

## NORTHERN AREA (SHERBORNE & SURROUNDS)

|   |  |    |
|---|--|----|
| 1 | INTRODUCTION.....  | 1  |
| 2 | LOCAL STRATEGIES.....  | 1  |
| 3 | RESEARCH AND EVIDENCE .....                                    | 6  |
| 4 | PRE-DRAFT CONSULTATION - AUTUMN 2011 .....                     | 12 |
| 5 | POLICY OPTIONS AND ALTERNATIVE APPROACHES CONSIDERED.....      | 14 |
| 6 | CONSULTATION ON THE PRE-SUBMISSION DRAFT – JUNE/JULY 2012..... | 17 |
| 7 | ALTERNATIVE SITES CONSULTATION – OCTOBER 2012 .....            | 18 |
| 8 | ALTERNATIVE STRATEGY CONSULTATION - SPRING 2013 .....          | 18 |
| 9 | FURTHER MODIFICATIONS TO THE PLAN .....                        | 19 |
|   | APPENDIX 1 – SITE MAPS.....                                    | 20 |
|   | APPENDIX 2 – DEVELOPMENT OPTIONS APPRAISAL .....               | 22 |

### 1 INTRODUCTION

- 1.1 This background paper focuses on the site specific proposals and allocations for the Northern area. The northern area covers the market town of Sherborne and its surrounding villages within West Dorset. The area immediately adjoins South Somerset District to the north and west, with North Dorset District bordering to the east.
- 1.2 The overall strategy for development is contained within the background paper on the Sustainable Pattern of Development. The conclusions from the overall strategy were that the distribution of development should take account of:
- the needs, size, and roles of the area’s settlements, taking into account any current imbalances
  - the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes;
  - the availability of land, and whether it has been previously developed (brownfield);
  - the environmental constraints of the plan area (including landscape and nature conservation designations and areas of flood risk and coastal erosion).

### 2 LOCAL STRATEGIES

- 2.1 The northern area has a population of about 19,000, including around 9,590 living in Sherborne and 9,410 within the rural parishes. The area lies on the border with Somerset so there are cross border issues that need to be addressed across a number of local authority areas as well as with other agencies within the two counties.

#### WEST DORSET DISTRICT COUNCIL CORPORATE PLAN 2013 - 2017

- 2.2 The corporate plan 2013 – 2017 was adopted in June 2013. Preparation of the new Local Plan is one of the corporate priorities under the Environment aim. The plan also includes policies and proposals meeting priorities under the Economy and Communities aims, as well as others under the Environment aim. These priorities include providing development land for employment; supporting town centres; delivering affordable housing and providing transport, communications and community infrastructure.

- 2.3 In terms of specific aims relating to the Northern area, one project is to support the development of a new arts centre in Sherborne by March 2016. Planning permission has already been granted for an arts centre in the town and the district council aims to support the project group and provide funding when required/possible.

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## COMMUNITY PLANNING

- 2.4 The West Dorset Partnership is a partnership of voluntary and community, public and private sector organisations working together to improve the quality of life in the district. It includes partners from the various Local Area Partnerships, so that they can feed in priorities that need to be considered at a district-wide level. The West Dorset Community Plan was reviewed in 2010 to provide a long-term strategy for the local area, for the period up to 2026.
- 2.5 It included a vision for Sherborne, which was to:
- Conserve and enhance the outstanding historic and cultural character and landscape setting
  - Develop to meet increased need for housing and jobs, and improve the balance between them
  - Continue to promote it as an inland visitor destination
  - Improve the accessibility to public transport and reduce the impact of traffic on the town
  - Reduce the social inequalities of the town and ensure that residents of all ages have access to a wide range of community facilities
- 2.6 Sherborne Area Partnership was formed in 2004. The partnership has immediate priorities including:
- More affordable housing for local people
  - Better services for older teenagers and young adults
  - More sustainable, year-round tourism
  - Easier access to services and facilities for people with disabilities
  - More exemplar projects that combat climate change and/or promote recycling
- 2.7 Work on the Sherborne Area Community Plan by the Sherborne Area Partnership, together with an audit of local community facilities, has shown that there is a need or desire to:
- Increase the supply of affordable housing
  - Develop viable options for generating renewable energy within the Sherborne area
  - Improve public / community transport
  - Improve road safety and improve the network of cycle routes and linkages
  - Improve access for people with reduced mobility and provide a Hydrotherapy Pool
  - Develop Sherborne's potential as a Regional Arts Centre
  - Make improvements to the museum and library
  - Increase capacity at the Gryphon school
  - Provide more outdoor sports pitches, allotments, play provision, and improve the quality of existing provision
- 2.8 The partnership has just started consultation on a review of the 2010 – 2014 Action Plan, with a view to drafting new Action Plan for the period 2014 – 2017. More information can be accessed on line via the following link:  
[www.sherbornetown.com/sites/SherborneAreaPartnership/718.aspx](http://www.sherbornetown.com/sites/SherborneAreaPartnership/718.aspx)

- 2.9 The surrounding parishes in the Sherborne Area which have or are developing a Parish Plan are:

|                       |   |                  |   |
|-----------------------|---|------------------|---|
| Over & Nether Compton |   | Melbury Osmond   | ✓ |
| Trent                 |   | Batcombe         |   |
| Sandford Orcas        |   | Hilfield         |   |
| Poyntington           | ✓ | Hermitage        |   |
| Osborne               | ✓ | Leigh            | ✓ |
| Castelton             | ✓ | Holnest          | ✓ |
| Goathill              | ✓ | Lillington       | ✓ |
| Bradford Abbas        |   | Leweston         | ✓ |
| Clifton Maybank       |   | Longburton       | ✓ |
| Thornford             | ✓ | North Wootton    | ✓ |
| Beer Hackett          | ✓ | Haydon           |   |
| Ryme Intrinseca       | ✓ | Caundle Marsh    |   |
| Yetminster            | ✓ | Bishop's Caundle | ✓ |
| Chetnole              | ✓ | Holwell          |   |
| Stockwood             | ✓ | Purse Caundle    |   |
| Melbury Bubb          |   | Folke            | ✓ |

- 2.10 More detail on the individual parish plans can be found on line via the following link:  
<http://www.dorsetforyou.com/communityplan/west> .

#### ADJOINING LOCAL PLANS

- 2.11 The introduction to the local plan includes a section on the duty to cooperate. It highlights that the joint plan shows how the cross-boundary issues are being addressed. In relation to the Northern area, it identified the need for cooperation in respect to development proposals on the edge of Yeovil (working with South Somerset District Council). The sections below outline the local policies: more detail on joint working is given separately in the Duty to Cooperate Statement.

#### SOUTH SOMERSET

- 2.12 The Northern Area of West Dorset is bordered to the north and west by South Somerset District. The town of Yeovil is about 4 miles to the west of Sherborne, just inside the boundary of Somerset. The functional edge of Yeovil extends into West Dorset in an area known as Babylon Hill, which includes an out-of-town retail centre. Therefore, planned development in South Somerset, particularly in Yeovil, has the potential to have an impact upon the Plan area. The main issues have therefore been in relation to the policies that could see the expansion of this urban area and potential impact on the town centre, and also the wider growth implications of the town. The area of search for an urban extension included land to the west of Yeovil extending into West Dorset District.
- 2.13 The South Somerset District Draft Core Strategy set out the long term planning framework for the district up to the year 2026. The Draft Core Strategy (incorporating Preferred Options) was published for consultation in October 2010.  
<http://www.southsomerset.gov.uk/media/167252/yeovil%204.pdf>

2.14 Yeovil is identified in the draft core strategy as a strategically significant town and the main focus for growth and development in South Somerset. This is based on a number of factors:

- It is an important sub-regional centre offering a wide range of cultural, health, education, public services and shopping facilities not available elsewhere
- It is South Somerset's largest town, almost 4 times the size of Chard
- It is an historically important town with a strong economy, originally based on cloth and leather manufacturing
- It is a focal point for industry with substantial in-commuting (people commuting to Yeovil to work) from the surrounding area
- It is a transport hub, well connected to major road routes, A30 and A303, with a range of public transport and 2 mainline railway stations

2.15 A significant scale of growth is identified for the town. The main proposals are:

- **Policy YV1 – Housing Provision for Yeovil** – Proposal for 8,200 new homes in total.

3,725 of these homes have already been allocated on the 3 key sites, leaving 775 to plan for in the urban area and, in addition, approximately 3,700 homes in a new urban extension.

- **Policy YV2 - Yeovil 'Urban Extension'**

In order to meet the growth needs, an 'urban extension' to Yeovil is proposed. A detailed analysis, using Sustainability Appraisal (SA), has been followed to consider all options for a location for housing growth of the town looking in all directions from the town centre. The preferred location option for this extension is the East Coker, Keyford, Barwick areas of search (ie the broad area to the south and west of the town). In addition to the 3,700 new homes, the proposed extension should include:

- 23 hectares of employment land
- New secondary and primary school provision
- Community and transport infrastructure improvement
- Development built to the highest design standards (eco-town standards) if possible

- **Employment and Jobs in Yeovil**

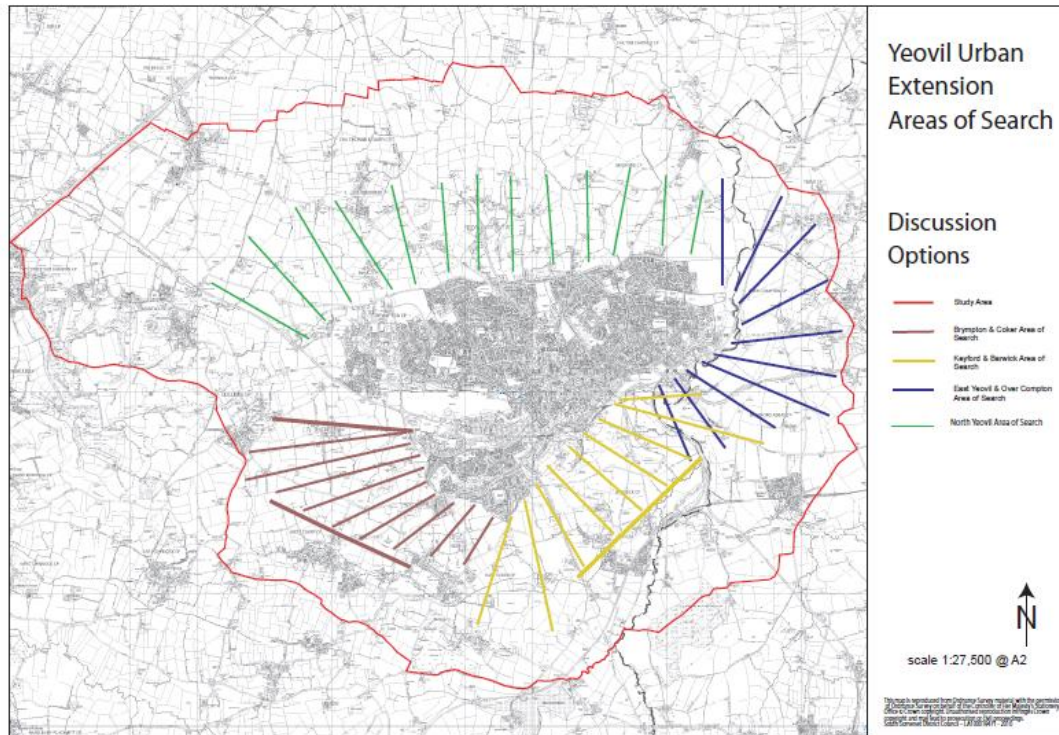
Proposed 28 hectares to be developed in a high quality business park at land off Bunford Lane (in the western part of the town)

Further land and premises with potential to accommodate employment elsewhere in the town will be supported

- **Growth of Yeovil Town Centre**

Will be delivered through the proposed extension of the Quedam Centre, improvements to the eastern side of the town centre including the old cattle market area; and the implementation of **Policy YV3 – Yeovil Urban Village** to the south of the town centre.

2.16 The study area for the Yeovil Urban Extension included land within West Dorset district between Yeovil and Sherborne (East Yeovil and Over Compton Area of Search) and extended south-eastwards (Keyford and Barwick Area of Search), south-westwards (Brympton and Coker Area of Search) and northwards (North Yeovil Area of Search). These areas are shown in the diagram below (Source: South Somerset District Council)



- 2.17 Comments received as part of the consultation process were considered by South Somerset District Council in April 2012. As a result, the scale of the Urban Extension has been reduced to 2,500 dwellings (with 1,565 dwellings to be developed within the Plan period and 935 dwellings to be developed beyond the plan period). It was also agreed to rename the Core Strategy the South Somerset Local Plan with the plan period also extended to 2028.
- 2.18 The Examination in Public on the revised plan was carried out in May 2013.

## NORTH DORSET

- 2.19 The emerging new style 'Local Plan' for North Dorset (consisting of a Draft Core Strategy and a Development Management Policies Development Plan) will guide development in the district up to 2026. The subsequent Site Allocation Development Plan Document will also form part of the local plan for the district.
- 2.20 The area of North Dorset District that abuts the northern area of West Dorset is predominantly rural with only small dispersed villages within it. The closest towns in North Dorset are Stalbridge and Sturminster Newton. In the emerging strategy for the new North Dorset Local Plan both these towns are designated as 'Development Policy C settlements' which will:
- function as local service centres;
  - be the main focus for sustainable growth outside the main service centres; and
  - form a network of sustainable rural communities where local services will enable day-to-day needs to be met locally.
- 2.21 About 500 dwellings will be provided at Sturminster Newton during the period 2006 – 2026. About 350 homes will be built in the period up to 2016 with about 150 built thereafter.
- 2.22 About 1,200 homes will be provided in the remaining 'Development Policy C Settlements' (excluding Sturminster Newton, but including Stalbridge and 18 of the larger villages in the

District). About 600 homes will be built in the period up to 2016 with about 600 built thereafter. Outside these locations, the area will be treated as countryside where development will be strictly controlled unless it is required to meet essential rural needs.

- 2.23 On the basis of this amount of development proposed at Stalbridge and Sturminster, and the intention that development in the countryside will be strictly controlled, it is unlikely that any development in North Dorset would have a significant effect upon Sherborne and the nearby villages in West Dorset.

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## NEIGHBOURHOOD PLANNING

- 2.24 The Localism Act introduced new powers for local communities to produce neighbourhood development plans, which when adopted will become part of the statutory development plan for the area. It also provided powers for local communities to produce a neighbourhood development order, effectively giving permitted development rights for certain types of development in a specified area. The Neighbourhood Planning (General) Regulations set out some of the more detailed procedural requirements for these neighbourhood planning tools.
- 2.25 Cam Vale Parish Council represents the group of parishes that includes Holnest, Leweston, Lillington and Longburton and an application for the approval of a Neighbourhood Area has been approved. The area only relates to the parish of Longburton as it is intended to prepare a Neighbourhood Development Order for a mix of open market housing and community facilities on a former county council depot site within the village. It is likely that over the coming months, more applications will follow, as there has been interest in other nearby parishes, such as Holwell.

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## CONCLUSIONS

- 2.26 The Community Plans provide evidence of local concerns, particularly the availability of affordable housing, cultural and leisure facilities.
- 2.27 Although the scale of the planned expansion of Yeovil is purely to meet the strategic development needs of South Somerset, it will provide homes and employment opportunities within easy reach of the northern area of West Dorset. Development of this scale so close to the district boundary will have impacts on the northern part of West Dorset District (for example on the highway network), and the council will continue to work closely with South Somerset District Council to ensure that these impacts are managed appropriately.
- 2.28 Proposed development in the nearby towns of Stalbridge and Sturminster Newton is unlikely to have a significant impact upon Sherborne and the surrounding area.

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## 3 RESEARCH AND EVIDENCE

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### THE NEEDS, SIZE, AND ROLES OF THE AREA'S SETTLEMENTS

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#### SHERBORNE

- 3.1 Sherborne is a medium-sized market town in the north of the district, located on the A30 (originally the main route from London to Exeter before being superseded by the A303 trunk road), about 25km north of Dorchester via the A352.
- 3.2 Sherborne has a population of about 9,520 people within the built-up area. The town also has a railway station and is a stop on the mainline Waterloo to Exeter railway. It has a

weekly market, a good range of national and independent shops, a secondary school, healthcare centre & local hospital, community buildings and several industrial estates. Given this level of local facilities and services, Sherborne is considered to be the most suitable, sustainable location for further development in the northern part of the plan area.

- 3.3 There are approximately 250 households on the housing register with a local connection that would like to be housed in this area, of which about 90 households would prefer to live in the smaller surrounding villages.
- 3.4 There is some market demand for employment in the northern area (which equates to approximately 3.79ha of employment land). The area is relatively well-balanced in terms of meeting the job needs of its population, although there is an overall in-flow of about 900 commuters, which may partly be due to the shortfall of affordable housing in the area. The major areas of employment for the town are public administration, education and health at 43%, followed by distribution, hotels and restaurants at 29%<sup>1</sup>. The major employers in the town include Dorset County Council, Royal Navy, Sainsburys, Sherborne School and Sherborne School for Girls and West Dorset Community Health Trust. There are two industrial estates located in the town, South Western Business Park, 4.1 hectares, and Coldharbour Business Park, 3.6 hectares. In 2004 there were 460 firms in the Sherborne area, 84% of which were micro-firms employing 1-10 people.
- 3.5 The Supplementary Assessment of other West Dorset Market Towns from the 2008/2010 Joint Town Centre Retail and Leisure Study (<http://www.dorsetforyou.com/evidencebase/west>) concludes that “Sherborne is a very attractive town centre which has a good mix of retail provision serving the needs of residents and visitors. There is a reasonable diversity of uses although an enhanced convenience provision might be better placed to meet local residents’ needs. Even so, the strength of Sherborne as a retail destination is demonstrated by the lack of available units, reasonable demand, a fairly keen yield and the overall highly vibrant nature of the centre. What Sherborne must potentially grapple with in the future is how the retail offer of the centre can be extended without negatively impacting on the integrity of this historic location.” The study also assessed the need for any additional retail or town centre development. The key conclusions from the study were that the centre offers a diverse range of goods principally serving a local need. Although a higher provision of convenience goods within the town would be encouraged, it is understood that this may not be realistic due to the large Sainsbury’s on the edge of town. At the time of the study, there are no vacant units, but there was a good level of demand to locate in the town.

## THE VILLAGES

- 3.6 The larger villages in the area are: Yetminster, Thornford, Bradford Abbas, Longburton, Chetnole, Bishops Caundle and Leigh.

| Village      | Population (Parish Area) | School | General Shop | Village Hall | Railway Station | Good road links | Doctors | Major Employment | Leisure facilities |
|--------------|--------------------------|--------|--------------|--------------|-----------------|-----------------|---------|------------------|--------------------|
| Batcombe     | 70*                      |        |              |              |                 |                 |         |                  |                    |
| Beer Hackett | 90*                      |        |              |              |                 |                 |         | ✓                |                    |

<sup>1</sup> Annual Business inquiry 2004

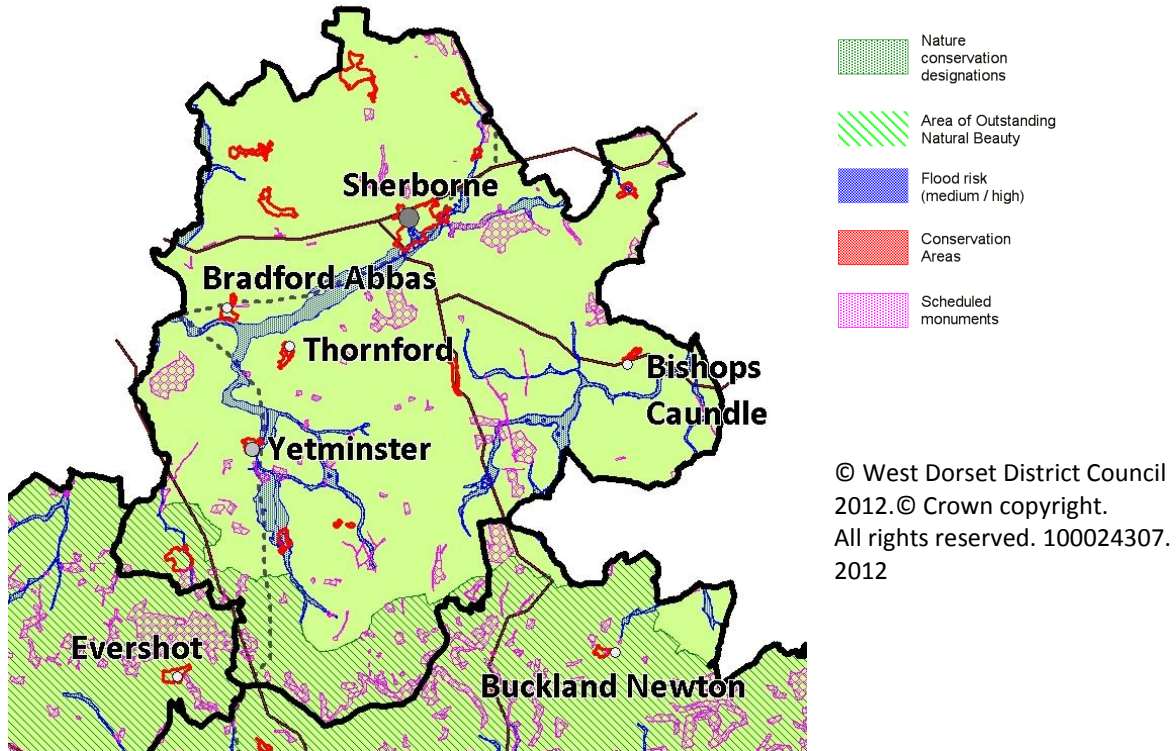
\* No data available for 2011.

| Village  | Population (Parish Area) | School | General Shop | Village Hall | Railway Station | Good road links | Doctors | Major Employment | Leisure facilities |
|--|--------------------------|--------|--------------|--------------|-----------------|-----------------|---------|------------------|--------------------|
| Bishops Caundle                                  | 398                      | ✓      | ✓            | ✓            |                 | ✓               |         |                  | ✓                  |
| Bradford Abbas                                   | 975                      | ✓      | ✓            | ✓            |                 | ✓               |         |                  | ✓                  |
| Caundle Marsh                                    | 50*                      |        |              |              |                 |                 |         |                  |                    |
| Chetnole   | 344                      |        | ✓            | ✓            | ✓               |                 |         |                  | ✓                  |
| Goathill   | 20*                      |        |              |              |                 |                 |         |                  |                    |
| Haydon   | 50*                      |        |              |              |                 |                 |         |                  |                    |
| Hermitage  | 100*                     |        |              | ✓            |                 |                 |         |                  |                    |
| Hilfield   | 324                      |        |              |              |                 |                 |         |                  |                    |
| Holnest  | 342                      |        |              |              |                 |                 |         |                  |                    |
| Holwell  | 369                      |        |              | ✓            |                 |                 |         |                  |                    |
| Leigh  | 380                      |        | ✓            | ✓            |                 |                 |         |                  | ✓                  |
| Leweston   | 20*                      |        |              |              |                 |                 |         |                  |                    |
| Lillington                                       | 50*                      |        |              |              |                 |                 |         |                  |                    |
| Longburton                                       | 470                      |        |              | ✓            |                 | ✓               |         |                  |                    |
| Melbury Bubb                                     | 20*                      |        |              |              |                 |                 |         |                  |                    |
| Melbury Osmond                                   | 199                      |        |              | ✓            |                 | ✓               |         |                  | ✓                  |
| Melbury Sampford                                 | 30*                      |        |              |              |                 |                 |         |                  |                    |
| Melcombe Horsey (Melcombe Bingham & Cross Lanes) | 141<br>100*              |        |              | ✓            |                 |                 |         |                  |                    |
| Osborne  | 101                      |        |              | ✓            |                 | ✓               |         |                  | ✓                  |
| Over Compton                                     | 183                      |        |              | ✓            |                 |                 |         |                  |                    |
| Poyntington                                      | 128                      |        |              | ✓            |                 |                 |         |                  |                    |
| Purse Caundle                                    | 221                      |        |              |              |                 |                 |         |                  |                    |
| Ryme Intrinseca                                  | 115                      |        |              |              |                 |                 |         |                  |                    |
| Sandford Orcas                                   | 180                      |        |              | ✓            |                 |                 |         |                  |                    |
| Thornford  | 939                      | ✓      | ✓            | ✓            | ✓               | ✓               |         |                  | ✓                  |
| Trent  | 317                      | ✓      |              | ✓            |                 |                 |         |                  | ✓                  |
| Yetminster                                       | 1105                     | ✓      | ✓            | ✓            | ✓               | ✓               | ✓       | ✓                | ✓                  |

## ENVIRONMENTAL CONSTRAINTS

- 3.7 In common with the rest of West Dorset, the Northern area contains a rich and wide variety of landscape, natural and built heritage features. However, the majority of the area is outside the Dorset Area of Outstanding Natural Beauty (AONB).
- 3.8 The environmental constraints for the potential strategic sites in Sherborne (land south of Bradford Road, land north west of Sheeplands Lane and land east of Coldharbour Business Park); together with the sites in Yetminster, are incorporated in the initial site assessments in Appendix 2.





THE AVAILABILITY OF LAND, AND WHETHER IT HAS BEEN PREVIOUSLY DEVELOPED

3.9 There is one major site within Sherborne that is already allocated in the 2006 Local Plan and therefore has the potential to deliver significant growth over the early part of the plan period. This is the Barton Farm development on the north western flank of the town. The site is currently subject to an outline planning application:

|             |                          |  |
|-------------|--------------------------|--|
| Barton Farm | 1/D/09/001363<br>Outline | Develop land by the erection of 1,200 dwellings, a new 450 children primary school, 25,000m <sup>2</sup> of non-residential development and associated roads, drainage and other infrastructure. Make alterations to the existing Monkey's Jump roundabout on the A35(T) |
|-------------|--------------------------|--|

3.10 Residential development of 44 residential units is nearing completion on land to the rear of Sherborne House . The site forms part of the area covered by Policy NA4 of the 2006 Local Plan – Sherborne House, Newland Mixed-Use Development Area. Details of the planning application are set out below

|                 |                       |  |
|-----------------|-----------------------|--|
| Sherborne House | 1/D/10/001037<br>Full | Erect 44 residential dwellings together with associated works comprising demolition of part boundary walls & formation of car parking & access ways. |
|-----------------|-----------------------|--|

3.11 The gas works site off Gas House Hill, allocated for employment in the 2006 local plan (Policy NA3), has not been subject to any planning application other than the remediation works (ref 1/E/05/001643).

3.12 The main site options for delivering additional growth have been assessed through the Strategic Housing Land Availability Assessment (<http://www.dorsetforyou.com/evidencebase/west>), last updated in 2010. This technical study identifies the theoretical potential of sites in the district for future housing development. The assessment included an analysis of the sites' current planning status

and history, ownership, potential constraints (topography/ground condition, flood risk, access, contamination, infrastructure, landscape /townscape character), availability, suitability and achievability, an estimate of potential capacity and delivery/phasing.

- 3.13 Appendix C of the Strategic Housing Land Availability Assessment lists all the “included sites” that were submitted to the council and considered to be deliverable in terms that they are suitable, available and achievable. Appendix D lists all the “excluded sites”, and the reason why they were considered no to be a suitable option for delivering housing. The assessment is available on line via the following link:  
<http://www.dorsetforyou.com/376162>

- 3.14 The included sites within the northern area, with significant capacity, are set out in the table below. With the exception of land at Sherborne School for Girls (which has Outline Planning Permission for residential development), they are all outside the defined development boundary.

| Settlement | Site  | Capacity (approximate)              |
|------------|---|-------------------------------------|
| Sherborne  | Land at Sherborne School for Girls            | 57                                  |
|            | Land South of Bradford Road                   | 670                                 |
|            | Land north west of Sheeplands (Barton Farm)   | 800 (including existing allocation) |
| Thornford  | Land north east of Pound Road                 | 50-60                               |
|            | Land north of Sarum                           | 60-70                               |
| Yetminster | Land to the east of St Andrews Primary School | 50                                  |
|            | Land to the west of St Andrews Primary School | 55                                  |
|            | Land to the north of Chapel Meadow            | 30 Housing & employment             |

- 3.15 Based on the above studies, two potential strategic sites in Sherborne were highlighted for more detailed consideration. These were land south of Bradford Road and land north-west of Sheeplands Lane. Land east of Coldharbour Business Park was also identified by the council as a potential site for expanding the adjoining industrial estate.
- 3.16 In the villages, only sites in Yetminster were assessed at in more detail. This was based on the fact that the village was considered to be relatively sustainable with good public transport links, a reasonable level of services and community facilities. Yetminster has a primary school, post office and shop, a public house, church, village hall, medical centre, employment plus a railway station. The sites looked at were: land to the east of St Andrews Primary School, land to the west of St Andrews Primary School and land to the north of Chapel Meadow. Land at Cross Farm is currently within the Defined Development Boundary and could be developed (in principle) without a policy change being needed.
- 3.17 Development options at Thornford were not appraised in more detail, as the settlement was not considered as sustainable as Yetminster, as it has less services and employment opportunities.
- 3.18 Indicative plans of the all the sites put forward for consideration are in Appendix 1.

#### DEVELOPMENT OPTIONS INITIAL APPRAISAL

- 3.19 The summary findings of the development options initial appraisal are set out in the table below

| SHERBORNE                                    |   |
|--|---|
| Land at Barton Farm, North West of Sherborne |   |
| +  | Is relatively well contained in wider views of the town from the north, south and east. |
| —  | Potential flooding from surface water run-off   |
| —  | Potential contamination caused through spillages  |

|   |  |
|---|--|
| <ul style="list-style-type: none"> <li>✦ There are some well-established hedgerows within and on the perimeter of the site</li> <li>✦ Some buildings within the farm complex are Listed and the site lies partly within the conservation area</li> <li>✦ It is close to town centre with potentially good pedestrian / cycle connections</li> <li>✦ Will secure a better located employment area than could have been delivered through the existing Barton Farm allocation</li> </ul>  | <ul style="list-style-type: none"> <li>— in and around the farm buildings.</li> <li>— Impact on the wider road network</li> <li>— The cost of infrastructure requirements makes this a difficult site to bring forward</li> <li>— The site rises up and becomes increasingly visible from the north and west</li> <li>— Impact on residential amenities of adjoining homes</li> </ul>  |
| <b>Land South of Bradford Road, to the West of Sherborne</b>  |  |
| <ul style="list-style-type: none"> <li>✦ There is a belt of tree planting along the northern and western edge, and the site is well contained in wider views from the north and east.</li> <li>✦ There are some well-established hedgerows within the site</li> <li>✦ The site is within walking distance of the local primary school, allotments and neighbourhood facilities (shops and community hall) at West End.</li> <li>✦ There is an opportunity to provide a more positive edge to the town (which currently backs onto the countryside).</li> <li>✦ Right of way network runs through the site linking to the wider countryside</li> </ul> | <ul style="list-style-type: none"> <li>— Potential contamination caused through spillages in and around the farm buildings.</li> <li>— Lenthay Road is unsuited for additional vehicular traffic, and the junctions on Horsecastles would need improving to cater for the additional traffic</li> <li>— Impact on amenities of adjoining homes</li> <li>— Limited potential to integrate with the existing development and link to the town centre.</li> </ul>                                 |
| <b>Land to the east of Coldharbour business park</b>  |  |
| <ul style="list-style-type: none"> <li>✦ Adjacent to the existing Coldharbour Business Park and reasonably remote from housing.</li> <li>✦ Access can be provided via the Coldharbour Business Park.</li> <li>✦ Hedgerow boundaries to south, east and west.</li> </ul>   | <ul style="list-style-type: none"> <li>— Visible in views from the Old Sherborne Castle, Sherborne Castle and historic parkland and potentially in wider views from the east.</li> <li>— Access into the site via Coldharbour Business Park would either sever Castletown Way (creating potential surveillance problems if retained as a pedestrian / cycle link) or would need to be heavily engineered.</li> <li>— Breaches the strong natural boundary created by Castletown Way</li> </ul> |
| <b>Former Gas Depot</b>   |  |
| <ul style="list-style-type: none"> <li>✦ Located close to the town centre and railway station.</li> <li>✦ Opportunity to improve an 'untidy' site</li> <li>✦ Strong treed boundary to the north, west and south</li> </ul>  | <ul style="list-style-type: none"> <li>— Current access is close to railway crossing and relatively narrow between homes and river.</li> <li>— There may be structural problems with the retaining wall along the southern boundary.</li> <li>— Site may be contaminated and anticipated remediation costs could make the site commercially unviable.</li> <li>— Impact on the amenity of homes on Gas House Hill</li> <li>— Slopes steeply down from New Road</li> </ul>                      |
| <b>YETMINSTER</b>   |  |
| <b>West of St Andrews School</b>  |  |
| <ul style="list-style-type: none"> <li>✦ The site is close to the school.</li> <li>✦ There are hedgerows with occasional hedgerow trees enclosing the fields which are characteristic of this landscape (particularly the hedgerow oaks)</li> <li>✦ There is a public right of way linking to the</li> </ul>  | <ul style="list-style-type: none"> <li>— The site is some distance from the centre of the village and many of the community facilities.</li> <li>— There is currently no pavement along this section of Thornford Road</li> <li>— Coles Lane is unsuited for additional traffic.</li> <li>— There is an underground pipeline that runs across</li> </ul>   |

|  |   |
|--|---|
| wider countryside that runs across the site.   | the southern part of the site, and a land drain that is needed to alleviate flooding in the village<br>— The meadow supports a good range of herbs characteristic of old meadows and of some nature conservation value  |
| <b>Land to the North and East of St Andrews Schools</b>  |   |
| <ul style="list-style-type: none"> <li>✦ Many of the issues for developing the site are similar to [A] land west of St Andrew's School. The main difference is that there is an opportunity to provide a more attractive and reasonably direct pedestrian link to the school and village centre across the adjoining farmland, however this is in separate landownership and would be subject to negotiation.</li> <li>✦ Also the site surrounds the school playing fields and as such there is an opportunity to provide a positive relationship between this open space and any new development</li> </ul> | <ul style="list-style-type: none"> <li>— Many of the issues for developing the site are similar to the land west of St Andrew's School. The main difference is that there is an opportunity to provide a more attractive and reasonably direct pedestrian link to the school and village centre across the adjoining farmland, however this is in separate landownership and would be subject to negotiation.</li> </ul>  |
| <b>Land to the North of Chapel Lane</b>  |   |
| <ul style="list-style-type: none"> <li>✦ The site is better located close to the main centre of the village and various community facilities.</li> <li>✦ Glimpsed views of the church tower to the south west provide a visual link to the village core.</li> <li>✦ There are hedgerows with occasional hedgerow trees enclosing the fields which are characteristic of this landscape (particularly the hedgerow oaks)</li> <li>✦ There is a public right of way linking to the wider countryside that runs across the site.</li> </ul>   | <ul style="list-style-type: none"> <li>— The farm access track east of Lower Farm House is not wide enough to act as the main access point, and the adjoining land is in separate ownership.</li> <li>— Chapel Meadow is not suitable to provide the main vehicular access for the entire site, and is in third party control.</li> <li>— Access onto and along the High Street is potentially dangerous but could be overcome by appropriate traffic management measures.</li> <li>— Although the school is reasonably close, there are no direct links across the intervening land.</li> <li>— More detailed work is required on the potential flood zone to determine what areas can be developed. Excess surface water from the High Street is also flows across this site.</li> <li>— There is an underground pipeline that runs south-east to north-west across the main site.</li> </ul> |

## CONCLUSIONS

- There is the potential for new development to improve the balance between housing and jobs in the town of Sherborne.
- There is the potential to address the need for affordable housing in Sherborne.
- There are very limited opportunities to focus development on previously developed (brownfield) land that is not already within the defined development boundaries.
- There are potential sites within some of the larger villages which could meet the local needs of the wider rural area.

## 4 PRE-DRAFT CONSULTATION - AUTUMN 2011

- 4.1 After the decision was taken to prepare a joint Local Plan, additional consultation took place in Autumn 2011, to provide people with a further chance to influence the new local plan. The details of this consultation are contained in the Autumn 2011 Consultation Summary.

4.2 The Northern Area Working Group (Growth Locations) highlighted some key principles they felt important in determining the right location and scale of growth. These were:

- The level of development included in the Local Plan should not result in the merging of individual towns and villages – for example, it should not undermine the gap between Sherborne and Yeovil or the gaps between the villages of Trent and Over Compton with Yeovil.
- Consideration should be given to limiting the size of new houses as smaller units would be relatively more affordable and less attractive to wealthy in-comers

The Working Group also considered the potential strategic sites highlighted in the Strategic Housing Land Availability Assessment. Their thoughts were displayed at the final consultation events and are summarised below. The outcomes are set out in the table below and the indicative maps used are shown in Appendix 1.

| ISSUE/PROBLEM EXPLORED  | PROPOSED PLANNING SOLUTION:  |
|---|--|
| What is the right scale of development in the Northern area?  | NG1 - The level of development included in the Local Plan should not result in the merging of individual towns and villages – for example, it should not undermine the gap between Sherborne and Yeovil or the gaps between the villages of Trent and Over Compton with Yeovil.  |
| What is the right scale of development in the Northern area?  | NG2 - Consider limiting the size of new houses as smaller units would be relatively more affordable and less attractive to wealthy in-comers.  |
| Whether additional development to the north of the existing allocation at Barton Farm in Sherborne, would be a suitable location for development if needed. | NG3 - If more development is needed, then land at Barton Farm would be the best place in Sherborne to provide development. This would have to be subject to suitable phasing, infrastructure provision and services. Solutions would also need to reduce rat running along Acreman Street / Blackberry Lane. There also was concern that development in this location would have an adverse impact on the character of the town and begin to undermine the gap between Sherborne and Yeovil. |
| Whether land to the West of Sherborne, between Lenthay Road and Bradford Road would be a suitable location for development if needed.                       | NG4 - This site was not considered appropriate for housing or employment development due to the distance from town centre, lack of connectivity and concerns over flooding in the southern part of the site.   |
| Whether land to the East of Coldharbour Business Park would be a suitable location for employment development if needed.                                    | NG5 - land to the East of The site is not appropriate for development. It would have significant landscape impact and undermine the gap between Sherborne and Osborne. It is the site is of historical importance as an old battlefield. Demand for employment was felt to be more on the western side of the town.  |
| Whether Yetminster would be a suitable location for development if needed   | NG6a - Although Yetminster has poor access to the wider road network, if development is needed land west of Thornford Road could be a suitable site, although there are localised flooding concerns.<br>NG6b - Land west of Thornford Road was not considered as suitable as it could encroach into an area of conservation value where the historic field pattern contributes to the character of the village. Land To The North of Chapel Lane has very poor access.                       |

- 4.3 At the consensus event, there was concern expressed as to whether there was any actual need for any further development in Sherborne but other comments focused on requiring development to deliver long-term transport improvements, particularly to the A30. It was also pointed out that the people objecting to more housing in Sherborne were not representative of the younger population who were most likely to want to live in the new housing.
- 4.4 The Youth Consultation responses also highlighted the need for safer cycle routes in and around Sherborne.
- 4.5 With regard to development in the villages, one comment suggested considering development in Thornford. This was based on the village having a similar level of services and facilities (including a railway station) as Yetminster.
- 4.6 The planning stakeholder group (comprising the county council, Dorset AONB team, Natural England, English Heritage, the Environment Agency and the Highways Agency,) were given an opportunity to comment on the sites as part of the consultation. There were no specific concerns raised in regard to the Northern site options.

## CONCLUSIONS

- 4.7 The general consensus was that the main opportunity for growth in Sherborne (if a need for it is substantiated) would be best accommodated as an extension to the existing mixed-use allocation at Barton Farm. In the villages, the development of the site to the west of Thornford Road in Yetminster appears to be feasible, but there was local concern with regard to the other two possible sites. There was, however, only limited local input as part of the consultation and it was considered that future growth in the villages would best be subject to Neighbourhood Plans.

## 5 POLICY OPTIONS AND ALTERNATIVE APPROACHES CONSIDERED

### CONTINUED POLICIES

- 5.1 A number of policies have been carried forward from the adopted local plan. Opportunities have been taken to simplify the policies where possible, taking into account the changes to the generic policies and the stage of planning or development reached.

|        | <b>New Policy</b>                    | <b>Old</b> | <b>Notes</b>  |
|--------|--------------------------------------|------------|---|
| SHER 1 | Barton Farm<br>Mixed Use Development | NA1        | Combined with the enlarged area to the north west.  |
| SHER2  | Future Town Centre Expansion         | NA4        | See more detailed discussion below  |
| SHER3  | Land at Sherborne Hotel              | NA2        | Policy simplified. Will provide up to 2.2ha of employment land.   |
| SHER4  | Former Gasworks Site, Gas House Hill | NA3        | Changed to reflect viability concerns for employment only use. Wording changed to allow housing and employment. |

### NORTHERN AREA - DELIVERING GROWTH

- 5.2 Based on the above studies and consultation feedback, the following potential strategic sites were highlighted as the main options for consideration. Altogether, the combined options would deliver more than 1,700 new homes and over 15ha of employment land.

|  | Housing to 2031  | Employment to 2031 |
|--|------------------|--------------------|
|  | supply           | supply             |
| <b>Northern area demand</b>                | <b>370 homes</b> | <b>3.1ha*</b>      |
| Sherborne urban extension Barton Farm      | 800**            | 4ha                |
| Sherborne urban extension Lenthay Road     | 670              | 3.5ha              |
| Land east of Coldharbour – employment only |                  | 7ha                |
| Village Options (Yetminster & Thornford)   | 250 homes        | minimal            |

\* Includes existing Barton farm and Sherborne Hotel allocations.

\*\* Includes land within the existing Barton Farm allocation.

## STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

5.3 The following options were subject to the Strategic Environmental Appraisal, which is summarised in the table below.

| Site  | Initial SEA appraisal  |
|---|--|
| <b>SHERBORNE</b><br>The Former Gas Works Site   | It is understood that this employment site would require extensive soil remediation works to mitigate against the impacts of soil contamination and make it fit for purpose, greatly improving soil quality. The site is well located in terms of sustainable transport options, with access to services and provisions.   |
| <b>SHERBORNE</b><br>Barton Farm Mixed Use Development   | This allocation would provide housing, employment opportunities and the provision of services and facilities, and would include the appropriate landscape mitigation. There is a risk of flooding from surface water run-off, and the allocation would result in the loss of agricultural land, resulting in an adverse impact upon climate change vulnerability. However, the site is located within reach of amenities by sustainable modes of transport.  |
| <b>SHERBORNE</b><br>Land to the West of Sherborne, East of Lenthay Dairy House Between Bradford and Lenthay Roads | This urban extension would include housing and employment land. It is believed that the site may have flood issues (particularly the southern portion). Furthermore, the site is located away from the services and amenities at Sherborne Town Centre, meaning that non-sustainable transport modes must be used for access, and may result in the loss of productive agricultural land and green habitat.  |
| <b>SHERBORNE</b><br>East of Coldharbour Business Park   | This allocation would provide land for employment purposes. However, this land is believed to have been an ancient battlefield, and therefore has historic and cultural value. There are also believed to be significant adverse landscape impacts associated with development at this location. There are further concerns regarding additional lorry movements that may result from the development. This allocation would involve the development of greenfield land (and potentially productive agricultural land), and there are further concerns that the wildlife corridor between Sherborne and Osborne would be lost as a result. |
| <b>YETMINSTER</b><br>Development on land to the north, west and east of St Andrew's Primary School.               | This allocation would involve the provision of housing, with a limited amount of employment. The development would be adjacent to a conservation area. Transport links by car are poor, reducing access to services and facilities. However, this location has good railway links, thereby encouraging sustainable transport methods and reducing fuel usage. This option would involve the loss of greenfield land.   |

## NORTHERN AREA – PREFERRED OPTIONS FOR GROWTH

- 5.4 The enlarged Barton Farm allocation was considered to be the preferred option for the accommodation of the strategic growth needs of Sherborne and the wider Northern Area. The allocation was included in the pre-submission draft of the joint local plan. Its inclusion was based on the following factors:
- Supported in principle by the Northern Area Working Group on Growth Areas – although the need for any development was not accepted unanimously.
  - The allocation would deliver a significant proportion of the district’s housing and employment requirements.
  - The allocation is relatively well contained in wider views of the town from the north, south and east, though the extension does increase the potential landscape impact and would require mitigation.
  - There are some well-established hedgerows within and on the perimeter of the site.
  - The site is close to town centre with potentially good pedestrian / cycle connections.
  - The site will secure a better located employment area than could have been delivered through the existing Barton Farm allocation.
  - The site will secure strategic transport infrastructure that will help relieve existing traffic congestion in Sherborne.
- 5.5 The allocation of the former gasworks site at Gas House Hill has been retained but amended to refer to housing and employment rather than just employment. This change reflects the fact that the site is close to facilities and services in Sherborne Town Centre and is therefore suitable for housing. The higher value potentially generated by residential use could also help to cover the costs of remediation of the contamination on the site.
- 5.6 Despite the remediation undertaken by in 2006/7, a significant amount of contamination remains in place due to the presence of a live underground gas main. It is therefore likely that further remediation will be required before the site is considered safe for development. A former gas works site similar to the Gas House Hill site was remediated and developed for residential use in Lyme Regis (planning application reference 1/W/05/000052). An investigation will probably need to be undertaken before planning permission can be approved.

## SHERBORNE TOWN CENTRE EXPANSION

- 5.7 The Town Centre and Retail Study (2008) identified the need in Sherborne for convenience floorspace of 1,358 sqm by 2021 rising to 1,970 sqm by 2026. For comparison floorspace, the need is identified to be 613 sqm by 2012, rising to 7,396 sqm by 2026.
- 5.8 The report went on to say that while in the short term, retail capacity is fairly low, and therefore does not warrant a specific site allocation, the longer term prospects are that the need will increase considerably and that consideration is needed of how best to accommodate this growth in a sequentially appropriate way. Sherborne has a very low shop unit vacancy rate, and therefore little potential to enhance its retail offer at present. The capacity figures showed that this additional floorspace would be mostly needed to meet comparison goods needs, although there is longer term capacity to support a small foodstore.
- 5.9 The study identified a potential retail development site next to Sherborne town centre on Newlands Car Park which occupies land between Newlands and Hound Street. This site was considered to have the potential to take up some of the capacity, both for comparison and convenience goods. This site lies east of Sherborne’s main retail street – Cheap Street – and operates as the town centre’s main car parking area. It also represents Sherborne



town centre's only significant potential retail development opportunity. Importantly, due to its edge-of-centre location and direct pedestrian links through to the primary shopping area, the site has the potential to integrate well with the existing retail on Cheap Street.

- 5.10 The allocation of land at Newlands Car Park includes land that forms part of an existing policy that related to the regeneration and environmental enhancement of land around Sherborne House (including the former grounds and playing fields) together with the adjacent public car parks. Policy NA4 of the adopted Local Plan designated the site for mixed-use development to include residential, employment (A2/B1); community and recreational facilities, including a public garden; public car parking and cycle parking. Detailed planning permission has since been granted (and is currently being implemented) for the refurbishment of Sherborne House with residential development to the rear (PA ref 1/D/10/001037 Erect 44 residential dwellings together with associated works comprising demolition of part boundary walls & formation of car parking & access ways. (Full)). A public garden now occupies part of the site and planning permission has been granted for an Arts Centre on part of the site directly to the south of the gardens. (PA ref 1/D/11/000249 New community arts centre building (D1 use). Raise height of boundary walls & form new vehicular access).
- 5.11 Policy NA4 does not specify that retail uses would be preferred for this site (with the exception of Use Class A2) as the emphasis is on employment provision. However, it has been established that the employment needs of the town will be addressed by the Barton Farm development whereas retail provision at this location would serve to strengthen the town centre offer. If this site is not identified for future town centre expansion, it is possible that retail proposals would come forward for out of centre locations and threaten town centre trade.
- 5.12 The study suggests that the site could accommodate a number of small and medium sized retail units, and be attractive not only to fashion led occupiers but also cafes, bars and restaurateurs who would benefit from Sherborne's strong visitor trade draw. The ability to link any scheme at Newland car park with Cheap Street through the pedestrian walkways such as Swan Yard and adjacent to the Somerfield foodstore, could create an attractive retail circuit. It is also envisaged that on upper floors above retail units there would be scope for residential and perhaps some limited office space, the latter use depending on the extent of demand.
- 5.13 In light of the above, the preferred option for town centre expansion in Sherborne is Newlands Car Park and Policy SHER 2 in the draft Local Plan refers.

## 6 CONSULTATION ON THE PRE-SUBMISSION DRAFT – JUNE/JULY 2012

- 6.1 The following table outlines the main issues raised in relation to the policies and text contained in the chapter 16 on Sherborne. The majority of those representations were objections.

| Policy | Main issues raised   |
|--------|--|
| SHER 1 | Too much development for Sherborne. Some considered this would compromise the town's heritage value and have an adverse effect on tourism.   |
|        | There is no need for the development. Sherborne has grown at a rate of 1.2% per annum, ie about 50 homes per year. This is satisfactorily met by smaller infill developments and conversions. Local people do not want it to go ahead. Sherborne should not provide houses for people working in Yeovil. South Somerset is planning a major expansion of Yeovil, and also significant building in Milbome Port. There will be some 8,000 new homes within ten miles of Sherborne. Yeovil's expansion should negate the need for Sherborne to expand. It is also more suited to absorbing this scale of development. Employment needs would be better provided for elsewhere (examples cited include: the Gaswork site, bottom of Babylon Hill) |

|               |   |
|---------------|---|
|               | Concerns about flood risk from surface water flooding and impacting elsewhere within the town. Also related sewerage problems   |
|               | Concerns about the ability of the local highway network to accommodate this development and lack of public transport. Sherborne has a major east-west road (A30) running through the northern part of the town, and a significant south-north flow from Dorchester A352 through to Marston Road B3148 or Bristol Road B3145. These all go through the narrow approaches to the junction at Newell Green, and most go through the pinchpoint east of The Green which only permits traffic in one direction at a time. The conjunction of local and long distance traffic already creates acute congestion. |
|               | The Highways Agency would need to understand any potential impacts of development on the SRN through a robust evidence base submitted as part of any proposals.   |
|               | Concerns about the ability for local services in the town (schools, car parking, medical, shops) to cope with the additional population. And some concerns whether the water supply would cope. Also come concerns that this development would result in further chain stores and a need for an out of town supermarket to the detriment of the town centre. The town services are too far removed from the development for pedestrians.  |
|               | Concerns about social consequences. Poor links to / lack of employment. Balance of old and young, retired and working residents. Possible increase in levels of criminality and drug abuse.   |
|               | The development will adversely affect the landscape and erode the green gap between Sherborne and Yeovil.   |
| <b>SHER 2</b> | Should the Sherborne Delivery Office form part of or be incorporated within proposals to expand the town centre, it may be necessary to re-provide or relocate the delivery office elsewhere in the locality.   |
|               | There is insufficient information / lack of clarity in terms of what is proposed. Concerns over potential loss of car parking having an adverse impact on the town centre, particularly given the increasing and more elderly population it will serve. Underground parking may not be viable.  |
| <b>SHER 3</b> | Concerns about the potential loss of the hotel and impact on the 'gateway' to the town. Concerns about traffic movements / junction configuration onto the A30 dual carriageway and Horsecastles Lane.  |
| <b>SHER 4</b> | Concerns that the site is not suitable for mixed use development due to the proximity of the railway crossing and constrained junction arrangements, flood plain and contamination. Potential adverse impact on wider landscape views.  |

6.2 The proposal to extend the existing Barton Farm allocation at Sherborne generated significantly higher numbers of comments than any of the other proposals in the plan area.

## 7 ALTERNATIVE SITES CONSULTATION – OCTOBER 2012

7.1 A small proportion of respondents to the formal consultation on the pre-submission draft of the Local Plan suggested new 'Alternative' development sites either in addition to or in place of land identified in the draft Plan. Further consultation on these alternative sites was carried out in order to allow the public the opportunity to express their opinions. The full report on the outcomes of this consultation is available on line via the following link: <http://www.dorsetforyou.com/newlocalplan/west/weymouth>.

7.2 No alternative sites were put forward in the Northern Area.

## 8 ALTERNATIVE STRATEGY CONSULTATION - SPRING 2013

8.1 The feedback from the June 2012 consultation identified strong local concerns about proposals in Sherborne, Beaminster and Crossways. These were considered at the West Dorset District Council Executive Committee on 15 January 2013. The committee report is available on line via the following link: <http://www.dorsetforyou.com/media.jsp?mediaid=179764&filetype=pdf>. In response, the council agreed to consult on an alternative strategy that was considered to be possibly a

more sustainable approach to meeting West Dorset’s development needs. The alternative strategy proposed the following:

- A new urban extension on land to the south-east of Dorchester. An initial assessment indicated that the site could include around 1,000 new homes, plus new community facilities, offices and industrial units.
- The reduction of the site allocation at Barton Farm, Sherborne to leave just the site with planning permission.
- The reduction or removal of the Hollymoor Lane, Beaminster allocation; and
- The reduction of the allocation at Crossways to about 700 homes.

8.2 There were approximately 2,100 responses to the consultation. Details of the consultation and the summary of responses is given in the consultation summary report. The majority of comments supported the removal of the extended allocation at Barton Farm because of the impact on the historic character of the town and its landscape setting, and local infrastructure.

## 9 FURTHER MODIFICATIONS TO THE PLAN

9.1 In light of the strong local support in Sherborne for the removal of the extended Barton Farm allocation, it was excluded from the submission draft of the plan.

9.2 Some minor changes to the supporting text and policy wording for SHER 2 were incorporated to clarify the need to retain the existing levels of public car parking as part of any town centre expansion development on the Newland site. The inset map was amended to delete the car park area to the north of Newlands.

9.3 The supporting text of policy SHER 3 – Sherborne Hotel was amended to strengthen the support for retaining the hotel facilities. Text was also added to clarify that a large scale retail development would be unlikely to complement the hotel use.

9.4 No changes were made to policy SHER 4 – the gasworks site, as the objections made were not supported by the relevant statutory consultees. Other concerns regarding landscape impacts were already addressed in the policy wording.

APPENDIX 1 – SITE MAPS CONSULTATION MATERIAL AUTUMN 2011



## APPENDIX 1 – SITE MAPS



APPENDIX 2 – DEVELOPMENT OPTIONS APPRAISAL 2011

SHERBORNE: DEVELOPMENT OPTIONS INITIAL APPRAISAL



There are two major potential development sites identified, which are Barton Farm to the north-west [A] and land south of Bradford Road, to the west [B]. Another option that has been considered for employment only is on land to the east of Coldharbour business park [C]. All these sites have all been put forward for development through this council’s call for potential sites. Land was promoted to the rear of the Sherborne Hotel [D], but was subsequently withdrawn from consideration by the developer. The Former Gas Depot [E] and Sherborne Hotel [F] were allocated by the 2006 Adopted Local Plan for employment uses but have not been developed.

[A] Land at Barton Farm, North West of Sherborne

This area could deliver up to 800 homes and approximately 4ha employment land. The land could be developed in phases, with the area to the north-west of the new link road potentially more suited to employment uses, and the southern parts nearest to the town centre as the earliest housing phase.

| Positive Attributes   | Possible Concerns   |
|---|---|
| <ul style="list-style-type: none"> <li>✦ Is relatively well contained in wider views of the town from the north, south and east.</li> <li>✦ There are some well-established hedgerows within and on the perimeter of the site</li> <li>✦ Some buildings within the farm complex are Listed and the site lies partly within the conservation area</li> <li>✦ It is close to town centre with potentially good pedestrian / cycle connections</li> <li>✦ Will secure a better located employment area than could have been delivered through the existing Barton Farm allocation</li> </ul> | <ul style="list-style-type: none"> <li>— Potential flooding from surface water run-off</li> <li>— Potential contamination caused through spillages in and around the farm buildings.</li> <li>— Impact on the wider road network</li> <li>— The cost of infrastructure requirements makes this a difficult site to bring forward</li> <li>— The site rises up and becomes increasingly visible from the north and west</li> <li>— Impact on residential amenities of adjoining homes</li> </ul> |

**[B] Land South of Bradford Road, to the West of Sherborne**

This area could deliver up to 670 homes and approximately 3.54ha employment land. The land could be developed in phases, with the north-western section potentially more suited to employment uses.

| Positive Attributes   | Possible Concerns  |
|---|--|
| <ul style="list-style-type: none"> <li>✦ There is a belt of tree planting along the northern and western edge, and the site is well contained in wider views from the north and east.</li> <li>✦ There are some well-established hedgerows within the site</li> <li>✦ The site is within walking distance of the local primary school, allotments and facilities (shops and community hall) at West End.</li> <li>✦ There is an opportunity to provide a more positive edge to the town (which currently backs onto the countryside).</li> <li>✦ Right of way network runs through the site linking to the wider countryside</li> </ul> | <ul style="list-style-type: none"> <li>— Potential contamination caused through spillages in and around the farm buildings.</li> <li>— Lenthay Road is unsuited for additional vehicular traffic, and the junctions on Horsecastles would need improving to cater for the additional traffic</li> <li>— Impact on amenities of adjoining homes</li> <li>— Limited potential to integrate with the existing development and link to the town centre.</li> </ul> |

**[C] Land to the east of Coldharbour business park**

This area could deliver up to 7ha employment land.

| Positive Attributes   | Possible Concerns  |
|---|--|
| <ul style="list-style-type: none"> <li>✦ Adjacent to the existing Coldharbour Business Park and reasonably remote from housing.</li> <li>✦ Access can be provided via the Coldharbour Business Park.</li> <li>✦ Hedgerow boundaries to south, east and west.</li> </ul> | <ul style="list-style-type: none"> <li>— Visible in views from the Old Sherborne Castle, Sherborne Castle and historic parkland and potentially in wider views from the east.</li> <li>— Access into the site via Coldharbour Business Park would either sever Castletown Way (creating potential surveillance problems if retained as a pedestrian / cycle link) or would need to be heavily engineered.</li> <li>— Breaches the strong natural boundary created by Castletown Way</li> </ul> |

**[E] Former Gas Depot**

This 0.8ha site is allocated in the 2006 Local Plan for employment. The former gas works site to the south of the town and the railway line is currently only partially developed. Existing uses include a car maintenance depot.

| Positive Attributes  | Possible Concerns  |
|--|--|
| <ul style="list-style-type: none"> <li>✦ Located close to the town centre and railway station.</li> <li>✦ Opportunity to improve an 'untidy' site</li> <li>✦ Strong treed boundary to the north, west and south</li> </ul> | <ul style="list-style-type: none"> <li>— Current access is close to railway crossing and relatively narrow between homes and river.</li> <li>— There may be structural problems with the retaining wall along the southern boundary.</li> <li>— Site may be contaminated and anticipated remediation costs could make it unviable.</li> <li>— Impact on amenity of homes on Gas House Hill</li> <li>— Slopes steeply down from New Road</li> </ul> |

YETMINSTER - DEVELOPMENT OPTIONS INITIAL APPRAISAL



Land north and east of St Andrew's School, off Thornford Road [**B**] was put forward for development through this council's call for potential sites. Two other sites have been identified by the council as possible alternatives - [**A**] land for west of St Andrew's School and [**C**] land north of Chapel Lane, although the landowner/s may not be willing to bring them forward.



**[A] Land to the West of St Andrews School**

This area has the potential to deliver up to 75 homes or a mix of fewer homes and some local employment units. The land could be developed in phases, with the northern section potentially more suited to employment uses. The adjoining field to the east is in a separate landownership and currently part of a small farmholding / farm shop enterprise, but could form part of a later phase.

| Positive Attributes   | Possible Concerns   |
|---|---|
| <ul style="list-style-type: none"> <li>✦ The site is close to the school.</li> <li>✦ There are hedgerows with occasional hedgerow trees enclosing the fields which are characteristic of this landscape (particularly the hedgerow oaks)</li> <li>✦ There is a public right of way linking to the wider countryside that runs across the site.</li> </ul> | <ul style="list-style-type: none"> <li>— The site is some distance from the centre of the village and many of the community facilities.</li> <li>— There is currently no pavement along this section of Thornford Road</li> <li>— Coles Lane is unsuited for additional traffic.</li> <li>— There is an underground pipeline that runs across the southern part of the site, and a land drain that is needed to alleviate flooding in the village</li> <li>— The meadow supports a good range of herbs characteristic of old meadows and of some nature conservation value</li> </ul> |

**[B] Land to the North and East of St Andrews Schools**

This area has the potential to deliver up to 80 homes or a mix of fewer homes and some local employment units. The land could be developed in phases, with any employment units integrated across the site.

| Positive Attributes  | Possible Concerns  |
|--|--|
| <ul style="list-style-type: none"> <li>✦ Many of the issues for developing the site are similar to [A] land west of St Andrew's School. The main difference is that there is an opportunity to provide a more attractive and reasonably direct pedestrian link to the school and village centre across the adjoining farmland, however this is in separate landownership and would be subject to negotiation.</li> <li>✦ Also the site surrounds the school playing fields and as such there is an opportunity to provide a positive relationship between this open space and any new development</li> </ul> | <ul style="list-style-type: none"> <li>— Many of the issues for developing the site are similar to [A] land west of St Andrew's School. The main difference is that there is an opportunity to provide a more attractive and reasonably direct pedestrian link to the school and village centre across the adjoining farmland, however this is in separate landownership and would be subject to negotiation.</li> </ul> |

**[C] Land to the North of Chapel Lane**

This area has the potential to deliver up to 110 homes or a mix of fewer homes and some local employment units.

| Positive Attributes   | Possible Concerns  |
|---|--|
| <ul style="list-style-type: none"> <li>✦ The site is better located close to the main centre</li> </ul> | <ul style="list-style-type: none"> <li>— The farm access track east of Lower Farm House</li> </ul> |

of the village and various community facilities.

- ✦ Glimpsed views of the church tower to the south west provide a visual link to the village core.
- ✦ There are hedgerows with occasional hedgerow trees enclosing the fields which are characteristic of this landscape (particularly the hedgerow oaks)
- ✦ There is a public right of way linking to the wider countryside that runs across the site.

is not wide enough to act as the main access point, and the adjoining land is in separate ownership.

- Chapel Meadow is not suitable to provide the main vehicular access for the entire site, and is in third party control.
- Access onto and along the High Street is potentially dangerous but could be overcome by appropriate traffic management measures.
- Although the school is reasonably close, there are no direct links across the intervening land.
- More detailed work is required on the potential flood zone to determine what areas can be developed. Excess surface water from the High Street is also flows across this site.
- There is an underground pipeline that runs south-east to north-west across the main site.