

# Maps Schedule

The maps presented show where proposed changes are recommended to the draft Core Strategy only. The Crewkerne Inset Map has no proposed amendment and is not shown and whilst at Castle Cary the recommendation is that Option 1 the Preferred Option be chosen, the necessary deletion of the other 2 options is considered not to require graphic representation at this stage.

The Rural Centres generally have little change apart from the addition of Town Centre boundaries at Ilchester, Milborne Port and Stoke sub Hamdon.

Please note that identified Development Areas of settlements incorporate saved Local Plan proposals. Conservation Areas, Historic Parks & Gardens, Archaeological sites of National importance, areas of High Archaeological potential, Wildlife/Geology designations all remain unchanged and will be incorporated into the final Proposed Submission Plan of the Core Strategy Proposals Map.

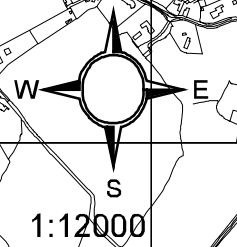
### **Inset Map 3 – Chard**

#### **Amendment to the No Development Area**

In order to reflect the Chard Regeneration Plan the No Development Area around Holyrood School is proposed to be amended by removing the area covering the current Chard Football Club site.

# South Somerset Draft Core Strategy Incorporating Preferred Options

## Inset Map 3 - Chard



Chard Town Football Club Deleted from No Development Area to Reflect Chard Regeneration Plan.

- Town Centres
- High Street
- Back plots
- Green heart
- East end
- Growth areas
- No development area
- Flood Zone 3
- Flood Zone 2
- A358 A30 Convent Signals
- Sustainable Transport Interchange
- Development Areas

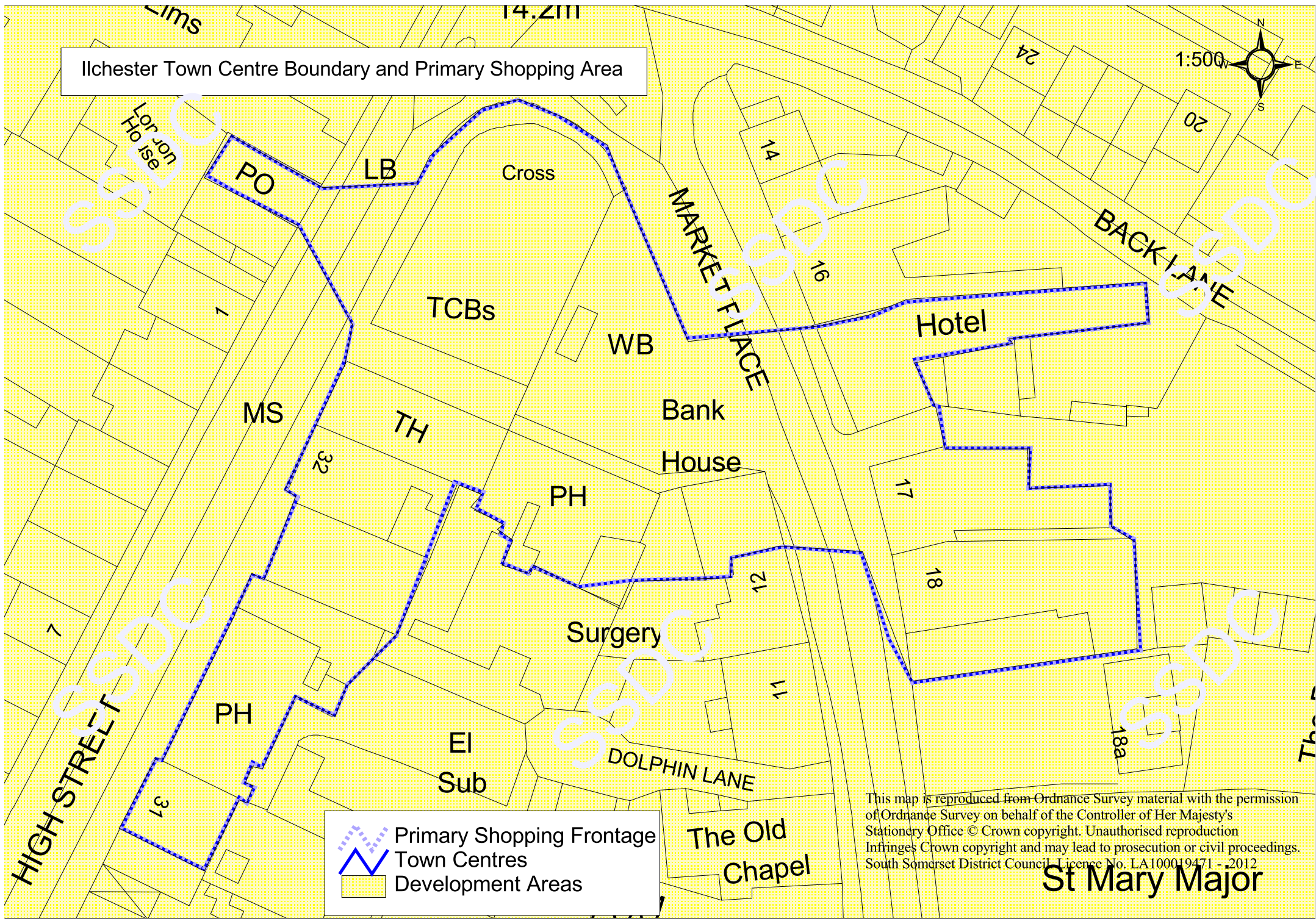
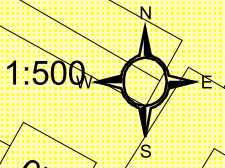
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## **Inset Map 5 – Ilchester**

### **Introduction of a Town Centre Boundary**

Ilchester is identified as a Rural Centre, and is therefore required by Planning Policy to have a defined Town Centre Boundary this will also ensure that the relevant policies will properly apply.

Ilchester Town Centre Boundary and Primary Shopping Area



Primary Shopping Frontage  
Town Centres  
Development Areas

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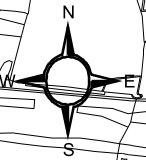
St Mary Major

## **Inset Map 6 – Ilminster**

### **Revised Direction of Growth**








A revised direction for growth is identified as a result of representations received and a reassessment of the Sustainability Appraisal.

# Proposed Direction Of Growth Inset Map 6 Ilminster

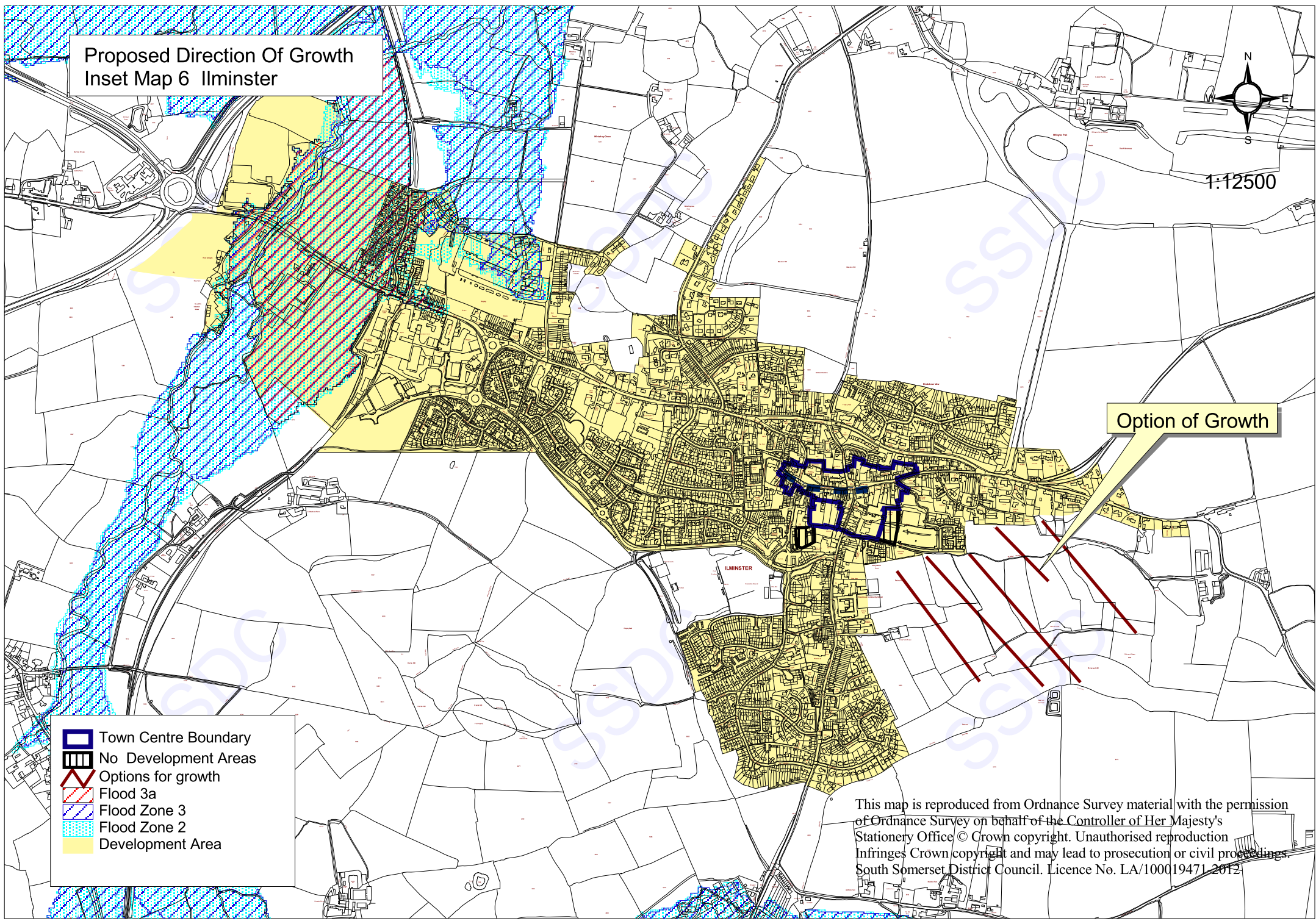


1:12500

Option of Growth

-  Town Centre Boundary
-  No Development Areas
-  Options for growth
-  Flood 3a
-  Flood Zone 3
-  Flood Zone 2
-  Development Area

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## **Inset Map 7 – Langport/Huish Episcopi**

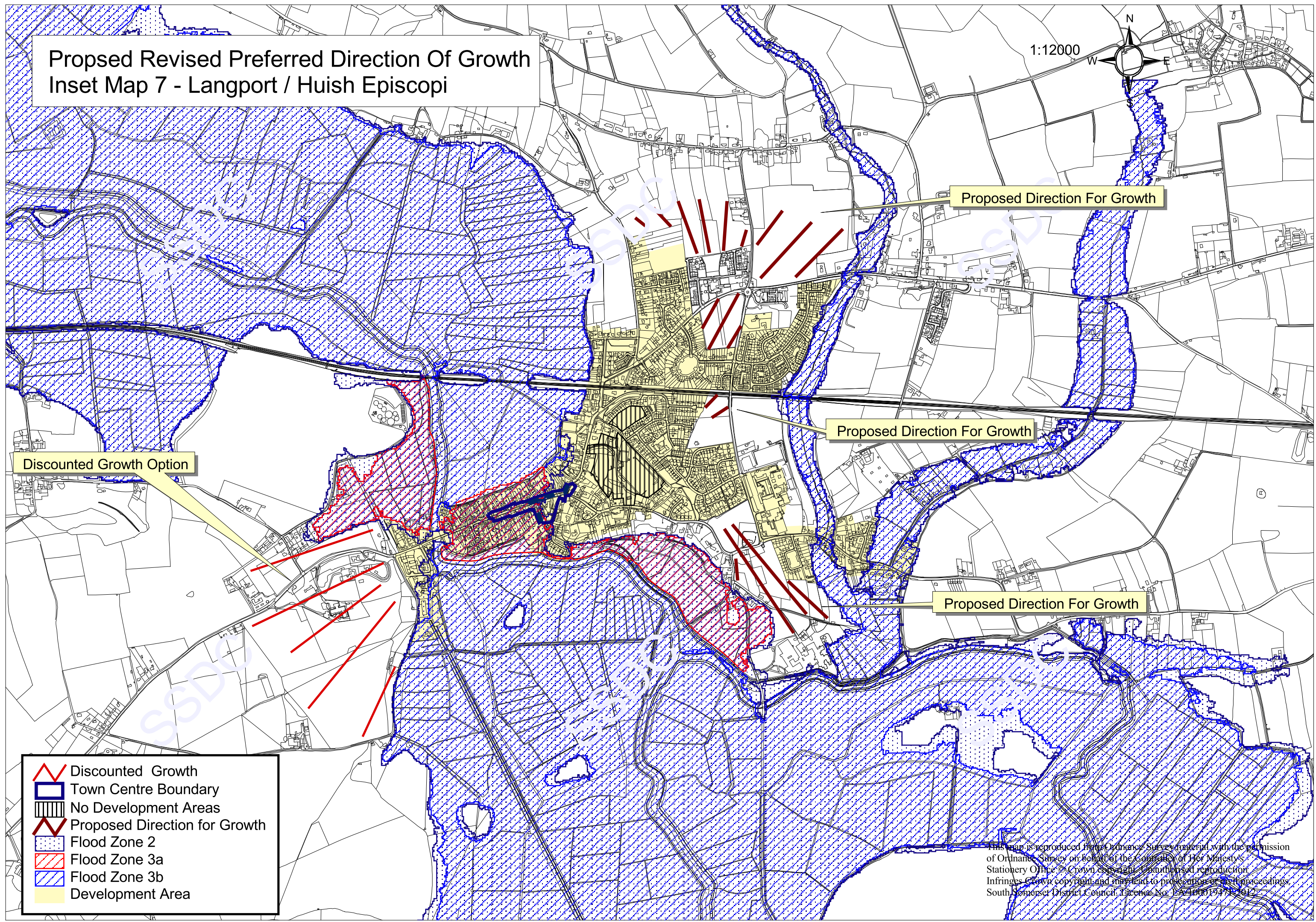
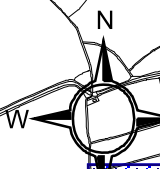
### **Introduction of a direction for growth**

It is proposed that Langport/Huish Episcopi become a Market Town therefore a direction for growth is shown together with an alternative that was discounted. It is proposed that 400 homes will be provided to 2028 (295 already committed and 105 additional homes to be provided) and 3 hectares of employment land. The alternative needs to be shown uniquely as Langport and Huish Episcopi were not identified as a Market Town at the draft consultation stage and so did not show the options for growth.



# Proposed Revised Preferred Direction Of Growth Inset Map 7 - Langport / Huish Episcopi

1:12000



Discounted Growth Option

Proposed Direction For Growth

Proposed Direction For Growth

Proposed Direction For Growth

- Discounted Growth
- Town Centre Boundary
- No Development Areas
- Proposed Direction for Growth
- Flood Zone 2
- Flood Zone 3a
- Flood Zone 3b
- Development Area

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## **Inset Map 9 – Milborne Port**

### **Amendment to No Development Area**

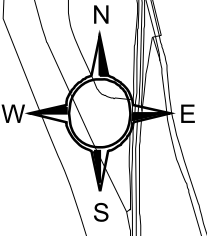
As a result of planning consent 06/00952/FUL the "No Development Area" at The Tannery and Old Gas works, Higher Kingsbury, Milborne Port should be amended to reflect the boundary of that development.

### **Introduction of a Town Centre Boundary**

Milborne Port is identified as a Rural Centre, and is therefore required by Planning Policy to have a defined Town Centre Boundary this will also ensure that the relevant policies will properly apply.





Milborne Port - Inset Map 9

1:5000



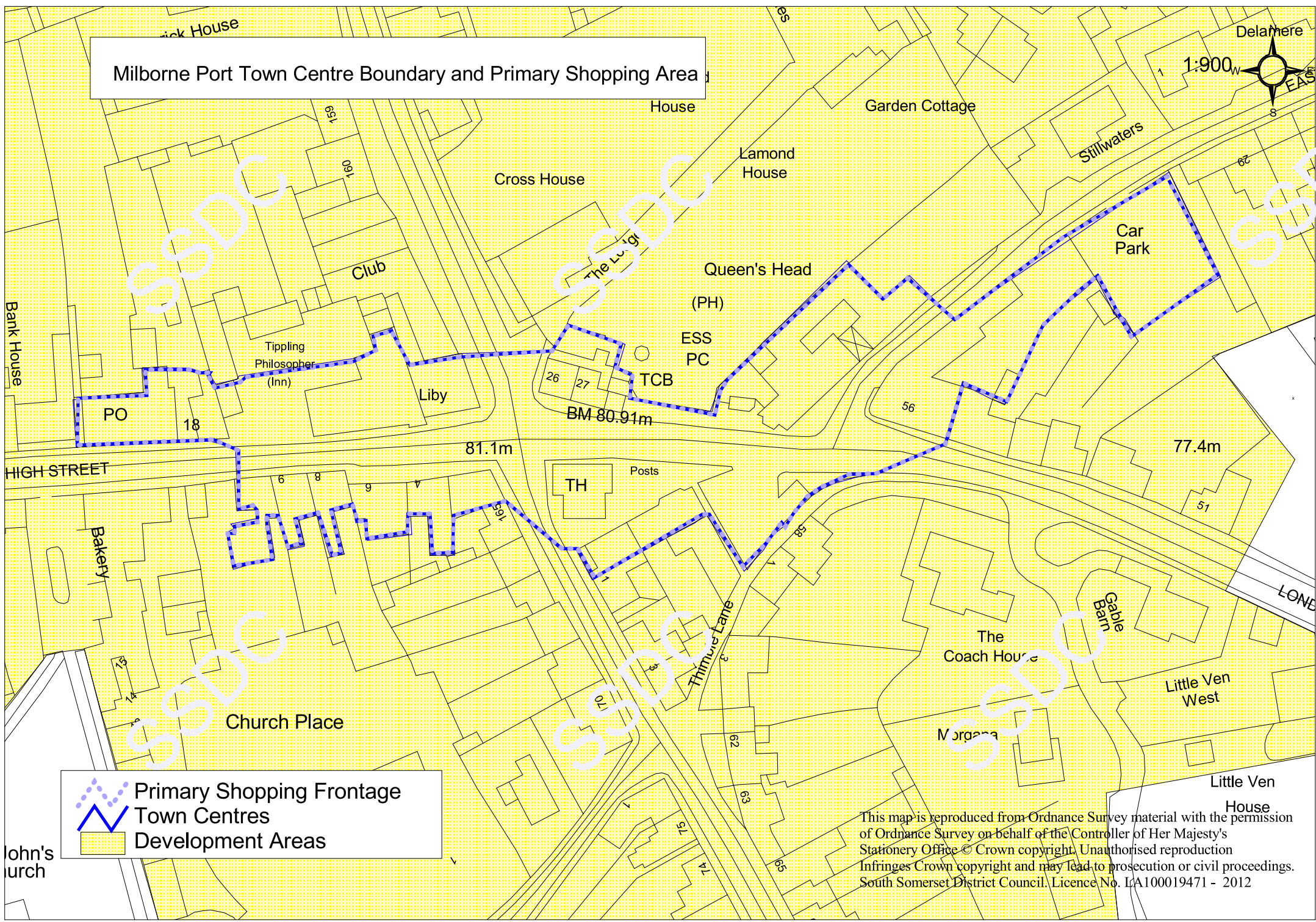
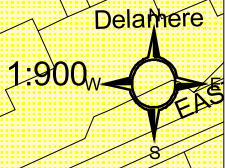
Deleted from No Development Area as a result of implementation of planning permission 06/00952/FUL

MILBORNE PORT

-  No development area
-  Flood Zone 3
-  Flood Zone 2
-  Development Areas

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# Milborne Port Town Centre Boundary and Primary Shopping Area



-  Primary Shopping Frontage
-  Town Centres
-  Development Areas

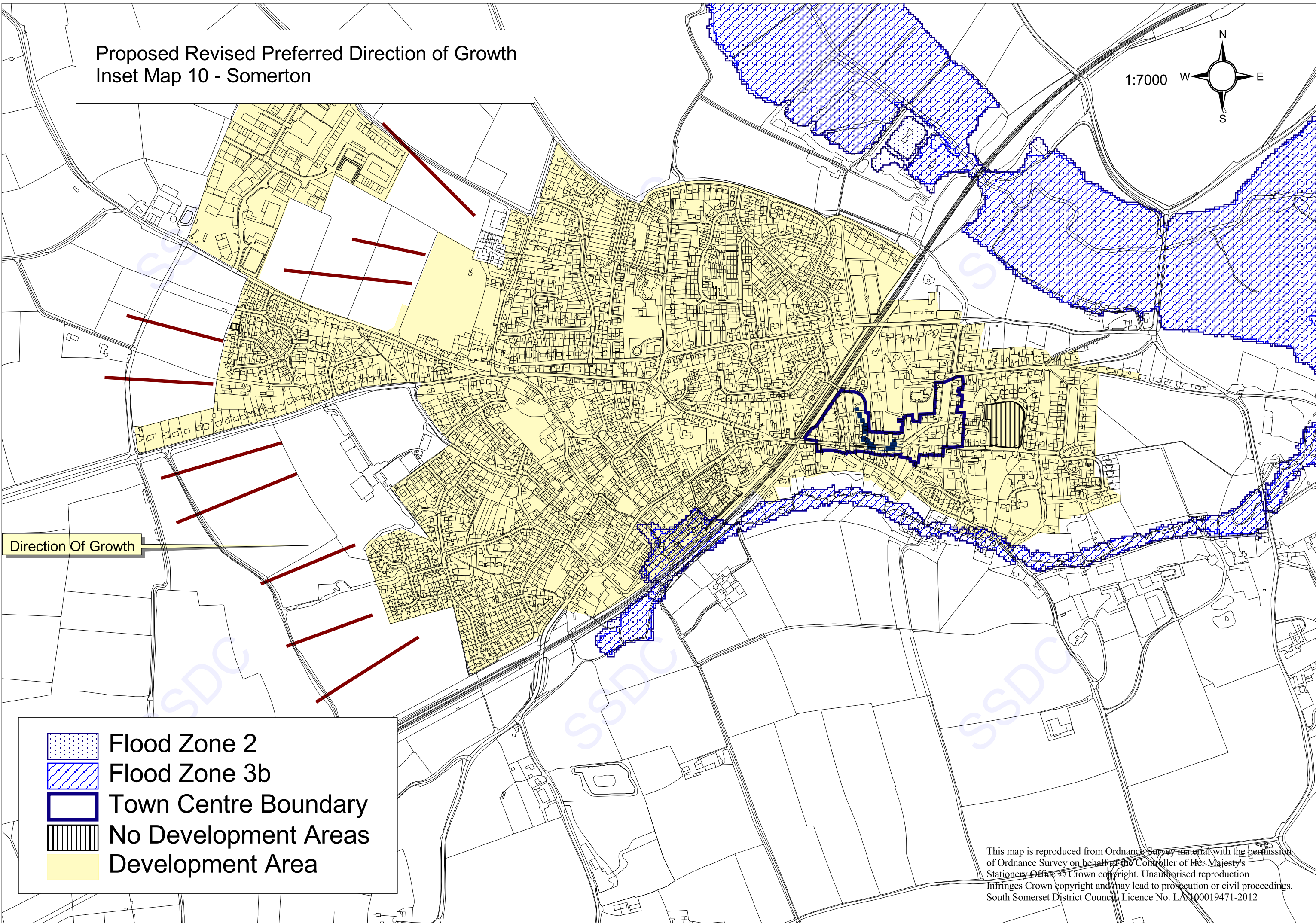
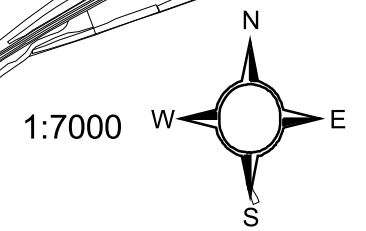
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## **Inset Map 10 – Somerton**


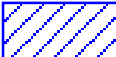


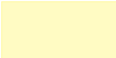
### **Amalgamation of preferred growth Option 2 and the southern part of growth Option 3**

The direction for growth has been amended to indicate a broader area to the west of the town. It is proposed that 400 homes will be provided to 2028 (235 already committed and 165 additional homes to be provided) and 3 hectares of employment land.

Proposed Revised Preferred Direction of Growth  
Inset Map 10 - Somerton



Direction Of Growth

-  Flood Zone 2
-  Flood Zone 3b
-  Town Centre Boundary
-  No Development Areas
-  Development Area

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## **Inset Map 12 – Stoke Sub Hamdon**

### **Introduction of a Town Centre Boundary**

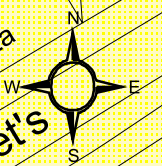
Stoke Sub Hamdon is identified as a Rural Centre, and is therefore required by Planning Policy to have a defined Town Centre Boundary this will also ensure that the relevant policies will properly apply.

Chantry

Stoke Sub Hamdon Town Centre Boundary and Primary Shopping Area

Coach House Court

1:600 2a



Pranket's Well

Picky Court

1 to 11

13

2

1

3

5

PO

7

9

11

14

PH

52.7m

STOKE CROSS

Hall

PCs

6

2

4

2

Garage

3

1

5

13

6

Fleur-de-Lis (Hotel)

The Cross

Car Park

-  Primary shopping frontage
-  Town Centres
-  Development Areas

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## **Inset Map 13 - Wincanton**

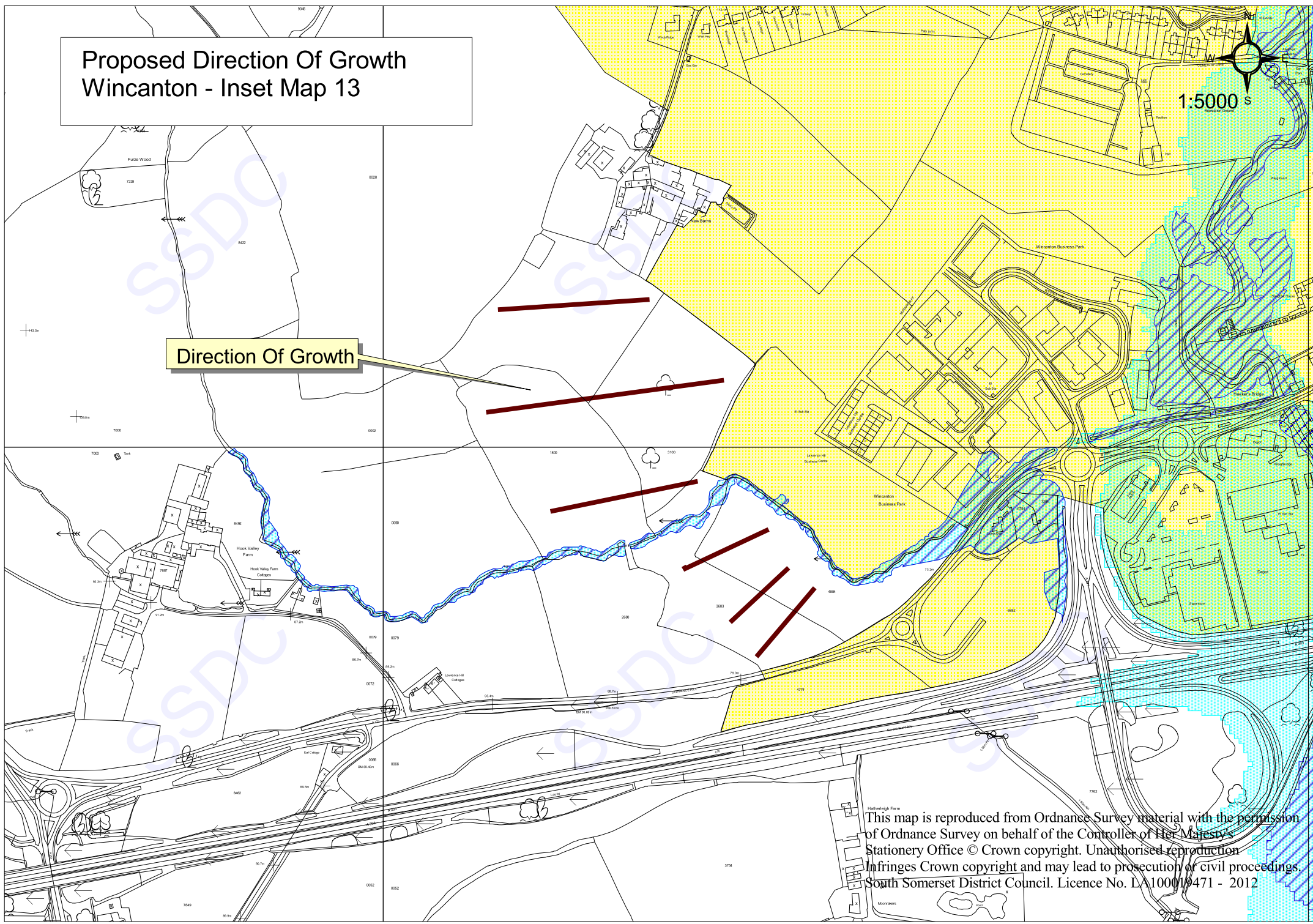
### **Revised Preferred Growth Option 1**

It is now proposed that the total housing provision for Wincanton is 703 dwellings which reflects the level of existing commitments and that Policy SS5 Strategic Employment Growth is amended to deliver a minimum of 8.61ha of 'B' use employment land (3.61 ha of existing supply plus an additional 5 ha). Given the above Option 1 remains the preferred direction for growth in Wincanton for employment uses only, as it includes the most appropriate location for employment growth in terms of accessibility to the strategic highway network thus minimising the impact of HGVs on the rest of Wincanton, however a much smaller area of land is now required to accommodate the growth and is identified in the southern part of the original option because it is well related to the highway network and existing employment areas.

# Proposed Direction Of Growth Wincanton - Inset Map 13

1:5000 S

Direction Of Growth



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## **Inset Map 14 – Yeovil**

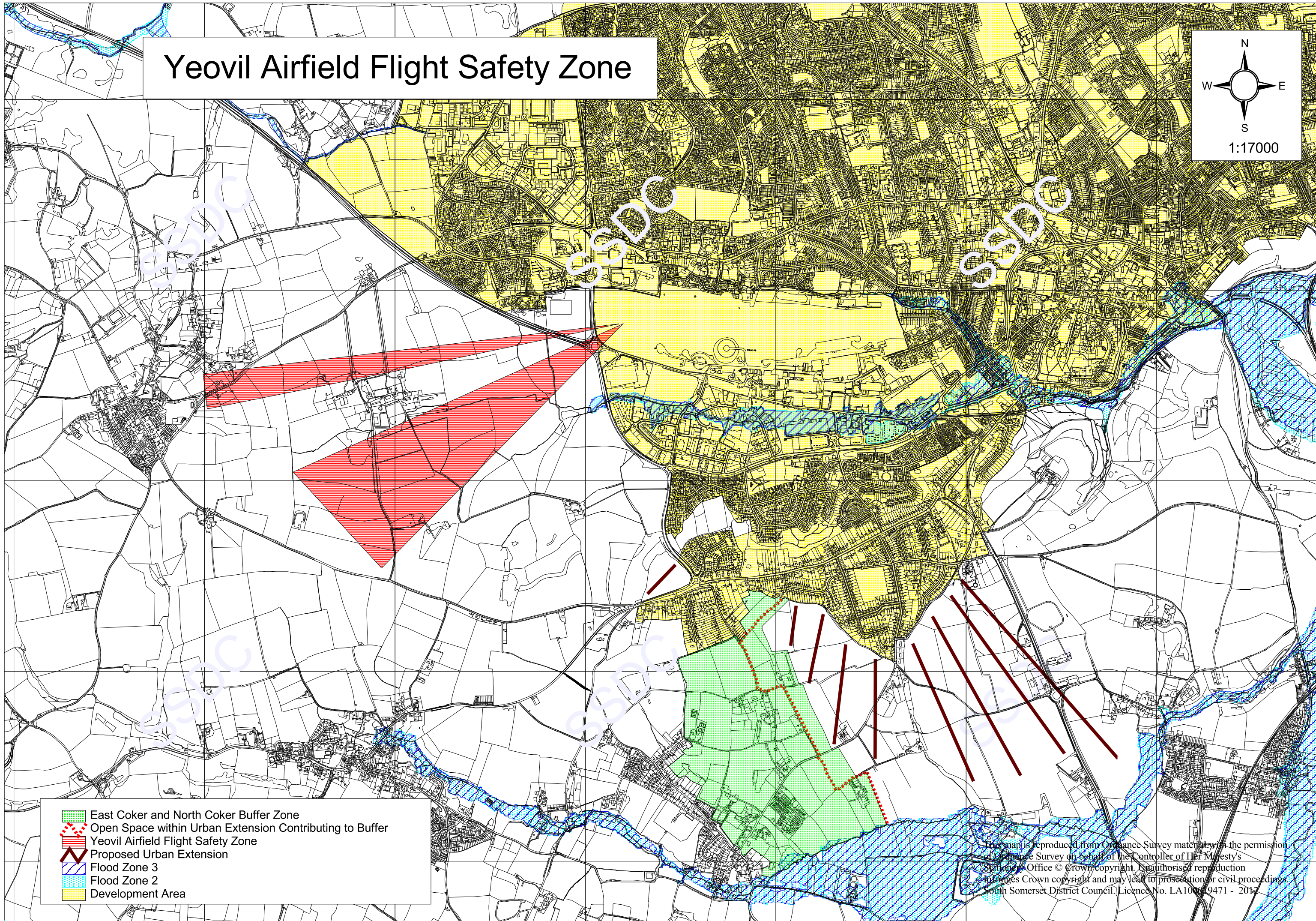
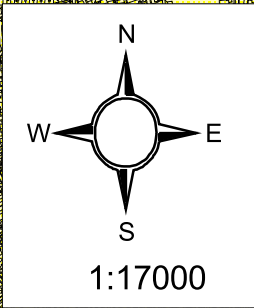
### **AgustaWestland Flight Safety Zone**

Flight Safety Zones for the AgustaWestland airfield have been introduced which extend to the west of Yeovil.

### **Introduction of Potential Limit of Built Development**

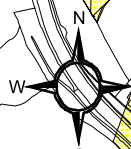
The Potential Limit of Built Development indicates the limit of the Yeovil Urban Extension in order to provide some reassurance to the residents of surrounding villages that they will not be merged with the town.

# Yeovil Airfield Flight Safety Zone



- East Coker and North Coker Buffer Zone
- Open Space within Urban Extension Contributing to Buffer
- Yeovil Airfield Flight Safety Zone
- Proposed Urban Extension
- Flood Zone 3
- Flood Zone 2
- Development Area

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1:7500

# East Coker and North Coker Buffer Zone

Open space within Urban Extension contributing to buffer

