

YEOVIL TOWN CENTRE MASTERPLAN INTRODUCTION



Somerset Council are developing a new Town Centre Masterplan for Yeovil.

The aim of this masterplan is to:

- Envision the town centre's role in meeting the needs of the residents.
- Facilitate delivery of increased numbers of homes within the town centre on a range of sites.
- Create opportunities for activating the town centre.
- Define development opportunities that are viable and deliverable.

We are seeking your comments, suggestions and views on the Yeovil Draft Masterplan in order to finalise and adopt the masterplan later this year.



Vision Statement

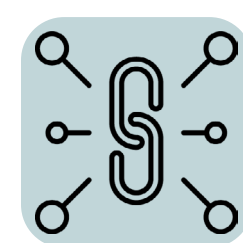
By 2040, Yeovil will be defined by its fusion of arts and high-tech.

A forward-thinking town centre rooted in its industrial foundation that confidently embraces cutting-edge technology within aeronautical and other emerging engineering sectors with a thriving artistic and creative community.

A sustainable place that celebrates the outstanding natural environment, green spaces and the country park, seamlessly extending these into the town centre. A social and family-friendly place enlivened by its town centre living, public spaces, café culture and evening economy.

An inclusive place that cares about the health, well-being and education of current and future generations. A connected town centre that serves Yeovil and the surrounding villages.

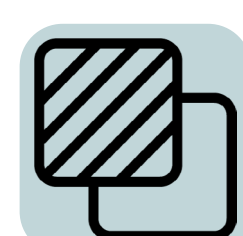
Objectives



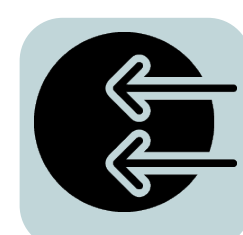
Re-stitch the fabric of the town centre to create a better place



Rebalance land uses to enhance economic resilience



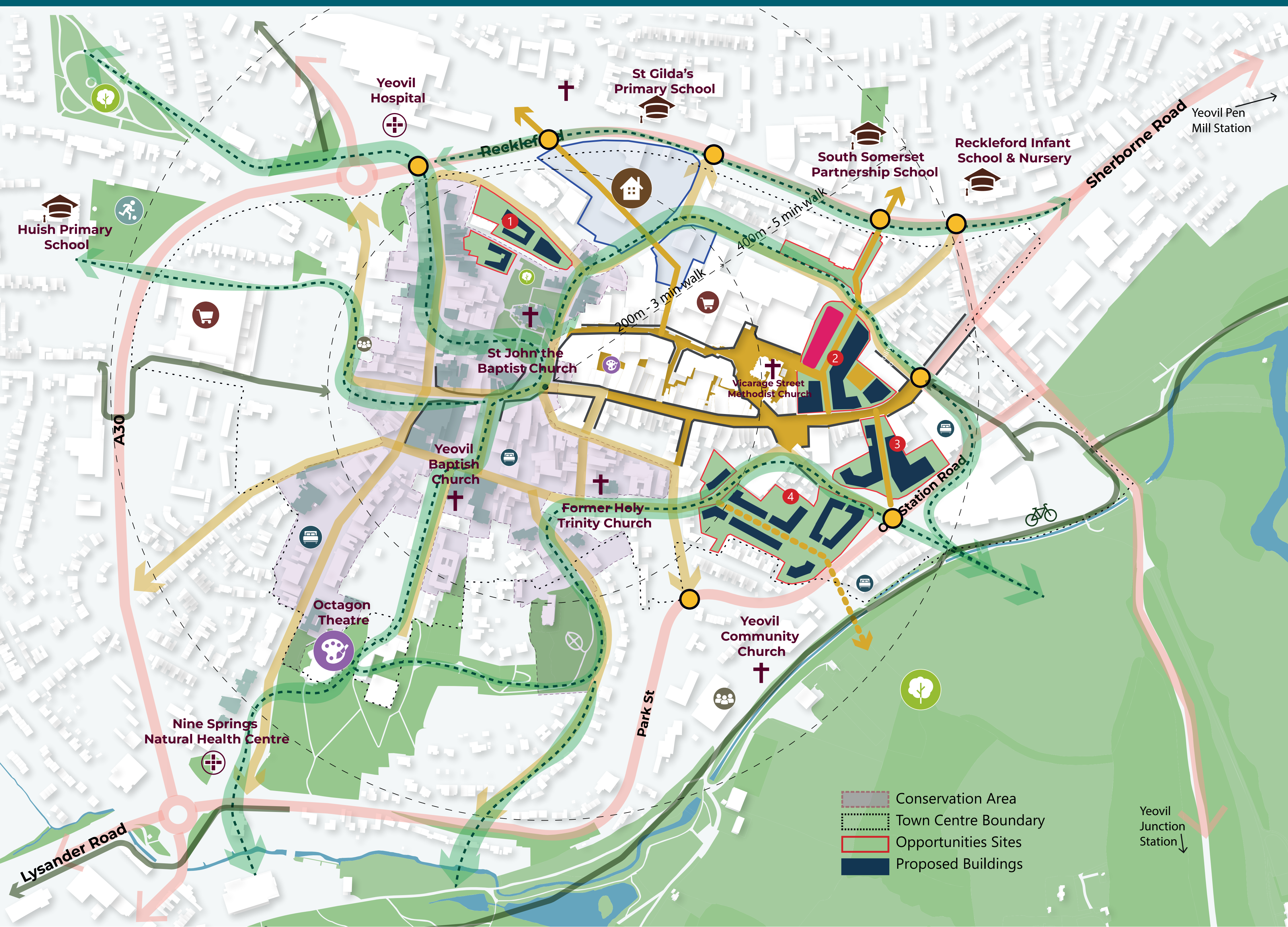
Foreground built heritage to strengthen Yeovil's identity



Improve links to nature to create a characterful and resilient place

- 1 Site 1** North Lane and Court Ash Car Parks
- 2 Site 2** Glovers Walk Shopping Centre & Bus Station, and Earle Street Car Park
- 3 Site 3** Glovers Quarter South (Former Wilko Store)
- 4 Site 4** South Street, Stars Lane and Box Factory Car Park

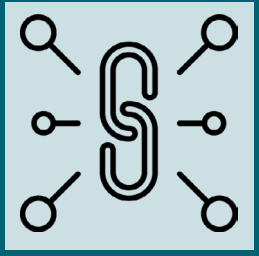
Vision Framework



MASTERPLAN OBJECTIVES



Somerset
Council



Re-stitch the fabric of the town centre to create a better place.



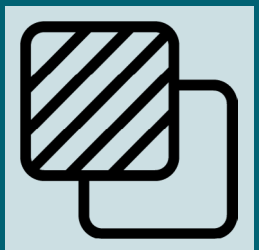
Yeovil's sustainable development will be planned with the future in mind, being able to withstand and adapt to changes, including climate change, economic shifts, and population changes. The opportunity sites are large enough to create an urban block that can be comprehensive, ensuring all parts of the town centre support and complement each other to create a cohesive whole.



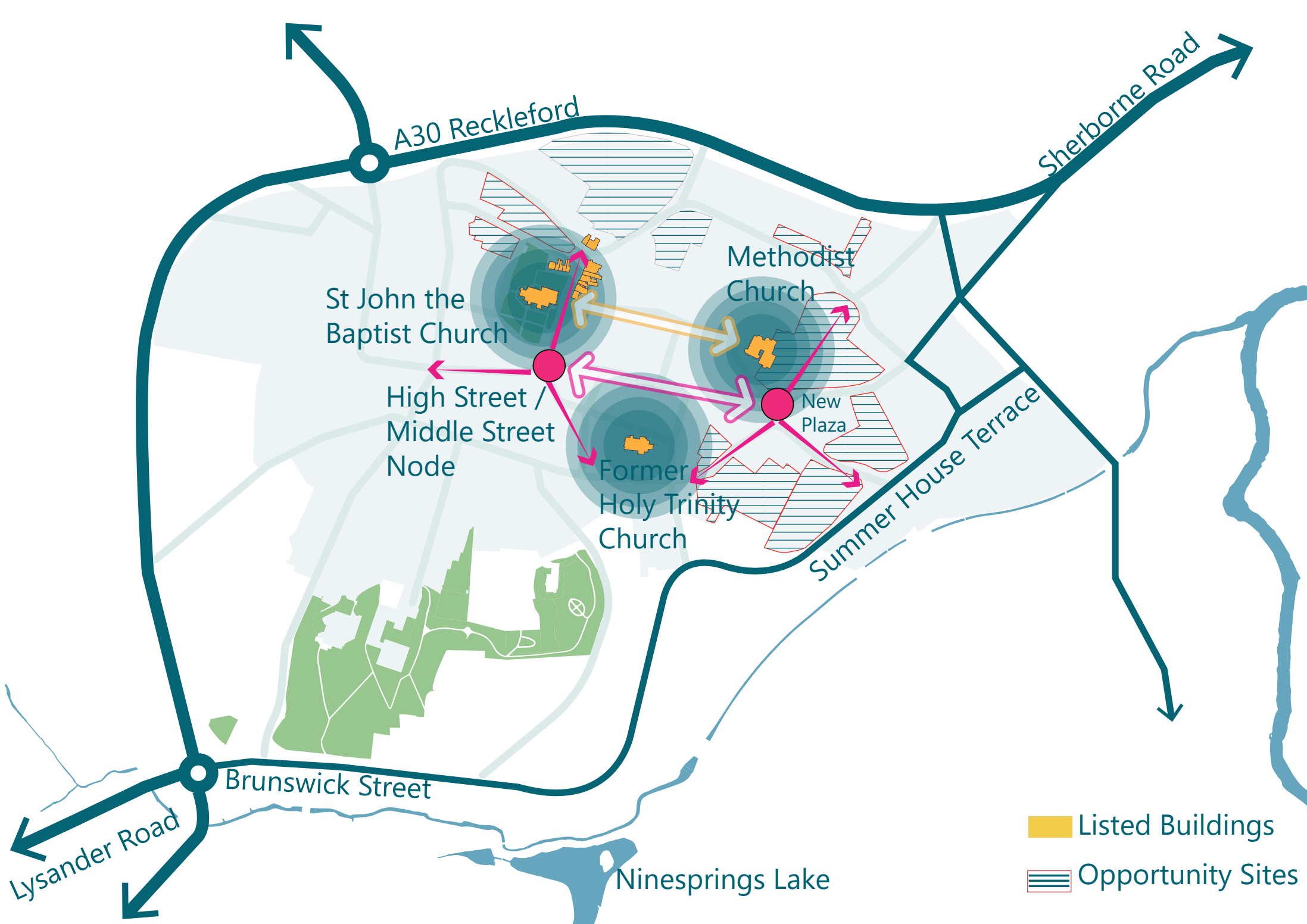
Rebalance land uses to enhance economic resilience.



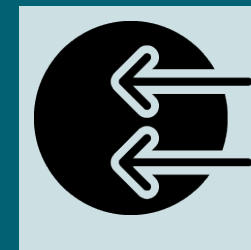
Yeovil town centre needs to be invigorated through diversification of land uses. Currently, the retail-focused areas have experienced consolidation and decline, which could be complemented by a wide range of community-focused uses. Residential is a key land use that should be introduced to bring footfall to the town centre. This will support existing and new town centre businesses and provide much needed sustainable new homes.



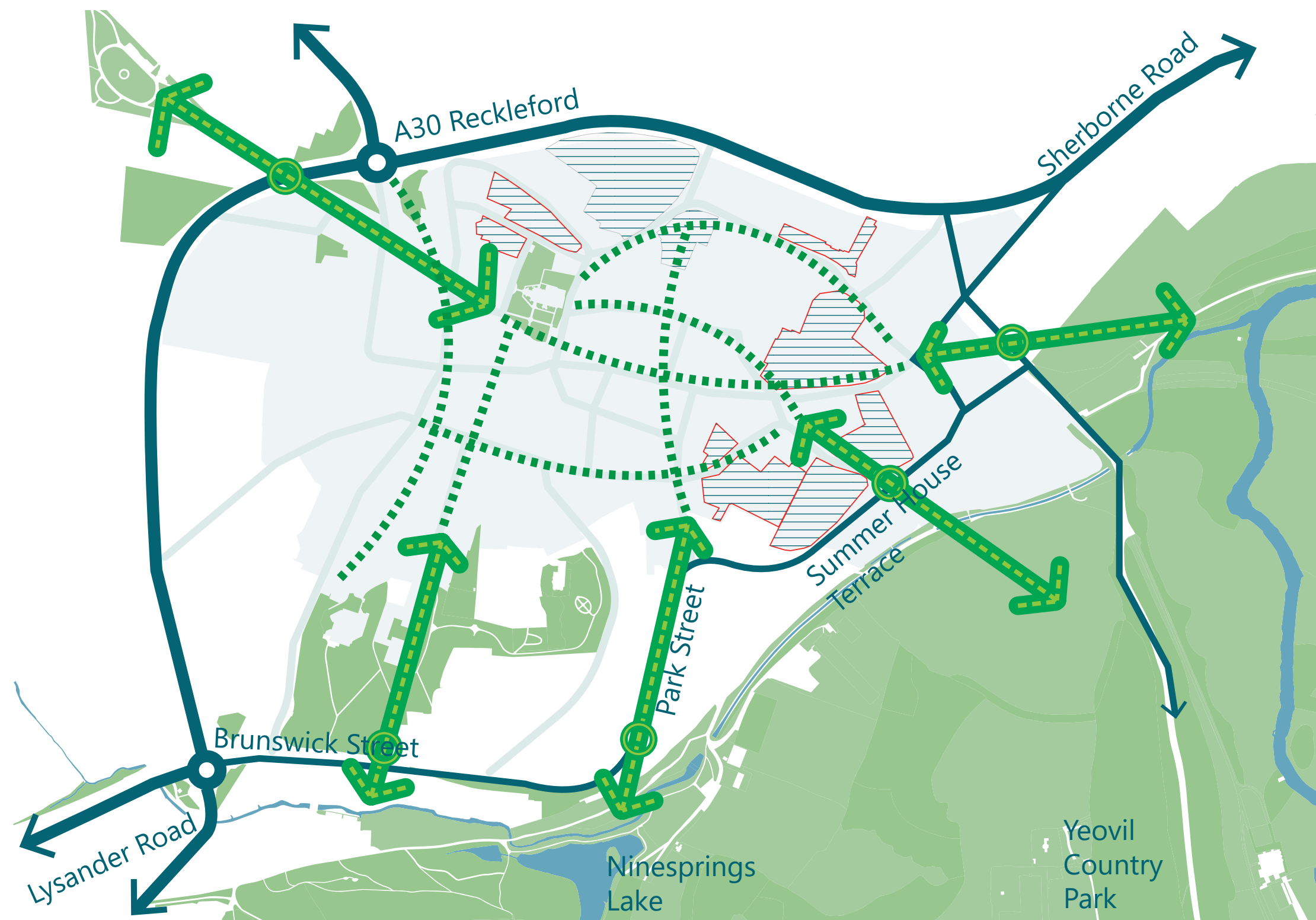
Foreground built heritage to strengthen Yeovil's identity.



Much of Yeovil's historic townscape comprises urban blocks with active frontages along the streets and well-concealed 'backs'. The heritage assets provide an opportunity to create a strong sense of place by enhancing its setting and strengthening Yeovil's identity. The Masterplan will therefore seeks to better integrate the conservation area into the town centre as well as define character areas.



Improve links to nature to create a characterful and resilient place.



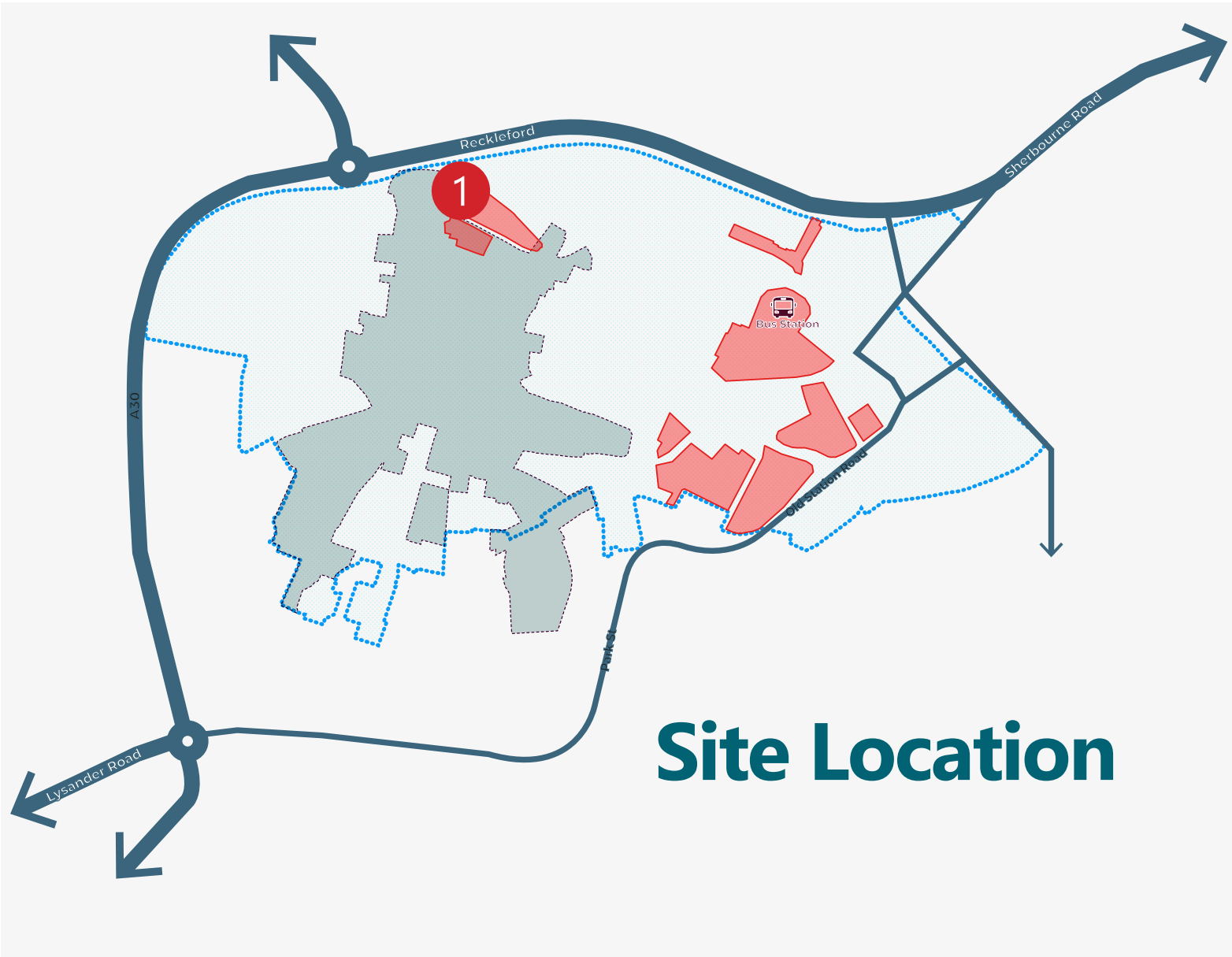
Yeovil's sloping topography, green spaces, long views of the Ninesprings Country Park, provide a strong character and setting. The natural topography of the town helps in wayfinding and placemaking. Linking together the existing green spaces and better connections with the country park will deliver significant benefits to the town in terms of accessibility to green space and placemaking.

SITE 1: NORTH LANE & COURT ASH

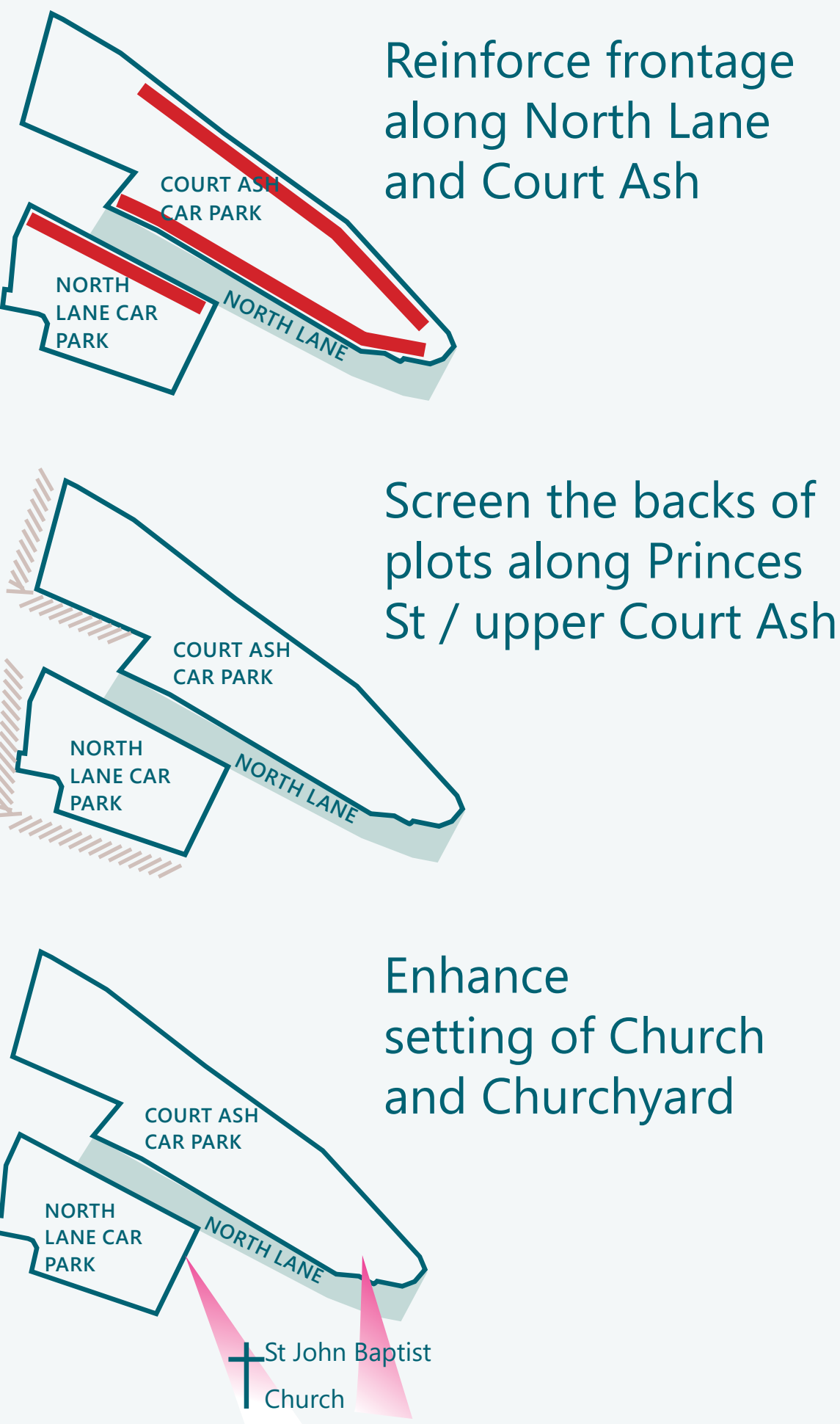
Site Consideration

North Lane and Court Ash car parks are centrally located, offering a prime opportunity for high-quality town centre homes.

Current Use	Car park
Reprovision	Alternative parking areas with spare capacity
Key Design Drivers	Setting of Church
	Access requirements
	Retaining wall structure
	Level changes / mature landscape
	Close to town centre but quiet and self-contained relates to 'Civic Quarter'



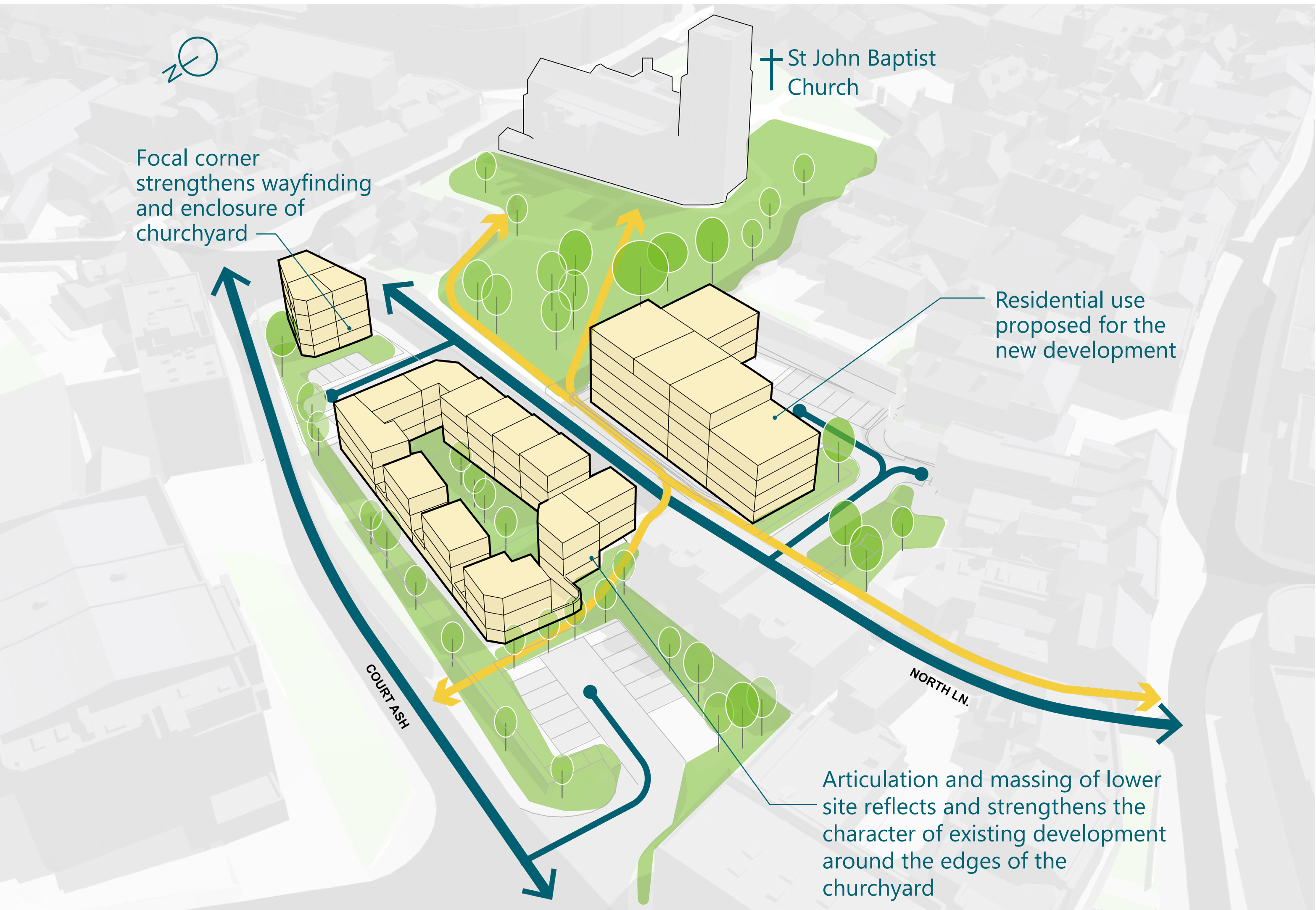
Design Objectives



Land use Suitability & Capacity

This site will be transformed into a vibrant new residential area, featuring a mix of townhouses, maisonettes, and apartments. Up to 45 new homes are planned, designed to reflect the character of the conservation area and enhance views around St John's Church. Buildings will be up to four storeys, with screened resident parking. The development will improve the streetscape along North Lane and Court Ash, provide much-needed housing close to local amenities and the hospital, and support sustainable town centre living.

Court Ash	Apartments / Maisonette Mix of 1 & 2 Bed Approx 25-35 units in total 4 Storeys Max 1:1 Parking Ratio
North Lane	Apartments Mix of 1 & 2 Bed Approx 15-20 units in total 4 Storeys Max 1:1 Parking ratio

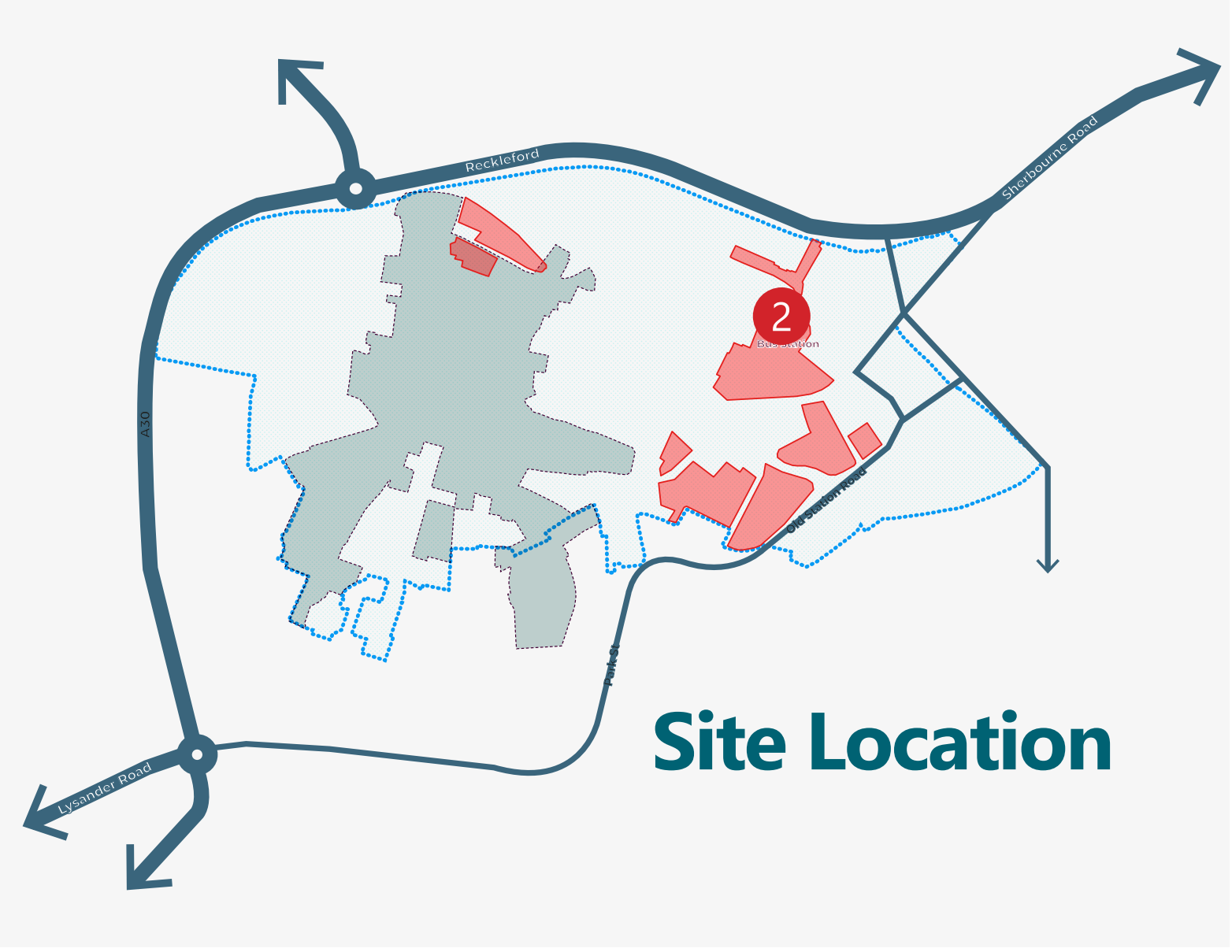


SITE 2: GLOVERS WALK SHOPPING CENTRE & BUS STATION, AND EARLE STREET CAR PARK


Site Consideration

The Glovers Walk, Bus Station, and Earle Street area is a key town centre site being reimagined for new homes and facilities.


Current Use	Bus station (to be replaced) and former shopping centre
Key Design Drivers	Access and servicing requirements to neighbouring sites inc. MSCP Need to improve safety and increase capacity of bus station Level changes and link to Quedam Mix of uses to enhance vitality




Design Objectives



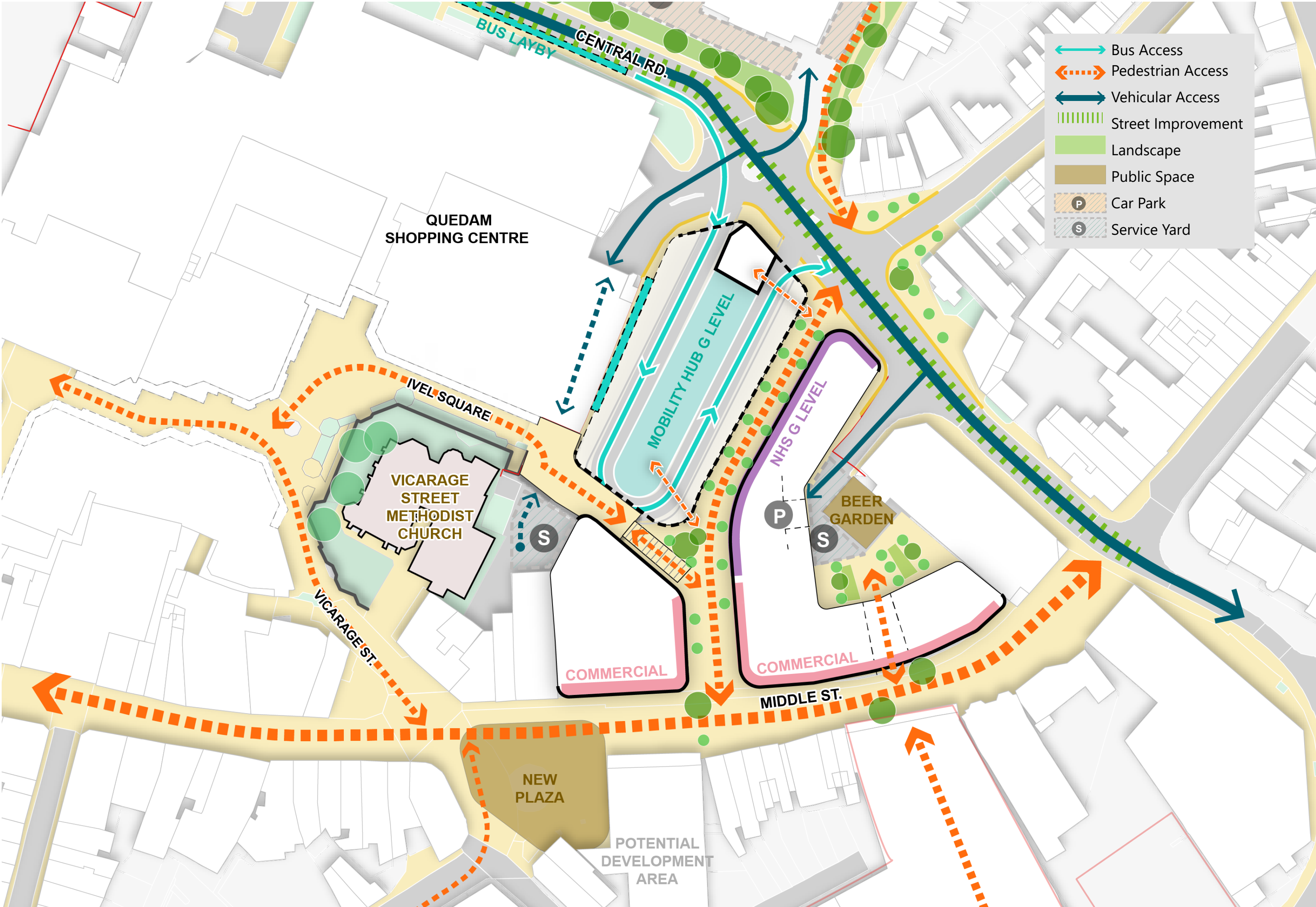
Maintain and enhance pedestrian connectivity to adjacent areas by creating overlooked and attractive streets to link



Create attractive, and well integrated accessible mobility hub



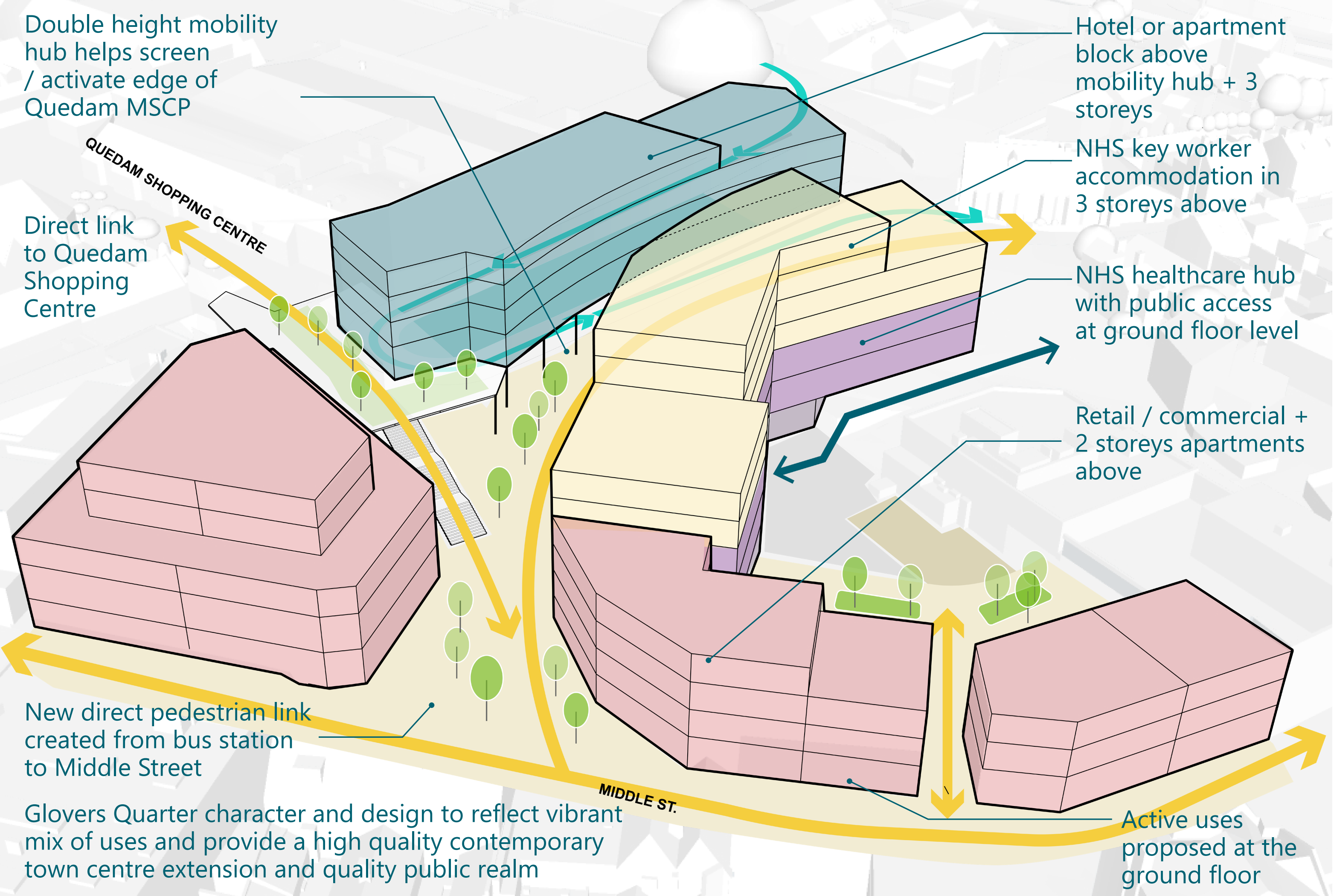
Create clear public realm but allow for flexibility for alternative uses and adaptation



Land use Suitability & Capacity

This major regeneration site will deliver a vibrant, mixed-use development with new homes, retail, a modern Mobility Hub, and space for a future NHS healthcare facility. Ground floors will feature active uses such as cafés, shops, and community spaces, with apartments above—some with private terraces. The design will improve connections between Middle Street, Quedam, and Central Road, with new pedestrian links and a better streetscape. Buildings will be 5–6 storeys, designed to respect nearby heritage. This development will strengthen the town centre, create a new gateway from Reckleford, and provide a dynamic place to live, work, and visit.

Ground level	Active frontage along Middle Street, parking and delivery yard
Level 1+2	Public Sector, Community, NHS Hub, Cafés, Co-working spaces
Level 3-6	Apartments - 1 & 2 bed suitable for NHS key workers and young professionals Approx. 108 units

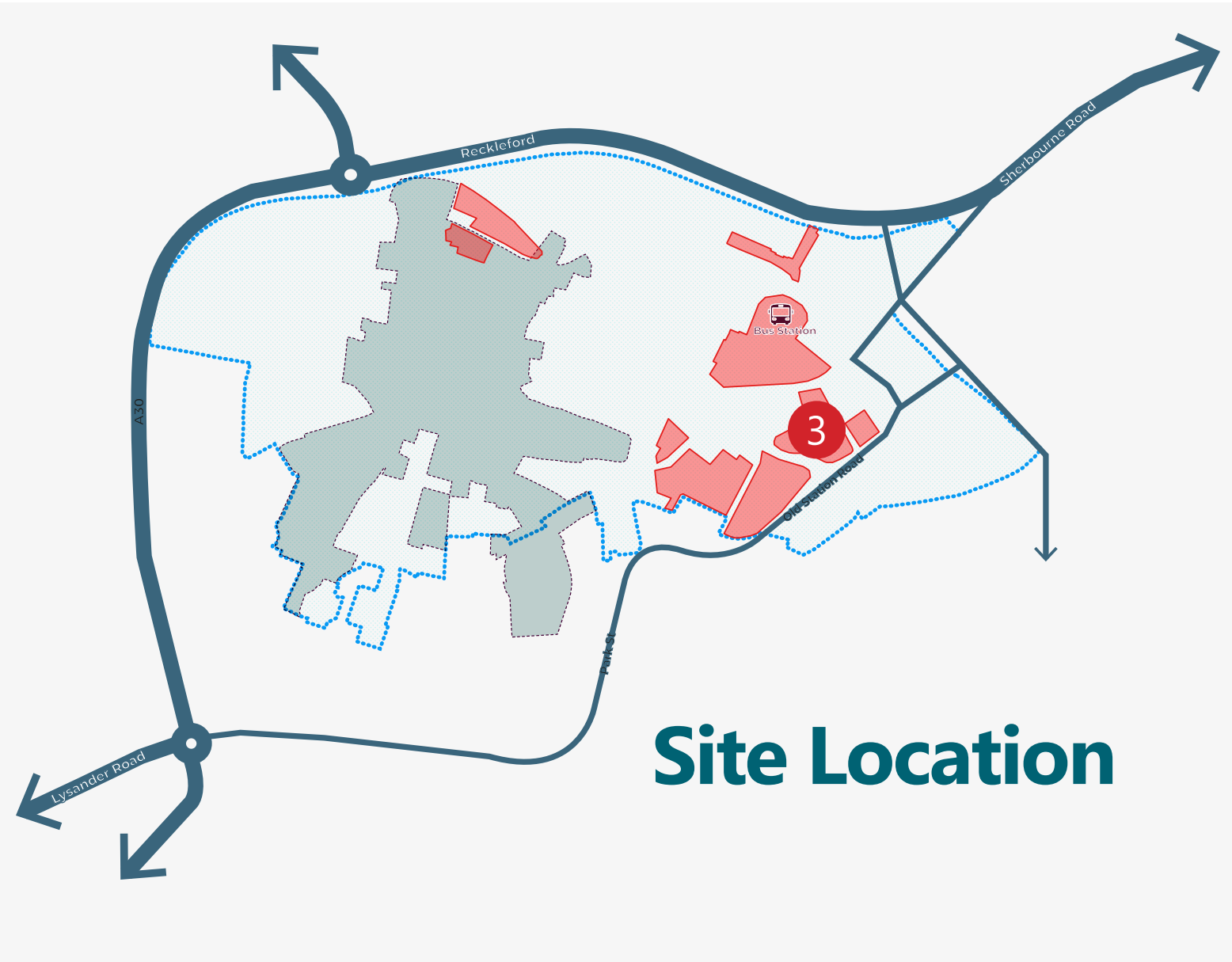


SITE 3: GLOVERS QUARTER SOUTH (FORMER WILKO STORE)

Site Consideration

The former Wilko store, service yard, and Old Station Road car park offer a key opportunity to revitalise this edge of the town centre.

Current Use	Car park and former retail
Reprovision	Alternative parking areas with spare capacity
Key Design Drivers	Access and servicing requirements to neighbouring sites Responding to adjacent buildings and frontages, whilst providing a new link to enhance connectivity from Middle Street / Glovers Quarter to leisure area and Country Park



Design Objectives

Maintain and enhance connectivity by creating overlooked and attractive street

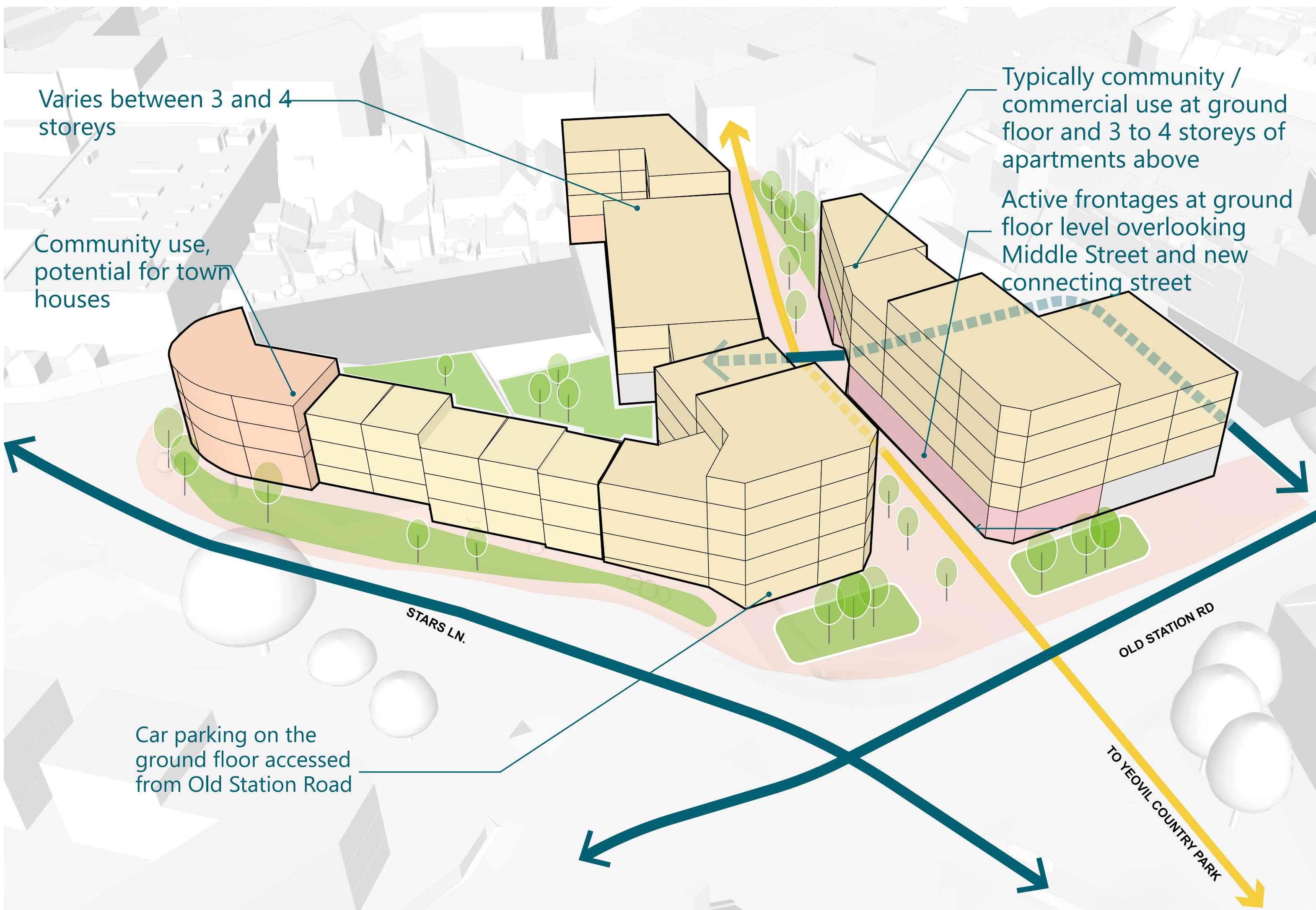
Create clear public realm but allow for flexibility for alternative uses and adaptation



Land use Suitability & Capacity

This site will be transformed into a vibrant, residential-led mixed-use quarter known as Glovers Quarter South. Up to 60 new homes are proposed, including townhouses, maisonettes, and apartments, alongside potential community uses, shared workspaces, or nursery facilities. A new north-south pedestrian link will connect Quedam to the Leisure Centre and Country Park, improving movement through the town centre. The redevelopment will reintroduce attractive street frontages. Buildings will be sensitively designed at 3–4 storeys to respect neighbouring properties and the town’s character.

Block A Ground Level (West)	Family / Community Hub Max 2 Storeys
Block A Upper Level (West)	Apartments / Townhouses / Maisonettes Approx. 30-35 units 3-4 Storeys
Block B Ground Level (East)	Nursery / Cafe Max 2 Storeys
Block B Upper Level (East)	Apartments - Mix of 1 & 2 Bed Approx. 20-25 units 3-4 Storeys

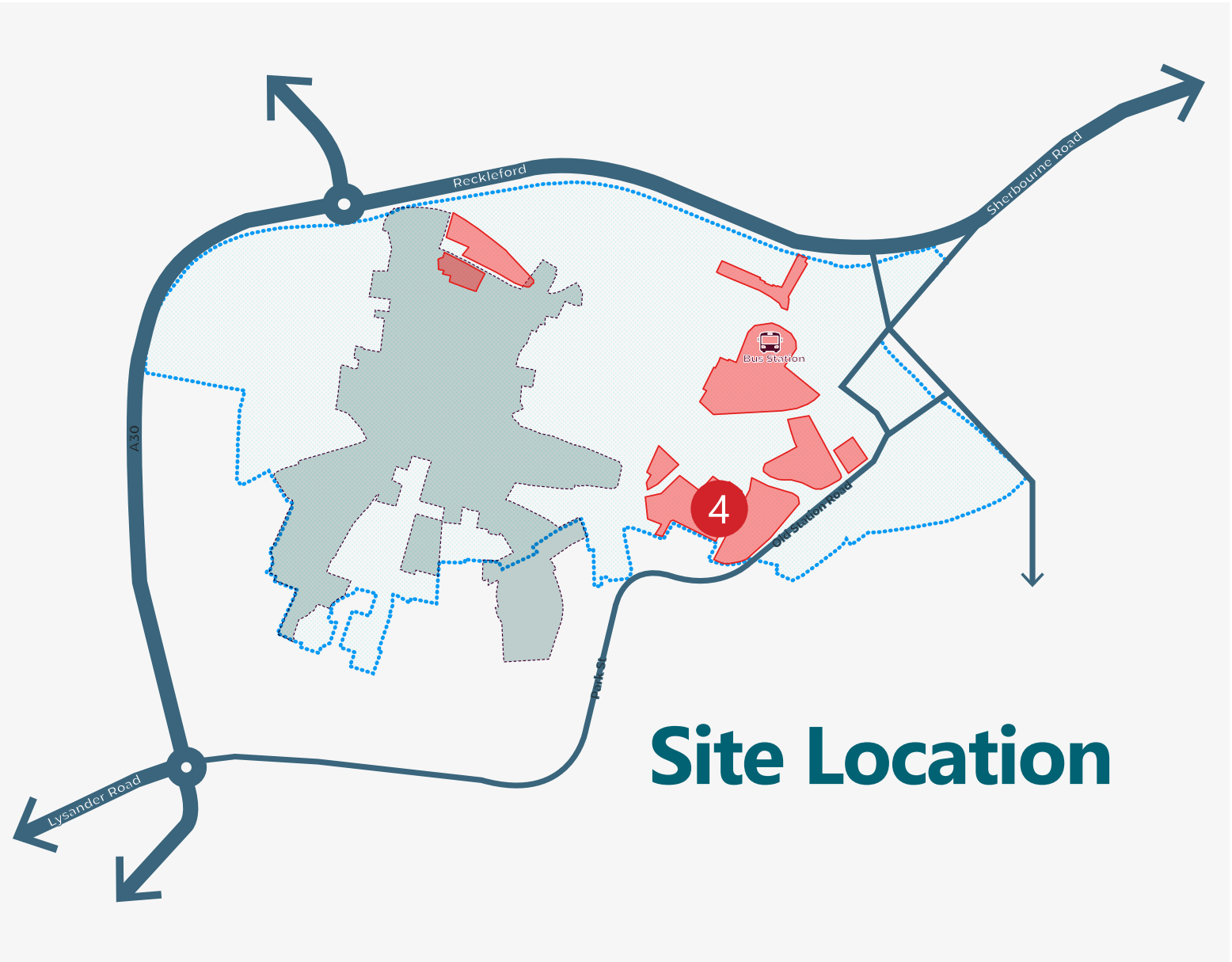


SITE 4: STARS LANE AND BOX FACTORY CAR PARK

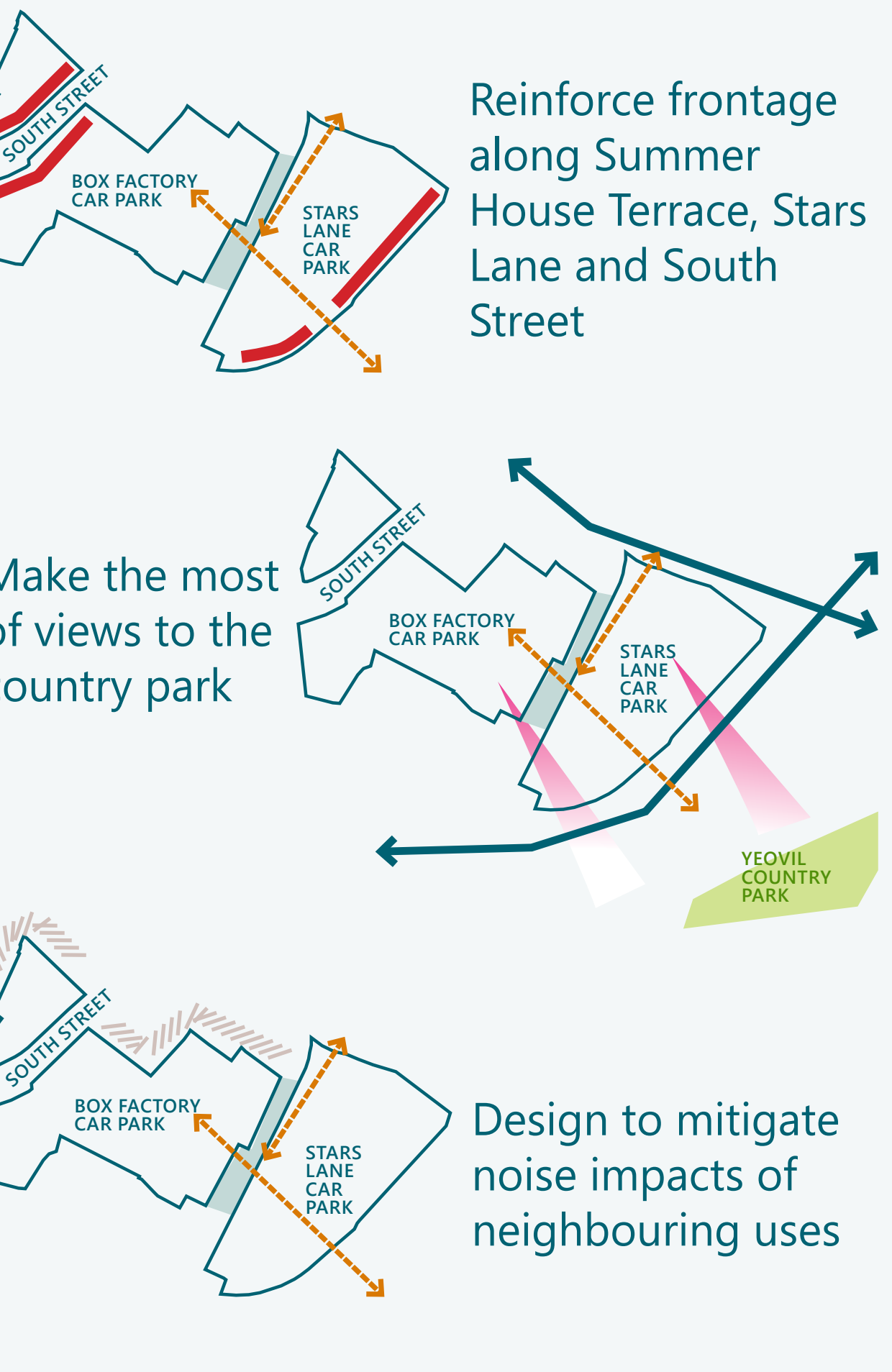
Site Consideration

The Stars Lane and Box Factory car parks are being brought together to create a new residential neighbourhood in the town centre.

Current Use	Car park
Reprovision	Alternative parking areas with spare capacity
Key Design Drivers	Relationship to adjacent buildings that back on to the site Access requirements Level changes / mature landscape Close to town centre but quiet and self-contained – relates to ‘Parkside Quarter’



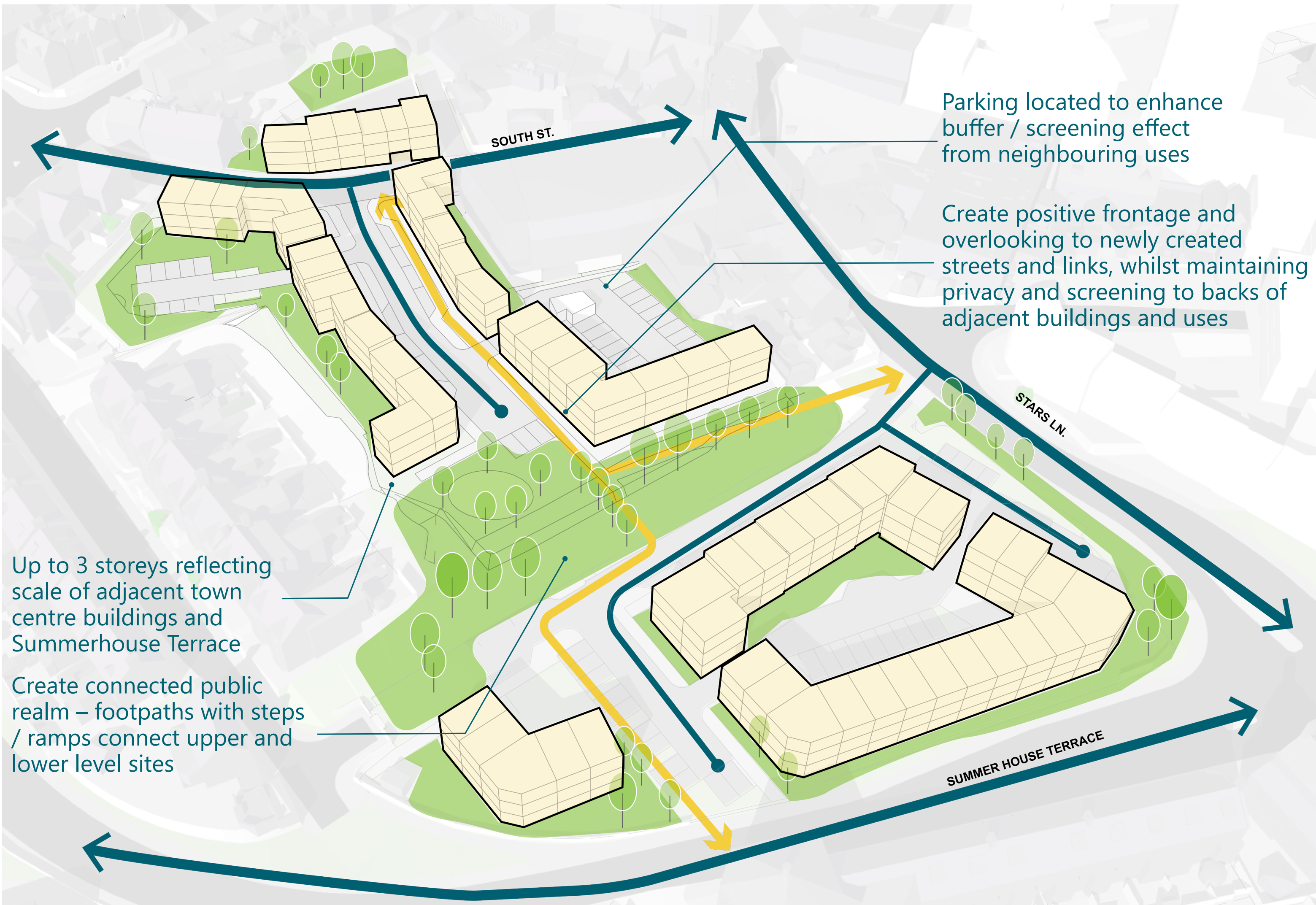
Design Objectives



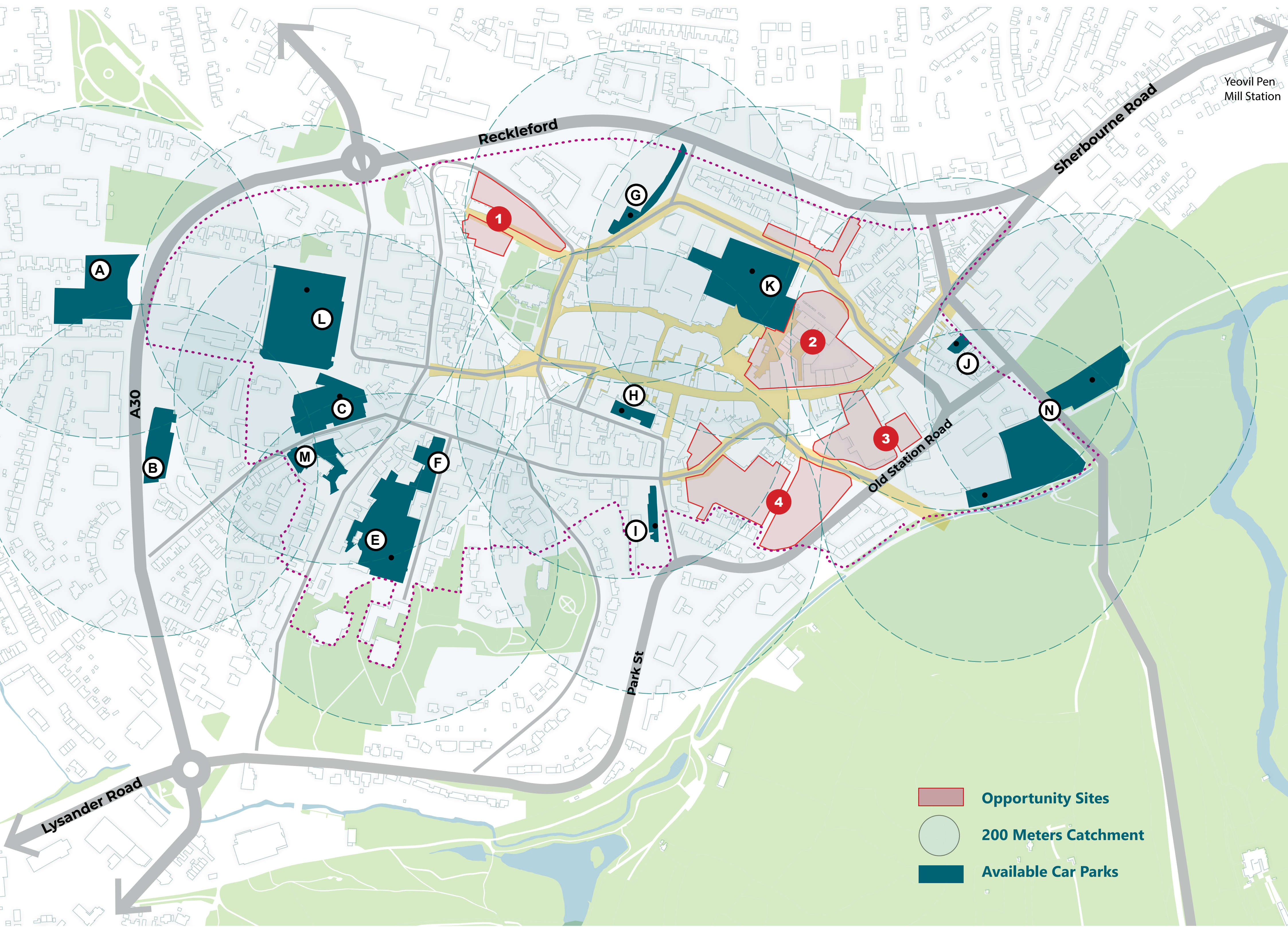
Land use Suitability & Capacity

This site offers a unique opportunity to deliver around 80–90 new homes in a well-connected, landscaped setting. A mix of townhouses, maisonettes, and low-rise apartments will create a vibrant residential community. The design will respect surrounding terraced homes with mostly 2–3 storeys, rising to 4 storeys in limited areas. The layout restores historic street patterns and introduces new pedestrian links, connecting Stars Lane to Summer House Terrace and Woodland Grove. Bespoke design and planting will help buffer homes near Club Neo, ensuring privacy and mitigating noise. This development brings new life into the town centre, supporting local services and enhancing neighbourhood cohesion.

Town Houses	3 Bed Townhouses
	Approx 60 no. Units
Apartments	1 & 2 Bed Apartments
	Approx 20 no. Units
	Max 3 Storeys



Parking Capacity



Parking Vision

The Town Centre Masterplan vision, including parking capacity is based on:

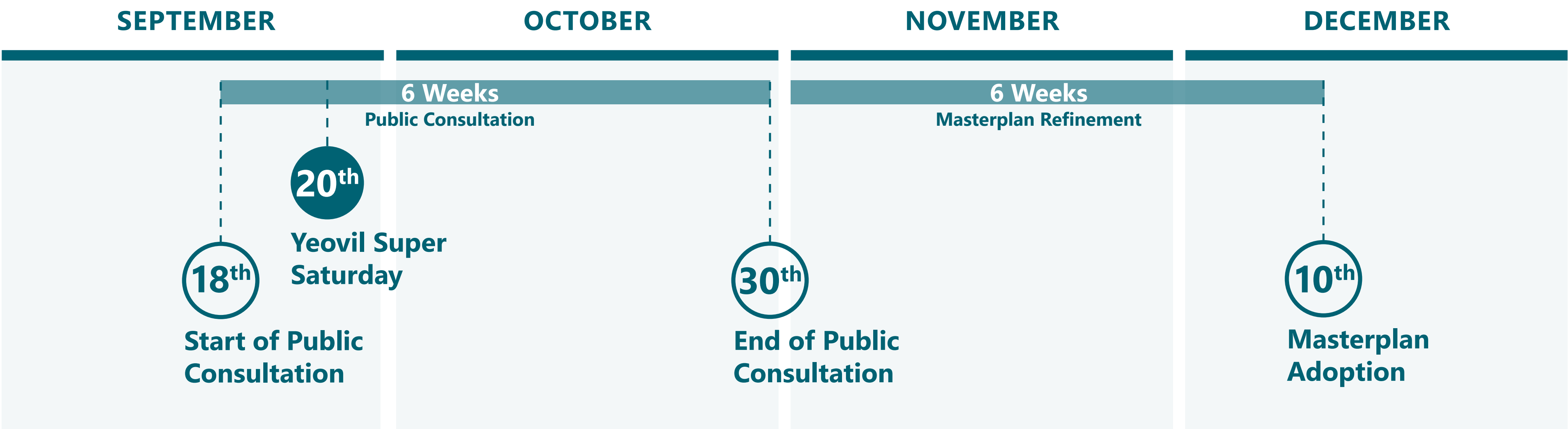
- Parking Review that highlights under utilisation of existing parking spaces (approximately 55% of spaces used).
- While redevelopment could result in the loss of around 600 public spaces (27% of current provision), this must be seen in the context of under utilisation and enhanced use of the space for overall economic revitalisation of the town centre.
- The shift towards a more compact, vibrant, and walkable town centre is part of Yeovil’s evolution, balancing housing growth and revitalisation with access and parking needs.
- Ensuring there remains sufficient easily accessible parking spaces (both public and private) to meet current and future demands
- No change to on-street car parking in the town centre

- Site 1** North Lane and Court Ash Car Parks
- Site 2** Glovers Walk Shopping Centre & Bus Station, and Earle Street Car Park
- Site 3** Glovers Quarter South (Former Wilko Store)
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Map Ref	Car park	Capacity
	Public	
A	Huish	223
B	Fairfield	91
C	West Hendford	169
D	Brunswick Street	60
E	Petters Way	213
F	South Street Market	45
G	Market Street	29
H	Peter Street	16
I	Park Street	15
J	Newton Road	16
Total Public Car Park - 877		
	Private*	
K	Quedam Shopping Centre	650
L	Tesco Extra	800
M	The Manor Hotel Yeovil	30
N	Yeo Leisure Park	98
Total Private Car Park - 1,578		
TOTAL CAR PARKING SPACES AVAILABLE: 2,455		

* Car Parking may not be available 24 hours a day

Project Timeline



More Information

The consultation will run for 6 weeks, and you will have several chances to comment on the proposals. The Yeovil Super Saturday event will take place on 20th September 2025, where you will have the opportunity to discuss the masterplan with us.

Once the consultation closes, we will collate and analyse your comments to feed into the final version of the masterplan. We will clearly identify all changes and actions taken according to your feedback.

The final version of the document will be considered by the council’s Planning and Transport Policy Committee on 10th December 2025 for adoption. If adopted the document would then inform the decision making process for future planning applications.

