



Dorset Council Local Plan



Sherborne 2021 Consultation Summary of Responses



January 2023



Dorset
Council

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1. Sherborne

1.1. Introduction

Population

Sherborne and District Society CPRE

- Population should be based on permanent residents and not including boarding school.

Public response

- Introduction should include more specific actions and solutions, consider consequences of development on its local and regional context.

1.2. Development Strategy

Development Strategy

South Somerset District Council

- Support principle of growth at Sherborne.
- Support including a better balance between jobs and housing, improved access to public transport and enhanced traffic management.
- Support maintaining separation between Yeovil and Sherborne.

Sherborne and District Society CPRE

- Developments must not be viewed as separate entities and not three housing estates but must be considered together.
- Need a good selection of affordable housing and use of CLT/self-build sites should be considered.

West Dorset Conservative Association Sherborne Branch

- Needs proper masterplan to design a place to live.

Sherborne Castle Estates

- Generally supportive of the west ward expansion of Sherborne.
- Committed to delivering high quality development.
- The expansion of Sherborne should be subject to a masterplan.
- Considers that the housing allocation for Sherborne should be made on a more strategic basis through a single 'West Sherborne' urban extension.
- The council should consider allocating parcels which are currently fragmented by Bradford Road and the A30.
- The Estate have commissioned master planners, highways experts, landscape and drainage consultants to prepare attached submissions.
- Reference to the submitted Concept Masterplan Framework.

Public response

- There should be more re-use/regeneration of town centre sites.
- Suggest that it might be appropriate for growth to take place to the east and north.

- Proposed allocations should be planned comprehensively (rather than piecemeal) through a masterplan.

Housing Delivery

Thornhackett Parish Council

- There is no indication of the impact on the 5 year land supply should these sites not be delivered early in the plan.
- No indication is given of contingencies should the minerals not be extracted within the plan period and the effect on housing development should this be the case.

Employment

Sherborne and District Society CPRE

- Limited justification for employment land allocation, proper economic analysis is required to substantiate a need when many empty units in Sherborne and Yeovil.

Scale of Development

Queenthorne Parish Council

- Question the need for continued expansion of the town at this level.

Sherborne and District Society CPRE

- No evidence regarding the proposed level of development than what land is available.

West Dorset Conservative Association Sherborne Branch

- 1250 houses takes no account of recent build - should be reduced to 900.

Public response

- Respondent does not support levels of proposed housing growth.
- Proposals for an excessive number of dwellings to the West of Sherborne should be reduced.

Climate change

Sherborne and District Society CPRE

- Level of development not possible whilst meeting council's climate change ambitions - even with employment land allocation will be significant commuting - existing patterns will continue.

Existing Barton Farm development

Historic England

- There does not appear to be a corresponding policy for this allocation - would welcome clarification on this point and discussion about the need for a policy criterion that seeks to conserve and enhance the setting and significance of the grade II listed Barton Farmhouse and associated buildings/structures, the Sherborne Conservation Area and other nearby heritage assets.

1.3. Settlement wide issues

Housing need

West Dorset Conservative Association Sherborne Branch

- Need a large proportion of small properties that are affordable.
- Allocate some land to a Community Land Trust for local self-build.

Public response

- Stable house prices suggest there is not a demand for further homes, recent levels of growth around the settlement.
- Housing needs in this area satisfied by growth at Yeovil and Gillingham.

Employment

Public response

- The plan does not support delivery of new employers/jobs in conjunction with planned homes.

Climate Change

West Dorset Conservative Association Sherborne Branch

- High design standards to contribute to carbon neutral targets essential.

Public response

- Dorset Council should be seeking that all future local development will be accompanied by extensive tree planting to off-set emissions and create a well landscaped environment enabling existing and new residents to enjoy a better quality of life.
- Every decision made should be considered in relation to climate change. Heritage and aesthetic concerns matter but little in comparison to environment.
- Sustainable development measures must be insisted upon and be mandatory with severe consequences if not met.
- Climate change will increase need for rainwater disposal.

Infrastructure Requirements

Queenthorne Parish Council

- Lack of evidence in the plan of what services and infrastructure will be provided.

West Dorset Conservative Association Sherborne Branch

- Community facilities need providing ahead of need.
- As well as roads and extension to primary school, the town needs medical centre, meeting space, green space and exercise facilities.

The Grove Medical Centre

- Both GP practises in Sherborne are currently at capacity in terms of room utilisation for patients.
- Would like to access funds to support any development of either our current premises to add capacity or potentially a new site in the west of the town at the point of planning.
- Without it additional patient numbers will put extreme pressure on services.

Grove Medical Centre - Patient Participation Group

- Concerned about the lack of increased medical facilities in the Local Plan for Sherborne.
- All the proposed development is located on the western side of Sherborne whilst the doctors surgeries are located on the eastern side.
- Lack of bus service.
- With development and population increase the strain on our medical services will obviously increase.
- Increase in traffic due to more patients living outside of normal walking distance from the two existing medical centres.

Public response

- Climate change will increase need for rainwater disposal.
- Adequate support services need to be developed in conjunction i.e., medical, social and other community needs.
- There should be investments in existing infrastructure (including roads, utilities, schools, medical services, community facilities, public transport and routes that encourage active travel) alongside planned development.

Transport Issues

South Somerset District Council

- Measures to improve sustainable transport between the Yeovil and Sherborne would be supported.
- Transport impacts need to be addressed including impact on AQMA, A30 Babylon Hill, Sherborne Road Junction and identification of sustainable travel mitigation measures.

Queenthorne Parish Council

- Concerned about bus provision which has recently been cut to surrounding villages. If car parking is to be cut in the town more bus services should be provided to surrounding villages.

Bournemouth Transport Ltd trading as Yellow Buses

- Urban extensions require a bus service to be more socially inclusive and this requires pump prime funding.

Sherborne and District Society CPRE

- Plan is light on detail of bus services - there is none currently covering the west end, provision of schooling and medical facilities.

West Dorset Conservative Association Sherborne Branch

- Westward extension will make town lopsided with transport implications - 57 bus should be re-introduced and good provision for cycle and pedestrians.

Public response

- Concerns with increases in road traffic.
- Local transport links between Sherborne and Yeovil/Dorchester/Wincanton/Sturminster Newton are poor (contrary to the statement in paragraph 31.1.2 of the local plan).
- Extra levels of pollution caused by construction of two new roads and increased numbers of vehicles accessing homes and employment site.

- Major upgrading of the railway line is required to enable Sherborne and local areas to benefit from reliable quick commuting to Yeovil. Additional parking facilities are also needed.
- Crossing the A30 even with pedestrian crossings at traffic lights is not sufficient or safe especially for school children.
- Roads and pavements don't have capacity for further traffic.
- Supports the aspiration to improve public transport links from Sherborne.

Biodiversity and Environment

Natural England

- All sites are within the zone required to provide phosphorus neutrality to protect the Somerset Levels and Moors Habitats and International sites.
- Suggested additional clause to policies SHER4, SHER5 and SHER6 requiring phosphorus neutrality and high quality SuDs provision.
- To be consistent with the rest of the plan Natural England recommends that the requirement for phosphorus neutrality is included in the allocation policies.
- SHER4-SHER6 should provide substantive new green infrastructure - masterplan for the three sites should seek to integrate the green infrastructure provision so that it functions across all 3 sites and the wider town.
- The allocations will affect areas known to support reasonable populations of farmland birds. Specific provision should be provided for offsite compensation measures within the allocation policies – see suggested wording.

Thornhackett Parish Council

- Paragraph 31.3.1 mentions the Somerset Levels RAMSAR site but this does not feature in any policy statement – concern with efficacy of restriction of phosphate if not in the policy list.

Sherborne and District Society CPRE

- In principle support Sherborne Castle Estates ideas in masterplanning - need to consider how the 'urban to rural' interface is managed.

Landscape, heritage, and character

Historic England

- The town of Sherborne has a number of important heritage assets including scheduled ancient monuments as well as a registered park and garden. The policies SHER4-6 highlight careful consideration of the heritage assets, this point is welcomed by Historic England.

West Dorset Conservative Association Sherborne Branch

- Further extension would be on rising ground with landscape implications - link road should be the boundary in this direction.
- Need to integrate new development into the existing town.

Sherborne Castle Estates

- Considers that the Sustainability Appraisal and landscape appraisals should be reviewed taking account of its proposals for a more comprehensive re-development around the western edge of Sherborne.

Amenity impacts

Public response

- Increase in pollution and noise from vehicle traffic & new dwellings - Prevailing winds will carry pollution across Sherborne town.

Water and Sewage

Public response

- Concern regarding existing drainage system in the town.

1.4. Policy SHER₁: Future town centre expansion

Policy approach

Sherborne Town Council

- Strongly supports measures to ensure the economic revival and refurbishment of our beautiful town centre.
- Suggestion to develop a Town Plan with town council and residents.
- Needs to be a focus and concentration on existing shops to get them thriving before embarking on new projects.

Public response

- Scope of this part of the plan should be widened to consider a strategy to help the town centre.
- Not clear that development will be viable in the short term.
- The council could consider an alternative development site at Southwest Business Park (between the railway and Westbury) provided the station car park is retained.
- Make use of existing facilities, including empty shops before considering an expansion, diversity in the town centre must be encouraged
- Sherborne needs a variety of shops to cater for all demographics not too many cafes, policies must focus on retaining this.
- Lack of other facilities including banks and hotels.
- Consideration needs to be given to re-use of vacant town centre land.
- Development should include service provision to existing shops.
- Potential assessment of converting some employment space to retail instead.

Paragraph 13.4.1

Sherborne and District Society CPRE

- Paragraph 31.4.1. Sherborne has an accessible town centre with adequate bus, rail and road links.
- The town centre has a reasonable, but diminishing, provision of retail services, with worrying levels of retail vacancies and recent bank closures.
- The town has benefitted in the past from a high concentration of independent non-food retailers, which make up the majority of town centre trading, adding to the diversity, vitality and viability of the centre as a whole. This diversity must be encouraged, not least to address the increasing closures of retail outlets.

Paragraph 13.4.2

Sherborne and District Society CPRE

- Paragraph 31.4.2 - regarding markets should include 'Thursday and Saturday Markets and Sherborne Farmers' Market which are held at regular intervals each month.'

Public response

- Only two small supermarkets are available.

Paragraph 13.4.3 - Primary and Secondary Shopping Areas

Sherborne and District Society CPRE

- Query the need for primary and secondary shopping area in such a small town.

Sherborne and District Society CPRE

- Paragraph 31.4.3 - Is there any need to have primary and secondary shopping area in such a small town?'

Paragraph 13.4.4

Public response

- 55sqm of retail floorspace proposed will not fulfil the requirements of 1,180 new homes.
- Expansion will take away the attractiveness of the town.
- No need for further retail floor space.

Paragraph 13.4.6

Sherborne and District Society CPRE

- Paragraph 31.4.6 - suggested inclusion – 'This should be incorporated into a master plan for the Town Centre, initially in general terms, but in due course refined to meet planning process requirements.'

Paragraph 13.4.7 - Car Parking

Sherborne Town Council

- Adequate, affordable parking provision required.

Public response

- Concern over the loss of car parks.
- Existing car parks at (Newland Car Park's North and South) needed and would need to be replaced as part of any re-development.
- The convenience of car parking close to the town centre is an attraction.
- Preferable to encourage growth in the centre before encroaching on much used central car parking.
- Free car parking should be provided.
- Hound Street car park might be suitable for a multi-storey car park.

Paragraph 13.4.8 - Heritage

Historic England

- Introduce new policy for Sherborne Town Centre that encourages development that conserves and enhances the historic environment and positively contributes to local character and distinctiveness.
- This new policy to also direct plan users to Dorset Historic Towns Survey for Sherborne and an updated conservation area appraisal and new management plan.

Public response

- Part of the Newland North Car Park is a Quaker Burial Ground so that has to be respected if any development is being considered.
- Areas like Sherborne which have considerable tourist and visitor interest should be safeguarded from large scale developments.
- The historic interest of Sherborne town centre can act as a barrier to regeneration/renewal.

Paragraphs 13.4.7-9

Sherborne and District Society CPRE

- A number of minor wording amendments are requested by CPRE in relation to the Sherborne Chapter, available on the online consultation database

Transport and infrastructure

Public response

- Narrow roads in Sherborne won't be able to accommodate extra cyclists or pedestrians.
- Development of sustainable travel within Sherborne is important, should include a green bus service in the town.
- Extension of the footway between Horecastles Lane/A30 Junction and Budgeons convenience store, general widening of footways where useable.
- Pedestrian crossing across the A30 close Budgeons convenience store and foot crossing across Horecastles Lane.
- High street should be pedestrianised from Hound Street to the conduit (which would provide a focal point for the town).
- Policy should specifically identify replacement car parking to allow assessment on whether it is equivalent.
- Bus links between towns are poor.
- Council should consider a park and ride facility for Sherborne.
- Development should include provision for cycle parking.

Arts Centre

Sherborne Town Council

- Welcome regeneration of town centre, keen to see land granted for an Arts Project to be return to Town Council, include community hub and hotel for anticipated new visitors.

Public response

- It appears that the proposed art centre is not viable.

Parks / Open Space

Public response

- No sufficient parks/open space.

Criteria III. and VI.

Historic England

- Amend wording of Policy SHER1 to ensure criteria III and VI to include the need for development to conserve and enhance the Sherborne Conservation Area and the significance and setting of affected heritage assets.

Additional criteria

Sherborne and District Society CPRE

- SHER1 policy suggested additions: - '(i) The Old Market Carpark behind Cheap Street would benefit from mixed-use development which could include housing, leisure, arts facilities, green open space, tree planting and parking. This area would incorporate the land behind the Paddock Garden and possibly adjacent properties to the car park. It would be expected that a master plan be created to ensure a holistic approach to such development. Where the mixed-use development might focus on the options for the creation of a cultural and arts focus, to supplement the planned development of Sherborne House. This could stimulate a wider cultural interest in the Historic Abbey Town creating an arts and artisan economy to attract inward investment and grow economic stability and tourism.'
- Addition - '(v) Careful and well-planned changes to reassign use of redundant shops within Cheap Street and property elsewhere may need to be considered to keep the Town Centre viable. This should be incorporated into a master plan for the Town Centre, initially in general terms, but in due course refined to meet planning process requirements.'

1.5. Main Development Opportunities

The following sections include summaries of representation received regarding the following policies:

- Policy SHER2: Land at Sherborne Hotel
- Policy SHER3: The former gasworks site, Gas House Hill
- Policy SHER4: Barton Farm Extension
- Policy SHER5: Land north of Bradford Road
- Policy SHER6: Land south of Bradford Road

1.6. Policy SHER2: Land at Sherborne Hotel

Employment

Sherborne and District Society CPRE

- Paragraph 31.5.1 and 31.5.2 should be deleted and insert - 'The re-building of a hotel on the old Sherborne Hotel site (Platinum Skies) is considered to be important locally in sustaining tourism and accommodating visitors to the local schools and businesses. This is crucial to the town vision

of becoming a key inland visitor destination. Accordingly, the condition of building a hotel, which was applied when granting planning permission for the site, will have to be enforced.'

Retail

Public response

- Suggest further retail/services are provided near the Co-op with more housing to the north.
- Pedestrian and cycle links should be formed from the development and: the bus stop on the A30 and Horsecastles Lane and the convenience store at the petrol station.
- The Council should consider the links between the proposed hotel and the town centre.

Transport and infrastructure

- Pedestrian and cycle links should be formed from the development and: the bus stop on the A30 and Horsecastles Lane and the convenience store at the petrol station, and the council should consider the links between the proposed hotel and the town centre.

1.7. Policy SHER3: The former gasworks site, Gas House Hill

Policy approach

Public response

- Re-consider the proposed housing allocation given the sites proximity to the town centre and consider additional car parking in the part of the site which is at risk from flooding.

Employment

Public response

- More appropriate to allocate the site for employment uses only.

Housing

Sherborne and District Society CPRE

- Support for development on brownfield site.

Public response

- The site is not suitable for development because of its relationship with existing road/proximity to the railway line & employment uses.

Criterion III - Heritage

Historic England

- Support the inclusion of criteria III and IV in Policy SHER3 but with modified wording to criterion III so that it includes reference to conserving the significance and settings of affected heritage assets.

1.8. Policy SHER4: Barton Farm Extension

Policy approach

Sherborne Town Council

- The importance of creating somewhere that would have a zero-carbon footprint, where all services are within walking/cycling distances is well received.

Housing

Bradford Abbas Parish Council

- Supports master planned development by landowner.

Sherborne and District Society CPRE

- Loss of Greenfield land which is needed to support food production and UK self-sufficiency.
- Developments must not be viewed as separate entities and not three housing estates but must be considered together.

Public response

- Proposed allocation will lead to separate communities forming.

Biodiversity and Environment

Dorset Wildlife Trust

- The Castleton SNCI ST61/028 lies to the north of the proposed allocation site and is a large area of neutral grassland. There could be opportunities to enhance the SNCI, both by creating habitats that buffer and link the site into a wider ecological network, and by ensuring appropriate management of the SNCI.

Natural England

- An ecological assessment should be completed and at least a 10% biodiversity net gain.
- The allocations will affect areas known to support reasonable populations of farmland birds. Specific provision should be provided for offsite compensation measures within the allocation policies.
- The sites should provide substantive new green infrastructure. The masterplan for the three sites should seek to integrate the green infrastructure provision so that it functions across all 3 sites and the wider town.

Public response

- Impact on protected and priority species.
- Agricultural land should not be developed especially with an unstable international environment and effects of global warming.

Design

Sherborne Town Council

- Welcomed the concept of making a 'place' rather than just simply bolting on two new housing developments.

Public response

- Concern over build quality and landscaping of the present Persimmon development.

Landscape and character

Sherborne and District Society CPRE

- Do not accept sustainability argument for the Barton Farm extension which poses significant landscape issues.

Public response

- Erode green gap between Yeovil and Sherborne.
- Highly prominent site which is visible from a large area to the south of Sherborne.

Education/Health and Safety

Public response

- A nursery school could be considered as part of the development to cater for school children in the north of the town.
- The site might be suitable for allocation to provide a primary school/car parking.
- Current access between the proposed allocation to an existing school (Sherborne Abbey School) is not suitable.
- Needs to be investments in policing with the proposed homes.

Facilities

Public response

- Adequate shops and community centres are needed.

Transport and infrastructure

Sherborne Town Council

- Support the proposals for the 'civilising' of the A30, with the potential to bring it down to a single carriageway and to slow traffic.

Highways England

- Development at Sherborne has the potential to impact on the SRN and the A303 in particular. There may also be a cumulative impact with growth in South Somerset around Yeovil at the A303/A37 junction.

Dorset Travel

- Improvements needed to existing bus routes along A30 and A352 to provide frequent transport links to Yeovil and Dorchester and other market towns already served by existing routes, including peak times. Introduce schemes for all sites to provide connections to existing routes or Sherborne Town Centre and onwards rail connections. Provide Travel Packs and incentives. Provide stops/shelters.

Sherborne and District Society CPRE

- Plan is light on detail of bus services - there is none currently covering the west end.

Public response

- Support the proposed road between the A30 and the B3148 Marston Road.
- Traffic is too dominant within Sherborne, especially along the A30, use this development as a radical way to change driving behaviours through Sherborne and create a more pedestrian and cycle friendly atmosphere to encourage walking and cycling
- The one way system in Sheeplands Lane, already very overdue, needs to be put in place at once.
- Access to the current community centre also needs to be considered.
- Lack of public transport in the area will likely result in a substantial increase in traffic in and out of the town centre.
- Essential to finish the B3148/A30 link road BEFORE building more houses on Barton Farm.
- Lack of connection between Sherborne and nearby villages.
- Needs a bridge or underpass for a safer route to cross the A30.
- The building of 1200 homes will likely mean a 2,400 population increase, a 25% increase on the existing population, putting strain on infrastructure.
- Allocation is not well related to Sherborne's town centre/existing shops/services/railway station.
- Further improvements (including a right-turning) are needed to the junction between A30 and Marston Road.
- Form a new route for a public bus service along Marston Road.
- Cycle crossing at the A30 Newell Green junction.

Flooding, water, and sewage

Wessex Water

- In accordance with Wessex Water's responsibilities as sewerage and water undertaker for the area we have no objections to this allocation.

Public response

- Concerned about surface water flooding from this site into Sherborne.

Criterion V - Heritage

Historic England

- Supports the inclusion of criterion V.
- Include the conservation of the setting and significance of Sherborne Conservation Area in criterion V.
- Include supporting text to explain the historic environment issues to be addressed.

1.9. Policy SHER5: Land north of Bradford Road

Policy approach

Sherborne Town Council

- The importance of creating somewhere that would have a zero-carbon footprint, where all services are within walking/cycling distances is well received.

Housing

Public response

- A joint plan should be prepared for Sherborne and Yeovil because of their proximity and interaction with one another.
- Opportunities for brownfield development in Sherborne's town centre and only pursue green field sites for homes as the last option.

Biodiversity and Environment

Dorset Wildlife Trust

- We welcome master planning of the developments as stated in 31.3.3 and would wish to see opportunities for green space and to create nature recovery networks and nature-based solutions maximised on a more strategic basis rather than on an individual site by site basis. Residential development should be accompanied by a large new area of natural accessible greenspace which also meets biodiversity net gain criteria.

Public response

- Trent Path should be protected and enhanced as an ancient/valuable footpath.
- Re-development of the site will lead to the loss of wood land and recreational space used by people to walk their dogs.
- Proposed allocation will have adverse impacts on wildlife/biodiversity.
- Further volumes of traffic using Bradford Road is likely to create pollution (including noise) which could affect the amenity of neighbouring residents.

Design and amenity

Sherborne Town Council

- Welcomed the concept of making a 'place' rather than just simply bolting on two new housing developments.

Public response

- Needs to be sympathetically designed to limit impacts on existing residents adjacent to the site and take into account the proximity of the site to the A30. A landscape buffer along the A30 should be provided.
- The proposed development should incorporate trees and green spaces.
- Development on allocation site is likely to appear intrusive for existing residential properties.

Employment

Public response

- Proposed allocation could include provision for a light industrial use.

Facilities

Public response

- Adequate shops and community centres are needed.

Transport and infrastructure

Sherborne Town Council

- Support the proposals for the ‘civilising’ of the A30, with the potential to bring it down to a single carriageway and to slow traffic.

Sherborne Schools

- Risks associated with additional traffic to residents and school children is considerable. Urge the council to plan for mitigating traffic through the school site and closing the eastern portion of Bradford Road to through traffic (enforced by bollards or similar at the East end of the road).
- Junction improvements are going to be absolutely essential to safety, both during and after construction and that such improvements should be incorporated into planning at an early stage.
- Concern that the section of the road which passes directly through the school site will become a regular, busy short-cut route creating risks to the school community.

Public response

- If another traffic light is added for a new junction, four sets of traffic lights over such a short distance is not conducive to good traffic flow, likely to lead to more accidents.
- Urban extensions require a bus service to be more socially inclusive and this requires pump prime funding, current lack of public transport in the area will likely result in a substantial increase in traffic.
- The site is remote and links (cycle and pedestrian) are needed between the site and the town.

Flooding, water, and sewage

Wessex Water

- In accordance with Wessex Water's responsibilities as sewerage and water undertaker for the area we have no objections to this allocation.

1.10. Policy SHER6: Land south of Bradford Road

Policy approach

Public response

- Development should take place in accordance with a masterplan.

Biodiversity and Environment

Dorset Wildlife Trust

- We welcome master planning of the developments as stated in 31.3.3 and would wish to see opportunities for green space and to create nature recovery networks and nature-based solutions maximised on a more strategic basis rather than on an individual site by site basis. Residential development should be accompanied by a large new area of natural accessible greenspace which also meets biodiversity net gain criteria.

Public response

- Development risks disturbing the attraction for wildlife of the adjacent Lenthay Common.
- Impact on protected and priority species.

- Erode green gap between Yeovil and Sherborne.
- Existing trees and hedgerows should be retained within the development.
- The proposed allocation/new homes are likely to pollute Somerset Levels habitat site.

Design

Sherborne Castle Estates

- Comprehensive re-development around the western edge of Sherborne.
- Position of development relative to contours (no development above the 104m contour).
- Provide a landscape margin.
- Provide areas of linear open space.
- Soft landscaping, landscaping to act as mitigation and planting encourage biodiversity.
- Reduce development density on higher ground.

Public response

- Existing sites have already demonstrated a complete lack of sympathetic design for existing residents.
- Devaluation on properties bordering this development and loss of privacy/view of current residents.
- Significant provision of public space required for young families.
- Need for much greater green infrastructure.

Landscape and character

Public response

- Wider impacts on the character of the town.
- There should be more re-use/regeneration of town centre sites.
- The proposed allocation/new homes will appear prominent when travelling into Sherborne along the A30 from the west.
- Proposed allocation, and new homes, will create light pollution.

Education/Health and Safety

Sherborne Abbey School

- Sherborne Abbey School capacity could be raised to 420 with minimal effort. This should be considered prior to a new school.

GP Practises Joint Response

- Both GP practises in Sherborne are currently at capacity in terms of room utilisation for patients. The practises require additional funds to support development of either our current premises to add capacity or potentially a new site in the west of the town at the point of planning, without it additional patient numbers will put extreme pressure on services.

Public response

- No consideration is given for secondary school education, the Gryphon School is already at capacity.
- Additional nursery provision on site should be considered.
- The existing Safer Routes to School infrastructure measures provided for the Abbey Primary School should be expanded to include this new development.

- Poor parent parking and driving behaviour is already an issue near the school and will likely increase with the new development.
- The development provides an opportunity to create suitable off-road parking and school dropping off and collection points.
- Over the past 20 years Yeovil hospital has undergone a relentless increase in the demands made upon it with only limited internal re-arrangements. The potential increase in population in Sherborne will have a direct impact on this.
- A&E department and expansion of the Yeatman's facilities should be explored to cope with this considerable expansion
- Sherborne needs an urgent care unit and a doctor's practice. A large proportion of the growth in Sherborne will be elderly who will need more GP services.
- There needs to be an increase in sports clubs for younger people.

Employment

Sherborne Town Council

- Strongly supports the creation of additional job opportunities in new employment land.

Sherborne and District Society CPRE

- Limited justification for employment land allocation, proper economic analysis is required to substantiate a need when many empty units in Sherborne and Yeovil

Public response

- Land should be allocated for employment at Babylon Hill instead.
- Increase in employment land for Sherborne of 8ha is inadequate.
- Sherborne is not the right town for more industry.
- Sherborne is a good location for light industry as has direct access to A30.

Facilities

Sherborne Town Council

- Engagement with the Town Council over the relocation of the allotments should be encouraged, and increased provision should be included in the allocation due to their relationship with the existing settlement.

Public response

- Oppose the idea of relocating or removing the allotments beside the school.
- Building on the west of the town would mean residents would have to travel across town to reach facilities impacting on traffic movement.
- Provision should be made for a local centre (given the site's position 2 km from the town centre).

Housing

Sherborne Castle Estates

- The housing allocation for Sherborne should be made on a more strategic basis through a single 'West Sherborne' urban extension.
- The council should consider allocating parcels which are currently fragmented by Bradford Road and the A30.

Bradford Abbas Parish Council

- Supports master planned development by landowner.

Public response

- Large increase in the numbers of homes for Sherborne (33% increase).
- Should allocate as much land as possible to deliver self-build homes.
- Unsafe to build so close to the A30.
- Nothing is included about the types of house proposed. Sherborne consists of 4, 5 & 6 bedroom houses. This is not the type of affordable housing required by young families, increasing in-commuting from Yeovil where housing is more affordable.

Transport and infrastructure

Sherborne Town Council

- Should consider alternative road infrastructure to A30 for business site – flooding concerns.
- Consider extension to Barton Farm to deliver new road to avoid use of Newell Junction by travellers from Yeovil side of town.

Sherborne and District Society CPRE

- Plan is light on detail of bus services - there is none currently covering the west end, provision of schooling and medical facilities

Sherborne Schools

- Risks associated with additional traffic to residents and school children is considerable. Urge the council to plan for mitigating traffic through the school site and closing the eastern portion of Bradford Road to through traffic (enforced by bollards or similar at the East end of the road).
- Junction improvements are going to be absolutely essential to safety, both during and after construction and that such improvements should be incorporated into planning at an early stage.
- Concern that the section of the road which passes directly through the school site will become a regular, busy short-cut route creating risks to the school community.

Sherborne Castle Estates

- Develop orientation relative to A30 and incorporation of the road into the proposed layout.
- Improve pedestrian and cycle access around the town and the surrounding rural area.

Public response

- New link required for the development onto the A30 would result in turning Bradford Road into a 'rat run', no mention of mitigation for this.
- New A30 junction will give easy access to Yeovil to the West and Shaftesbury to the East (A30), but not easily to the South for access to Sturminster Newton and Dorchester.
- New access onto the A30 needs to be carefully considered.
- Junction off the A30/spine road off Lenthay Road need to be completed as a priority.
- Cycle routes will be extremely important to avoid additional car trips to the town centre.
- Should support delivery of a ring road to address congestion at the A30/A352 junction.
- When the junction between the A30 and Low's Hill Lane is closed, can pedestrian and cycle access be maintained or enhanced (in particular to Nether Compton - potentially through a new footbridge).

- Bradford Road should be closed to through traffic (this would encourage use of the new access road between the A30 and Lenthay Road).
- Concern with increased road congestion.
- Good quality public transport links are needed between the site and the town centre/railway station/super market/hospitals.
- New improved link needed between the site and the 'West End'.
- Parking and drop-off sites for Sherborne Abbey Primary School need to be improved.

Flooding, water, and sewage

Wessex Water

- In accordance with Wessex Water's responsibilities as sewerage and water undertaker for the area we have no objections to this allocation.

Public response

- Issues with flooding in the area.

Criterion II.

Natural England

- The clause should be amended to make clear that the employment land should be located so as to be visually screened by the mature tree belt (an area of priority habitat), but not “within” it as currently stated.