

## Sherborne

At the exhibition in Sherborne on the 29<sup>th</sup> 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
<i>Dorset County Council (Children's Services)</i>	<i>Hunts Food Service</i>
<i>Dorset County Council (Flood Risk)</i>	<i>Sherborne Castle Estates</i>
<i>Dorset County Council (Minerals &amp; Waste)</i>	
<i>Dorset County Council (Transport)</i>	
<i>Highways England</i>	
<i>Natural England</i>	
<i>Sherborne Town Council</i>	

### 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,



















**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 A30, 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 Sheplands 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 be 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



- 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 A30 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 A30 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 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 over-subscribed 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.