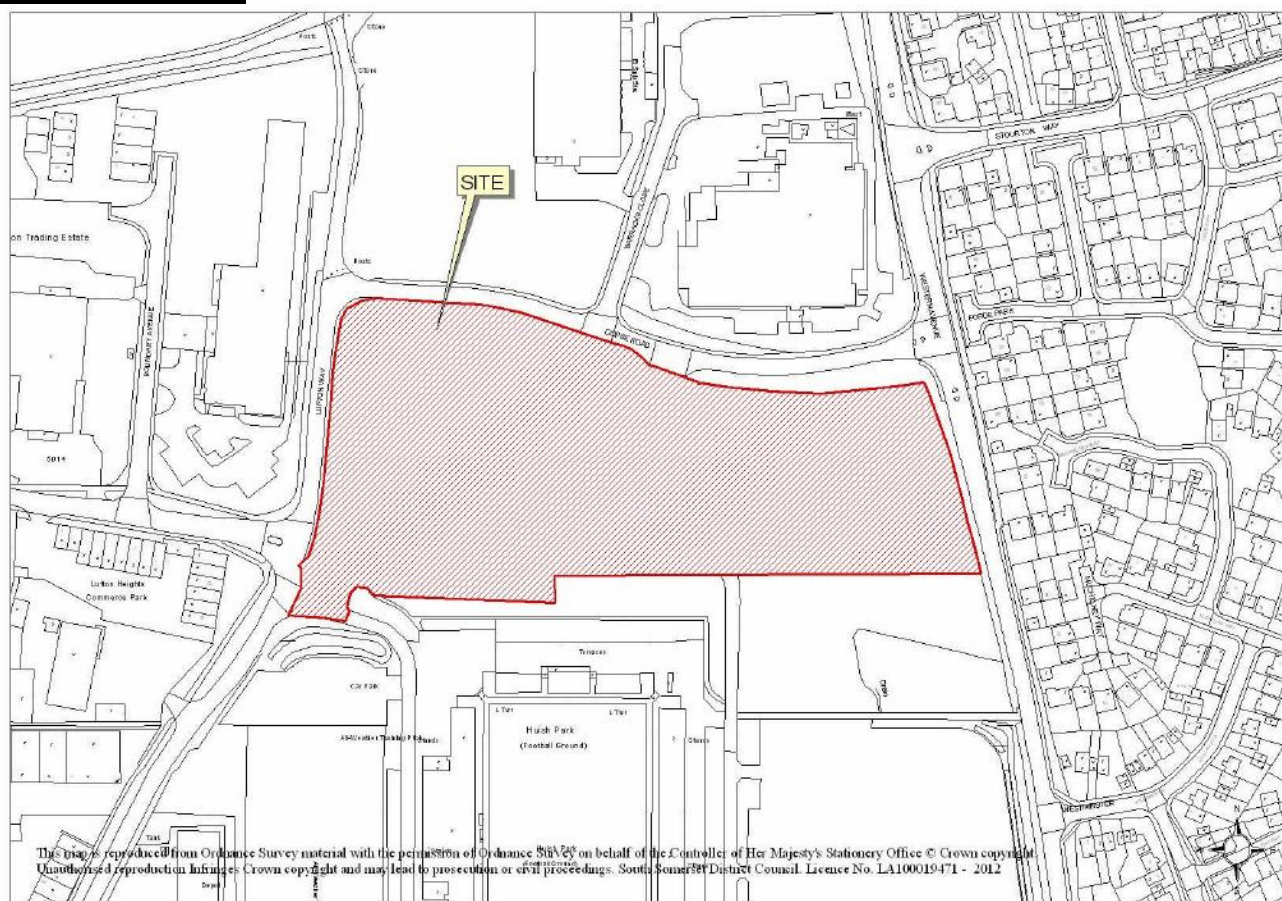
LEVEL 3 APPLICATIONS

Level 3 applications are likely to be developments that because of the significance of their impact should always be determined by the relevant Area Committee (or Regulatory Board where necessary). Whether an application falls into the Level 3 category shall be decided by the Head of Development & Building Control in consultation with the relevant Area Chair.

1. Officer Report On Planning Application: 12/00403/OUT

Site Address:	Yeovil Town Football Club Ltd Boundary Road Brympton
Ward :	BRYMPTON
Proposal :	The erection of a Class A1 food retail unit, new and altered access, car parking and servicing, landscaping together with public open space (GR 352700/116971)
Recommending Case Officer:	Simon Fox (Area Lead Officer)
Target date :	1st May 2012
Applicant :	Yeovil Town Football Club
Type :	Major Retail f/space 1,000 sq.m or 1ha+

SITE LOCATION



UPDATE

Councillors will recall this application was first brought for discussion in February 2012. Although the application site is in Brympton Parish, it was felt necessary to consult Yeovil Town Council.

The officer's report from the February 2012 meeting is attached as Appendix 1. At that time councillors resolved to recommend refusal of the application for the following reasons:

1. Will have an adverse impact on the well-being of Yeovil Town Centre.
2. There are suitable and available sites which can accommodate this proposal in the town centre
3. Approval could have a harmful effect on the existing bus shuttle service linking Abbey Manor Park to the town centre shops
4. The site occupies an unsustainable location and the supermarket development will be accessed by car.
5. Serious traffic problems are likely to result if approved here.

A final consultation response from the Highway Authority has also been received and this is attached as Appendix 2.

Since that time negotiations between SSDC and the applicants have continued. Recently additional information has been received leading up to Area South Committee, to be held 2nd April 2014. This information, which is attached as Appendix 3, comprises a letter from the Agent summarising his understanding of the position with the application, Proposals for the replacement of the 6.2 acres of public open space, and a document entitled 'The Future of Yeovil Football-Special circumstances support document for the food store planning application on the Huish Park stadium site'. An oral summary of these documents will be given at the meeting.

The purpose of this report is to update councillors and ask the Committee whether it wishes to amend its previous recommendation and/or make any further comments in light of this extra information.

RECOMMENDATION

Any additional comments from the Yeovil Town Council, as a neighbouring parish council, are invited.

APPENDIX 1

Officer Report On Planning Application: 12/00403/OUT

Site Address:	Yeovil Town Football Club Ltd Boundary Road Brympton
Ward :	BRYMPTON
Proposal :	The erection of a Class A1 food retail unit, new and altered access, car parking and servicing, landscaping together with public open space (GR 352700/116971)
Recommending Case Officer:	Andy Cato
Target date :	1st May 2012
Applicant :	Yeovil Town Football Club
Type :	Major Retail f/space 1,000 sq.m or 1ha+

SITE DESCRIPTION AND PROPOSAL

The application site extends to some 3.1 hectares and lies to the north of the Yeovil Town Football Club stadium (Huish Park). The site slopes generally to the southwest and is currently used as practice pitches by the football club comprising an open grass surface with the exception of an access track to the stadium leading off Copse Road. The site is bounded by Lufton Way (west), Copse Road (north) and Western Avenue (east). Land to the north, west and south is predominantly in commercial use; to the east, across Western Avenue, the land is residential

The application seeks outline planning permission with all matters reserved other than the means of access. The proposed indicative development entails a 70,000 sq.ft foodstore with 487 car parking spaces, a café terrace, landscaped public open space and pedestrian links to Huish Park, Western Avenue and Copse Road/Lufton Way. Customer access to the foodstore would be via a vehicular access off Copse Road close and in place of the existing access track to the football club. Access for service vehicles is to be shared with the football clubs main vehicular access onto Lufton Road. At the far eastern end of the site an area of 0.36 hectares is to be laid out as public open space - this adjoins the proposed car park serving the store and extends up to the boundary with Western Avenue.

The application is accompanied by a number of reports as follows:

Floodrisk Assessment. This confirms that the site lies within a designated Flood Zone 1 area (little to no flood risk) and explores the drainage options to serve the proposal. In this connection whilst a Sustainable (SUDS) scheme can be employed, the preferred option is based on 'geocellular crates' (or similar) to deal with rainfall, with a controlled discharge to the existing surface water sewer.

The report concludes that the proposed development is acceptable in terms of planning policy 'that it would be safe and would reduce overall flood risk through attenuation to Greenfield rates'.

Air Quality Assessment. This concludes that the proposal is acceptable in terms of its impact on and sensitivity to local air quality. The report advises in this connection that increase in pollution from vehicle movements resulting from this proposal has been assessed as negligible. That subject to mitigation measures; dust emissions during construction will result in no significant off site effects.

Noise Assessment. This concludes that the proposed development would not give rise to any unacceptable noise impacts. The report advises that additional noise resulting from traffic would be inaudible and that any plant installed for the foodstore lies at a sufficient distance from the nearest houses.

Arboricultural Assessment. Existing young and mature trees are identified with specification of species and condition/health. A detailed landscaping scheme details tree retention and removal proposals.

Community Involvement. This sets out the pre-application community consultation carried out on behalf of the football club. This refers to various meetings held with SSDC local Ward Members, Brympton Parish Council, a public exhibition, newspaper advertisement and newsletters addressed to local residents, to SSDC Ward Members, Area Committee members, Brympton Parish Council, Yeovil Without Parish Councils, Yeovil Town Council, SCC ward member and Yeovil's MP. A total of 213 persons attending the public exhibition and 91 feedback forms were

received and an email. Of these responses 66 supported the proposal and 19 objected (9 no comments).

Sustainability Statement. This concludes that, subject to adoption of measures set out in the report, the building will have a very high measure of sustainability in all areas and will be extremely energy efficient with very low CO2 emissions. The proposed development is further said to "add considerable to the ecological value and biodiversity of the site".

Geotechnical and Contaminated Assessment Report. The report concludes that a potential risk of land contamination applies and recommends further testing be carried out.

Transport Assessment. This states that no existing football club parking will be lost, that 463 parking spaces will be provided for the proposed foodstore with access provision for customers and servicing. Away supporters use the application site on match days; these will be redirected to an unused area of the Memorial car park. The retail operator will manage the car park for the proposed store on match days to ensure supporters do not park in the stores car park.

Reference is made to the pre-application consultations, traffic data obtained from the County Council and to surveys carried out on local roads. The traffic likely to be generated by the foodstore (predicted 2016 flows) is estimated as follows:

COPSE ROAD - an increase from 688 (am) to 948 vehicles per hour (vph). Pm from 552 to 1131vph. The road is said to have a capacity of 1470 vph.

LUFTON WAY - am increase by 28vph. Pm increase by 106vph.

WESTERN AVENUE - am increase by 49vph. Pm increase by 117vph. The road is said to have a capacity of 1590 vph.

The report advises that a new foodstore does not, in general, generate additional traffic but results in a redistribution of food shopping trips, frequently providing a reduction in overall journey length.

In terms of traffic flows the report concludes that whilst Copse Road will experience a significant increase, traffic flows along Western Avenue will increase by 7% only and that "the scale of increase will not create any operational problems".

In terms of local road junctions the report identifies a need to upgrade the Copse Road/ Western Avenue junction to a roundabout. The junction of Western Avenue already experiences operational problems and is scheduled to be improved as part of the Brimsmore Development. A traffic management scheme is proposed in the event that the Brimsmore scheme is delayed. A contribution towards any SCC improvements to the Asda roundabout is proposed.

In terms of "non - car modes" a footway is proposed alongside Western Avenue and the existing bus stops provided with bus shelters.

Retail Statement. This concludes:

There are no sequentially preferable sites suitable, available and/or viable for a food store of the type proposed.

The proposal would have neither significant adverse impact on the town centre nor any other adverse impact.

The scheme accords with development plan and national policies.

It would secure significant benefits in terms of securing future investment in the football club, enabling the provision of replacement playing fields for community use, creating publicly accessible open space on the existing site, extending the choice of main food stores serving the town and its large catchment area and delivering between 300-370 employment opportunities. *The report advises that extensive discussions have been held with the Council regarding the best option for the provision of alternative playing fields available to the community. It is proposed, via a section 106 obligation, to make "equivalent alternative provision within the Brympton parish within a five-year period."*

There are no material considerations, which outweigh the presumption in favour of development.

The land at Huish Park is a suitable and appropriate location for the scale and type of development proposed.

YTFC Support Statement. Within this the club Chairman advises: "Unless we are able raise the essential revenues from under utilised land around the Huish Park Stadium, our proposals for sustaining the progress of Yeovil Town Football Club, as outlined in this document, will be difficult, if not impossible to deliver". The report concludes by identifying the following benefits of this proposal:

To the people of Brympton by providing enhanced sports facility to encourage increase participation in football and sport, with associated health benefits, at a facility, which is currently being wasted.

To the Brympton area by providing new investment and development, with some new job creation, as well as increased spending in the area.

To the communities of South Somerset through the provision of new, non-sporting community facilities and activities within the stadium itself.

As a catalyst for other external investment by bringing the site and immediate area back to life.

To the people of Yeovil by providing real cost savings to the Councils long term Sports Strategy.

The above clearly provides the committee with a brief summary of the various reports submitted in support of this outline planning application. The full reports can be viewed on the Councils planning web-site- alternatively paper copies are available to view if required.

Indicative plans for the foodstore detail a single building situated towards the western most end of the site of a footprint of some 70,000 sq. ft. The building consists of 7 continuous bays each fitted with a canted roof slope - the total height to the "saw-tooth" roof is 10.744 metres. The building is of timber-framed construction and the main external finishing comprises timber cladding and glazing.

MAIN PLANNING HISTORY

Prior to the development of the football stadium here, the sites initial planning history relates to a use of the site as part of an extensive army camp :

Planning permission 14619 of March 1980 allowed a "use for living accommodation of building at camp".

In 1988 outline planning permission 871203 allowed "the provision of recreational facilities for multi purpose sporting activities and including football stadium, sports hall, squash courts, pavilion, caretaker and stewards flats and car parking". All matters were reserved for subsequent approval. The application was made by Yeovil Town FC and at that time the application site had previously been in use by the MOD as a sports pitch. In addition to the football clubs proposed stadium, the application also included the following facilities:

A sports hall, probably involving the conversion of the old "Globe" cinema,, substantial all-weather pitch, two football pitches, cricket pitch, hockey pitch, tennis courts, squash courts, fitness circuit, childrens play area and a picnic area.

The subsequent reserved matters submission, 891816, sought approval of details for the first phase of the outline scheme. The application was made by Yeovil Town FC and provided the details for the clubs proposal for a football stadium, a six aside pitch, car parking for 781 cars and access roads from Copse Road and Boundary Road; a social club was to be added later.

The first phase reserved matters dealt with the southern half of the site only; the northern half of the site - the current application site, was to comprise a future reserved matters submission (phase 2) and would concern the "public part of the complex".

The reserved matters application for the 1st phase was approved in August 1989.

A second reserved matters application then submitted by the Football Club, 892529, did not concern the proposed 2nd phase but sought permission for a terrace of 5 flats for use as players accommodation. The flats are detailed to be sited fronting Boundary Road, to the west of the stadium and within the area subject of the above reserved matters application. This application was approved in October 1989.

Shortly after the approval of the 2nd reserved matters approval, the Football Club entered into an agreement with the Council. This requires the Club to provide the facilities for public recreation. The agreement stipulates that "no residential or other commercial development of the Public Recreation Area other than that to be undertaken by the Club". The agreement requires:

1. "subject to availability of appropriate funding" within 3 years of completion of the stadium or 31.12.93 (whichever the earlier) the Club will provide various recreation facilities within the site
2. Notwithstanding the availability of funding the club will provide on the Public Recreation Area within the above stipulated time period:
3. full size grass football or hockey pitches with appropriate car parking and suitable accommodation for showers, toilets and changing rooms.

Two planning applications submitted in 1991 (910795 & 911612) entailed a use of land at the Football Club for the holding of an open-air general market on one day a week (90/100 stalls). The application was refused and an appeal was lodged against both refusals. On appeal the Council argued:

The site is allocated in the Local Plan for public recreational use and these facilities will continue to be developed at the site and the market prejudices this objective.

The proposal is retail development and the site is not within or adjacent to an existing shopping area; the area of the market use is comparable with that of a supermarket and is contrary to planning policy.

The market/retail use would damage the vitality and viability of the town centre

In dismissing the appeal in April 1992 the Inspector noted that the land was allocated as a sports complex. He went on to say:

The proposed market would sell a range of goods that could affect not only the retail shops in the town centre but also the existing market. A market of 90 stalls, or more, must dilute the purchasing power of potential shoppers even if it only operates one day a week, particularly when the retail trade is facing difficulties.

The project does not accord with either the Structure Plan or the Local Plan and would be likely to affect the character and vitality of Yeovil as a shopping centre.

Following the appeal dismissal, in 1992, permission was sought and approved to use a restricted/smaller area alongside the stadium for car boot sales on Sundays only (921199). A temporary one-year permission was granted and successive renewals were obtained up until 2001. That last approval, 00/03072, expired in 2006.

Planning permission was then obtained in 1995 (952031) to erect a social club building

In 2003, under reference 03/01951/FUL, a marquee was approved on a temporary basis to provide a supporters bar.

Under reference 04/02181/FUL, in 2004, permission was gained for alterations and extensions to include a supporter's bar, a control room and provision of a disabled lift.

In 2005, reference 05/01495/FUL, permission was obtained to retain the marquee to continue to function as a temporary supporters bar.

Some developments may be subject to environmental assessment under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999. Environmental Assessment is mandatory for projects listed in Schedule 1 to the Regulations, whereas those listed in Schedule 2 require assessment if they are likely to have significant environmental effect because of factors such as their nature, size or location. In the case of the application site two "Screening Opinion" applications have been made and have been determined that an Environmental Impact Assessment is not required; these related to:

11/01204/EIASS - Development of a Class A1 retail park containing floorspace extending to 10,219 sq.m and a 409-space car park.

11/01202/EIASS - Erection of a new stand at the football stadium to accommodate 3,500 and the provision of up to 150 car parking spaces.

A current "Screening Opinion" application concerns the development proposed by this current planning application 12/00432/EIASS. This has still to be determined.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

Regional Spatial Strategy (RSS)

Whilst the Localism Bill has indicated that it is intended to abolish the RSS, it remains a material consideration until the Bill is agreed and therefore regard should be had to the draft policies. The RSS vision is to deliver sustainable communities and a more sustainable future for the region. The spatial strategy focuses most new development in a limited number of Strategic Significant Cities and Towns (SSCT - Development Policy A). Below these places, locally significant development will be appropriate in settlements with a range of existing services and facilities and the potential for sustainable development (Development Policy B). The RSS identified that these SSCTs should take the bulk of new development. Yeovil is included in the Strategically Significant Cities and Towns.

In terms of town centres and retailing Policy SS6 (which relates to the advice set out in PPG6) advises:

Local authorities in their development plans and other agencies in their plans, policies and programmes should:

- seek to locate developments which attract large numbers of people, including retailing, leisure, commercial activity and public facilities, in the centres of the Principal Urban Areas and in the other designated centres for growth specified in the spatial strategy;
- encourage town centre developments of an appropriate scale in the market towns and larger settlements elsewhere in the region in keeping with their size and function; ensure that such development is located where it will contribute to the regeneration and environmental improvement of town centres, can help to reduce the need to travel and encourage journeys by modes other than the private car
- ensure that the vitality and viability of existing centres, including suburban centres, is protected and

enhanced, notably by assessing the need for new development and by applying the sequential approach in PPG6 (Town Centres and Retail Development) to site selection for new retail and leisure developments (for convenience shopping, a distribution of provision should be maintained that minimises the lengths and frequency of trips, so that any settlement of reasonable size has access to all normal day-to-day necessities. Such provision should be in keeping with the scale of the centre and the catchment that it conveniently serves so as not to encourage longer trips or to undermine the viability of other nearby centres); and

- make no further provision for proposals to build or extend major regional or sub regional out-of-town shopping centres.
- ensure that such development is located where it can help to reduce the need to travel, encourage journeys by modes other than the private car and contribute to the regeneration and environmental improvement of town centres;
- ensure that the vitality and viability of existing centres, including suburban centres, is protected and enhanced, notably by assessing the need for new development and by applying the sequential approach in PPG6 (Town Centres and Retail Development) to site selection for new retail and leisure development.

Somerset and Exmoor National Park Joint Structure Plan (adopted April 2000):

The most relevant policies in respect of this proposal are considered to be:

STR1 -

Development in Somerset and the Exmoor National Park should:

- be of high quality, good design and reflect local distinctiveness;
- develop a pattern of land use and transport which minimises the length of journeys and the need to travel and maximises the potential for the use of public transport, cycling and walking;
- minimise the use of non-renewable resources;
- conserve biodiversity and environmental assets, particularly nationally and internationally designated areas;
- ensure access to housing, employment and services;
- give priority to the continued use of previously developed land and buildings;
- enable access for people with disabilities.

STR2 -

YEovil is identified as a Town and will function as a location for employment and shopping, cultural, community and education services and residential use. Yeovil will provide a sub-regional role for certain services including, shopping and financial & administrative services.

STR4 -

DEVELOPMENT IN TOWNS New development should be focused on the Towns where provision for such development should be made in accordance with their role and function, individual characteristics and constraints. Priority should be given to the re-use of previously developed land and to the encouragement of mixed-use development.

Policy 20 -

THE RETAIL FRAMEWORK Retail development should be well related to settlements. The overall scale of retail facilities in, or adjacent to, any particular settlement should be commensurate with the strategic importance attributed to that settlement by the strategic policies of the plan. In providing for development, which has the potential to create change in the pattern of shopping centres, the vitality and viability of existing town and local centres, including centres providing local shopping facilities in rural areas, should be prime considerations.

Policy 21 -

TOWN CENTRE USES The functional centres of Towns and Rural Centres will be the primary focal points of new facilities particularly for shopping, leisure, entertainment and, financial and administrative services, which need to be accessible to a wide range of the population and are suitable for access by a choice of means of transport. In identifying sites for such development, a sequential approach, that respects the sustainable development principles of this plan, should investigate opportunities in the following order:

1. in town centres,
2. in edge-of-town centre locations,
3. in local centres, and only then,
4. in new locations within or well related to the settlements concerned, that are accessible by a choice of means of transport.

Consideration should be given to the impact that the development might have on the vitality and viability of the existing Town or Rural Centre and other similar settlements nearby, and to measures necessary to maintain a balance between them.

Policy 37-

FACILITIES FOR SPORT AND RECREATION WITHIN SETTLEMENTS Provision should be made for the protection, maintenance and improvement of the range of facilities for sport and recreation, where they are compatible with the size and function of the settlement involved. New developments, which would generate substantial transport movements, should be accessible by public transport.

Policy 39 -

TRANSPORT AND DEVELOPMENT Proposals for development should be considered having regard to:

- the management of demand for transport;
- achieving a shift in transport modes to alternatives to the private car and lorry wherever possible; and
- the need for improvements to transport infrastructure.

Policy 42 -

WALKING Facilities for pedestrians should be improved by maintaining and extending the footpath network, particularly between residential areas, shops, community facilities, workplaces and schools and by ensuring that improvements to the highway provide for safe use.

Policy 44-

CYCLING Urban and longer distance facilities for cyclists should be improved by maintaining and extending the cycle network between residential areas and schools, shops, community facilities and workplaces, and by making the best use of existing highway infrastructure. Improvements to the highway should provide for safe use by cyclists.

Policy 45-

BUS Facilities for buses should be improved. This should include measures to give priority to buses and to introduce park and ride systems where these are the most sustainable option.

Policy 48 -

ACCESS AND PARKING. Developments which generate significant transport movements should be located where provision may be made for access by walking, cycling and public transport. The level of parking provision in settlements should reflect their functions, the potential for the use of alternatives to the private car and the need to prevent harmful competitive provision of parking.

The level of car parking provision associated with new development should:

- first, take account of the potential for access and provide for alternatives to the private car, and then,
- should be no more than is necessary to enable development to proceed.

Policy 49 -

TRANSPORT REQUIREMENTS OF NEW DEVELOPMENTS. Proposals for development should be compatible with the existing transport infrastructure, or, if not, provision should be made for improvements to infrastructure to enable development to proceed. In particular development should:

- provide access for pedestrians, people with disabilities, cyclists and public transport;
- provide safe access to roads of adequate standard within the route hierarchy and, unless the special need for and benefit of a particular development would warrant an exception, not derive access directly from a National Primary or County Route; and,
- in the case of development, which will generate significant freight traffic, be located close to rail facilities and/or National Primary Routes or suitable County Routes subject to satisfying other Structure Plan policy requirements.

Policy 50 -

TRAFFIC MANAGEMENT. Traffic management schemes, which improve safety, travel conditions and the environment, should be implemented to make the best possible use of the highway network. Such schemes should remove or reduce heavy or unnecessary vehicles from settlements or sensitive environments and improve conditions for pedestrians, cyclists and public transport users.

The Saved Policies of the South Somerset Local Plan:

The most relevant policies in respect of this proposal are considered to be:

ST5 - General Principles of Development.

Proposals for development will be considered against the following criteria:

1. The proposal promotes a pattern of land use and transport, which reduces the need to travel, minimises the length of journeys and provides accessibility by a choice of means of transport;
2. The proposal makes efficient use of land and give priority to the use of recycled land and other appropriate sites within urban areas first;
3. The proposal conserves the biodiversity and environmental assets, particularly nationally and internationally designated areas, and the historic heritage of the district;

4. The proposal respects the form, character and setting of the locality;
5. The proposal makes provision for a satisfactory means of access into and within the site and traffic resulting from development can be accommodated on the local transport network;
6. The proposal avoids placing people and property at risk from flooding, ground instability, contaminated land, pollution or hazardous substances; and
7. The proposal makes provision for the infrastructure necessary to service the development.

When considering development proposals, regard will be had to any associated mitigation or compensatory measures that satisfactorily address impacts arising from the development.

ST6 - The Quality of Development

Proposals for new development, otherwise acceptable in principle, will be permitted where the following design criteria are met:

1. The architectural and landscape design satisfactorily respects the form, character and setting of the settlement or local environment.
2. They preserve and complement the key characteristics of the location, to maintain its local distinctiveness.
3. They do not result in the unavoidable loss of open spaces (including gaps and frontages) with visual or environmental value.
4. They do not cause unavoidable harm to the natural and built environment of the locality and the broader landscape.
5. Their density, form, scale, mass, height and proportions respect and relate to the character of their surroundings.
6. They do not unacceptably harm the residential amenity of occupiers of adjacent properties by disturbing, interfering with or overlooking such properties. Where necessary, the district council may impose conditions on any permission regarding hours of opening, operation and servicing.
7. They will not adversely affect, either directly or indirectly, land stability in or around the location.
8. They retain and integrate and/or enhance, where desirable, attractive site features and natural characteristics within the scheme.

ST7 - Public Space

Where proposed development includes outdoor areas available for use by the general public, these areas must be shown to be attractive and carefully designed to safely fulfil their purpose and to be easily maintained.

ST8 - Sustainable Forms of Development.

Development will be permitted where it is clearly demonstrated that energy conservation has been fully considered in the design, orientation, layout and siting of the proposal and that all measures which are practicable are included as part of the scheme.

ST10 - Planning Obligations.

Where, as a direct consequence of a proposed development, additional infrastructure or mitigation measures are required within the development site or elsewhere, the local planning authority will seek planning obligations to secure or contribute to the provision of infrastructure, mitigation measures, community facilities, a range of house types and appropriate phasing of development. Piecemeal development will not be permitted.

TP1 - New Development and Pedestrian Movement

Where required, new development will make provision for the improvement and provision of facilities for pedestrians and cyclists, including:

1. Shared and exclusive footpaths, footways and cycleways; and
2. Links with and extensions to the existing footpath and footway network.

The design of the above must take account of the need to provide for all users including the mobility impaired.

TP2 - Travel Plans

The following development proposals will not be permitted unless accompanied by a travel plan:

- All major developments comprising jobs, shopping, leisure, and services.

TP3 - Cycling

Proposals for new commercial developments, or for facilities to which the public will have access, and which would result in an increase in travel demand, should make provision for a minimum level of secure bicycle parking as follows:

Shops (Use Classes A1, A3)

1 space per 200 sq. m. gross floor area.

TP4 - Road Design

Proposals for new residential roads will be required to be designed so as to minimise risk of accident particularly to pedestrians and cyclists.

TP5 - Public Transport

Developments, which are likely to generate significant levels of travel demand, will only be permitted where they are currently accessible to a choice of means of transport other than the car, including public transport, or where those means can be provided to satisfy the development's needs. Where these other means of transport need to be provided, then this provision will need to be secured, by the time the development is occupied, by condition or agreement with the developer. Elsewhere, the provision of improved public transport services and facilities for cyclists and pedestrians, appropriate in scale to the development and in accordance with the relevant standards, will be a material consideration in the determination of planning applications.

TP6 - Parking Provision

This policy sets out the amount of on-site parking relative to the size of the proposal.

MC2 - Location of Shopping Development (Town Centres)

In order to sustain and enhance the vitality and viability of town centres, new shopping proposals will be permitted firstly within the town centres or the Yeovil town centre shopping area, followed by edge-of-centre locations then district and local centres, provided that:

1. The proposals are of a scale appropriate to the size and function of the town centres or local centre and would help to sustain and enhance the vitality and viability of the centre;
2. The proposals, either alone or combined with other recent and outstanding planning permissions, would not seriously affect the viability of another nearby town centre as a whole or the rural economy including village shops; and
3. Parking will serve the centre as a whole.

MC3 - Location of Shopping Development (Outside Town Centres)

Outside the preferred locations, shopping proposals, other than those serving local day-to-day needs, will only be permitted where there is a clearly defined need which cannot be accommodated in preferred locations, and provided that:

1. The proposals are of a scale appropriate to the size and function of the town; and
2. The proposals, either alone or combined with other recent and outstanding planning permissions, would not seriously affect the vitality and viability of any town centre as a whole or the rural economy including village shops

Developers proposing an out-of-centre development will need to demonstrate that all potential preferred locations have been thoroughly assessed and that the proposed development is accessible by a choice of means of transport.

In order to ensure that any approved development does not subsequently change its trading style or composition such that it would no longer be acceptable, the district council will consider imposing conditions to:

- Prevent subdivision into a larger number of smaller units; and
- Limit the range or types of goods sold and services provided.

The District Council will also consider imposing conditions to prevent the inclusion of post offices and pharmacies where they would be likely to adversely affect easily accessible facilities available to the local community.

CR1 - Loss of playing fields.

Development, which would result in the loss of playing fields, will only be permitted where:

1. Sports and recreation facilities can best be retained and enhanced through the redevelopment of a small part of the site;
2. Alternative provision of equivalent community benefit is made available;
3. There is an excess of sports pitch provision and public open space in the area, taking account of the recreation and amenity value of such provision.

National Guidance

Statements on Government planning policy and associated guidance can provide material considerations in the determination of a development proposal. This can be particularly relevant where the adopted development plan document pre-dates the most up to date Government policy. In this case the following policy documents are relevant:

PPS1 - Delivering Sustainable Communities (2005) and the accompanying policy document "The Planning System - General Principles".

PPG13 - Transport.

PPG17 - Sport and Recreation.

PPS4 - Planning for Sustainable Economic Growth (December 2009):

Policy EC17 of PPS4 sets out the considerations to be taken into account when considering planning applications for main town centre uses (which includes retail uses) on sites that are not in a centre and not in accordance with an up to date development plan. At paragraph EC17.1 and EC17.2, it states:

"Planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date development plan should be refused planning permission where:

- a) The applicant has not demonstrated compliance with the requirements of the sequential approach (policy EC15); or
- b) There is clear evidence that the proposal is likely to lead to significant adverse impacts in terms of any one of impacts set out in policies EC10.2 and 16.1 (the impact assessment), taking account of the likely cumulative effect of recent permissions, developments under construction and completed developments.

Where no significant adverse impacts have been identified under policy EC10.2 and 16.1 planning applications should normally be determined by taking account of:

- a) The positive and negative impacts of the proposal in terms of policies EC10.2 and 16.1 and any other material consideration; and
- b) The likely cumulative effect of recent permissions, developments under construction and completed developments.

It further states that, in considering sequential approach assessments, local planning authorities should:

- a. Ensure that sites are assessed for their availability, suitability and viability;
- b. Ensure that all in-centre options have been thoroughly assessed before less central sites are considered.
- c. Ensure that where it has been demonstrated that there are no town centre sites to accommodate a proposed development, preference is given to edge of centre locations, which are well connected to the centre by means of easy pedestrian access;
- d. Ensure that in considering sites in or on the edge of existing centres, developers and operators have demonstrated flexibility in terms of:
 - 1. scale: reducing the floorspace of their development;
 - 2. format: more innovative site layouts and store configurations such as multi-storey development with smaller footprints;
 - 3. car parking provision: reduced or reconfigured car parking areas; and
 - 4. the scope for disaggregating specific parts of a retail or leisure development, including those which are part of a group of retail or leisure units, onto separate, sequentially preferable, sites. However, local planning authorities should not seek arbitrary sub-division of proposals.

Paragraph EC15.2 then notes that flexibility should be adopted in undertaking such an assessment and that:

"In considering whether flexibility has been demonstrated under policy EC15.1d above, local planning authorities should take into account any genuine difficulties which the applicant can demonstrate are likely to occur in operating the proposed business model from a sequentially preferable site, for example where a retailer would be limited to selling a significant reduced range of products. However, evidence which claims that the class of goods proposed to be sold cannot be sold from the town centre should not be accepted".

South Somerset District Council Corporate Plan.

This sets out 5 key corporate priorities as follows:

- Deliver well-managed, cost effective services valued by our customers.
- Increase economic vitality and prosperity.
- Improve the health and well being of our citizens.
- Ensure safe, sustainable and cohesive communities.
- Promote a balanced natural and built environment.

South Somerset Retail Study Update 2009.

This predicts that existing sites in and adjacent to the town centre can meet short to medium term retail needs.

South Somerset District Council Open Space Strategy.

This document sets out how the council is going to preserve a level of open space across the district, how it intends to acquire more as further development takes place and how it is going to manage the open space that it already has to the best possible standard.

The strategy does not identify individual areas of open space for retention or disposal. It does however set out actions for good management of existing open space, how the council will work with the community and partners and how it will work with developers for future provision. In doing so, the strategy considers a range of open spaces for which there is legitimate public access and which provide recreational benefit.

This document identifies the key principles for developing sport and leisure throughout the District.

South Somerset Sustainable Community Strategy.

This document sets out what residents, businesses and organisations in South Somerset have said they want to see happen to improve the quality of life of everyone, whilst nurturing the natural environment. It identifies 12 goals, including:

Goal 3 - Healthy and Active environment enabling residents to choose a healthy lifestyle.

Goal 4 - Services and Facilities, enabling everyone to have fair and equitable access to what they need.

Goal 5 - High Performance Local Economy that is diverse, adaptable and resource efficient.

Goal 7 - Distinctiveness promoting a thriving Yeovil able to attract and retain visitors, consumers and high quality sustainable businesses.

Goal 8 - High Quality Developments sustainably sited and constructed buildings and public space.

Other Relevant Documents:

Draft National Planning Policy Framework:

The Secretary of State has had regard to the Draft National Planning Policy Framework document, issued for consultation on 25 July, but as this document is still in draft form and subject to change, he has accorded its policies little weight."

CONSULTATIONS

Yeovil Town Council (adjoining parish). Observations invited.

SSDC Planning Policy; Observations awaited.

SSDC Economic Development; Observations awaited.

SSDC Leisure and Recreation; Observations awaited.

SSDC Landscape Architect; Observations awaited.

SSDC Regeneration; Observations awaited.

SSDC Solicitor; Observations awaited.

SSDC Environmental Protection Unit; Observations awaited.

Yeovil Chamber of Trade; Observations awaited.

MOD; Observations awaited.

Police Architectural Liaison Officer; Observations awaited.

Fire Brigade; Observations awaited.

Environment Agency; Observations awaited.

Wessex Water; Observations awaited.

Brympton Parish Council; Observations awaited.

Adjoining Parish Councils (including Yeovil Town Council); Observations awaited.

Neighbours: Occupiers of 96 nearby business and residential properties have been notified and invited to comment on the application. No responses to date.

A notice has been displayed at the site and an advertisement placed in the local newspaper.

CONSIDERATIONS

Regard should be had to the following key considerations in assessing proposals for significant retail development in locations outside a town centre:

- the extent to which the proposal complements existing facilities or meets existing deficiencies in shopping provision;
- the extent to which the development would complement or undermine the strategy for Yeovil Town Centre as set out in the Development Plan.
- its accessibility by a choice of means of transport;
 - its likely effect on overall travel patterns and overall number and length of car trips;
 - the likely implications for the continuing vitality and viability of existing centres if the proposed development does not take place; and
 - the likely impact on the vitality and viability of existing centres.

In assessing the likely impact on the vitality and viability of a centre, the following should be taken into consideration:

- the potential effects on future private investment needed to safeguard the vitality and viability of that centre (taking account of the likely growth in population and expenditure);
- the potential changes to the quality, attractiveness and character of the centre;

- the potential changes to the role of the centre in the economic and social life of the community;
- the potential changes to the range of services that the centre will continue to provide; and
- the potential increase in the number of vacant properties in the town centre.

In addition all proposals for significant shopping development should be subject to assessment relating to impact on local amenity, traffic generation and access, car parking, public transport provision, design and landscaping.

Applications for significant out-of-centre or out-of-town retail development should be accompanied by information on:

- the applicant's approach to site selection and the availability of suitable alternative town centre sites;
- its likely trading impact on existing centres, including consideration of the cumulative effects of the proposal, recently completed retail developments and outstanding planning permissions for retail development, where appropriate;
- its accessibility by a choice of means of transport giving an assessment of the proportion of customers likely to arrive by different modes of transport;
- the contribution that the proposal may make to meeting existing deficiencies in shopping provision or complementing existing facilities;
- the likely changes in travel patterns over the catchment area and, where appropriate any significant environmental impacts.

In the case of this application regard should also be had to the legal agreement, to the potential loss of public open space provision and to the statements submitted in this connection by both the applicants and their agents.

RECOMMENDATION

The views of the Yeovil Town Council are invited.

APPENDIX 2

From: Carl Brinkman [mailto:CRBrinkman@somerset.gov.uk]
Sent: 06 March 2014 14:21
To: David Norris
Cc: Simon Fox
Subject: PROTECT: RE: Yeovil - Western Av / Thorne Lane

Dear Dave,

With reference to your email below, I understand that you are seeking a view a final recommendation on the planning application as originally submitted to the LPA.

With this in mind I thought it might be useful to outline the history of this particular application, starting with some limited pre application advice which was sought by the applicant in late 2011 / early 2012, feedback being provided on this to the applicant before the Highway Authority received the actual planning application on the 13th February 2012.

Following receipt of the application an initial response dated 15th February 2012 was sent back to the LPA as follows:-

"I refer to the above-mentioned planning application received on 13th February 2012 and, after carrying out a site visit on 14th February 2012 have the following observations on the highway and transportation aspects of this proposal:-

As the planning officer may be aware, this site was the subject of pre application discussions earlier in the year and whilst some information was available at that time, no formal agreement on either the impact or necessary mitigation measures was reached prior to the current application being submitted to the LPA.

As such it is now necessary to fully examine the impact of this development on the surrounding highway network and I have been advised by my colleagues in the relevant teams here in County Hall team that they will require more information to be provided before they will be able to make any detailed comments on the developers proposals. The main areas of concern at this point in time are as follows:-

- 1. Traffic Impact - the relevant ARCADY/PICADY files, TRICS output, etc.**
- 2. Proposed roundabout at junction of Western Avenue / Copse Lane (additional engineering plans including appropriate level information)**
- 3. Proposed Temporary traffic management arrangements at Western Avenue / Thorne Lane junction (additional engineering plans including details of land ownerships and how the developer intends to implement Traffic Regulation Orders and associated works e.g. road closures, provision of turning heads etc within existing highway limits**

I would be grateful therefore if you could advise the developer of this fact and request that this additional information be made available as soon as practicable (please note that we will require the additional plans to be provided as hard copies (5 sets minimum) as we do not have the facility to print off A1 or A0 drawings and these should be sent to myself here in County Hall)"

There then followed a an exchange of emails between the Highway Authority with some additional information being received from the developers highway consult in March 2012 which again was the subject of a detailed audit, which culminated in a second consultation response to the LPA on the 24th January 2013 which raised the following issues:-

"I refer to the above-mentioned planning application received on 13th February 2012 and my previous email to the LPA dated 15th February 2012 which raised a number of concerns relating to both the traffic impact of the development on the existing network and the off site works being proposed by the developer to mitigate that impact.

Following on from this the applicant submitted additional information to the LPA and this has been examined in detail by my colleagues in the various groups with the Department who have advised me that there are still a significant number of areas of concern and unless these are addressed satisfactorily I would have no alternative but to recommend refusal of the application. The areas of concern being as follows:-

Traffic Impact – The Transport Assessment **is not** considered to be acceptable by the Highway Authority (HA) as the traffic generation for the Saturday peak appears to be somewhat lower than TRICS analysis suggests (around 450 movements in each direction). Furthermore as is usual for supermarkets, the generation of traffic is split into four components:

- **New (entirely new trips not previously on the network)**
- **Pass-by (trips already on the immediate road network outside the site)**
- **Diverted (trips already in the local area for shopping – assumed in the Technical Note to be already on Western Avenue)**
- **Transferred (trips transferred from more distant stores – assumed in the Technical Note to be already within the Western Corridor).**

Whilst the HA agrees with the principle of using this methodology to analyse trip distribution, and indeed the percentage figures quoted, it disagrees with the definitions used. Working backwards, this effectively means:-

- **Transferred trips** are generally considered to be traffic previously associated with stores outside of the local network. In this case they are likely to be re-routing from (say) Tesco or Morrison's. They would generally (although not always exclusively) be considered to be new to the local network (see TRICS Report 95-2, particularly Figure 2.2).
- The HA would consider **Diverted trips** to be already within the Western Corridor but not necessarily on Western Avenue; in other words they would generally be associated with ASDA. As a sanity check, consider the PM peak flow diagrams. These show a southbound flow of 307 in the 2016 PM peak. It is assumed that 91 of these will divert – 30%. To assume that 30% of existing trips are shopping-related, let alone will divert, seems unrealistic.
- Finally, SCC would consider that '**Passby**' trips are really those on both Copse Road and Western Avenue immediately next to the site. In other words there's no significant diversion.

Traffic Data – The developer should note that SCC has peak hour weekday turning counts (obtained in autumn 2011) for the following junctions:

- Western Avenue/Thorne Lane priority junction
- Western Avenue/Copse Road priority junction
- Western Avenue/Stourton Way/Retail park roundabout

Should any of the above be of use it can be obtained from the HA. It is noted with reference to the Western Avenue/Copse Road junction that the Technical Note lists data from 2007, and SCC normally expects TA data to be less than three years old and as such the developer should ensure all data is reviewed and up to date.

Parking - Car parking is identified in the note as 'approx 450 spaces accessed off Copse Road; separate access for delivery + internet vans'. However the HA's latest guidance clearly indicates that

the maximum provision would be 1 per 20 sqm (given a Category B location), equating to 325 spaces, in addition a minimum of 26 cycle spaces of an agreed standard should be provided.

Infrastructure Design Lay-out

Horizontal Alignment - The designer needs to inform the audit team of the proposed design criteria for the scheme including the use of any relevant design standards (i.e. Design Manual for Roads & Bridges DMRB and Manual for Streets (MfS)). It is important to highlight the interface between the different design standards being proposed in order to remove any likelihood of confusion during assessment.

The Richard Parker Consultancy (RPC) drawing 'Temporary Traffic Management Arrangement to Relieve Delays at Western Avenue/ Thorne Lane' shows an option to reopen the link between Lufton Way and Thorne Lane providing a direct northbound traffic route (two way) avoiding Western Avenue, this option also includes proposals to prohibit vehicular access between Thorne Cross and Western Avenue. There is a concern that by reopening the link eastbound traffic movements along Thorne Lane could be increased, this could potentially also have an adverse impact the operation of the Brimsmore roundabout/ gyratory scheme (already modelled and approved by SCC / SSDC as part of the Brimsmore key Site).

The proposed link between Lufton Way and Thorne Lane will allow for two-way traffic movements, however scaling from the drawing the proposed link section measures approximately 4.5m at 1:1000 scale, OS survey information. It is acknowledged that most of the information provided at this stage is conceptual, but consideration should be given as to whether these proposals provide enough space for anticipated larger vehicle movements

Further to the above, The Richard Parker Consultancy (RPC) drawing 'Temporary Traffic Management Arrangement to Relieve Delays at Western Avenue/ Thorne Lane' also shows a further option for a speed reducing bend at the existing junction of Thorne Lane/ Western Avenue. It has been assumed that these proposals reflect that of the original Brimsmore development scheme; therefore as previously mentioned, attention is drawn to the fact that a roundabout/ gyratory scheme is now being delivered as part of the Brimsmore package of highway works and lies outside of the application site.

There appears to be two separate roundabout proposals. Paragraph 4.2 of the TA (further information) mentions a unilateral undertaking to partially fund a new roundabout at this junction, details for which can be found on Peter Evens Partnership drawing 2038.09, the alternative design provided by RPC does not require additional third party land and can be implemented as part of the off-site highway works associated with this development. However, there isn't enough detail on the RPC drawing 'Alternative Roundabout Improvements to Copse Rd/ Western Avenue Junction avoiding 3^d part land' to assess the suitability of the proposals against the recommended national guidance, if the RPC scheme is progressed then the following should be considered;

- **The roundabout in all respects should conform to the recommended guidance as laid down in TD16/07 DMRB. The design of any scheme shall be in accordance with the relevant national design standards recognised by the Highway Authority as applicable for the road classification and traffic volumes, etc. Any safety implications associated with design shall be fully considered against the objectives set out in HD19/03 DMRB.**
- **Confirmation will be required from SCC's Strategic Planning Section that the traffic analysis for the junction is acceptable; however there is some uncertainty on which design will be carried forward. It has been assumed for auditing purposes that the roundabout proposals shown on the above drawing is representative to that of the modelling submitted within the TA.**

- ***Drawings shall be provided (A1) with appropriate scaling***
- ***The drawings shall include the relevant geometric detail sufficient to undertake a preliminary assessment. Vertical detail maybe required at an early stage to establish the suitability of the proposals.***
- ***All proposed visibility splays shall be clearly shown on drawings with reference to the appropriate design speed and the relevant design standards. Pedestrian/ cycle visibility splays shall have a set back, or 'x' distance of 1.5m and 2.5m respectively.***

Pages 14 and 25 of the Design Access Statement discuss ways of encouraging cycle trips to the proposed retail store by undertaking improvements to the existing cycle infrastructure which is not evident within any of the proposals. Further consideration should be given to delivering the sustainable transport aspirations of the transport assessment and the principle of simple priority junctions to serve both the commercial and car park accesses will need to be determined through appropriate traffic analysis.

Further geometric details of both junction arrangements shall be provided for consideration. Proposed highway improvements shall be shown at an appropriate scale and size that is sufficient for auditing purposes.

Vehicle swept path analysis need to be provided to accompany each highway improvement scheme, with designs being based on the swept path movements of the largest anticipated design vehicle. (Please refer to TD16/07 and TD42/95 for guidance).

Highway Safety Implications

The TA indicates that the for the current speed limit of 40mph a forward sight distance of 57m would be required. The Designer should clarify where this figure has been derived from. Manual for Streets table 7.1 gives figures up to 37mph where the stopping sight distance adjusted for bonnet length is 59m. Paragraph 7.5.1 states that the guidance is for stopping sight distances for streets where the 85th percentile speeds are up to 60km/h or 37mph. The Designer will need to provide speed reading data to confirm the 85th percentile speeds on all approaches to the junction. The TA states that the 30mph limit is under review. This is partly true in that the limits are being reviewed with respect to the junction of Western Avenue with Thorne Lane as part of the Brimsmore Development but this is unlikely to cover the junction of Western Avenue with Copse Road. The Designer will need to confirm with the Traffic Management Team if a review of the speed limit surrounding Copse Lane is being carried out. If this is the case, and if a speed limit of 30mph is supported by the Traffic Management Team, then guidance in Manual for Streets for Stopping Sight Distances may be acceptable to the Highway Authority. If the 40mph speed limit remains in force the roundabout should be designed strictly to DMRB TD 16/07 subject to any comments from the Infrastructure section of this report. Stopping Sight Distances for 40mph are 120m

A swept path analysis will be required for the largest vehicles likely to access the service yards and the football ground as this will help determine junction geometry and horizontal and vertical layout.

The service yards for the proposed units are to be served off the access road to the football ground. The Designer must ensure that there is adequate space such that the service delivery vehicles and enter and exit the yard in a forward gear. It was noted, whilst out on site that the football ground entrance is lined on both sides by trees. These trees may impede large goods vehicles turning in and out of the service yard. The trees should be plotted on a drawing when the swept path analysis is carried out to determine what action, if any, needs to be taken.

Additional Footways on Western Avenue and Copse Road -The proposal to provide a footway on the west side of Western Avenue and the southern side of Copse Road are

welcomed. The footways should be 2m wide and an uncontrolled crossing would be required across the entrance to the new store.

Cycling Strategy - The Transport Assessment in section 6.33 indicates that 20 cycle hoops will be provided for cyclists but there is no other information provided as to how cyclists will travel to and from the store. There is an existing cycle route to the west/northwest of the proposed development that runs along Lufton Way through to Thorne Cross. Consideration should be given to a cycle route running along side the recommended footway to the south side of Copse Road that would then also provide routes through the new development to the football ground. This new route should link to the existing network. Along with any cycle routes, provision should be made for secure cycle parking at both the ground and the new retail development.

The footway width as mentioned above could be reduced to 1.5m and a segregated/shared cycle route 3.5m wide could be provided from the existing puffin crossing on Western Avenue all the way round into Copse Road and link into the existing cycle network. The puffin crossing on Western Avenue would require upgrading to a Toucan Crossing with some remedial civil works on the eastern side of Western Avenue to convert a section of the existing footway to a shared segregated route providing safe passage past the new roundabout (see below).

Forward Stopping Sight Distances & Visibility Splays - Forward stopping sight distances and visibility splays will need to be plotted for all junctions and all users at the earliest opportunity. This will help to inform the decision making process, the location of structures, buildings and landscaping and the land required by the Highway Authority for adoption to ensure that the visibility splays can be maintained.

Junction of Western Avenue with Copse Road - The current submitted proposals no longer show a proposed roundabout at the junction of Copse Road with Western Avenue. The incremental increase in visitors to the new store is likely to impact on the existing right turn lane on Western Avenue. Currently, there are no accidents at this junction. The introduction of a roundabout may introduce accidents at this location unless all aspects are carefully considered. However, the existing right turn lane backs onto a right turn lane for Stourton Way and there are concerns that the increased volume of traffic turning right into Copse Road may lead to conflict particularly during the weekday PM peak.

This may also lead to increased queuing on Copse Road due to some vehicles wishing to turn right out onto Western Avenue. It is recommended therefore that the drawings are resubmitted to include the proposed roundabout on Western Avenue at the junction with Copse Road and that, subject to any of the recommendations made by other SCC Officers, the roundabout should be constructed prior to commencement of the development.

Proposed Blocking off of Thorne Lane - Paragraph 6.21 of the Transport Assessment suggests that in the event that the Brimsmore Development has not started a short section of Thorne Lane is closed to ease traffic flows. This proposal would effectively create a 90 degree bend at the bottom of Western Avenue where it joins Thorne Lane. Major concerns have already been expressed through the Brimsmore Application process with regards to this junction and any changes in priority. Traffic on the downhill approach to the 'new bend' would not have to slow down in order to get ready to yield resulting in higher approach speeds and potential loss of control accidents. In light of these concerns the Brimsmore Development now includes for a new 'oblong shaped' roundabout to overcome these concerns. Therefore the proposal in 6.21 of the Transport Assessment must not be allowed to go ahead.

Roundabout on Western Avenue - Currently, there are no accidents at this junction. The introduction of a roundabout may introduce accidents at this location unless all aspects are carefully considered. Non motorised users are particularly vulnerable and provision must be made so that both pedestrians and cyclists can safely negotiate the roundabout without coming in to conflict with motorised vehicles.

The roundabout must also cater for large turning vehicles such as coaches and large goods vehicles and consideration must be given to peak hours when, currently, traffic is seen to queue back from Thorne Lane past this existing junction. The position of the roundabout and the alignment of Copse Road are also very important to ensure adequate forward visibility to the roundabout from Copse Road. Currently, Copse Road bends slightly to the left resulting in a reduced forward stopping sight distance to the GIVE WAY line.

Western Avenue itself is a long straight wide distributor road; the designer will need to provide for adequate deflection on all approaches to the roundabout to limit vehicle entry speeds onto the circulatory carriageway. Finally, the current speed limit on Western Avenue is 40mph and therefore the roundabout would have to be designed to the higher speed limit.

Bus Services - Paragraph 6.26 and 6.27 of the Transport Assessment indicate that additional bus stops and shelters will be provided on Copse Road and Western Avenue. An additional drawing should be provided for audit indicating the location of this infrastructure and how it will fit in with the existing highway.

Highway Lighting - Any changes to current junctions or introduction of new junctions will require the input from the Highways Lighting team. Consideration should be given to amenity lighting along cycleway/footways so that a safe environment can be created for non motorised users visiting both the ground and the retail park during the hours of darkness.

Signing - A suitable signing strategy will be required for consideration by the Local Area Traffic Engineer to limit/eliminate any confusion for non-local traffic visiting the site.”

There then followed a further exchange of emails between the Highway Authority after additional information was received in June 2013 from the developers Highway consultants, which was again considered in detail by my colleagues in the various teams based here in County Hall. This additional information however failed to address the multitude of issues raised previously by the Highway Authority and as such left the application in more or less the state it was in shortly after being received from the LPA in 2012.

As such, and in light of the above, I have no alternative but to now recommend that the application be refused for the following reasons:-

1. **The proposal is contrary to The NPPF and Policy ST5 of the South Somerset Local Plan since inadequate information has been submitted to satisfy the Local Planning Authority that a satisfactory means of access to the site can be achieved from the local highway network, without having a severe impact.**
2. **The submitted plans are not of sufficient quality and accuracy to enable the Local Planning Authority to make a full assessment of the traffic impact of this proposal.**
3. **The proposed development is likely to result in a conflict between residential and commercial traffic, which would be prejudicial to the safety, amenity and convenience of highway users.**
4. **The proposal is contrary to The NPPF and Policy ST5 of the South Somerset Local Plan since the proposal would set a precedent for development along roads which, by reason of their function in the highway network and inadequate width / alignment and junctions, are considered unsuitable to accommodate the increase in traffic likely to be generated.**

Carl Brinkman I.ENG FIHE
Principal Planning Liaison Officer
Traffic & Transport Development Group
Economic and Communities Infrastructure, PPC502
Somerset County Council
County Hall, Taunton
Somerset, TA1 4DY
Tel; 01823 356866



MWA
12 The Glenmore Centre
Jessop Court, Marconi Drive
Waterwells Business Park
Quedgeley
Gloucester
GL2 2AP

APPENDIX 3

Tel: 01452 722323 Fax: 01452 881972
Mobile: 07850 261017 Email: mark.c.wood@lineone.net

10th February 2014

South Somerset District Council
The Council Offices
Brympton Way
Yeovil
Somerset
BA20 2HT

FAO Mr S. Fox

Dear Sir

Outline planning application for the erection of a food store, area of public open space, access, car parking, servicing and landscaping on land to the north of Huish Park Stadium, Lufton, Yeovil (App. No. 12/00403/OUT): Proposed site for replacement playing pitches for community use

I refer to the planning application submitted in January 2012 and confirm that the Applicant would like it to be presented at the Council's Area South Planning Sub-Committee on 5th March.

In relation to the main issues raised by the Council I summarise my understanding of the position below.

1. Public Open Space

The Applicant has submitted a letter to your colleague Martin Woods regarding the offer of £1m (one millions pounds) to enable the Council to secure and develop a site capable of accommodating two sports pitches together with changing and associated facilities. This followed a meeting with Council representatives in December 2013.

The financial contribution addresses the loss of open space as a consequence of the development and I believe it complies fully with the advice in paragraph 74 of the National Planning Policy Framework (2012). This states that existing sports pitches can be built on where:

"...the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location"

In this context the Applicant has submitted an updated Special Circumstances document which sets out the benefits of enabling the development of the site. It would not only provide the opportunity for the Council to provide publicly accessible recreational facilities in a suitable location but would assist the Football Club in developing training facilities for the First team and the Ladies football team. There would thus be a net gain in quantitative and qualitative terms.

Principal: Mark Wood Chartered Town Planner
B.A.(Hons), B.T.P., M.Sc., MRTPI, MCIT, MILT, AssocIRTE.

2. Highways

Somerset CC has submitted an objection to the proposed food store. This was in the form of an email from Carl Brinkman dated 28 January 2013 and then following the submission of a Supplementary Report in June 2013 a further email dated 9th January 2014 that included a SCC Feedback Form addressing various technical issues.

SCC's objection can be summarised as:

i) whilst accepting the overall traffic generation estimates, concerns that the traffic distribution may have underestimated the traffic flow on Western Avenue / Thorne Lane

ii) SCC will not accept any temporary solution to improvements at the Western Avenue / Thorne Lane junction. In any event this junction is scheduled to be improved by the Brimsmore (Bishop) development once 110 dwellings are occupied on that site .

iii) there is too much car-parking shown on site (SCC changed their parking standards after submission of the application)

iv) SCC have not yet seen a detailed design for the proposed new roundabout at the junction of Copse Road and Western Avenue. They will also require a Safety audit of the design

v) various minor issues related to details of bus facilities and the new footway along the western side of Western Avenue into Copse Road .

Our consulting highway engineer (Richard Parker) has advised that all of the issues (iii) – (v) are capable of resolution. This involves further survey work and design which is not considered appropriate until the main issue of Western Avenue / Thorne Lane is resolved.

The main issue therefore focuses on the adequacy of the Western Avenue /Thorne Lane junction. The interim solutions put forward on behalf of the Applicant are not acceptable to SCC. It is accepted that the construction of the food store is reliant on the improved junction arrangement (the 'squashed roundabout') being implemented. I understand that the Brimsmore /Bishop development is required to fund the new roundabout and this has to be completed after 110 houses are occupied or within 24 months of first occupation.

Having seen the work in progress along Thorne Lane (the first access point is now completed) and discussed this with the developer's consultants, our consultant does not consider there is likely to be an overlap with the food store open for trading after the junction is completed. In any event the Applicant would accept a 'grampian' style condition that prohibits development commencing until the committed improvements to this junction were completed. The fact that the land is located outside the red line of the application does not preclude the Council from considering such a condition to mitigate its impact. Alternatively the Applicant is prepared to enter into a section 106 obligation whose terms would have a similar effect.

The proposed development includes a number of features to make the development as sustainable as possible, with provision for buses; improved pedestrian facilities; cycle parking; a Travel Plan for staff and the diversion of customers from existing foodstores in the area. In highway terms the introduction of a roundabout at the Copse Road junction will help slow the speed of traffic along Western Avenue.

3. Retail issues

Following the comments of the Council's Policy Officer on 5th March 2012 a detailed response was submitted in March 2012. As far as I am aware there has been no subsequent response from the Policy Officer and I am therefore assuming that the Council is in agreement that the sequential and impact tests are met in accordance with paragraph 27 of the NPPF. In particular I do not believe that there is any evidence to suggest that it would have a significant adverse impact on the vitality and viability of the town centre or any other centre.

4. Enabling development and benefits

My letter dated 20th March 2012 to the Council is withdrawn and the current position of the Football Club is set out in the Special Circumstances report (January 2014) which has been forwarded under separate cover. This sets out the proposed improvements to the club which would flow from the development of a food store on the application site and wider benefits to the local community and town as a whole.

5. Presumption in favour of sustainable development

The NPPF outlines a presumption in favour of sustainable development. Paragraph 14 of the NPPF should be read in the context of the recent the judgment in *William Davis Ltd, Jelson Ltd v Secretary of State for Communities and Local Government & North West Leicestershire District Council* [2013] EWHC 3058 (Admin) the court held that the paragraph only applied to a scheme which has found to be sustainable. The proposed development is considered to be sustainable for the following reasons:

- Maximising the use of land within the urban area of Yeovil to improve the range and quality of food shopping provision.
- Enabling the provision of between 300-370 employment opportunities the majority of which will be available to local residents.
- Providing increased public open space provision in the form of a new park. This will be supplemented with additional tree and shrub planting within the site.
- Securing replacement playing fields available for public and community use within the town.
- Enabling the football club to plan for future investment in the existing stadium and facilities for both players and spectators.
- Creating employment as part of the construction of the store and the planned improvements to the football club.
- Promoting social cohesion through maintaining the continued growth and success of the football club as an integral part of the local community.

In the event that the Council considers that there is some conflict with policy it is nonetheless required to balance these considerations and having regard to paragraph 14 of the NPPF. For decision taking this states that permission should only be refused if:

"...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole"

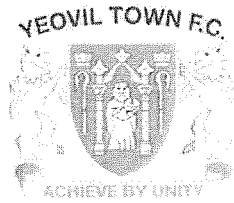
I do not believe that any adverse impacts would significantly and demonstrably outweigh the benefits of the scheme. Consequently I believe that planning permission should be forthcoming subject to the imposition of appropriate conditions.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'M Wood', with a stylized, cursive script.

Mark Wood

cc John Fry: Chairman YTFC



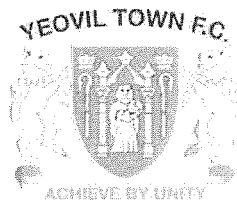
PROPOSALS FOR THE REPLACEMENT OF 6.2 ACRES OF PUBLIC OPEN SPACE LAND AT HUISH PARK.

1.0 INTRODUCTION

01. The Football Club has submitted a Planning Application for the construction of a supermarket on 6.2 acres of land (the Development Site) at Huish Park.
02. Yeovil Town Football Club has entered into a Joint Venture with CDS International Ltd who will assist with the arrangements for the construction of a supermarket on the Development Site.
03. The sale of the Development Site for the construction of a supermarket will provide additional revenue to secure the future of YTFC for its supporters and the community of Yeovil at large.
04. Without prejudice YTFC propose a payment of £1M to SSDC to release the POS and to replace the existing pitch facilities on the 6.2 acres of Development Land. YTFC will provide a Bond for this sum of money subject to planning permission for a supermarket on the Development Land.

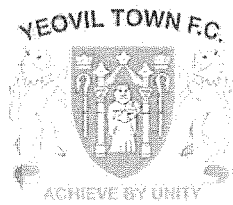
2.0 HISTORY RELATING TO LAND AT HUISH PARK.

01. The football stadium was relocated from the Town Centre to Huish Park in 1990.
02. East of the football stadium is a car park area. To the north the Development Site of 6.2 acres is used for training pitches for Yeovil Town Football Club and also used by the Yeovil Town Community Sports Trust, a registered Charity which is supported by the Football Club. Although the site around the stadium is classified as Public Open Space (POS) it is not in fact accessed or used by the public.
03. The stadium is now 23 years old and is not up to Football League or the Football Licencing Authority standards. The supporters' facilities are non existent. Yeovil Town are the only Club in the entire Football League structure with a 10 year old marquee as a supporters bar. The POS land around the stadium is under utilised, substandard and expensive to maintain.
04. YTFC have consulted with Sport England regarding the proposal to relocate the existing pitches on the 6.2 acres at Huish Park providing any land identified and associated facilities is equal to or better than the current site. In addition they place restrictions on the timescale in which such land should be made available.



3.0 PROPOSAL FOR THE REPLACEMENT POS LAND AT HUISH PARK.

01. Since the submission of the Planning Application there have been numerous discussions between YTFC and Planners/Members of SSDC about proposals for the replacement POS.
02. YTFC have suggested several sites for replacement POS suitable for construction of football pitches and community use. For 2 such sites (Chilthorne Domer and Lufton) pre-planning consultations with SSDC were carried out. For various reasons, none of the sites were considered to be suitable. The preferred site suggested by SSDC, the Bishop land adjacent to the Brimsmore Development, could not be considered for some years and until the Brimsmore infrastructure is in place.
03. In view of the difficulties in finding a suitable replacement POS in a realistic timescale, as discussed with SSDC's officers and the Leader of the Council, YTFC is prepared to make a cash offer (subject to contract) of £1M (one million pounds). Such monies would be payable upon implementation of acceptable planning permission for the Development Site. YTFC would be prepared to secure such payment by a Bank Guarantee/Bond in favour of SSDC. YTFC will work with SSDC to agree appropriate contractual terms.
04. After being professionally advised it is considered that the said sum of £1,000,000 (One million pounds) is a realistic figure for SSDC to acquire a suitable site for the equivalent or improved replacement of 6.2 acres of POS land in the Brympton parish and would allow for the provision of 2 football pitches and associated facilities. The current cost of land for this purpose is £30K per acre giving a land cost for 6.2 acres of £186K. Our technical advice is that the provision of football pitches would be in the region of £200K per pitch. This gives a total development and land cost of £586K to provide facilities that are better than currently provided on the 6.2 acres at Huish Park. Our offer of £1M allows for further development of the any site at the wishes of SSDC and to meet their own aspirations for providing sporting and recreational facilities for the people of Yeovil. This offer would be sufficient to allow a facility to be provided to the satisfaction of Sport England and for the benefit of the public at large. Alternatively the money can be used to contribute towards a larger scheme of recreational provision on a suitable site by SSDC for the benefit of the public. Overall there would be a substantial net benefit in terms of the quality and quantity of playing field facilities over the existing provision at Huish Park which is not available to or used by the public.
05. The Huish Park Stadium is in need of substantial repair and updating to continue to meet with the Stadium Licencing Authority standards. Should Planning Permission be granted for a supermarket YTFC would receive funds from the Joint Venture Agreement to carry out substantial improvements at Huish Park for the benefit of the Club's supporters, and on the replacement POS for the benefit of the local community.



4.0 SUMMARY AND CONCLUSION.

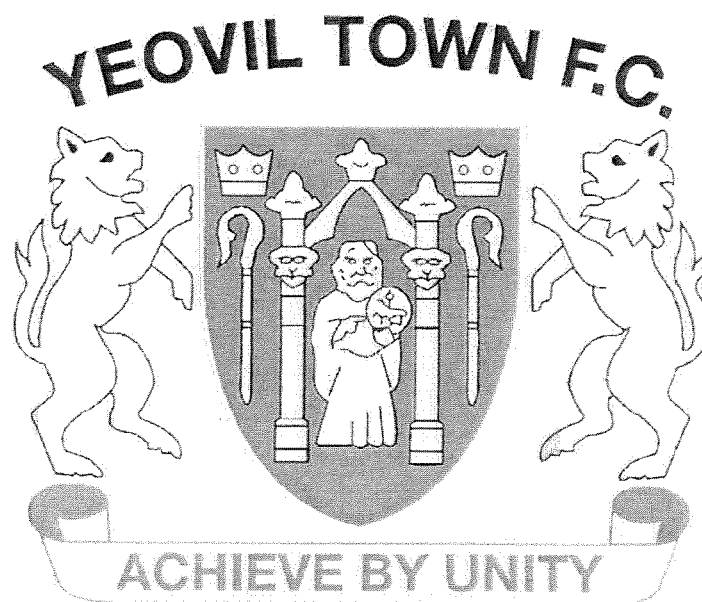
- 0.1 Yeovil Town Football Club has consistently achieved great sporting success over the years culminating in the promotion to the Championship League and the Women's Super League at the end of the 2012/13 season. The Club's success is an important part of the "Growth of Somerset" business strategy, bringing civic pride and national recognition to the Town of Yeovil, which has generated substantial numbers of visitors and financial benefits to the South Somerset area. This has been done without any help from public funds as enjoyed by most other professional football clubs.
- 0.2 As Somerset's only professional Football Club our primary aim is to maintain our Football League status and bring success for our supporters. We are desperate to maintain an important presence in the South Somerset Community, both in terms of the profile of the Club and the facilities that we can provide for community use. However, unless we are able to raise the essential revenues from the underutilised land (the POS) around the Huish Park Stadium, our proposals for sustaining the progress of Yeovil Town Football Club and our Community Sports Trust, will be difficult, if not impossible to deliver.
- 0.3 The offer to SSDC of £1M (subject to contract) for the replacement 6.2 acres of Public Open Space and pitch facilities on land at Huish Park, is considered to be a generous and realistic one, which, if accepted, will provide substantial benefits for all stakeholders. It is a 'win-win' situation for the Club, the community and SSDC.

John Fry YTFC Ltd Chairman.
January 2014.

THE

FUTURE OF

YEOVIL FOOTBALL



**SPECIAL CIRCUMSTANCES SUPPORT DOCUMENT FOR THE FOOD STORE
PLANNING APPLICATION ON THE HUISH PARK STADIUM SITE**

In Partnership with the Community of Yeovil and South Somerset

The Future of Yeovil Football

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-Appendix [1] History of ambitions and club development

Note: Financial Details to be provided under separate cover after the planning application for the food store/retail complex has been approved.

Prepared by John Fry

Chairman

Yeovil Town Football Club Limited

1st. January 2014

YEOVIL TOWN FOOTBALL CLUB

DRAFT OUTLINE STRATEGIC PLAN 2014-2017

1. A MESSAGE FROM THE YEOVIL TOWN FC CHAIRMAN

During my twenty seasons as Chairman of YTFC, my directors and staff have brought unrivalled sporting success, civic pride and recognition to the Town of Yeovil, which has generated substantial numbers of visitors and financial benefits for the South Somerset area.

As Somerset's only professional Football Club our primary ambition is to maintain our Football League Championship status and bring success for our supporters. We would like to maintain an important presence in the South Somerset Community, both in terms of the profile of the Club and the facilities that we can provide for community use.

Our plans for the area include new grounds in Yeovil to enable Westland Sports FC and Yeovil Town Ladies to compete and train to a higher level.

However, unless we are able raise the essential revenues from the underutilised land around the Huish Park Stadium, our proposals for sustaining the progress of Yeovil Town Football Club and that of our Community activities, as outlined in this document, will be difficult, if not impossible to deliver.

In early March this year you will have the opportunity to show confidence in the future of your Football Club, by supporting our proposals outlined in this document. We are committed to a consultation process with SSDC, our supporters, partners and local residents to deliver this plan and maintain the success of YTFC.

We look forward to delivering this Strategic Plan, not only for the benefit of Yeovil Town Club, but also for the Town of Yeovil and South Somerset.

John Fry Chairman



On behalf of the directors of

YT Holdings Ltd and YTFC Ltd

2. THE YEOVIL TOWN MISSION STATEMENT

To improve materially the long term financial prospects of Yeovil Town FC by maintaining our Football League status through the development of football talent and the commercial success of the Football Operations and the Huish Park Stadium site.

To develop new and existing community initiatives with the South Somerset District Council, local schools, colleges and business organisations, to underpin the progress of Yeovil Football.

To mobilise local residents, business and sports organisations, together with South Somerset District Council, to support our plans to keep Yeovil at the forefront of Football and sporting success in the South West.

3. EXECUTIVE SUMMARY

3.1 This document is an Outline Strategic Plan for the regeneration of the Huish Park Stadium site, with that of the provision of a community and youth football pitch facility and additional commercial resources, which are essential in order to sustain the progress of Yeovil Town Football Club over the next 5 years.

3.2 The document has been based on consultations over a number of years with the directors, trustees, officers, staff and supporters of Yeovil Town Holdings Ltd, (YTH), Yeovil Town Football Club Ltd,(YTFC), Yeovil Town Community Sports Trust Ltd,(YTCST), Yeovil Town Centre of Excellence Ltd (YTCofE), Westland Sports FC, Yeovil Town Ladies FC (YTLFC), CDS International Ltd (CDS), and South Somerset District Council(SSDC).

3.3 The cost of bringing the Huish Park site and Stadium up to Football League standards, with that of the provision of community pitches is such that YTFC will require a large element of the cost to be provided through some form of gap funding. The CDS Food Store retailing proposals for the development of 6 acres of the Huish Park site will enable the essential funds to be raised.

3.4 Overall the YTFC Strategic Plan will result in a significant number of benefits for South Somerset District Council and the local community, which in turn, will significantly contribute towards maintaining the profile and fortunes of the Town of Yeovil.

3.5 We are committed to staying at Huish Park and develop on the existing footprint a 10,000 all seater stadium, with facilities that will give the Club's customers and supporters a far better match day experience. However, it will be necessary to put to better use the Huish Park site, to provide additional income streams that will be required to meet the future costs of running of the Club and provide resources for the community and other football clubs in the area.

4. THE YEOVIL TOWN BRAND

4.1 Background

A Club was formed representing the Town of Yeovil in 1895. In 1990 the Club moved to a purpose built 9,500 capacity stadium, on the 25 acre Huish Park site at Lufton. The Club was about to go out of business with debts and liabilities in excess of £1 million, when the current Chairman, John Fry and Vice Chairman, Norman Hayward were invited to join the YTFC Board in 1993. The rest is now history, and after 108 years of non-league football, in 2002/2003, the 'Glovers' won promotion to the Football League, and after another promotion and two play offs final at Wembley, the Club has now reached the Championship and been in the Football League for 11 years. This is a remarkable achievement for a Club with one of the lowest squad budgets in the League and operating within one of the smallest catchment areas for its supporters' base. A history of the club and its ambitions are attached as **Appendix [1]**.

To their credit, during a period when 54 Football League Clubs have gone into Administration, the directors have kept Yeovil Town Football Club financially viable. However, due to the ever increasing costs and liabilities of running a Football League Club, during 2009, the directors of YTFC approved a new business model and structure, which would attract investment for the regeneration of the Huish Park site and sustain the Club's progress in the Football League. A new structure has now been established and operates as follows:

4.2 The New Business Model.

The new business model has been structured to promote and develop the YT brand within the Communities of Yeovil and to progress the Town's Football Institution with that of Sport in the South Somerset area. This includes:

(i) Yeovil Town Holdings Ltd,

Role: Business and Property (Huish Park) Developments.

Location: The Huish Park Stadium.

(ii) Yeovil Town Football Club Ltd.

Role: Football Association and Football League Competition Membership, Professional Football Player Registrations and Huish Park Stadium Event Management.

Location: The Huish Park Stadium.

(iii) Yeovil Town Centre of Excellence Ltd.

Role: Temporarily suspended due to lack of facilities and resources

Location: The Yeovil Town Football Development Centre, Alvington.

(iv) The Yeovil Town Community Sports Trust Ltd.(A Registered Charity)

Role: Community Sports and Social Inclusion Programmes, including the development of Westland Sports FC and YT Ladies

Location: The Yeovil Town Community Sports Centre, Alvington.

4.3 Transparency.

All the above Companies hold regular Board meetings, with minutes of meetings recorded and maintained. These can be inspected in the Company Secretary's Office at Huish Park.

All the above Companies are registered at Companies House, where Annual Company Returns and Audited Accounts are kept for public scrutiny.

In addition YTFC, YTCofE and YTCST are regularly audited for Financial Compliance by the Football League and the Football League Trust.

4.4 Financial Viability.

All the above Companies are run separately on a sustainable basis with income and expenditure being broadly equal taking one financial year with another.

5. STRATEGIC ISSUES FACING YEOVIL TOWN FC.

5.1 The Strategic issues facing Yeovil Town Football Club.

- The development of the professional football resources to maintain and progress the Club's Football League Championship status.
- The development of the stadium facilities to meet with Football League criteria and to provide essential revenues to finance the football and community activities.
- A regeneration plan for a commercial development on the near derelict and underutilised Huish Park site that will generate the capital necessary to deliver the YT Group Strategic Plans by 2018.

5.2 The Aims of the Strategic Plan are:

- i) To improve the playing and supporter facilities at Huish Park to Championship League standards by 2016.
- ii) To enhance facilities for families at Huish Park and enable the Club to maintain its Family Excellence reputation and awards from the Football League.
- iii) To benefit the residents and supporters of Yeovil and South Somerset by regenerating the near derelict 25 acre Huish Park site, to provide essential and long overdue funds for modernising, upgrading and extending the existing stadium facility, and thereby providing new sports and leisure

opportunities, increasing the utilisation of the site, and securing the long term financial viability of Yeovil Football.

iv) To create funds and facilities in which the highly successful Yeovil Town Community Sports Trust can deliver and expand its existing and highly regarded Community, grass roots football and Youth Development Programmes, to help improve the health and wellbeing, educational attainment and employment possibilities for the local communities, in accordance with its Charitable Objectives.

v) To provide the essential training and competition resources in Yeovil for the Women's Football Club to enable it to progress further towards the Premiership of the Women's Super League having been elected to the second tier of the new Super League

6. THE NEED TO REGENERATE THE HUISH PARK SITE and REFURBISH THE STADIUM FACILITIES.

6.1 The Site and Stadium Issues.

In the long term the area which the Club wishes to develop is the existing 20 acre Huish Park site, surrounding The Huish Park Stadium, 4.29 acres adjacent to the Western Avenue is on a 999 year lease agreement with SSDC. The freehold of the Huish Park site was acquired, when the Club moved from the old ground at Huish during 1990. Apart from the Stadium, the site was never completed or used for its original purpose, as the Club ran out of essential capital, caused by the overspend and inefficient management of the new stadium development at the time. By 1992 the Club was in excess of £1m in debt and could not complete its obligations for the 25 acre Huish Park. Apart from the Artificial Pitch and Stadium facilities, the site has remained mostly a redundant area of ground during the past 20 years. The 20 acres of land surrounding the stadium is not used by the public at large.

Much of Huish Park can therefore be described as being substandard and under utilised. The site car parks, grass areas, and artificial pitch, are no longer fit for purpose, requiring substantial work and investment to bring up to a safe standard.

The 9,500 capacity stadium was also part finished on construction, with no provisions for supporter facilities on the uncovered home or away ends. The stadium was designed for non-league football with 600 plus crowds, and not to accommodate the large numbers of supporters from Championship Clubs and above.

There is an existing covenant on the site held by Abbey Manor Homes Ltd., having been imposed in 1989, which restricts the sale of alcohol to a small area of The Stadium, and which is arguably not appropriate in the current circumstances and which is severely limiting the Club's ability to raise money. Yeovil is the only Club in the Football League that can boast the use of a Marquee as a home supporters' social bar. We have no facilities at all for our away supporters, who on arrival at Huish Park make their way through the Abbey Manor estate to the nearest Public House, the Arrow. Very often this causes a nuisance for the residents on route to the Arrow.

The stadium buildings are inefficient and expensive to run. Our staff work in offices and use facilities that are below normally acceptable standards. Many are porta cabins, which are well past their sell by date.

To meet with the Stadium Licencing Authority criteria there is an urgent need to provide a new Stadium Safety Control Box in the new stand.

The traffic and pedestrian accesses to the stadium behind the North End Stand need improvements, to comply with public safety requirements.

The Club urgently needs to raise the standard of facilities for its supporters and to meet the criteria required by the Stadium Sports Ground Safety Licensing Authority and the Football League.

As one of Somerset's largest and most successful sports organisations, we have taken the opportunity to look at the changes which have taken place since the Site Agreements were drawn up with the SSDC in 1989. We have also taken into account the Council's ambitious Sports Strategy and the Local Plan proposals. Our conclusions are, we need to work in partnership with the Council, as there will be no progress with the regeneration of the Stadium or Huish Park site, until a revised POS and replacement pitch agreement and change of use has been agreed with SSDC. Our aim is to achieve the following:

(i) To raise sufficient funds by removing the existing restrictive covenants and to regenerate the under utilised and sub-standard land around the stadium.

(ii) To provide alternative and equivalent Public Open Space recreation land for use by the community in the Brympton Parish or pay to SSDC cash compensation for the loss of this facility. (At present this land is not used by or accessed by the public, so its loss would have minimal impact on the local community)

(iii) To provide a full size replacement artificial football pitch and grass pitches for community use in the Yeovil District.

(iv) The Club will increase the community use of the Stadium and site by integrating its existing YT Community Sports Trust Programmes through a partnership agreement with SSDC, whilst also building on the phenomenal success of its men's, women's, youth and adult football teams.

7. BENEFITS

The importance of a successful Retail (Food Store), Leisure and Sports Complex at Huish Park is as follows:

7.1 To South Somerset District Council.

Unlike most other football clubs YTFC is run on a sustainable basis, with income and expenditure being broadly equal taking one season with another. Financial assistance is not specifically being

sought from the local Council, but the benefits to the community from local authority participation should not be underestimated. This can be illustrated by the examples set by Swansea City, Doncaster Rovers, Cardiff City and Chesterfield, Plymouth, Brighton, Portsmouth Bournemouth, etc where council participation played a major part in regenerating their local clubs and the areas around them.

We are not at this stage seeking financial support from SSDC. However, Council support and approval is vital in order for the plans for Huish Park to be realised, enabling Yeovil Town Football Club, to continue to operate as a sustainable business, and to provide essential capital funds to develop its current resources for staff, customers and the community in general

There will be both financial, social and regeneration benefits for SSDC. The total value of the capital development from the 6 acres of the Huish Park site, including land and build costs, will be substantial, and will immediately bring much needed new investment and work to the Brympton area, and will provide a retail (Food Store) and replacement public open space for a site which has seen very little regeneration since 1990. The unique selling point of this development, is that, the partnership between Yeovil Town FC Ltd and a well known retailer (CDS International), will create significant additional revenues, to enable the strategic and regeneration plans to become a reality. In the eyes of supporters, SSDC will take much of the credit, for helping secure the future of its local Football Club. There will be continued National and Regional recognition for the town of Yeovil.

Apart from the improved business rates which will emanate from the development on the current redundant areas of the Huish Park site, some of the funding from the new Food Store, will help provide new community football pitches, and enhance the Community Sports Trust resources which will assist SSDC to address some of its key Community Strategy targets.

7.2 To Yeovil Town Football Club

The development will generate better value on what is accepted to be an underperforming and declining facility, providing significant capital investment for a facility where there exists no alternative use or proposal. The existing facilities; including the grass pitches (6 acres), the artificial pitch, the car parks, and most of the stadium supporters facilities are nearing the end of their usefulness, and are no longer fit for purpose.

The funds raised from the Food Store development will help ensure the future sustainability of the Club, by providing the opportunity to raise new and bigger income streams, to meet the ever increasing costs of running a professional Football Club, and to bring the existing stadium facilities up to Football Licencing and Football League standards, by 2018.

ACHIEVING THE PLANS FOR THE REGENERATION OF HUISH PARK IS THEREFORE, ABSOLUTELY CRITICAL TO THE CLUB'S LONG TERM FUTURE. DURING THE PAST 20 YEARS THE CURRENT CHAIRMAN AND DIRECTORS OF THE CLUB HAVE BROUGHT UNBELIEVABLE SUCCESS AND RECOGNITION TO THE TOWN OF YEOVIL, WHICH IN TURN, HAS BROUGHT TO THE LOCAL ECONOMY SUBSTANTIAL NUMBERS OF VISITORS AND NEW REVENUES.

The Club can no longer continue to live from 'hand to mouth' each season, and its long term future will be decided on the regeneration plans for the Huish Park site. Failure to succeed with this current planning application which will allow for the development of the stadium site, will consign the Club to play in the lower leagues and possibly return to Non- League football. This will have a major

effect, on the future employment of the majority of the 250 paid jobs at the Huish Park Stadium, and on the Club's Community and youth development plans for the South Somerset area. It will also severely jeopardise the future of our ladies football team and their prospects of joining the 'very top table' of ladies' football clubs and League One of the Women's Super League.

7.3 The Local Community

The development will help provide the people of South Somerset, with an enhanced retail, leisure and stadium facility, which will encourage increased consumer spending and participation in leisure activities and sport, with all the associated health benefits. The funding from the development and the provision of new resources will help the Yeovil Town Community Sports Trust to expand its Community Programmes in the area, increasing access to sports facilities and participation, and contributing to better health and education, as well as addressing key targets of the South Somerset Community Strategy.

In addition to helping secure the 250 full/part time paid jobs with YTFC, the Food Store/Retail proposal will also provide new investment and facility development, with at least 300 new jobs being created for local people.

8. KEY DEVELOPMENT PROPOSAL

8.1 Huish Park Site Regeneration

The key development areas flowing from the 6 acre food store project on the North end of the Huish Park site are summarised in the following paragraphs.

The football stadium will develop and become the centrepiece of the site.

This will include : All seater 10000 seat stadium

Meeting rooms ,

Conference facilities

Community Areas including new park football facilities

Offices (removal of current Portakabins)

New Supporter social facilities to meet with Football League Standards

New Control Box to Football Licensing standards

Provision of new training grounds for YTFC first team squad.

8.2.1 Food Store Project.

Following our discussions with the South Somerset District Council over a number of years and the appointment of CDS International as a development partner, the Club entered in to a Joint Venture

with one of the UK's leading retailers deliver the proposed 6 acre food store project on the North end of the Huish Park site. The new development, with the community stadium as its centrepiece, will prove to be of significant economic benefit to the area and YTFC.

The directors of YTH and YTFC are determined in their aspirations to progress the Club and firmly believe the Food Store application will enable the Strategic Plans to be achieved, as this is the only realistic opportunity for the Huish Park site and stadium developments to be funded.

8.2.2 The up grading of the main access road and improving parking on match days

The road from the main entrance on Boundary Road to the Stadium, will be reconstructed and rerouted to provide a more substantial and safer highway for two way traffic and pedestrian walkways across the North End Of the Stadium and providing access to all parts of the Stadium site, leading to better management of the traffic and pedestrians, to and from Huish Park on match days.

8.2.3 The Replacement Artificial Pitch.

The existing artificial pitch facility at Huish Park is no longer fit for purpose and is currently closed for use by the public. This facility will be replaced with a full size G3 artificial pitch.. This pitch will also be used by the YTFC ladies football team and the Community Sports Trust. In longer term this could be developed further to form a mini stadium to facilitate sporting events to facilitate for the community as a whole.

8.2.4 Additional Revenue Earning Opportunities from our Huish Park assets.

Additional revenues from the Huish Park resources are required to facilitate the continued progress of the Football Club. This can be achieved by making commercial use of all areas of the 25 acre site.

8.2.5 New First Team Training Pitches,

The existing first team training pitch is below the required standards for professional footballers and requires replacing at substantial costs.

As there are currently no suitable pitches in Yeovil on which the first team squad can prepare the players have to use facilities at the Sherborne School Sports Ground and the all weather pitch at Bucklers Mead School. At least 12 acres of land in the Yeovil District are required to provide 4 top quality pitches on which the professional players can train.

8.3 Extended and Refurbished Community Stadium.

The capacity of the current stadium seating/standing and hospitality areas is 9500. The intention is to increase this to 10,000, by extending the North End Terrace and providing seats in all areas of the stadium on promotion to the Championship League. It is proposed to cover the North End Terrace and provide better supporters and community facilities in all areas of the stadium in accordance with Football League criteria.

We will seek to remove the existing restrictive alcohol covenant from all areas of Huish Park and provide permanent entertainment and leisure facilities for the Club's supporters and non-football

customers on the site. The corporate hospitality areas of the stadium will also be refurbishment. These developments will be beneficial to local communities and businesses

The existing Safety Control Room does not meet with the current Sports Ground Safety Licensing Authority standards. An upgrade of this essential resource is therefore necessary to comply with the ever changing regulations concerning crowd control at Football Stadiums.

8.4 Improved Facilities For Sport.

In partnership with SSDC and our Community Sports Trust we will develop community sports facilities in line with the Council's sports strategy

8.5 The Football Development Centre at Alvington.

The Alvington site owned by AgustaWestland has been a Football resource for the last 10 years. Three full size grass Football pitches have been installed, with that of good quality changing rooms and an existing parking area for 250 cars.

The site comprises roughly 15 acres.

The proposal is for YTFC/YTCST to continue to occupy the site on a lease arrangement and undertake the following:

- Provide the Headquarters for the YT Community Trust and its Development Centre and Soccer Schools.
- Establish a Football Development Centre with Classrooms and a multi-function community area.
- Improve the existing grass pitches by installing an irrigation system and carrying out extensive drainage works of the playing surfaces.
- Install a 4th full size pitch for training and competition purposes, including a perimeter fence, with dug outs.
- Construct 2 small sided pitches on 1 acre of disused land for community use.
- To landscape the west side of the ground adjacent to the new housing estate.

The Club will increase community use of this site by integrating it with its own, existing Community Programmes, whilst also developing young players. It is proposed that YTCST take over the management of site on the basis that it will deliver significant public benefit for the local community.

9. RELATIONSHIP BETWEEN CDS (INTERNATIONAL) and YEOVIL TOWN FC

A Joint Venture (JV) Company has been formed between CDS (International) and YTH Ltd (Yeovil Town Holdings) for the development of a Food Store/Retail Complex. The JV company will :

- (i) Provide 6 acres of freehold land at the Copse Road End of Huish Park (Currently owned by YTH Ltd.).

- (ii) CDS (International) will provide the funds to meet the construction costs of the Food Store.
- (iii) Provide the new road/pedestrian walkways outside of the Food Store park boundary.

10. RELATIONSHIP BETWEEN THE REGENERATION OF HUISH PARK AND THE ENABLING DEVELOPMENT.

Without Planning Approval and the funds from the CDS Food Store, the regeneration of the Huish Park site, the refurbishment and extension of the Stadium, and the provision of new community pitch facilities, will not happen, as neither YTH or YTFC have the essential financial assets to undertake these capital developments.

If this happens the Club will not be able to meet the Football League stadium criteria by the planned deadlines and Championship status could be put in jeopardy. This is a once in a lifetime (now or never) opportunity and if missed, the Huish Park site will remain in its substandard and underutilised condition. The future of the community and youth facilities would also be seriously hampered, due to a shortage of good quality pitches in Yeovil, and the on going cost of hiring pitches outside of the area. The Club would be forced to consider alternatives including the transference of the Football Development Centre and first team training pitches to the new regional Sports Centre being planned by Bridgwater College.

11 CONCLUSION

Summary of main Benefits arising from the proposed Development project at Huish Park

This document-‘Future of Yeovil Town FC’ - gives in detail the plans and aspirations of YTFC It also outline the need for significant funding required by the club to realise these ambitions. The current planning application to build a food store on 6 acres of the Huish Park site is a first step to providing the necessary finance to allow the club to move forward. The benefits that will flow from this development will affect all stakeholders from SSDC , YTFC, the local community and Yeovil town as a whole. They include economic benefits for the town and the area surrounding Yeovil, benefits in terms of facilities for use by the local population and lastly for the football club in terms of stadium improvements, better training facilities and improvements to the whole Huish Park site. These benefits will bring jobs to the community, more business to the area, increase spending within Yeovil and generally greater prosperity to the town.

South Somerset District Council.

There are many examples around the country where regeneration of the local football club has brought financial, social and other benefits to the area. In this case the financial benefit arising from the development of 6 acres of the Huish Park site, including land and build costs, will be substantial, and will bring much needed new investment and work to the Brympton area. It will provide a retail (Food Store) and areas for public use to a site which has seen very little regeneration

since 1990. In addition it will create significant additional revenues, to enable the strategic plan for YTFC to be realised. The funding arising from the new Food Store, will help provide new community football pitches, and enhance our Community Sports Trust resources which will in turn assist SSDC to address some of its key Community Strategy targets.

In addition to helping secure the 250 full/part time paid jobs with YTFC, the Food Store/Retail proposal will also provide new investment and facility development, with at least 300 new jobs being created for local people.

Yeovil Town Football Club

The revenue raised from the Food Store development will be used to upgrade and improve existing facilities; including the grass pitches (6 acres), the artificial pitch, the car parks, and most of the stadium supporters' facilities which are nearing the end of their usefulness, and are no longer fit for purpose.

It will also enable the club to raise new and bigger income streams, to meet the ever increasing costs of running a professional Football Club, and to bring the existing stadium facilities up to Football Licencing and Football League standards, by 2018.

During the past 20 years the current Chairman and directors of the Club have brought unbelievable success and recognition to the Town of Yeovil, which in turn, has brought to the local economy substantial numbers of visitors and new revenues. However, without this injection of money the regeneration planned the Club is unlikely to maintain the success it has had and will return to play in the lower leagues and possibly return to Non-League football. This will put in jeopardy the 250 paid jobs at the Huish Park Stadium and have an adverse impact on the Club's Community and youth development plans for the South Somerset area. It will also severely jeopardise the future of our ladies' football team who are within a whisker of joining the 'top table' of ladies' football clubs.

The Local Community

The development will help provide the people of South Somerset, with an enhanced retail, leisure and stadium facility, which will encourage increased consumer spending and participation in leisure activities and sport, with all the associated health benefits. The funding from the development and the provision of new resources will help the Yeovil Town Community Sports Trust to expand its Community Programmes in the area, increasing access to sports facilities and participation, and contributing to better health and education, as well as addressing key targets of the South Somerset Community Strategy.

For the Council, the key context is that the development must deliver public benefit:

- To the people of Brympton by providing an enhanced sports facility to encourage increased participation in football and sport, with associated health benefits, at a facility which is currently being wasted;
- To the Brympton area by providing new investment and development, with some new job creation, as well as increased spending in the area;

- To the communities of South Somerset through the provision of new, non-sporting community facilities and activities within the stadium itself;
- As a catalyst for other external investment by bringing the site and immediate area back to life;
- To the people of Yeovil by providing real cost savings to the Council's long term Sports Strategy.

In doing so the intention is also to establish a facility, which becomes a recognised, valued and sustainable place within the local community recognising that the existing facilities fall some way short of this in line with the strategic goal for South Somerset. The stadium site development will act as a focus in that area for the use of sports as a driver for wider community regeneration.

HISTORY, AMBITIONS AND BENEFITS
RELATING TO YEOVIL TOWN FOOTBALL CLUB, SUPPORTERS AND
COMMUNITY OF YEOVIL

1.0 HISTORY OF YEOVIL TOWN FOOTBALL CLUB

01. The original ground was located in the town centre in 1895.
02. The original sloping pitch is a symbol to football clubs and the general public in the United Kingdom and Europe.

YTFC have gained success in the FA cup against Sunderland and achieved success with Alex Stock, an idolised player for Yeovil Town and manager to football clubs in the UK and Italy.
03. In later years YTFC, beyond expectations, gained promotion to the football league and the Championship in 2013.
04. Following relocation from the town centre to Huish Park, YTFC have provided top class facilities including all weather pitch which has reached the end of its life expectancy. The original amenities are no longer adequate and the club needs to provide new and additional facilities for the supporters and community.

2.0 AMBITIONS

01. YTFC has obtained promotion to the Championship with financial support from Directors and supporters. Approximately 20,000 YTFC supporters travelled to Wembley to witness a "once in a lifetime" success for promotion to the Championship which may never be repeated unless significant long term financial income is received from an investor and/or the construction of a food store.
02. In 2009 YTFC were offered a lifeline by CDS Limited. The owners of The Range agreed to finance a Planning Application on 6.2 acres of development land at Huish Park.
03. Planning drawings were prepared for retail units on 6.2 acres of land at Huish Park.

Prior to the Planning Application being submitted, a fast food store was proposed to facilitate the further construction of numerous houses within the area of Huish Park.

04. Construction of a large food store would provide limited income to assist in maintaining the existence of YTFC in the Football League and Championship.
05. Financial income from the construction of a food store will assist with the following:
 - a) Funding at YTFC to maintain the present future wage structure to compete with fellow Football League clubs.
 - b) Construct a covered stand and seating to the North Terrace to conform with Football Regulations.
 - c) Construct a long term, durable, all-weather pitch similar to other Football League clubs for the use of the public.
 - d) Construct additional facilities within the confines of the Stadium to provide a restaurant, family areas and improve toilet facilities.
 - e) Removal of the temporary marquee and, within the confines of the Stadium, provide additional refreshment and eating facilities before and after matches.
 - f) Adjacent to the Stadium, construct a community hall for use by YTFC and the public.
 - g) Provide 3No training pitches for YTFC.

3.0 REASON FOR ADDITIONAL CONSTRUCTION OF FOOD STORE

01. The incredible success of Yeovil Town Football Club gaining promotion to the Championship necessitates additional income to provide improved facilities for the supporters of YTFC and visiting supporters.

To compete with these clubs, Yeovil Town need a regular income which is not achievable unless Planning Permission is granted for a Food Store on land at Huish Park.

02. There will be a shortfall of monetary income from the construction of a Food Store as the net revenues will be jointly shared by YTFC and CDS Ltd.

YTFC have proposed £1.0 million to SSDC to release the POS Land. There is still a negotiation necessary to remove an Alcohol Covenant held by a local landowner. There will be substantial costs associated with the proposed improvements to the Stadium and additional facilities for the benefit of the supporters and community.

03. Numerous local football clubs have incurred financial losses such as Portsmouth, Bournemouth, Plymouth, Exeter, Bristol Rovers, and Swindon who have entered into Receivership.
04. Football clubs achieving promotion to the Championship have incurred major debts, however YTFC have annually balanced their books.
05. Yeovil town are playing teams with player budgets in excess of 10 times that of YTFC. In order to compete at this level we need additional income streams.
05. Yeovil Town require a regular income which will not be achieved unless Planning Permission is granted for a food store on land at Huish Park.

4.0 BENEFITS TO YEOVIL TOWN

01. SSDC have acknowledged YTFC are a valuable asset to Yeovil Town.
02. The success of YTFC has given valuable coverage to the town of Yeovil.
03. In the media, TV and newspapers there has been significant reference to YTFC having gained promotion to the Football League and Championship.
04. YTFC advertise the name of Yeovil throughout the country.
05. In the South West, Yeovil Town are the only football team in the Championship.

Bristol City, Bristol Rovers, Swindon, Torquay, Exeter and Plymouth are in lower divisions of the Football League.

06. YTFC advertise the town of Yeovil to attract companies, hotels, holiday makers and football supporters, bringing business to the shops in the town, hotels etc.

07. The proposal by SSDC for the construction of houses in close proximity to Huish Park. The construction of a food store would be a significant asset for the community.

The present below average size, local Asda food store is over-trading with traffic congestion.

The public would have a large local food store in preference to Morrisons and Tesco's which are in the region of 2-3 miles from Huish Park.

A new food store would attract custom from outlying villages and towns; also numerous houses constructed in the area would restrict further congestion of traffic within the town centre.

08. There would be employment for both the construction of the food store and subsequent engagement of employees.

09. A new food store would have extensive road improvements to alleviate traffic congestion.

10. The area of land proposed for a food store is not presently used by the public, except for dog walking.

YTFC have proposed a cash payment of £1.0M to SSDC to remove the POS title from 6.2 acres.

11. The general public would have the use of the all- weather pitch.

Schools would have the opportunity to use the all-weather pitch prior to YTFC football matches in the afternoon.

12. During the week YTFC players would coach school children on the all weather pitch.

BEW JMA
05.02.14

2. Officer Report On Planning Application: 14/00561/FUL

Site Address:	Court Ash House Court Ash Yeovil
Ward :	Yeovil (Central)
Proposal :	Proposed roof extension providing 2 additional storeys containing 5 No. new residential apartments, new bin store, cycle storage and fenestration changes to existing building (GR 355711/116143)
Recommending Case Officer:	Simon Fox
Target date :	25th April 2014
Applicant :	Energy Drop Zone Ltd
Type :	Minor Dwellings 1-9 site less than 1ha

SITE DESCRIPTION AND PROPOSAL



The application site is located to the south of the former Cattle Market and A30 within an area known as Court Ash. To the south of the site is a council car park and to the west is the former Cinema, now a retail unit. To the east are offices. The site comprises a 1970s four-storey office block, constructed from reconstructed stone with render panels under a

flat roof. The building has parking to the rear. The site is within the town centre as designated in the Local Plan and adjacent to the Conservation Area.

This application follows two notifications and one full application at the site.

The notifications signalled an intent by the applicant to exercise permitted development rights under Part 3 of Schedule 2 (Class J) of the Town and Country Planning (General Permitted Development) (England) Order 2013 to change the use of a building and any land within its curtilage to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes order from a use falling within Class B1(a) (offices) of that Schedule.

The first notification dealt with the second, third and fourth storeys and sought 18 no. apartments. The second notification concerned the ground floor and sought 4 no. further apartments. The notifications are to be judged by specific criteria which relate only to flooding, transport and highway matters and contaminated land. As such matters such as the loss of employment land and residential amenity are not allowed to form part of the determination. The notification does not allow external alterations to be made and neither offices nor apartments enjoy permitted development right for such, hence a full application was submitted (13/04870/FUL) to seek external alterations including the introduction of render and reconstructed stone panels, replacement of all windows, installation of Juliet balconies, installation of trellis panel detail, insertion of stone banding, installation of railings at the frontage, installation of external lighting and provision of landscaping. In addition the application sought to use part of the ground floor as garaging, using floorspace previously allocated via a permitted notification for 2 No. apartments. This required garage doors to be inserted in the outer envelope of the rear elevation. Two small remaining areas were to become secure stores. With the addition of 6 No. garages to the existing parking, there would be 25 No. spaces for the then secured 20 No. apartments.

The applicant now wishes to add two further floors to the building creating a further 5 No. apartments. The proposed fourth floor contains three apartments and will appear externally as those altered floors below, with matching cladding, fenestration and detailing. The fifth floor contains 2 No. apartments with a recessed 'penthouse' type arrangement under a flat oversailing roof.

Minor changes to the cladding details agreed under the previous full application are sought, and a new external bin store is proposed with ramp to the highway. One of the two secure stores is to become a bike store.

With the addition of 5 No. apartments there would be 25 No. car parking spaces for 25 No. apartments.

HISTORY

13/04870/FUL: The change of use of 2 No. ground floor suites into 6 No. garages and 2 No. storage areas, replacement windows and alterations to fenestration: Approved: 31/01/2014

13/04508/P3JPA: Prior approval for proposed change of ground floor offices to 4 no. residential apartments: Permission not required: 16.12.2013

13/03479/P3JPA: Prior approval for proposed change of use of offices to offices and 18 no. residential apartments: Permission not required: 18.09.2013

50025/G: Erection of office block, formation of car park and vehicular access: Approved: 06/07/1972

45175/C/3: Erection of 4-storey office block, provision of 22 parking spaces, use of existing vehicular access: Approved: 30/09/1969

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

In March 2012 the existing national Planning Policy Statements and Guidance Notes (PPS's and PPG's) were superseded by the publication of the National Planning Policy Framework.

National Planning Policy Framework - March 2012

Chapter 4 - Promoting Sustainable Transport

Chapter 6 - Delivering a Wide Choice of High Quality Homes

Chapter 7 - Requiring Good Design

Chapter 12 - Conserving and Enhancing the Historic Environment

The Secretary of State confirmed The Regional Strategy for the South West (Revocation) Order 2013 on 20 May 2013. This had the effect of revoking the Regional Strategy for the South West and the partial revocation of the Somerset and Exmoor National Park Joint Structure Plan (all policies except policy 6 - Bristol/Bath Green Belt).

The development plan comprises the saved policies of the South Somerset Local Plan.

The policies of most relevance to the proposal are:

South Somerset Local Plan (adopted April 2006):

ST5 - General Principles of Development

ST6 - The Quality of Development

ST10 - Planning Obligations

TP7 - Parking

EP1 - Pollution and Noise

EP5 - Contaminated Land

ME6 - Retention of Land and Premises

CR2 - Provision for Outdoor Playing Space and Amenity Space in New Development

CR3 - Off-Site Provision

CR4 - Amenity Open Space

Other

Somerset County Council Parking Strategy (March 2012)

CONSULTATIONS

Comments awaited from:

Highways Authority (Somerset CC)

SSDC Environmental Protection

SSDC Contaminated Land Officer
SSDC Conservation
SSDC Open Spaces Officer
SSDC Play Officer
Somerset Waste Partnership

REPRESENTATIONS

Neighbouring properties to the site have been notified and a site notice has been displayed. No representations had been received at the time of submitting this report.

CONSIDERATIONS

The Town Council may wish to consider the following matters:

- The use of the building as residential has been established.
- Does the proposal represent good design?
- Are there any residential amenity concerns for existing residents and future residents of the proposed dwellings?
- Would the proposal provide adequate car parking?
- The creation of 5 No. apartments triggers a requirement for a financial contribution towards off-site play, leisure and sport facilities.
- Is there adequate bin storage?

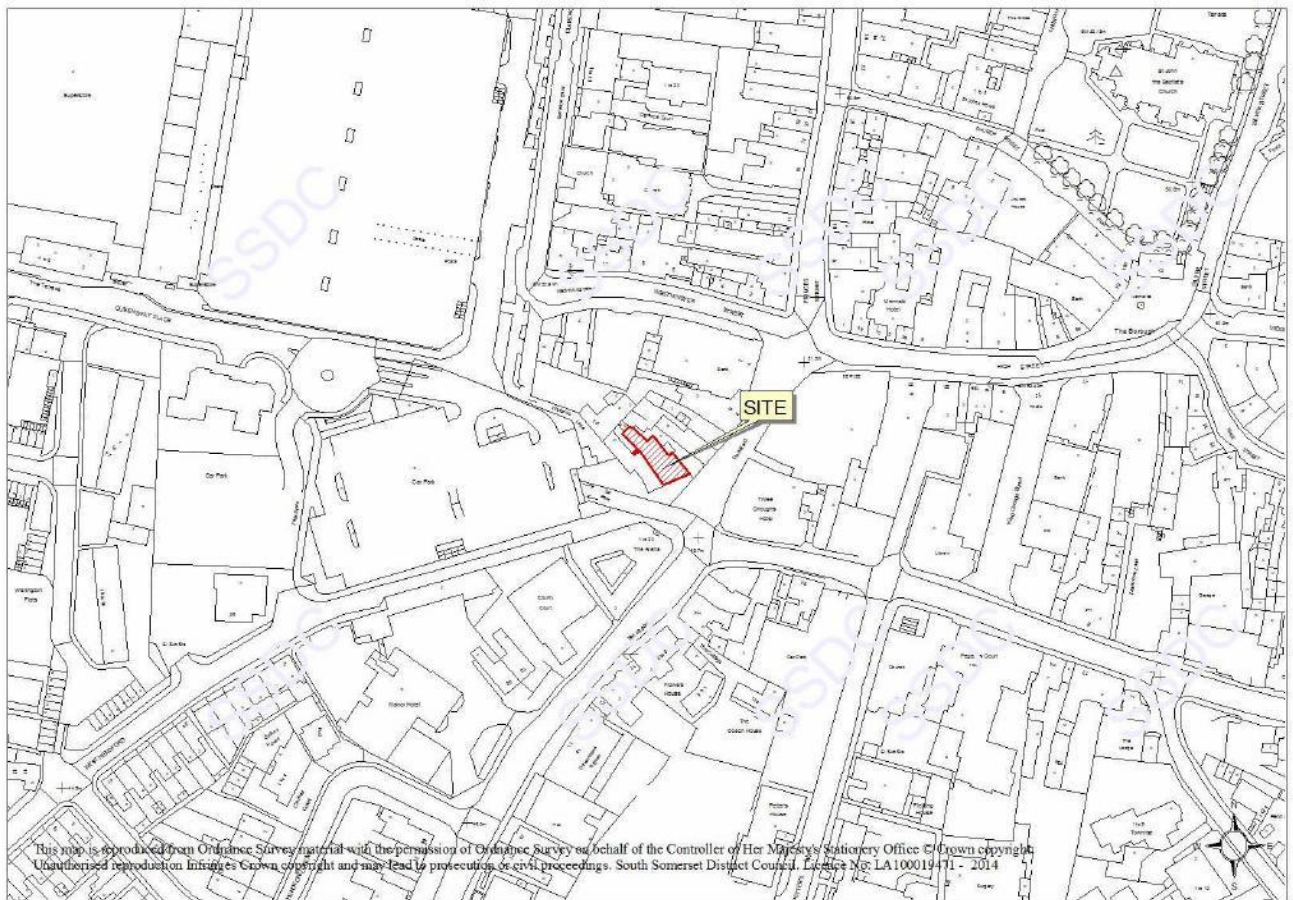
RECOMMENDATION

That the views of Yeovil Town Council be invited.

3. **Officer Report On Planning Application: 14/00907/LBC**

Site Address:	16 Hendford Yeovil Somerset
Ward :	Yeovil (Central)
Proposal :	The carrying out of internal and external alterations to include new front access door and staircase, replacement front awnings and 2 No. first floor front windows (GR 355508/115934)
Recommending Case Officer:	Andrew Collins
Target date :	18th April 2014
Applicant :	Ms Dawn Woodward
Type :	Other LBC Alteration

SITE DESCRIPTION AND PROPOSAL



The site is located on the North West side of Hendford near the West Hendford Public Car Park and the restricted road that links with the High Street. The property is located within the designated Conservation Area.

The property is a Grade II listed two-storey property formerly a dwelling but has been divided into an office and shop. It is constructed of natural stone with plain clay tiles.

This application relates to the North eastern part of the listed building, formerly known as Yeovil Collectors Centre. The premises are currently vacant.

This application seeks permission for the insertion of a new external door, replacement first floor windows to the front, replacement awnings and internal alterations. The internal alterations include the insertion of a new staircase, as there is currently no staircase as this has been removed.

The new staircase is to be located in a new position, alongside the boundary wall with the other half of the listed building. Previously it was located in the centre of the building running into the middle of the shop. This new location will allow the top floor to be used as a self-contained flat in the future.

On the ground floor at the rear a staff kitchen and wc will be located and on the ground floor a partition wall will be removed to open up the space.

As major internal alterations are proposed the amenity societies and English Heritage have been consulted.

HISTORY

Lengthy history but of relevance to this application,

98/00779/COU - The change of use from class A1 (shops) to A2 Financial & Professional)
- Application permitted with conditions - 15/05/1998

92/02415/LBC - The carrying out of alterations and the subdivision of premises to form retail shop with estate agents offices to the rear - Application permitted with conditions - 08/10/1992

92/02416/FUL - The carrying out of alterations and the subdivision of premises to form retail shop with estate agents offices to the rear - Application permitted with conditions - 08/10/1992

POLICY

Section 16 of the Listed Building and Conservation Areas Act is the starting point for the exercise of listed building control. This places a statutory requirement on local planning authorities to 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'

Paragraph 132 of the NPPF: Chapter 12 - Conserving and Enhancing Historic Environment is applicable. This advises that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

Whilst Section 38(6) of the 2004 Planning Act is not relevant to this listed building application, the following policies should be considered in the context of the application

The policies of most relevance to the proposal are:

Saved policies of the South Somerset Local Plan (Adopted April 2006):

EH1 - Conservation Areas

EH3 - Change of Use and Alterations to Listed Buildings

National Guidance

Chapter 12 - Conserving and Enhancing Historic Environment

CONSULTATIONS

CONSERVATION OFFICER - None received at time of writing report

ENGLISH HERITAGE - None received at time of writing report

AMENITY SOCIETIES - None received at time of writing report

REPRESENTATIONS

None received at time of writing report

CONSIDERATIONS

- Do the proposals have an adverse effect upon the Conservation Area?
- Do the proposals have an adverse effect upon the historic or architectural interests of the building?

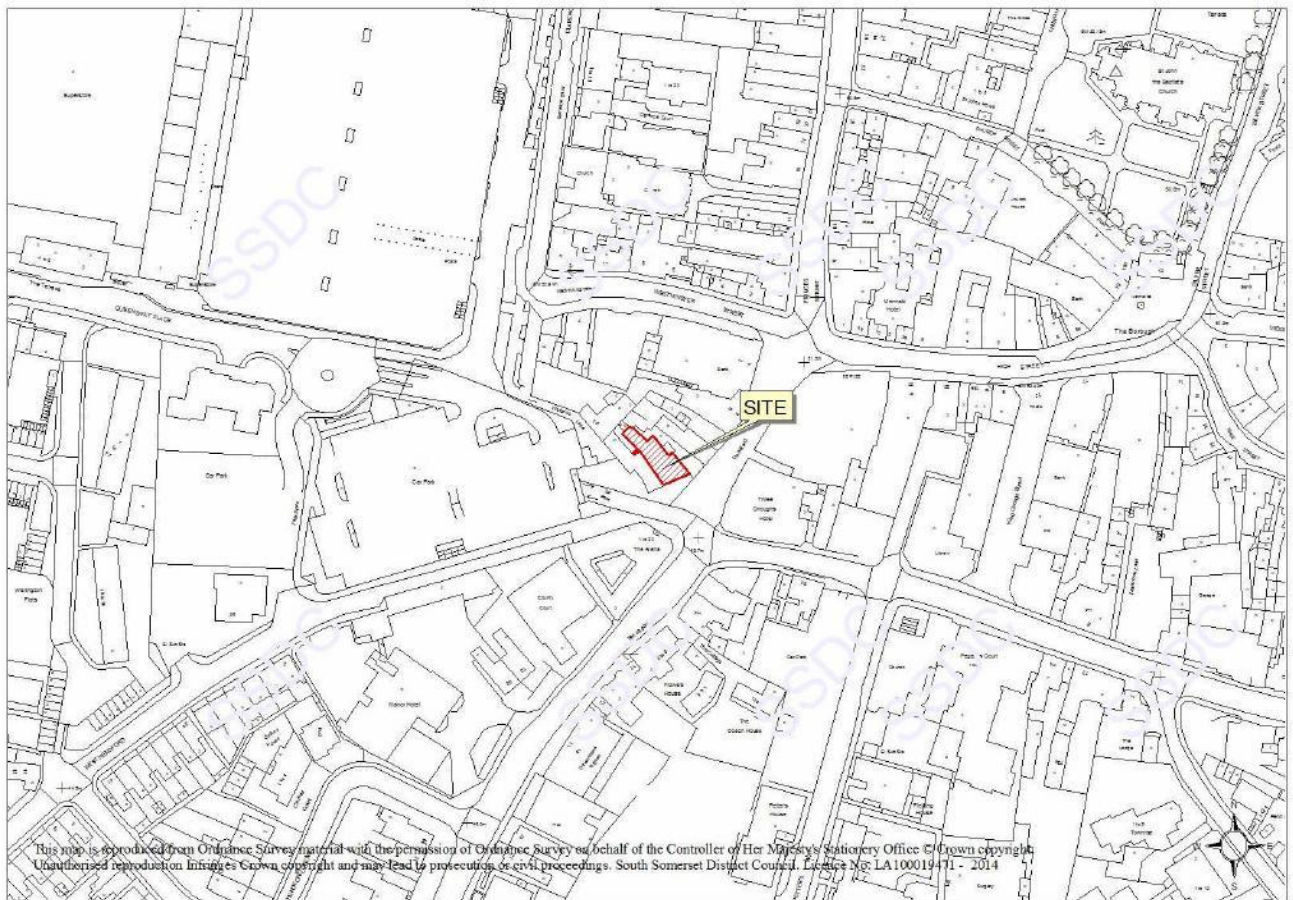
RECOMMENDATION

The comments of the Town Council are invited.

4. Officer Report On Planning Application: 14/00918/FUL

Site Address:	17 & 17A Hendford Yeovil Somerset
Ward :	Yeovil (Central)
Proposal :	Alterations and the conversion of premises to form 2 No. separate dwellings (GR 355504/115859)
Recommending Case Officer:	Mrs Jennie Roberts
Target date :	28th April 2014
Applicant :	Mr & Mrs R & I Brett
Type :	Minor Dwellings 1-9 site less than 1ha

SITE DESCRIPTION AND PROPOSAL



The site is located within the town centre of Yeovil, although outside the primary shopping frontage, and is adjacent to a listed building and within a conservation area. The property is a former solicitor's office, and to the rear of it there is grass and a parking area. The building has been vacant for three years, during which time it was marketed for business use. A marketing appraisal was with the previous applications.

A previous application (13/01810/FUL), which sought to change the use of the property from offices to residential in the form a single dwellinghouse and associated annexe, was approved in 2013. The dwellinghouse has been implemented by the owners. However the size and scale of the property proves impractical and a second dwelling is now proposed instead of an annexe.

The proposals retain the existing street scene facade of the building, whilst the to the rear, the Crittal windows will be replaced with traditional style window frames and the existing flat roofs will also be replaced with glass fibre.

The existing car parking area with provision for four parking spaces will be retained.

Additional space will be provided within the private garden areas for cycle parking.

HISTORY

Recent history:

13/01810/FUL - Alterations and the change of use of premises from office / shop (Use Class B1 / A1) to a single residential unit with associated annexe - conditional approval - 17/07/13

12/04172/FUL - Alterations and the change of use of premises from offices to provide 3 mews style dwellings - conditional approval - 19/12/2012

Various, including 07/01293/COU - COU of premises from shop to office - conditional approval - 01/05/2007

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

In March 2012 the existing national Planning Policy Statements and Guidance Notes (PPSs and PPGs) were superseded by the publication of the National Planning Policy Framework.

Following the recent revocation of the Regional Spatial Strategy and the Somerset and Exmoor National Park Joint Structure Plan Review regard needs to be had to the development plan policies of the saved policies of the South Somerset Local Plan (2006).

The policies of most relevance to the proposal are:

South Somerset Local Plan (adopted 2006)

ST5 (General Principles of Development)

ST6 (Quality of Development)

EH1 (Conservation areas)

EH5 (Setting of listed buildings)

MC4 (Other uses in Town Centres)

Regard must also be had to:

National Planning Policy Framework - March 2012

Chapter 6 - Delivering a wide choice of high quality homes

Chapter 7 - Requiring good design

Chapter 12 - Conserving and enhancing the historic environment

CONSULTATIONS

COUNTY HIGHWAY AUTHORITY - No comments received

REPRESENTATIONS

Site notice posted on site. None received at time of writing report

CONSIDERATIONS

- Would the proposal have an acceptable impact on the character and appearance of the conservation area and the setting of the adjacent listed building, eg in terms of scale, materials, design, etc?
- Would the proposal have an acceptable impact on the amenity of neighbouring properties, e.g. in terms of siting, overlooking, etc?

- Is the proposal acceptable in terms of parking provision?

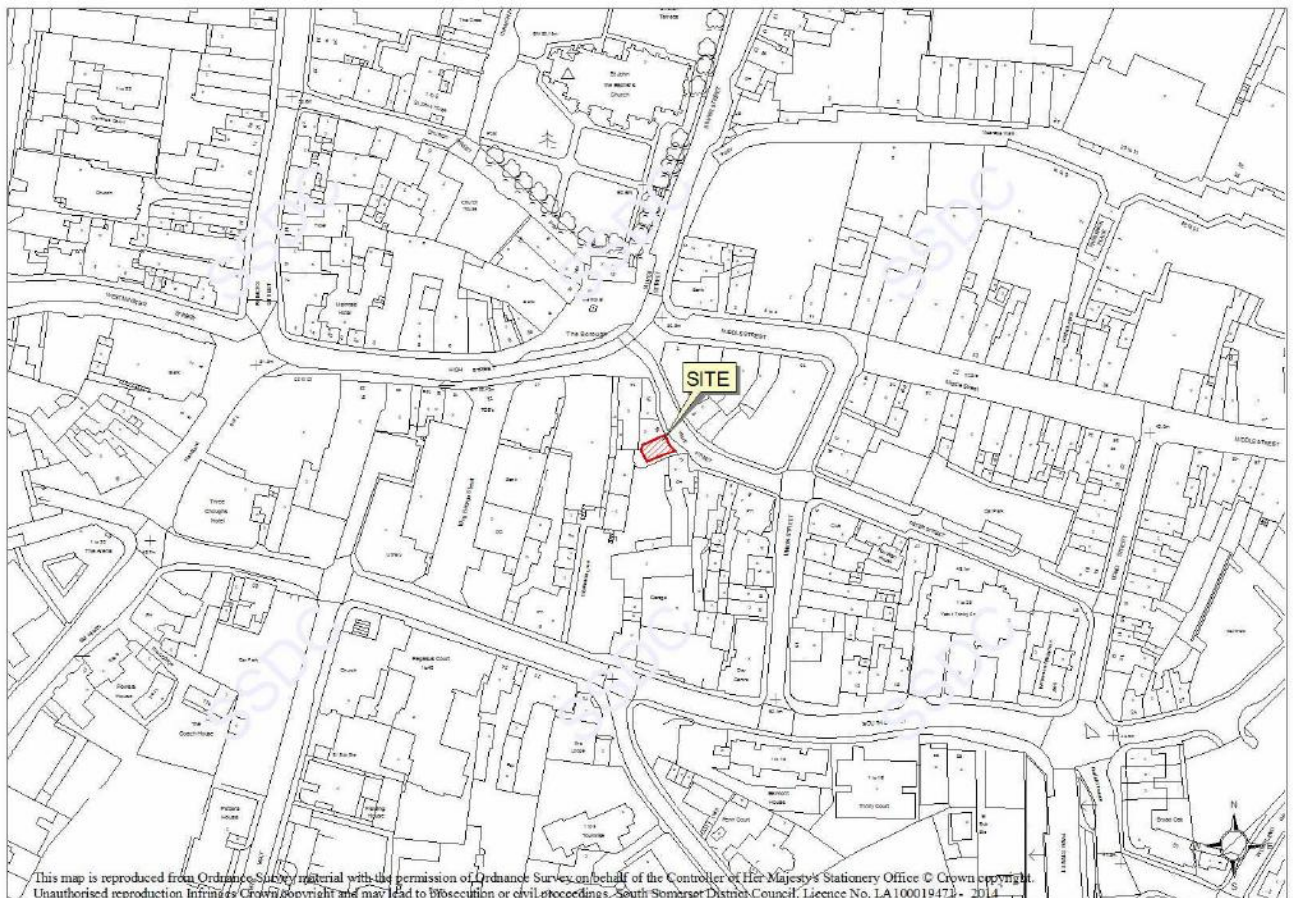
RECOMMENDATION

The view of the Town Council is invited.

5. Officer Report On Planning Application: 14/00705/COU

Site Address:	13 Wine Street Yeovil Somerset
Ward :	Yeovil (Central)
Proposal :	The change of use of premises from Use Class A1 (hairdressers) to a tattoo studio (GR 355686/115935)
Recommending Case Officer:	Jane Green
Target date :	22nd April 2014
Applicant :	Mr Damian Cain
Type :	Other Change Of Use

SITE DESCRIPTION AND PROPOSAL



13 Wine Street is a vacant premises last used as a body piercing studio although the last authorised use is not clear from the history of the site. Local knowledge suggests the premises was previously a retail shop (last operating as Gone Potty). The site is located

in the designated conservation area and within Yeovil Town Centre but outside the Primary Shopping Frontage cordon.

The application seeks planning permission for the change of use of the ground floor accommodation to a tattoo studio (Sui Generis), proposed opening hours are 09.00 to 18.00 Mondays to Saturday and closed Sunday and bank holidays.

HISTORY

Most recent years:

96/01247/FUL - The installation of security shutters on shop windows - Application permitted with conditions December 1996

92/02668/FUL - The change of use of premises from retail shop (use class A1) to sale of take-away food (use class A3) - Application refused March 1992

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

The policies of most relevance to the proposal are:

South Somerset Local Plan (adopted April 2006)
ST5 (General Principles of Development)
ST6 (The Quality of Development)
EH1 (Conservation Areas)
TP6 (Non-residential Parking Provision)
MC4 (Other Uses in Town Centres)
MC5 (Location of Non-Shopping Key Town Centre Uses)

National Planning Policy Framework (March 2012)
Chapter 2 (Ensuring the Vitality of Town Centres)
Chapter 7 (Requiring Good Design)

Somerset County Council Parking Strategy (March 2012) and Standing Advice (June 2013)

CONSULTATIONS

Yeovil Town Council - Observations sought

Highways Authority - Observations sought

SSDC Conservation Officer - Observations sought

REPRESENTATIONS

2 specific neighbours notified and site notice (conservation area and setting of listed building) displayed and advertisement placed in the local press inviting comments. None received at time of writing this report.

CONSIDERATIONS

Principle considerations:

- The application site is located outside the area designated as Primary Shopping Frontages but is within Yeovil's town centre cordon which Policy MC5 of the South Somerset Local Plan stipulates is the preferred location for non-shopping uses that attract a lot of people. The proposed use is likely to attract a number of customers on a daily basis and as such the proposed use in this location is in principle acceptable.
- Is the scale and nature of the proposed use compatible with existing surrounding uses and appropriate to the size and function of the town centre. In the consideration of these points it should be noted that the application form states that there will be two members of full time staff and with proposed opening hours of 09.00 - 18.00 Mondays to Saturday and closed Sunday and bank holidays.
- Adequate provision for the safe storage of general and hazardous waste. The application states clinical/contaminated waste will be collected bi-weekly by a registered company
- Impact on conservation area

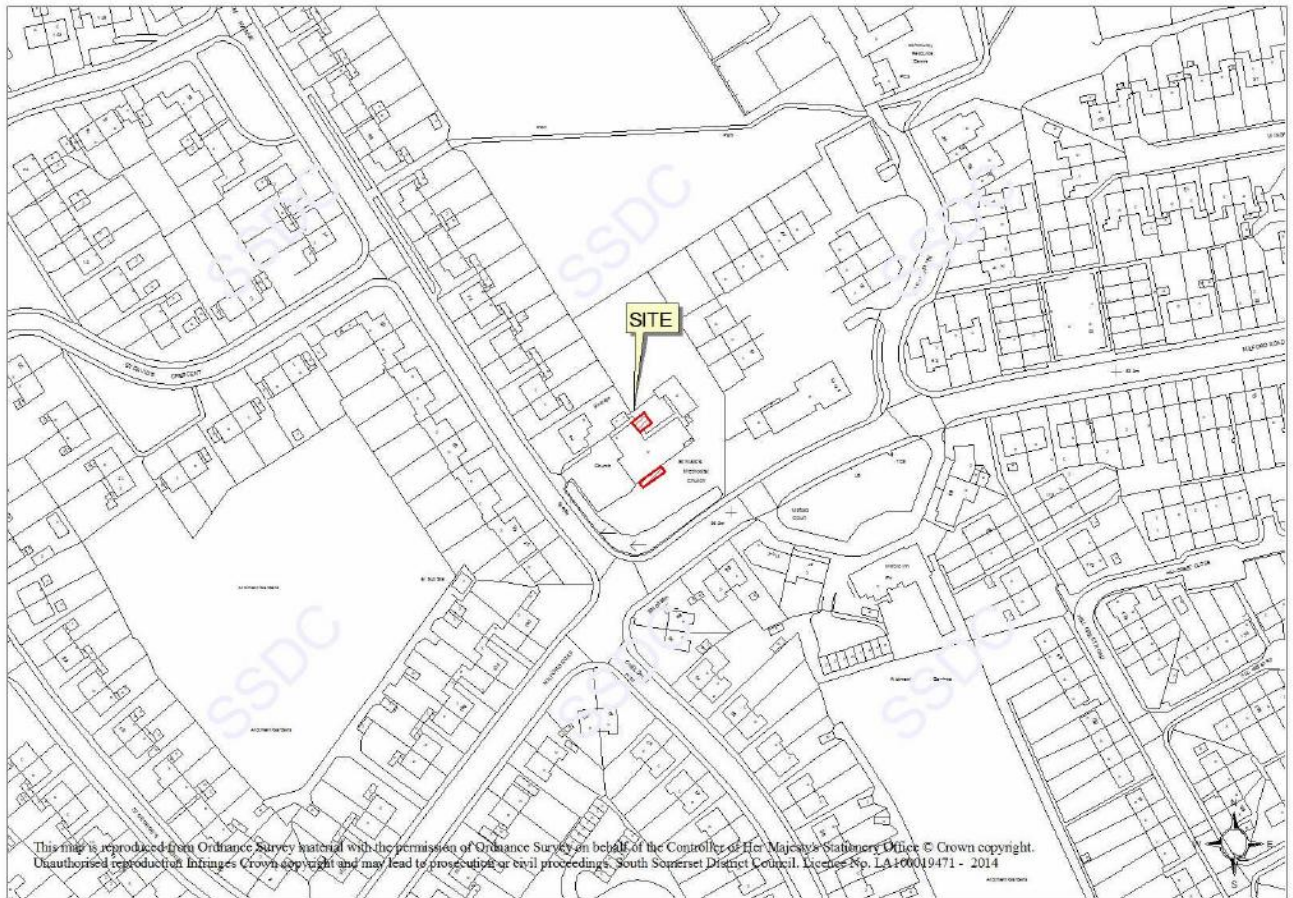
RECOMMENDATION

The views of the Town Council are invited.

6. **Officer Report On Planning Application: 14/00694/FUL**

Site Address:	St Marks Methodist Church Chelston Avenue Yeovil
Ward :	Yeovil (Central)
Proposal :	The erection of a single storey kitchen extension, demolition of existing store and erection of a new store extension (GR 356009/117077)
Recommending Case Officer:	Jane Green
Target date :	17th April 2014
Applicant :	St Marks Methodist Church
Type :	Minor Other less than 1,000 sq.m or 1ha

SITE DESCRIPTION AND PROPOSAL



St Marks Methodist Church, Chelston Avenue is constructed of part red brick and part reconstituted stone and a later extension is a cream colour prefabricated material. The roof of the building is a felt and fibreglass. The building occupies a prominent position, in a corner plot elevated above the two roads, Chelston Avenue and Milford Road. The area is predominantly residential.

The application seeks planning permission for the erection of two single storey extensions. One is to form a kitchen off the north east elevation of the existing single storey element. It would measure 5.1 metres deep, 5.5 metres wide and 2.9 metres high. Its materials would be red brick to match the existing. It will be located in a courtyard area to the rear of the building that is currently laid to paving slabs and flower beds. The existing access will remain with the access to the children's preschool at the rear diverted slightly across the remaining patio area.

The other extension will be located on the south elevation and will see the removal of the existing extension. The replacement extension will measure 8.5 metres deep, 3.1 metres wide and 3 metres high. Materials are proposed to match the existing red brick.

HISTORY

06/03704/FUL - The replacement of nine windows and one door with UPVC double glazed units - Application permitted with conditions December 2006

04/03446/FUL - Alterations to entrance and foyer to the church - Application permitted with conditions February 2005

90/02904/FUL - The installation of white UPVC framed windows on south and west elevations of church - October 1990

902573 - The installation of white UPVC framed windows on south and west elevations of church - Conditionally approved October 1990

31339/1/B - Erection of classroom block - Approved March 1964

31339/1/A - Erection of Sunday school classroom block - Approved January 1962

31339/1 - Erection of Church & hall - Conditionally approved August 1962

31339 - Outline: Use of land for erection of Church hall & Sunday School - Conditionally approved November 1955

31339 - Proposed Church & Church hall - Superseded May 1955

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

The policies of most relevance to the proposal are:

South Somerset Local Plan (adopted April 2006)
ST5 (General Principles of Development)
ST6 (The Quality of Development)

National Planning Policy Framework (March 2012)
Chapter 7 (Requiring Good Design)
Chapter 8 (Promoting Healthy Communities)

Somerset County Council Parking Strategy (March 2012) and Standing Advice (June 2013)

CONSULTATIONS

Yeovil Town Council - Observations sought

Highways Authority - Observations sought

REPRESENTATIONS

26 neighbours notified and site notice (general interest) displayed, no representations received at time of writing this report

CONSIDERATIONS

The main considerations with this proposal are:

- The impact of the extension on the form and design on the building and its overall impact on the character and appearance of the area.

- Do the extensions cause demonstrable harm to the residential amenities of neighbouring properties?

RECOMMENDATION

The views of the Town Council are invited.

7. Officer Report On Planning Application: 14/00846/FUL

Site Address:	46A Mudford Road Yeovil Somerset
Ward :	Yeovil (Central)
Proposal :	The erection of a single storey extension to dwellinghouse (GR 355426/116674)
Recommending Case Officer:	Jane Green
Target date :	28th April 2014
Applicant :	Mr & Mrs Steve Darcy
Type :	Other Householder - not a Change of Use

SITE DESCRIPTION AND PROPOSAL



46A Mudford Road is a two storey detached dwellinghouse constructed of red brick with later rendered extensions under a clay double roman tiled roof. It occupies an elevation position on the east side of the road and is located in a predominantly residential street.

The application seeks planning permission for the erection of a single storey extension to the side of the dwellinghouse. It would measure 3.7 metres wide, 7.255 metres deep and 3.7 metres high. It would be constructed of painted render to match that already on the building. The proposed accommodation would add a sixth bedroom to the property and an en suite bathroom is also proposed.

The existing single garage would be demolished to make way for the proposal. The planning agent has confirmed that there are currently five parking spaces on the front driveway and a further two at the rear of the site accessed via a second vehicular access within the site.

The proposal requires the benefit of planning permission as the proposal forms a side extension that extends beyond a later extension and not the original dwellinghouse.

HISTORY

99/01737/FUL - The carrying out of internal alterations and the erection of a conservatory to east elevation and utility room to north elevation of dwellinghouse - Application permitted with conditions September 1999

91322 - Erection of an extension - Conditionally approved March 1972

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 repeats the duty imposed under S54A of the Town and Country Planning Act 1990 and requires that decision must be made in accordance with relevant Development Plan Documents unless material considerations indicate otherwise.

The policies of most relevance to the proposal are:

South Somerset Local Plan (adopted April 2006)

ST5 (General Principles of Development)

ST6 (The Quality of Development)

South Somerset District Council Supplementary Guidance - Extensions and Alterations to Houses - A Design Guide

National Planning Policy Framework (March 2012)

Chapter 7 (Requiring Good Design)

Somerset County Council Parking Strategy (March 2012) and Standing Advice (June 2013)

CONSULTATIONS

Yeovil Town Council - Observations sought

Highways Authority - Observations sought

SSDC Tree Officer - Observations sought in relation to the three protected trees that are close to the site

REPRESENTATIONS

37 neighbours (Pearson House to the rear) notified, no representations received at time of writing this report

CONSIDERATIONS

This is an extension to a domestic property and therefore the principle of development is acceptable. The main consideration of the application lies with policy ST5 and ST6 of the Local Plan, namely:

- Is the design and scale of the extension subservient and in keeping with the existing and neighbouring houses and surrounding area?
- Does the extension cause demonstrable harm to the residential amenities of the existing or neighbouring householders?
- Does the proposal impact on parking provision of the property? (4 bedrooms or more require 3 car park spaces according to the SCC Highways Parking Strategy).
- Does the proposal impact on the 3 protected trees close to the site?

RECOMMENDATION

The views of the Town Council are invited.

Report Table for Town Council 17 March 2014

<u>APPLICATION NO.</u>	<u>LOCATION</u>	<u>PROPOSAL</u>	<u>OBJECTIONS</u>	<u>CONSIDERATIONS</u>
14/00112/ADV	Specsavers Opticians 50- 52 Middle Street	The display of 3 No. internally illuminated fascia signs and 1 No. internally illuminated projecting sign	None at time of writing	<ul style="list-style-type: none">• Are the signs in keeping with the character of the area in terms of siting, design, materials, illumination, scale and number?• Do the signs prejudice public safety?

14/01006

LOCATION PLAN

ADDRESS: 2 LIME TREE AVENUE

SOUTH SOMERSET D C

05 MAR 2014

PLANNING

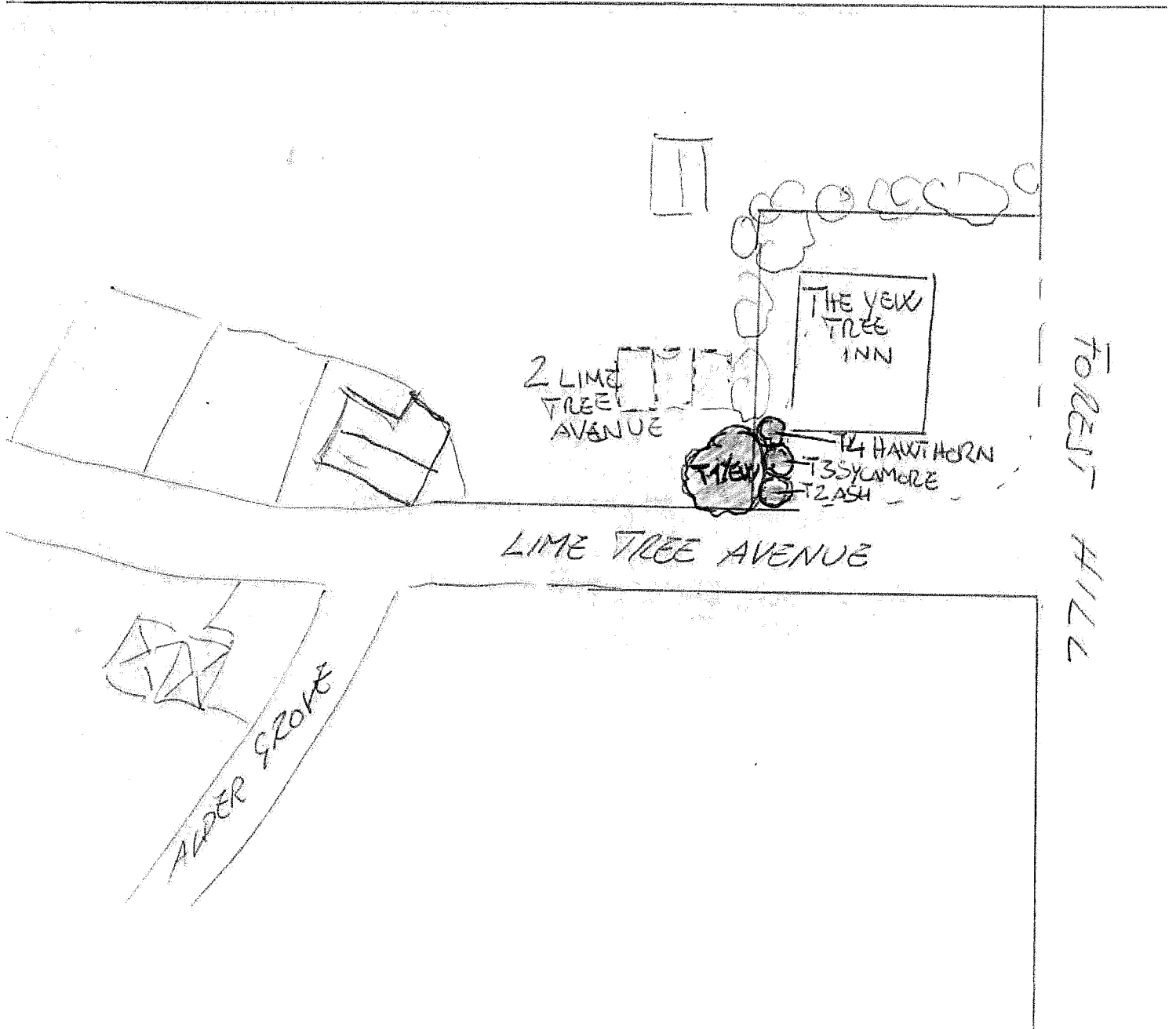
WORK REQUIRED AS FOLLOW:

T1 YEW: REDUCE BY 1.5-2 METRES CANOPY OUTLINE ON S-W AND N-W QUADRANT.

T2 ASH: COPPICE

T3 SYCAMORE: COPPICE

T4 HAWTHORN: REDUCE HEIGHT BY 2.5-3 METRES



PLANNING DECISIONS

14/00021/FUL Alterations, erection of a single storey front extension and porch and the formation of a pitched roof over existing dwelling (GR 354690/117353) at 160 Ilchester Road Yeovil Somerset BA21 3BW
Applicant: Mr D Smyth

APPROVAL subject to conditions

14/00028/ADV The display of an internally illuminated fascia sign and an internally illuminated projecting sign (GR 355816/115973) at Thomson 29 Middle Street Yeovil Somerset BA20 1LF
Applicant: TUI UK Retail Ltd

APPROVAL subject to conditions

14/00059/FUL The formation of a new hipped roof in place of existing flat roof and erection of a single storey extension (GR 354840/117252) at 136 Ilchester Road Yeovil Somerset BA21 3BN
Applicant: Mr Mark Richards

APPROVAL subject to conditions

14/00390/FUL The erection of a two storey side extension to dwellinghouse (GR 356179/117157 at 15 Wingate Avenue Yeovil Somerset BA21 4QH
Applicant: Mr and Mrs D Passmore

APPROVAL subject to conditions

Note:

Highlighted Planning Decisions:

Decision of District Council differs from Yeovil Town Council Recommendation.