<u>Sherborne</u>

At the exhibition in Sherborne on the 29th August 2018, there were 321 attendees in total. We then received 286 responses in relation to the Preferred Options Consultation Document for the Local Plan Review specifically relating to Sherborne. The individual comments were broken down as follows:

Number of comments made: 286

Object	232
Support	29
Neutral	25

Specific and general consultation bodies	Key landowners / developers
Dorset County Council (Children's Services)	Hunts Food Service
Dorset County Council (Flood Risk)	Sherborne Castle Estates
Dorset County Council (Minerals & Waste)	
Dorset County Council (Transport)	
Highways England	
Natural England	
Sherborne Town Council	

Responses on Introduction / Vision

Paragraph 16.1.1

- Please clarify how the population figure of 9,645 was calculated. The figure appears to be inflated to include the termly influx of students attending the private boarding schools in Sherborne for no more than 37 weeks a year. (Sherborne Town Council)
- The Sherborne population of 9,645 includes the transient boarding school population circa 1,200 at the census in 2011. This is increasing due to new admissions and expansion.

Vision Bullet 2: Arts and Culture

• The vision statement needs to include Sherborne's specific musical heritage from the Abbey and elsewhere.

Vision Bullet 4: Housing and Jobs

 In relation to housing the vision should be to: have a balanced development of housing that reflects the existing visual appearance of the Sherborne street scene; to provide housing that has been designed and constructed to accommodate the growing number of home workers; and to offer a wider range of homes of varying sizes, styles, appearance and price within mixed development.

- The proposed 35% increase in population at Sherborne is disproportionate. The overall proposed increase in housing for Sherborne results from a flawed prediction methodology inflicted by the government.
- The plan should have a vision of balance and should not allow further distortion of the demographic profile.

Vision Bullet 6: Community Facilities

• In relation to community facilities, the vision should be to have more recreational opportunities and green areas available for public access specifically to the west of the town.

Vision Bullet 7: Schools

• Whilst Sherborne is host to a number of well-established private schools; it is also host to the Sherborne Area Schools' Trust (SAST). This has a catchment area which includes many pupils from South Somerset for the Gryphon. SAST is now the largest employer in Sherborne. The quality of these schools is a major factor in attracting people with children to live in Sherborne.

Vision Bullet 8: Design

• The statement 'support high quality design...' should have an additional phrase 'and enforce planning regulations and design criteria'.

Vision: Bullet 9: Separation from Yeovil

• The vision statement needs to include emphasis on the separation from the villages of DT9, to strengthen their integrity. In other words establish a green belt around Sherborne.

Dorset AONB and National Park

- The Glover Review should consider the case for the inclusion of Sherborne and surrounding areas in the AONB.
- The case for a National Park for Dorset to include Sherborne and the surrounding countryside should be considered.

Development Strategy

Support

- I am in general agreement with the location and number of housing units proposed alongside the employment land shown.
- We support the rationale, need and justification for additional homes employment and associated infrastructure at Sherborne. (Sherborne Castle Estates)

• Further assessments of housing requirements will be needed to take account of new household projections to be used in the Government's housing calculations. This may require a review of the evidence regarding anticipated growth scenarios, market signals, indicators of affordability and unmet housing needs from adjacent councils, all of which may have a bearing on the overall level and distribution of growth at the district level. In the interim, the plan is considered to provide a reasonable basis to progress consultation on preferred options. (Sherborne Castle Estates)

Objections to the Overall Level of Development

- The housing allocation for Sherborne is too large. Housing already being developed, extant permissions and the proposed new allocations will result in over 1,800 houses being built over the plan period.
- The overall increase in housing for Sherborne results from a flawed prediction methodology inflicted by the government. The history of new housing in Sherborne is that it does not arise from local need (other than affordable housing). This plan will encourage the overdevelopment of Sherborne and the only winners will be the developers.
- The concept of demand for housing is incorrect. Demand will never be satisfied.
- The housing target calculated by central government is over ambitious of need. It would be far better for local officers with a better knowledge of needs (and how they can be satisfied in the context of Sherborne) to develop such plans. An earlier paper on the subject appeared to suggest that less ambitious present developments were likely to meet local needs, apart from the need for assisted housing for first time buyers (currently ignored by developers). Emphasis should be placed on the possibilities of development within the existing town, with some modest infill pockets around the town.
- Sherborne should address the balance of accommodating appropriate growth to meet local demand that will allow it to sustain itself, whilst also recognising the built and natural environmental sensitivities of its location.
- The 'boarding school effect' skews increases in the population by nearly 50% completely altering the nature of this historic town. An increase of no more than 25% might be acceptable, but not the level of development proposed.

Paragraph 16.2.3: Comprehensive Masterplanning

• We support the need for a masterplan that covers all three development sites, which can be split down into second tier plans and so on. (Sherborne Town Council)

Paragraph 16.2.3: Support for Development to the West of the Town

• Our clients are commissioning further site assessments and masterplans to help inform the council's western edge of Sherborne preferred options. These will include more detailed assessments of the sites, design expectations anticipated,

infrastructure needs, phasing and delivery rates, helping to inform a comprehensive masterplan approach.

• There may be justification for bringing forward land south of the A₃O (SHER6) before Barton Farm (SHER5). Further work will help to inform delivery rates in the final version of the Local Plan. However, the rates set out in Figure 3.3 are not unrealistic and may be on the conservative side. (Sherborne Castle Estates)

Paragraph 16.2.3: Landscape Objections to Development West of the Town

• All new development is concentrated in three proposals (SHER5, SHER6 and SHER7). While this approach has the merit of simplicity it imposes a much greater, and more detrimental, visual impact on the west side of Sherborne.

Paragraph 16.2.3: Transport Objections to Development West of the Town

- I wholeheartedly reject any more car-based housing to the west of the town. I do not think we should go beyond the town boundary.
- The development to the west will inevitably increase traffic on Bradford Road and the junction with Horsecastles Lane must be improved (for example with a mini roundabout).
- Development to the west of Sherborne would have to include a new pelican crossing on the busy 40mph limited A352. The bus to West End should also be reinstated to serve the new development.

Housing

- There is not sufficient emphasis on the type of housing to be provided. There is a need for housing for young people and those on low incomes to avoid the need to commute to and from housing in Yeovil.
- In the last 20 years 2,000 houses have been built, which means a 40% increase in the size of the town. I hope the 106 agreements will be enforced to help the younger people get on the housing ladder and that elderly people's housing needs are being taken into account.
- Sherborne doesn't seem to have the next step (bungalows or 1 / 2 bed houses with a bit of garden and a garage). We need more bungalows to enable people to downsize.
- The sale of houses could be difficult, if they are only to be sold to people without children.

Affordable Housing

- What development land is available should be reserved for affordable housing and not for 4, 5 or 6 bedroom homes, for people outside the area to buy.
- Affordable housing for ownership or rent is needed to meet the needs of existing residents' children and grandchildren and to enable them to live and work in Sherborne.

- Housing should including a higher percentage, say 50%, of affordable housing for rent and starter homes. Starter homes need to recognise that income is significantly below £80,000 per household and more like £20-30,000.
- There's nothing affordable here. We need one-bed flats and two-bed starter homes like the original Clanfield houses restricted to local people, not investors.

Employment

• In Sherborne there is land designated as employment land and the review asks whether there is enough. We believe there is and call on the planners to be flexible in its use given the change in commerce over the last 50 years.

Infrastructure

- What action is to be taken to provide the required increase in infrastructure, such as social services, water and sewage management and flood management in order to cope with 1,200 more homes in Sherborne?
- Effective policing and fire and rescue services should be properly considered for a larger-sized town.
- Further development around Sherborne would add to the use of the Sherborne Waste Centre. Developer contributions may be required to improve these facilities due to additional impact. (Dorset County Council: Minerals & Waste)

Health

- Doctors surgeries are already overstretched. Dentists are the same.
- What action is to be taken to provide the required increase in health infrastructure, in order to cope with 1,200 more homes in Sherborne?
- We have major concerns about the possible lack of provision of appropriate infrastructure to support the increased population, with specific regard to primary health care based in GP surgeries and public transport links to enable patients to attend surgeries in the enlarged town. We would be grateful for your assurances that these vital infrastructure issues are considered and developed in the early part of the planning process. (The Apples Medical Centre, Bute House Surgery, Newland Medical Practice)
- Internal transport connections to essential services have not been considered. Yeovil District Hospital is struggling to cope with the demand now, and is in need of updating and the new health service arrangement for Dorset Hospitals shows Poole as the nearest emergency facility.

Schools

- We support the need for further school provision, but this must be done working with the Sherborne Areas School Trust (SAST). (Sherborne Town Council)
- Another 1,100 homes will overload the local schools and leisure facilities. The Gryphon School's Net Capacity Assessment (NCA) including 12 temporary classrooms is 1,632 and given the NOR of 1,594 the school is currently at 98%

capacity. The undersized temporary classrooms are over 20 years old and need urgently replacing. They provide 336 places, without which, there would be only 1,296 places, with development creating additional pressure to expand.

Transport

- Growth, tourism and employment in Sherborne are restricted by substandard and inconvenient roads (often narrow country lanes), bus and rail links.
- The only good road connection from the town is to the east side of Yeovil via a dual carriageway.
- Larger vehicles are frequently using the roads around Sherborne which causes problems.
- The developer will need to demonstrate that the cumulative impact of the sites (including SHER5 and SHER6) can be managed to the satisfaction of the Highway Authority. (Dorset County Council: Transport)
- Sherborne is proposed to grow significantly with expansion focussed on the western side of the town, towards Yeovil. The plan notes that due to high house prices in Sherborne residents, mainly higher-paid workers, out-commute to Yeovil and other destinations. Whilst being in support of the principle of growth at Sherborne, we request that any traffic modelling undertaken as part of the plan-making process assesses the potential transport impact, including on air quality, of the planned growth at Sherborne on Yeovil and in particular on the A30 Babylon Hill and Sherborne Road, Yeovil. (South Somerset District Council)
- Little reference to parking has been made. There is poor parking provision in most areas of the town. On most recent developments there is insufficient parking provision.

Landscape / Heritage Impacts

- Much greater care should be taken in future to protect the setting as well as the special character of Sherborne. The existing developments completely fail to do so; the sea of orange roofs at Barton Farm, for example, has a seriously detrimental effect on Sherborne and should be avoided in the future.
- The nature of this proposed housing will further urbanise this important and historic town. People move into this area precisely because of its rural nature, which is already being impaired.
- Any new developments should not only be well-designed, of good quality and on a scale appropriate for this relatively small town, but also display an appreciation of historical context. The Fosters Field development by C.G. Fry seems to meet these criteria.

Loss of the Gap between Sherborne and Yeovil

• Greenfield development infringing the fragile strip of open countryside between Sherborne and Yeovil is proposed when there are brownfield sites available for nearly one million dwellings in England.

Loss of Greenspaces

• Sherborne is losing its precious greenspaces through development and the smaller areas around the town are under threat.

Biodiversity / Habitats

• Natural England has no objection to the preferred options at Sherborne. Farmland bird interests are likely to be adversely affected by the proposals and we would therefore recommend early consultation regarding the provisions of appropriate offsite mitigation and compensation measures. (Natural England)

Responses on Question 16: The Town Centre Strategy for Sherborne focuses expansion of town centre uses at Newland North and South car parks. Do you agree that this is the most appropriate location for town centre expansion?

Paragraphs 16.3.1 and 16.3.2

- The centre is not accessible; bus links are poor or non-existent within Sherborne and from the surrounding villages. The rail link is worse than two years ago. There are no coach links to Sherborne from say Bristol, Bath, Exeter or London. The A303 is still the A303 – there is no sign for the turn to Sherborne via the outskirts of Wincanton.
- Footfall is declining, tourism to Sherborne is significantly down and shopping on the internet is well established and growing. I question the figures on coffee shops in para 16.3.1, which suggest that provision is below average.
- Please clarify what is considered as below average provision of leisure (cafés / restaurants) as that does not appear the case here. (Sherborne Town Council)
- Sherborne has a pannier market not a vintage market, as stated in para 16.3.2. (Sherborne Town Council)

Paragraph 16.3.6: Proposed Arts Centre

- It is inaccurate to say that a new arts centre is proposed on the former tennis courts. It is to be a new gallery.
- The planning consent for the proposed arts centre on the tennis court has lapsed. (Sherborne Town Council)
- The former tennis court of the Digby School is now in the Paddock Project.
- The proposed arts centre (which does not have planning consent) could harm the town centre. If the 70,000 visitors hoped for materialised they would require about 50 car parking spaces on a normal day or 100 on a special exhibition day. But the arts centre proposes to remove 9 spaces.
- The Paddock Garden is threatened by development.
- It is incorrect to say access is off the Old Market Place, other access points are available too.

Paragraphs 16.3.8 and 16.3.9

• The Planning Department may not be able to deliver on the statements in these paragraphs (i.e. to minimise impacts on heritage assets and to ensure that development is well integrated with the primary shopping area). We hope that maybe in the future the land owner might be able to deliver.

SHER1: Support

• Support, subject to the provision of suitable alternative parking, preferably as part of an integrated parking strategy for the town. (Dorset County Council: Transport)

SHER1 Criterion i): Sites for Town Centre Expansion

- One map shows the Old Market Car Park off Hound Street as marked for development and another map indicates the proposed development area to be Newlands Car Park North and South only.
- The plan, which acknowledges the importance of the town's car parks but then identifies Newland Car Park and Cheap Street Car Park as suitable locations for future retail development, is a contradiction.
- SHER1 should include the Market Car Parks to the south, the site of the tennis courts and the public highways and lavatories.
- A potential site for expansion is the Market Car Park off Hound Street, including the garages and the pet shop.
- We think invitations should be made to contiguous landowners (e.g. the Telephone Exchange and rear of the Post Office) so that the town centre strategy is inclusive and redevelopment could be comprehensive.

SHER1 Criterion i): Newlands Car Park

- We oppose any future development of the Newlands Car Park for retail. There is already insufficient parking in central Sherborne and this will only get worse as further housing is built.
- Newland Car Park South is the Waitrose Car Park. The long stay park is usually full most days.

SHER1 Criterion ii): Linkages and Car Parking

- This proposal would exacerbate existing parking problems.
- Whatever is done to encourage walking, people will drive in to town so car parking in the centre must be retained and increased where possible.
- Any development would require more parking, but could not be achieved without consuming existing parking spaces. Developments which reduce car parking spaces could mean a tipping point is reached where Sherborne residents cease trying to park here and shop elsewhere such as Yeovil and normal retailers would become unviable.

- Unless a multi-storey car park is proposed it is hard to envisage there could be any significant development near the town centre while retaining the existing level of public car parking.
- A multi-storey format which utilised the slope of the Market Car Park should be considered. A covered market space might be hosted in part of that car park.
- A drastic reduction in the cost of parking permits for people working in the town could resolve a lot of the present parking problems of people's work vehicles in residential developments and roads.
- If a park and ride system were to be considered, where could the parking be sited conveniently? The use of car parking for retail and retaining the existing car parking would lead to overdevelopment.

SHER1 Criterion iii): Historic Core of Sherborne

• Sherborne is a beautiful historic town with a high proportion of the town centre buildings being listed or conserved buildings. Please preserve its character for future generations.

The Need for Additional Retail Floorspace

- When the town centre has many empty shops and with all the predictions pointing to the increase in online shopping it is surprising that this plan considers an increase is needed.
- The retail capacity outlook is flawed because the consultants did not take account of rear expansion which occurs in historic town centre shops when renovated.
- In the last 12 years national chains have taken over the high street, with several banks being lost and there are a number of empty shops. We need to focus on making town centre units suitable and affordable for smaller businesses which are what makes our town unique and attracts visitors.
- While it might be perceived that there are low levels of retail vacancies, there is a high turnover of independent traders resulting in vacant units. (Sherborne Town Council)

Primary and Secondary Shopping Frontages

• Drop primary and secondary shopping areas. Sherborne is too small for such designations. The Town needs mixed use.

Road Network and Capacity

- There seems no solution for Sainsbury's who have adequate parking at present but appalling access from New Road for their transport drivers.
- The roads south of New Road, in the Gas Hill Station area and Ludbourne Road are totally inadequate in width to cope with the constant use of large vehicles and lead to the only access for car parking for coaches and larger vehicles.

• A link road from the A₃o to the south of the town is urgently needed but what's proposed only aims to reach the Abbey Primary School and housing, not the town. Sherborne's setting with steep hills south and north does not encourage a western ring road.

Public Transport

- Provision of a bus service would help to minimise the increase in traffic and would also help those without a car.
- Sherborne has very poor bus links. (Sherborne Town Council)

Vehicle Emissions

• The extra vehicle emissions will obviously make air quality in and around the town worse. What action is to be taken to ensure that new houses include, for example, solar energy heating and EV charging points?

Bradfords, Sherborne

- When Bradfords move from their site near the station, a portion of it should be used to increase the capacity of the station car park, which is inadequate.
- There have been rumours for years that Bradfords are moving to the new Barton Farm Phase 1 but nothing has yet happened.

Recreational Facilities

- Whilst acknowledging that the four private schools and the Gryphon and Primary Schools run by DCC provide employment and cultural advantages for the town, it has not been acknowledged they are the only places with extensive open spaces, mainly sports and recreation facilities. These are not available for the expansion of Sherborne.
- Sherborne's recreational facilities are good to the south of the town.

SHER₂ Land at Sherborne Hotel

Support

• I support the development in general.

SHER1 Criterion i): Allocation for Hotel and Business Uses

- This hotel development, which is already under construction to provide only 24 beds, is doing nothing to replace the former Sherborne House Hotel. For years Sherborne has failed to meet the accommodation needs of visitors to the schools, historic and cultural attractions, Sherborne Abbey Festival and visiting performers. There is an urgent need for a new Premier Travel Inn. This would not interfere with the conservation area.
- I expect the hotel to be converted into flats in due course. Sherborne would be left with just one hotel which inhibits the activities of the tourist industry.

• I am unconvinced that over a hundred apartments for extra care facilities are needed.

SHER₂ Criterion ii): Pedestrian and Cycle Links

• The need for cycle paths to this site is questionable.

Parking

• There is nowhere near enough parking provision on site. The hotel will host events and drivers will have no option but to park on Bradford Road where residents of the new Bovis development will also be parking as there's not enough parking there either. The majority of residents on the hotel site will have carers visiting who can only get there by car if they're to do all their visits.

SHER₃ Former Gasworks Site, Gas House Hill

SHER3 Criterion i): Allocation for Housing and Employment

- The Gas House Hill site is relatively well located, but has had no takers despite being designated for nearly 20 years. Development here may not be feasible for either employment or residential purposes. This policy is of pre-2006 vintage and may need a total re-think.
- SHER₃ should be pursued as infill development.
- I am against living accommodation in this area.

Transport

- If this area is to be developed, it will be necessary to consider the cars and the very large vehicles, which access Sainsbury's, Hunts, Bradfords, the Station and nearby town car parks.
- Access to the Railway Station is inadequate. A new access on and off the downside platform would avoid the need to use the pedestrian bridge over the lines. A second pick-up / drop-off parking area off Gas Hill would ease the load on the Digby Road Station entrance.
- There is a concern about the limitations of the level crossing for traffic. Larger vehicles needs to be reduced here, not increased. The level crossing is closed half hourly in the peak period. Increased train services will inevitably mean further level crossing closures and impact on the build-up of traffic.
- The impacts of traffic from Dancing Hill using New Road to join the A30 beyond the eastern town boundary need to be examined. Issues to consider include: the amount of through traffic avoiding the town centre; the very dangerous Dancing Hill / Dorchester Road junction (especially for vehicles going north), where there are no traffic controls at present; and the volume of heavy goods vehicles going down Gas Hill.
- There is a need for a heavy lorry parking area immediately off the A₃o for vehicles awaiting next day delivery in the town. This could be located at Barton

Gardens, Bradford Road North or on the Sherborne Hotel site. Gas Hill is the only approach for the majority of these vehicles.

Education

There needs to be explicit mention of primary and secondary school contributions to secure the quantum and suitability of provision at local schools. Any future S106 will be based on the prevailing rates at the time which may include contributions towards nursery and special education needs provision. There may be a need for land to be allocated at the Sherborne Abbey Primary School to allow expansion to 3FE in the future. (Dorset County Council: Children's Services)

SHER4 Land at Barton Farm

SHER₄ Preamble

- Mention of the adopted Barton Farm Development Brief 2007 in SHER4 is strange as the landscaping and design aspects of the brief have not been complied with including: the provision of public open space (which occurred after development not before as planned); and the provision of public transport infrastructure (as there are no buses planned for the estate). The completion of the phases of Barton Farm should be conditional upon the completion of the landscaping, public open space and community aspects of SHER4.
- Suitable land to construct small business premises with appropriate consents is almost impossible. There is some employment land allocated on this site, but this is unlikely to be used for small / start-up businesses. There is little encouragement or opportunity for small start-up businesses.

SHER4 Criterion vi): Housing Mix

• The last but one criterion should be extended at the end to require a range of house sizes, types and tenures to meet local need 'throughout the development'. (Sherborne Town Council)

SHER₄ Criterion vii): Community Infrastructure

 There needs to be explicit mention of primary and secondary education contributions to secure the quantum and suitability of provision at local schools. Any future S106 will be based on the prevailing rates at the time which may include contributions towards nursery and special education needs provision. There may also be need for land to be allocated at the Sherborne Abbey Primary School to allow expansion to 3FE in the future. (Dorset County Council: Children's Services) Responses on Question 16-ii: Policy SHER1 in the current local plan allocates land at Barton Farm for housing development. New policy SHER5 proposed further housing development to the north and west of this site. Do you have any comments on new Policy SHER5?

Support

- The extension to Barton Farm is a good idea. Very little building has taken place in this part of town.
- This is probably the least bad of the sites for future development although the notion that because it is in Sherborne it will avoid car usage is facile.

SHER5 Criterion i): Allocation for Housing

- The housing numbers at nearly 800 in total is too large for a development uphill and too far out of town when finished. It needs scaling down. Development must be more sympathetic, with all infrastructure in place first.
- The proposed development area is excessive and isolated.
- The current Barton Farm site has experienced possibly the worst development in Sherborne's history and cannot be repeated.
- Sherborne's character is already changing with the very inappropriate urbanisation of Barton Farm. The proposed further housing planned is a blot on this green and pleasant part of Dorset.

SHER5 Criterion ii): Transport

- It is likely that a reasonable proportion of the trips will remain within the local area, most likely travelling to Yeovil on the A₃o, and will not impact on the Strategic Road Network (SRN). (Highways England)
- This site will benefit from a new link road to relieve Marston Road. However, there are significant capacity constraints on the road network in Sherborne, creating delays which additional development at those locations is likely to exacerbate. For this option to be supported, developers will need to demonstrate that the impacts (individual and cumulative) on the junctions along the A30 through the town and on the A352 on Horsecastles Lane can be made acceptable. (Dorset County Council: Transport)
- This is a possible site for future development utilising the new road link situation. Any extension of the road as a northern by-pass to the town could also open up new alternatives for development and improve the transport infrastructure for the town.
- None of the land shown to the north west of Sheeplands Lane is sensible for development because it will contribute to traffic chaos.
- The highways are particularly bad at peak times and a full highway survey would need to undertaken before the plan is submitted. Extra development north of the A30 puts increased pressure on to the junctions with the A30 particularly the junction with Marston Road and Newell. Creating a connection between the A30

and the B3148 Marston Road is likely to have very little impact on Newell junction. The proposed A30 / Marston Road link has no possibility of becoming part of the northern Sherborne bypass, and the link serves no purpose.

- The widening of Sheeplands Lane reverses previous policies, briefs and conditions attached to planning consents. The planners should anticipate a substantial increase in traffic along Sheeplands Lane as a result of SHER5 and the additional capacity identified in SHER4.
- Can I make a plea for better off- and on-road parking facilities in this development and also in new development plans?
- Consideration of traffic noise is important and additional planting and sound barriers should be incorporated. (Sherborne Town Council)

SHER5 Criterion iii): Pedestrian and Cycle Links

- We support the provision of walking and cycling links, but physically it will be difficult to achieve without significant changes to traffic management in Sherborne which may not achieve the necessary popular support. (Dorset County Council: Transport)
- Pedestrian crossings should be included in the Masterplan and smaller development designs. (Sherborne Town Council)
- Residents living in houses on Barton Farm would have easy pedestrian access to amenities in the town centre. This would help the town centre thrive in comparison to any houses built south of the A30 whose residents would need to use their cars and may be more likely to travel to Yeovil.
- It appears that few residents visit the town on foot from the new Barton Farm development, unsurprisingly given the distance and steep journey. Footpath access has been created at the southern end of the site but the steps at Newell prevent use by the disabled and people with pushchairs or bikes. No cycle link has been established and no routes avoiding roads. Marston Road is dangerous for all traffic due to a narrow point particularly for cyclists.

SHER5 Criterion iv): Landscaping and Tree / Hedgerow Retention

- None of the land to the north west of Sheeplands Lane is sensible for development because there would be a serious visual impact and a substantial impact on the character of the area.
- Any possible future development of Barton Farm from the north of Sheeplands Lane will be clearly visible from the top of Sherborne Hill and will begin to merge with the skyline to the north. No further extension should be permitted.
- Any new greenfield development should include a substantial number of trees which would soften the boundary between housing and countryside, and screen development. These should be planted prior to development.
- What has been built to date at Barton Farm lacks landscaping. The council has failed to enforce planning regulations on landscaping.

• This policy should seek biodiversity enhancements as well as the retention of mature trees and hedgerows for landscape reasons. (Dorset Wildlife Trust)

Infrastructure

- Until comprehensive surveys of infrastructure are carried out no further development should be contemplated on the Barton Farm site.
- Are there plans to provide local facilities; such as a post office, cash point and a small parade of shops, to prevent people coming into the town for everything?
- The policy does not identify or quantify the required expansion in infrastructure (e.g. wastewater treatment, power supplies, etc.). It does not state whether existing facilities for these last two could be expanded sufficiently, and if not, whether land is available to construct all the additional infrastructure.

Schools

- There needs to be explicit mention of primary and secondary education contributions to secure the quantum and suitability of provision at local schools. Any future S106 will be based on the prevailing rates at the time which may include contributions towards nursery and special education needs provision. There may also be a need for land to be allocated at the Sherborne Abbey Primary School to allow expansion to 3FE in the future. (Dorset County Council: Children's Services)
- There are no references to education need other than Sherborne Abbey or if the sites will be zero-rated. This is inconsistent with other policies. (Dorset County Council: Environment & Economy)

Design

- What has been built to date at Barton Farm is poorly designed and the council has failed to enforce planning regulations and the design brief.
- None of the land shown to the north west of Sheeplands Lane is sensible for development because it will impose severely on the surrounding properties.

Biodiversity / Habitats

• The northern end of this site option lies close to the Castleton Site of Nature Conservation Interest, an area of unimproved neutral and chalk grassland. Care will be required to ensure there are no adverse impacts on the nature conservation interest of that site. (Dorset Wildlife Trust)

Flooding

• Para 16.7.6 should be amended to read: 'The surface water flood risk upstream of the new road embankment should be considered and incorporated with drainage and site design. The existing storm water drainage in this part of the town is already stretched at times of heavy rainfall. Significant attenuation of

surface water flows from the site will be necessary as part of a viable deliverable drainage strategy'. (Dorset County Council: Flood Risk).

• A further criterion should be added to the policy stating: 'Sustainable drainage features to manage surface water flooding and accommodate downstream catchment capacity will be required'. (Dorset County Council: Flood Risk).

Minerals

- The site is located within, or partially within, the minerals safeguarding area (MSA) for building stone. Reference should be made in the text to the presence of safeguarded building stone and that its onsite re-use should be encouraged. (Dorset County Council: Minerals & Waste)
- If minerals are extracted, it will be important that the development is not built in the lower lying land with increased risk of flooding. (Sherborne Town Council)

Responses on Question 16-iii - New Policy SHER6 proposes housing development on land north of Bradford Road. It also proposes the creation of a new junction on the A30 to serve the sites North and South of Bradford Road and the closure of the junction of Low's Hill Lane and the A30. Do you have any comments on new Policy SHER6?

Paragraph 16.7.8

• The complete road referred to in this paragraph must be provided at the outset and a speed restriction of 30 mph introduced from the Marston Road / A30 junction through to the proposed new junction. (Sherborne Town Council)

Paragraph 16.7.10

• It is absolutely essential (as stated in this paragraph), that 'the site will form part of the wider development area to the west of Sherborne with the area being master planned to coordinate development and to offer enhanced benefits for the town'. (Sherborne Town Council)

SHER6 Criterion i): Allocation for Housing

- The 200+ houses which are proposed to the North of Bradford Road are detrimental for this part of the town. The houses on this road have approximately ½ acre plots, therefore additional higher density housing would not be in keeping with the surrounding area.
- There is only mention of 220 new homes on this site. This is the only aspect of the local plan review that does not insist on mixed development and a range of housing to suit all needs.

SHER6 Criterion ii): Access

- It is unlikely that the 220 home proposed at this location will have a significant adverse effect on the strategic road network (SRN), and therefore does not give rise to a need for mitigation. (Highways England)
- The developer will need to demonstrate that the cumulative impact of this site (and others including SHER6) can be managed to the satisfaction of the Highway Authority. (Dorset County Council: Transport)
- The developer will need to demonstrate that it is possible to achieve a safe access onto the A₃o at this location. It is inevitable that there will be an impact in terms of delay and flow of traffic between Sherborne and Yeovil which some residents may find unacceptable. (Dorset County Council: Transport)
- The volume of traffic has increased on this long undulating road (Bradford Road) which already has entrances to three roads plus future traffic for access to the care home site. Although the junction with Horsecastles Lane has improved, future traffic congestion and public hazards should be carefully considered, as at times it is difficult for pedestrians to cross the road. There is also the possibility of traffic using the road to access the Land South of Bradford Road allocated for residential and employment development as it is wider than Lenthay Road at the junction with Horsecastles Lane.
- The majority of residents will use Bradford Road to access the town via turning onto the A352 not the A30 although the new road may ease traffic heading towards Yeovil. A new Premier Travel Inn could be incorporated easily on the A30 bounding area near the proposed new junction. The Bradford Road / Horsecastles Lane junction will certainly experience much heavier usage and will need improvements / traffic controls.
- This is another possible infill development alongside the recent Bovis one, albeit some distance from the town centre. It will probably require further improvement to the Bradford Road / Horsecastles Lane junction because of extra traffic augmenting that from the Bovis site and Sherborne Girls School.

SHER6 Criterion iii): Pedestrian and Cycle Links

- We support the provision of walking and cycling links, but physically it will be difficult to achieve without significant changes to traffic management in Sherborne which may not achieve the necessary popular support. (Dorset County Council: Transport)
- SHER6 to the north of Bradford Road is over a mile from the town centre, which will encourage people to use their cars for access, even if better cycle and pedestrian routes are provided.

SHER6 Criterion iv): Limiting Impacts on Existing Residents

• There's already so much development around Bradford Road, all of it with insufficient parking. Building more houses to the north will totally surround the

current houses on that road and massively devalue them. Traffic down Bradford Road already goes too fast and having more houses will compound the problem.

Schools

 There needs to be explicit mention of primary and secondary education contributions to secure a quantum and suitability of provision at local schools. Any future S106 will be based on the prevailing rates at the time which may include contributions towards nursery and special education needs provision. There may also be need for land to be allocated to the Sherborne Abbey Primary School to allow expansion to 3FE in the future. (Dorset County Council: Children's Services)

Minerals

• The site is located within or partially within the minerals safeguarding area (MSA) for building stone. Reference should be made in the text to the presence of safeguarded building stone and that its onsite re-use should be encouraged. (Dorset County Council: Minerals & Waste)

Design

• Height and colouring should be in sympathy with our historic old town and landscape setting to avoid adverse visual factors.

Responses on Question 16-iv: New Policy SHER7 proposes housing and employment development on land south of Bradford Road. Do you have any comments on new Policy SHER7?

Support

• The preferred options for Sherborne probably make the best of a bad job with development on the less environmentally sensitive west of the town.

Paragraph 16.7.15

• As part of the process of developing a masterplan and the introduction of a new road to provide additional access to Sherborne Abbey Primary School, this road should not be connected to Lenthay Road and additional parking for the school needs to be incorporated into the design. (Sherborne Town Council)

SHER7 Criterion i): Allocation for Housing

- This large site is probably premature as the location is well away from the town centre and excessive for town needs.
- 900 houses is far too much, plus another 400 in the Littlefields / Noake Road area. This would mean approximately a 26% -52% rise in population (based on 2 or 4 people per house). I know this is a 15 year plan, but this is still too much.

SHER7 Criterion i): Allocation for Employment

- Hunts Food Service is based in Sherborne and has experienced 30% growth in recent years. Given our need for expansion, we are very keen to find a new site and the 5 hectares proposed would be the size we are looking for. The proposed industrial site in SHER7 would be perfect for us and would guarantee our future in Sherborne. (Hunts Food Service)
- We currently have parking problems because we are based in the town centre. The proposed new site would stop employees parking in town. Lorry drivers struggle to find the site. Lorry drivers park around the town causing noise and inconvenience. The outgoing lorries would not start from the centre thereby reducing congestion. Traffic in Ludborne Road would be greatly reduced, as would noise pollution. (Hunts Food Service)
- The proposed employment land would be better nearest the A₃o for access. (Hunts Food Service)
- The employment land is likely to result in increased traffic volume, including commercial vehicles, and at perhaps unsocial hours for a residential area. Why not position this north of Bradford Road instead of south, this would mean vehicles travelling to and from the employment plan wouldn't have to travel so far down the road therefore causing less damage to the road.
- There are not enough high-paying jobs to pay for the proposed houses.
- Noise, environmental concerns and pollution are issues (especially with regard to the proposed employment land).

SHER7 Criterion iii): Transport

- It is unlikely that this level of development at this location will have a significant adverse effect on the Strategic Highway Network (SRN), and therefore does not give rise to a need for mitigation. (Highways England)
- This large site would certainly impact on the road network as well as lead to another entry point on the A30 trunk road.
- Much of the traffic generated by this proposed development area would use Bradford Road to access the town, (given current capacity problems on Lenthay Road). Combined with additional traffic from SHER6, this would have a severe traffic impact on Bradford Road. Traffic flows would increase very significantly and impact heavily on local residents.
- Wydford Close would not be a viable vehicular access to a new estate. It is a small road serving 15 properties with at least 24 cars excluding visitors, workmen and deliveries. Vehicles park on the road which makes it very narrow. Access by emergency vehicles would be impossible.
- It is essential that adequate on and off street parking is planned and fully accepted by contractors to stop the provision of yet another densely populated development.

SHER7 Criterion iii): Proposed Access Road / Access onto Lenthay Road

- The proposed access road risks exacerbating an already poor situation on Lenthay Road at school drop off and pick up time. (Dorset County Council: Transport)
- Movement of traffic should be planned prior to any building problems along Lenthay Road.
- Lenthay Road, Honeycombe Rise and Hunts Mead are already over congested, arguably dangerously so, at peak times. The proposed access road, south from the A30, across Bradford Road to Sherborne Abbey Primary School should not be given access to Lenthay Road (for motor vehicles). This would easily become a 'rat run' from the A30 and the proposed employment area and would simply compound an already unacceptable congestion / parking issue.
- There should only be cyclist and pedestrian access to Lenthay Road with parking area provision at this point. This would relieve parking issues at Lenthay Road, a road not suitable for heavy traffic.
- Consideration should be given to turning Lenthay Road, between the traffic lights and Westbridge Park Road / Ridgeway into a one-way street.

SHER7 Criterion iii): Pedestrian and Cycle Links

• The site is over a mile from the town centre, which will encourage people to use their cars for access, even if better cycle and pedestrian routes are provided.

SHER7 Criterion iv): Expansion of Sherborne Abbey Primary School

- We support the growth of Sherborne Abbey Primary School. Any expansion should be on the existing site rather than creating a new split site across Lenthay Road. There needs to be nursery provision close to the school, as it currently has no pre-school provision.
- The situation, at present, where children are dropped off and collected in Lenthay Road cannot continue. Parents leave their car engines running at drop off causing pollution that DCC and WDDC refuse to do anything about. Proper dropping off facilities must be provided. The school traffic must be removed from Lenthay Road before there is an accident. This is an opportunity to provide a large parking area for the parents' cars within this new development area.
- Sherborne Abbey Primary School has just completed an extension, disrupting our children for a year. Further work would mean additional disruption.
- There needs to be explicit mention of primary and secondary education contributions to secure the quantum and suitability of provision at local schools. Any future S106 will be based on the prevailing rates at the time which may include contributions towards nursery and special education needs provision. There may also be a need for land to be allocated to the Sherborne Abbey Primary School to allow expansion to 3FE in the future. (Dorset County Council: Children's Services)

SHER7 Criterion v): Lenthay Common / Allotments

- The open space of Lenthay Common should be protected.
- We are against the relocation of the allotments. (Sherborne Town Council)
- The allotments should be retained and expanded in their present location.
- There are concerns about losing Westbridge Park allotments. If the allotments are relocated will the council help with the move (sheds, fruit trees, etc.)? Will the ground be prepared to the standard of existing plots and suitable for immediate vegetable cultivation? Will additional plots be made available of varying sizes to take into account the fact that Westbridge is already oversubscribed and the additional housing can only increase demand? Will the school take advantage of the existing allotment land to create a 'school garden'?

SHER7 Criterion vi): Impact on Nearby Residents / Trees and Hedgerows

- Residents should be carefully considered with regard to the impact on their properties.
- There needs to be some kind of buffer between our property and the new proposed development put forward for consideration.
- Any plans should be in keeping with the nearby properties.
- To ensure privacy, the hedgerows must be maintained and increased in size to act as a buffer between our property and any development.

Infrastructure Provision

- Infrastructure will not cope with the total number of houses proposed for Sherborne. Realistic plans for doctors, transport, education, parking (more than one car per house), roads and play areas need to be approved first.
- There is a strong need for a new medical centre on the west side of the town with a pharmacy attached.
- Any development in this area will require some recreational space as it is in open rural countryside. This should not just be a small children's playground, but facilities to help children, young people and adults enjoy outside activities.
- The foul water / sewage drain cover at the bottom end of Westbridge Park / Lenthay is already full to capacity. Especially as the whole of Clanfield, Abbots Way and Gainsborough was connected into the old drainage system. The pipework needs to be upgraded

Minerals

• The site is located within or partially within the minerals safeguarding area (MSA) for building stone. Reference should be made in the text to the presence of safeguarded building stone and that its onsite re-use should be encouraged. (Dorset County Council: Minerals & Waste)

Flooding

- There is an area of flood risk associated with an ordinary watercourse to the west of the site and an area of surface water ponding in the south west of the site. These two areas will be factors in site design. Built development should seek to avoid these areas as part of any scheme. (Dorset County Council: Flood Risk)
- The policy should include an additional criterion requiring sustainable drainage methods to manage surface water and ordinary watercourse flooding issues. (Dorset County Council: Flood Risk)

Biodiversity

• This is a beautiful area full of wildlife. The site is a haven for wildlife and birds. We need a wildlife corridor where our boundaries meet the site.

Landscape

• The development would disrupt a beautiful south western view.

Archaeology

• An archaeological survey must be carried out of the area with particular attention to the area around Dairy Farm. (Sherborne Town Council)

Loss of Agricultural Land

• Development on this site would consume the most agricultural land of these proposals.

Alternative Sites

Land near the Gryphon School

• Why can't housing and a new school be provided near the Gryphon School, where there is easier access and no immediate disruption for the community?

Land South of the Railway

• There are other sites in Sherborne, such as the land to the south of the railway and around the recycling depot, which would offer an alternative and avoid further impact on Bradford Road and on the access to Sherborne along the A30.

New Town / Village between Sherborne and Dorchester

• Consideration needs to be given to building another large village / town between Sherborne and Dorchester.