

Joint Local Plan Review for West Dorset, Weymouth and Portland

SHERBORNE BACKGROUND PAPER
PREFERRED AND OPTIONS CONSULTATION VERSION

AUGUST 2018

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1 Introduction

PURPOSE OF BACKGROUND PAPER

- 1.1 This document is one of a number of background papers produced to support the West Dorset, Weymouth & Portland Local Plan Review.
- 1.2 This paper provides information about:
 - the approach to development in Sherborne,
 - details of current and previous development,
 - rates of growth and how this might change in the future.
- 1.3 The paper will also provide details of the site selection process including detailed considerations for each site in the 360 degree search.
- 1.4 As Sherborne was highlighted by the Planning Inspector as an area which would benefit from consideration for further growth, it is one of the key settlements that is being assessed in the Local Plan review.

LOCAL PLAN AND THE REVIEW

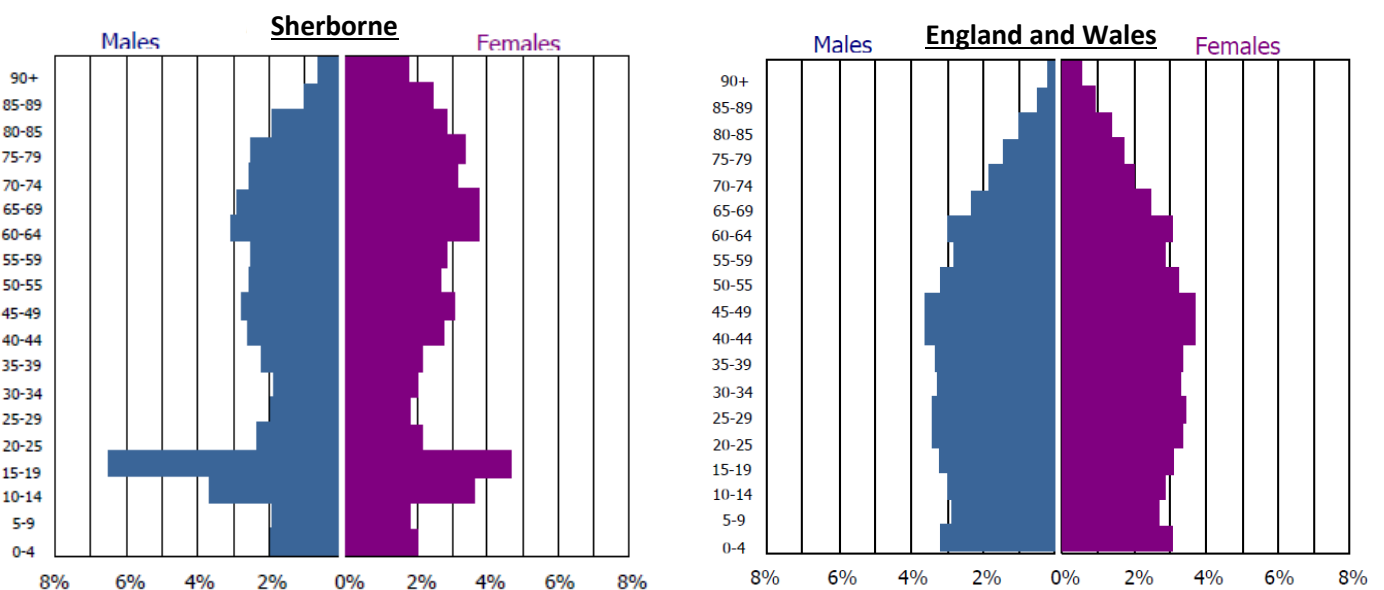
- 1.5 In October 2015, West Dorset District Council and Weymouth & Portland Borough Council adopted their Joint Local Plan. The Local Plan sets out a long term planning strategy for the area and includes detailed policies and site proposals for housing, employment, leisure and infrastructure. The adopted Local Plan is the main basis for making decisions on planning applications.
- 1.6 In his report on the examination of the Joint Local Plan¹, the Inspector indicated that he considered it to be *"imperative that an early review is undertaken"* and that the review should be in place by 2021. The objective of the review is to identify additional housing land capable of meeting housing need to 2036, identify a long-term strategy for development in the Dorchester area; and reappraise housing provision in Sherborne.
- 1.7 If a review is absent, or the Local Plan becomes silent or out of date because of a lack of progress, the presumption in favour of sustainable development applies and the councils would have less control in determining where development goes. Failure to undertake a review or even start it promptly would be likely to increase the risk of developers submitting speculative planning applications at an early stage.

¹ Local Plan Inspectors Report: <https://www.dorsetforyou.gov.uk/article/421782/West-Dorset-Weymouth--Portland-Adopted-Local-Plan-Inspectors-Report>

2 Sherborne in Context

- 2.1 Sherborne is a historic market town with an abundance of Historic and Listed Buildings. Several key historic features in Sherborne include Sherborne Castle and old Sherborne Castle. The area around the castles is designated as a Scheduled Monument with registered park and gardens surrounding.
- 2.2 The Town of Sherborne is located close to the Dorset and Somerset border and has good road links to the surrounding urban areas of Yeovil, Shaftsbury and Dorchester. Sherborne also has a railway station which links into the Exeter to London Waterloo Line providing connectivity for commuters and businesses.
- 2.3 In terms of amenities Sherborne is fairly self-contained with a main high street including a number of shops and businesses. Yeovil provides many higher level services for the town.
- 2.4 Sherborne has a population of 9,645². The population structure is shown in the population pyramid in Figure 2.1. The Sherborne population pyramid shows a higher proportion of older residents than the pattern nationally, especially in persons aged 75-90+, however there is a spike in the younger population of people aged between 15-19.
- 2.5 The working age population of Sherborne is 3,778 compared with the 5,080 jobs in the town. House prices in the town are significantly more expensive than surrounding areas including Yeovil; one of the reasons for the high in commuting levels.

Figure 2.1: Population structure – Sherborne



² 2016 mid-year population estimates

<https://apps.gowessex.com/stats/AreaProfiles/Town/sherborne>

3 Background to growth of Sherborne

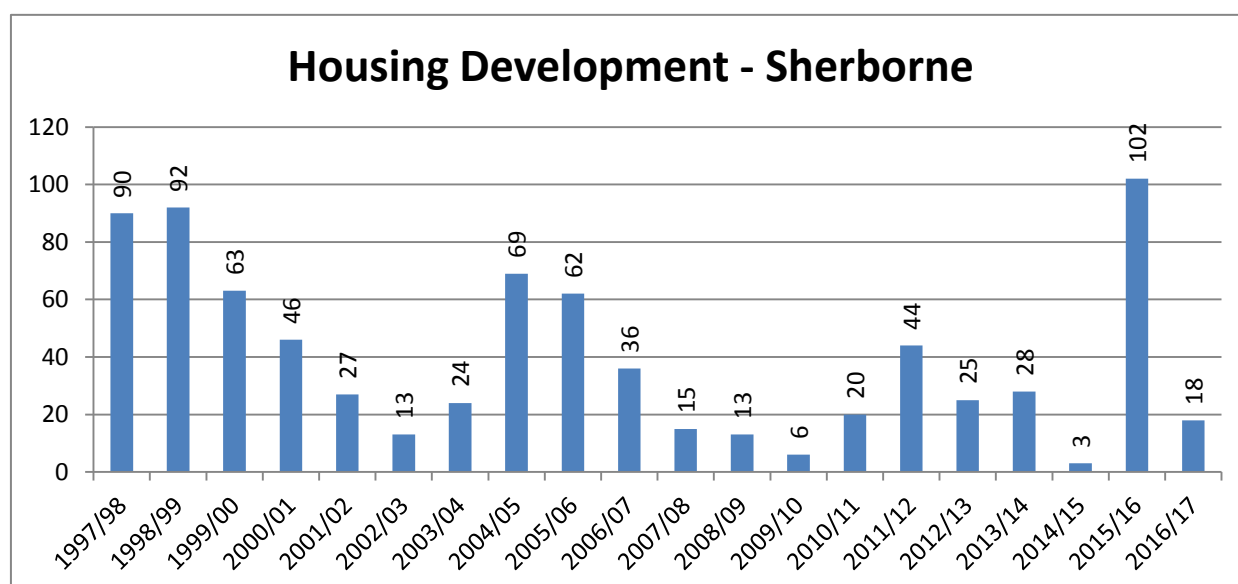
- 3.1 The population of the parish of Sherborne has grown by just over 10% since the 1991 Census from a base of 8,740 residents.
- 3.2 Since 1997/1998, 811 dwellings have been built in Sherborne. Figures 3.1 and 3.2 show the total number of dwellings delivered over time (including private and affordable dwellings), with the number of affordable housing shown in brackets.

Figure 3.1: Housing Completions - Sherborne

97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
90	92	63	46	27	13	24	69	62	36	15
08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	TOTAL	
13	6	20	44 (0)	25 (11)	28 (4)	3 (0)	102 (24)	33 (0)	811	

Source: [WDDC and WPPC](#) (Figures in brackets is the number of affordable homes delivered)

Figure 3.2: Development at Sherborne



- 3.3 Existing allocates sites and sites with permission as at 1 April 2017, are expected to deliver around 288 new homes. The main sites are; Land at Barton Farm, Former Gasworks, North of Bradford Road and Sherborne Hotel.
- Land at Barton Farm – 167 dwellings
 - Former Gasworks – 54 dwellings

- North Bradford Road – 33 dwellings

3.4 In terms of affordable housing Sherborne has delivered 39 affordable homes between 2012 and 2016. These were delivered mostly on the Barton Farm site.

4 Background to growth of Sherborne

- 4.1 The current adopted Local Plan approach is to direct the majority of development to the largest and most sustainable settlements in the local authority area which have more existing jobs and services. Policy SUS2 identifies Sherborne as a focus for future development. The comments from the Planning Inspector to reappraise housing provision in Sherborne also supports this direction to promote additional growth at the town.

Figure 4.1: Current allocated sites in Sherborne

ALLOCATION	USE/UNITS	STATUS	DELIVERY
Barton Farm (SHER1)	279 Residential Units	Phase 1 under construction. Phase 2 due to start 2017/18	Phase 1 complete by 2017. Phase 2 complete by 2021.
Sherborne Hotel (SHER3)	120 Residential Units (approx.)	Application Under Consideration	TBC
Former Gas Works (SHER4)	30 Residential Units	No application yet submitted	TBC

5 Constraints

- 5.1 The main constraints around Sherborne include the following:
- Floodplain of the River Yeo;
 - Scheduled Monuments of Sherborne Castle, Old Sherborne Castle, Sherborne Abbey and the Roman site by Pinford Lane);
 - Designated Parks and Gardens associated with Sherborne Castle;
 - Sandford Lane Quarry SSSI and nearby SNCI;
 - The physical barrier of the railway line.

LANDSCAPE

- 5.2 National policy puts an emphasis on the protection and enhancement of designated landscapes. Although Sherborne is not within the AONB it is adjacent to the scheduled monuments at Sherborne Castle and the surrounding Registered Park and Garden. Sherborne Castle and the associated park and garden is situated to the south eastern side of the town with the river Yeo running between the main urban area of Sherborne and the Castle.
- 5.3 The landscape character areas around Sherborne is described in more detail in the West Dorset Landscape Character Assessment, including Sherborne Hills to the north which are categorised as Limestone Hills and Thornford Ridge to the south also categorised as Limestone Hills. The landscape character area Yeo Valley Pasture runs to the southern side of Sherborne and encompasses Sherborne Castle and the associated Park and Garden.

HERITAGE ASSETS

- 5.4 In relation to the historic environment, national policy recognises that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance.
- 5.5 The built heritage of Sherborne is clearly defined by the surrounding landscape, topography and proximity to the River Yeo. The layout and setting of Sherborne has also been shaped by Old Sherborne Castle and Sherborne Castle, both situated to the South Eastern side of the Town. Old Sherborne Castle was built in the 12th Century by Roger de Caen, Bishop of Salisbury and Chancellor of England, later taken by General Fairfax in 1645. The ruins still remain and are now in the care of English Heritage.
- 5.6 The Old Sherborne Castle is situated adjacent to Sherborne Castle, built in 1594 by Sir Walter Raleigh and has been owned by the Digby Family for 400 years.

- 5.7 The main town of Sherborne also has a wealth of Listed Buildings and Heritage assets including its well renowned Abbey and Almshouse. A large part of the centre of Sherborne is designated as a conservation area which shows the importance of the built heritage environment in Sherborne. There are also over 350 listed buildings in Sherborne with the majority being inside the designated conservation area and adjacent to Sherborne Castle.

BIODIVERSITY

- 5.8 National policy highlights the importance of safeguarding local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity. It also indicates that plans should identify and pursue opportunities for securing measurable net gains in biodiversity.
- 5.9 There is one Site of Special Scientific Interest (SSSI) just outside Sherborne, three Sites of Nature Conservation Interest (SNCI) and one Local Nature Reserve (LNR) on the edge of Sherborne. The SSSI is Sandford Lane Quarry to the North of Sherborne. The SNCI's include a large area of neutral grassland, Parkland with a rich epiphytic lichen flora, Calcareous grassland and scrub. The Local Nature Reserve (LNR) is called the Quarr LNR and includes mixed woodland, open grassland and quarry face.

FLOOD RISK

- 5.10 National policy states that *"inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk..."* through the application of the Sequential Test.
- 5.11 The main flood plain lies to the southern part of Sherborne with part of the centre of Sherborne inside flood zone 2 and 3.
- 5.12 The West Dorset Level 1 SFRA identifies the main areas of potential flooding in Sherborne as South Street, Westbury and Ludborne Road the study also identified some areas of ponding between Station Road and Pageant Drive around the watercourse north of Castleton Road and around Ottery Lane.
- 5.13 In terms of groundwater flooding there is risk associated with areas close to the River Yeo to the southern side of Sherborne other areas around Sherborne show limited potential for groundwater emergence. The study identified other sources of flooding include reservoir flooding in which the southern parts of Sherborne are within the maximum flood extent of reservoirs.

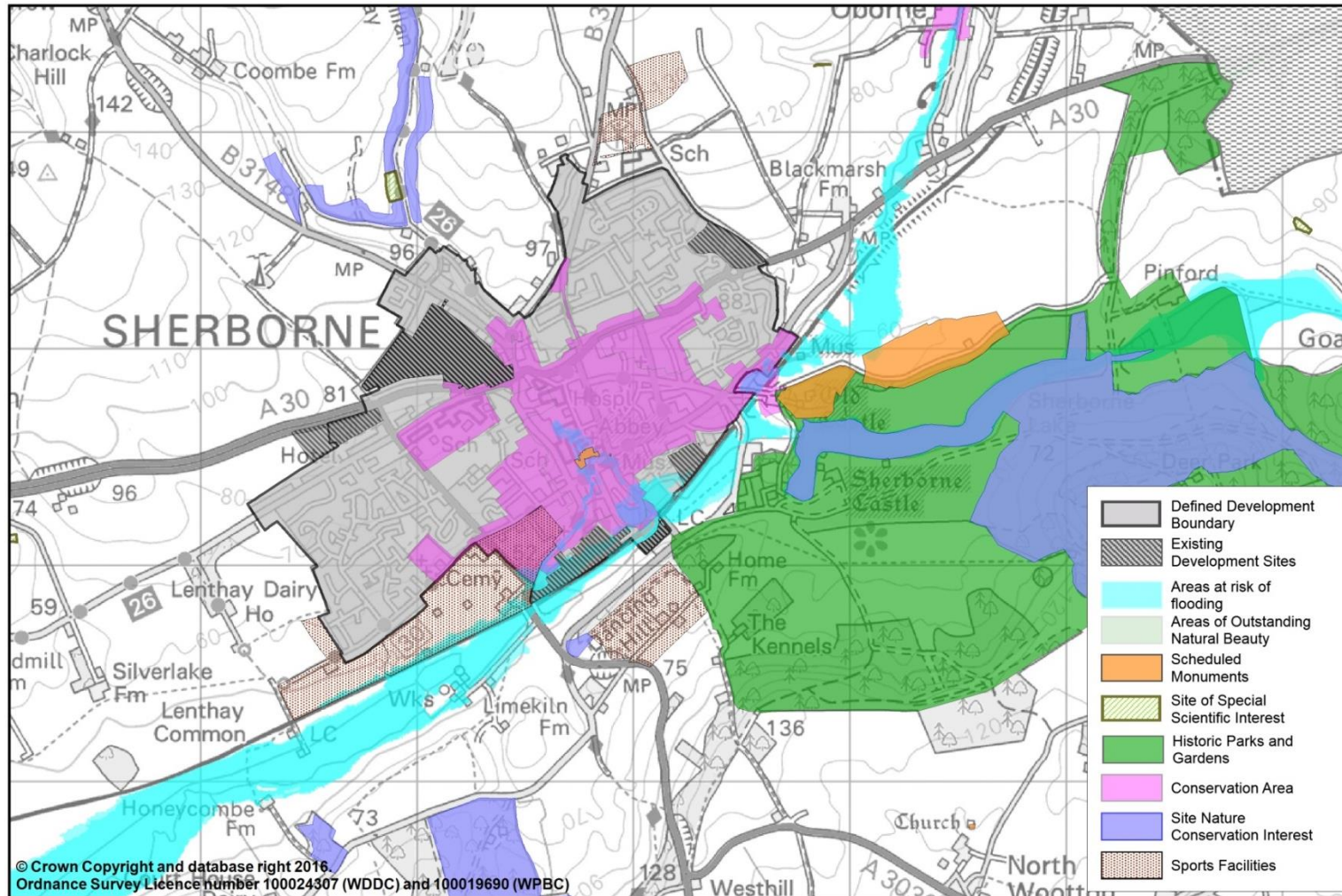
AGRICULTURAL LAND CLASSIFICATION

- 5.14 Agricultural land is an important resource that needs to be managed in an appropriate way to underpin sustainable development. The agricultural land is important for the production of food, biomass, water storage and biodiversity.
- 5.15 National policy as set out in the National Planning Policy Framework and the Planning Policy Guidance indicates that agricultural land classification is a material consideration when making planning decisions and that development should be steered away from the best and most versatile agricultural land (Grades 1, 2 and 3).
- 5.16 The Planning Policy Guidance expands on the text within the NPPF stating that national policy *"...expects local planning authorities to take into account the economic and other benefits of the best and most versatile agricultural land. This is particularly important in plan making when decisions are made on which land should be allocated for development. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality."*
- 5.17 Sherborne it's self is a thriving town however it is surrounded by countryside on all sides. The main urban area of Sherborne is surrounded by Grade 3 agricultural land (good to moderate quality).

TRANSPORT & INFRASTRUCTURE

- 5.18 The access to everyday facilities by sustainable modes of transport is an important factor in considering the location of new development. One of the Core Planning Principles in the 2012 NPPF that "should underpin both plan-making and decision-taking" is that planning should:
- "...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable..."*
- 5.19 Sherborne although in a rural location in the north of Dorset does have good transport links to surrounding areas including Yeovil and Dorchester. Sherborne also has a train station with direct routes to London, Exeter and easy access to Yeovil train station with routes to Dorchester and Bristol.
- 5.20 Sherborne has a higher ratio of in commuting than out commuting. The working age population of Sherborne is 3,778 compared with the 5,080 jobs in the town. The high level of in commuting in the town is partially due to the average house prices in Sherborne by far out stripping those of surrounding areas such as Yeovil.

MAP 1: ENVIRONMENTAL CONSTRAINTS AROUND SHERBORNE



6 Opportunities

6.1 National policy highlights that there are three overarching sustainable development objectives: economic, social and environmental. Future growth at Sherborne will help:

Economic

- Support longer term economic growth and job creation in the area;
- Maintain and improve the variety of facilities and services in the Town and prevent existing shops in the town from closing;
- Increase the ability of Sherborne to be self-contained by decreasing in-commuting;

Social

- Supply housing to help meet needs including the increasing the supply of affordable homes;
- Provide opportunities for more people of working age to move into the Town;
- Improve the viability of local services and facilities;

Environmental

- Offer the opportunity to improve the infrastructure in the Town;
- Help to maintain the wider setting of Sherborne Castle and the surrounding environmental designations ;
- Opportunities for improved formal and informal recreation.

6.2 The population of Sherborne is weighted towards those in the older age groups as shown in Figure 2.1. Equally there are far more jobs in Sherborne than those of working age resulting in high levels of in commuting to the town.

6.3 The 2011 Census indicated that the proportion of working-age (16 to 64 years) residents in the parish was around 60%, higher than the equivalent proportion in West Dorset (58%) but less than that for England (65%) as a whole. The proportion of the population that are of working age is projected to decline significantly over coming years with the proportion for West Dorset expected to be around 49% by 2036.

6.4 The main implication of this change is the decline in the available workforce reducing the sustainability of the local economy overall. In addition the per-capita productivity is less than that for Dorset and less than nationally resulting in relatively low wages and low levels of investment in innovation.

7 Issues and Options Consultation

INSPECTOR'S COMMENTS ON GROWTH AT SHERBORNE

- 7.1 This section explains how the initial options at Sherborne were developed for the issues and options consultation in February 2017. The inspector made it clear that in his view *"Sherborne is a sustainable market town with a wide range of services and facilities and as one of the largest settlements in the Plan area it is an appropriate and suitable location for accommodating some development"*.
- 7.2 In relation to development opportunities around the town, the inspector recognised that further development at Barton Farm *"would be visible but its overall effect would be limited because the topography restricts views from other locations including those close to the town"*. He also highlighted that further extension of Barton Farm *"would assist in meeting future housing needs and provide an opportunity to secure a new link road from the A30 and improve access to the north"*.
- 7.3 The inspector quoted earlier work on the local plan which concluded that *"high house prices had led to more commuting"* to Sherborne. *"Residents were travelling to better paid jobs elsewhere while those with lower-paid jobs could not afford to live there and had to commute from surrounding places such as Yeovil"*.
- 7.4 There is limited available land within the existing built-up area of the town. Given the Inspector's conclusion that *"the identification of further land at Sherborne is, in my opinion, a necessary and logical requirement for the successful and sustainable planning of this part of West Dorset"* greenfield sites will need to be considered through the review of the local plan.

APPROACH TO INITIAL OPTIONS

- 7.5 In considering the initial future growth options at Sherborne, the Council has undertaken an initial 360 degree search of all possible development site options around the Town, this is shown in Map 2 below. Unsuitable options have been discounted at an early stage through this initial site sieving exercise.

MAP 2: BROAD AREAS OF SEARCH – SHERBORNE

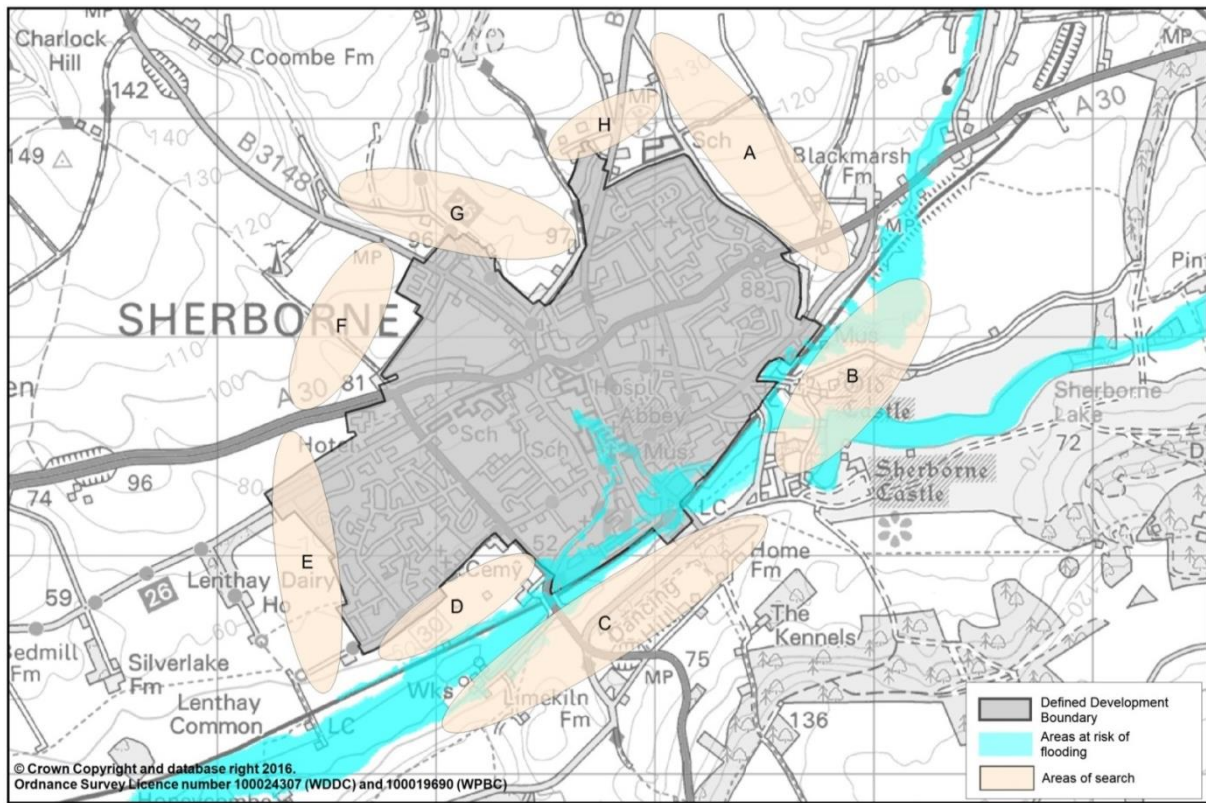


Figure 7.1: 360 Details of each broad search area

AREA A - EAST OF CASTLE TOWN WAY	
Landscape	Development in this whole area would have adverse impacts on the landscape due to the land rising to the north. However the southern part of the site before the land rises would have fewer impacts.
Heritage	There are two scheduled ancient monuments with designated park and gardens to the south of the site including Sherborne Castle and Old Sherborne Castle.
Biodiversity	
Flooding	There may be potential issues with water quality and flooding with respect to the river to the south which would require further investigation.
Agricultural Land	The site is on agricultural land classified as grade 3 (moderate quality), therefore is not high enough quality to hinder development.
Transport	The site is just north of the A30 which connects Sherborne to Yeovil and Shaftesbury. The train station is also just over a mile away from the site.

Infrastructure	The site is located opposite a school (to the northern part of the site) and is within walking distance of the main town centre for facilities including shops.	
Other		
Conclusion	An area which avoids the river to the south and the higher ground to the north of this area may be suitable for development.	Potential for development within this area (S3 East of Castle Town Way).

AREA B - LAND ADJACENT TO SHERBORNE CASTLE		
Landscape	The site adjacent to the castle is set lower down by the river with the surrounding landscape rising making the site very visible from the surrounding landscape.	
Heritage	Significant impacts to the adjacent heritage assets of Old Sherborne Castle and Sherborne Castle, no amount of mitigation would reduce the impact on the heritage assets and the setting.	
Biodiversity		
Flooding	Part of the site is inside flood zone 2 and 3 for the river yeo.	
Agricultural Land	A portion of the site is on agricultural land classified as grade 3 (moderate quality).	
Transport	The site is just south of the A30 which connects Sherborne to Yeovil and Shaftesbury. The train line runs along the northern edge of the site. The train station is also in fairly close proximity to the site.	
Infrastructure	The main facilities to the town are located on the other side of the railway line from the site making it difficult for facilities to be accessed easily.	
Other	The site is located on the southern side of the railway line which is a clear physical boundary to the main urban area of Sherborne and would result in there being no clear boundary around Sherborne.	
Conclusion	The site would have a detrimental impact on Sherborne Castle and Old Sherborne Castle and the setting. Therefore there would be no potential of developing any of this site.	Little or no potential in this area – not taken forward

AREA C - LAND TO SOUTH OF RIVER YEO	
Landscape	There are potential issues with the topography in parts of this area, with the site sloping steeply to the south.
Heritage	Impacts on the heritage assets to the east and significant landscape impacts to the southern part of the site, as any development would be highly visible from the slope to the southern side.
Biodiversity	
Flooding	The northern part of the site is inside flood zone 2 and 3 and runs along the northern part of the river.
Agricultural Land	The site is on agricultural land classified as grade 3 (moderate quality), therefore it is not high enough quality to dramatically hinder development.
Transport	The train line runs along the northern edge of the site, with the train station very close to the site. However as a result of the railway line, access is limited into the main town of Sherborne as there very little existing residential development south of the railway. Therefore there are very few existing crossing points over the railway and river, limiting pedestrian access into Sherborne to access facilities.
Infrastructure	There are problems with access to essential services and facilities as a result of the physical separation caused by the floodplain and the railway line.
Other	Development in this area would also result in the loss of a sports field which provides an important recreational facility for the community.
Conclusion	<p>The access to the site is difficult as a result of the railway line and flood plain. The site also impacts on the adjacent scheduled ancient monument of Sherborne Castle and Sherborne Old Castle.</p> <p>Little or no potential in this area – not taken forward</p>

AREA D - SHERBORNE SCHOOL PLAYING FIELDS	
Landscape	The site is surrounded on two sides by the main urban area of Sherborne and by the river to the southern side of the site, therefore landscape impacts would be small.
Heritage	The site is adjacent to the Sherborne Conservation Area and would be

	highly likely to cause a negative Impact on the adjacent buildings in the conservation area. This is even more prevalent as the site is fronted on two sides by the conservation area.	
Biodiversity		
Flooding	The southern part of the site is inside flood zone 2 and 3.	
Agricultural Land	The site is a school and recreational playing field therefore no agricultural land would be affected.	
Transport	The site runs adjacent to the A352 and is in close proximity to the train station.	
Infrastructure	The site is adjacent to a primary school and is within walking distance of the main town centre for associated facilities.	
Other	Any development here would mean building on a school sports field which provides an important recreational facility for the community.	
Conclusion	Impacts on the adjacent Conservation Area, heritage assets, flooding issues, and the loss of a school sports field would result in detrimental impacts on the area which would not be outweighed by the positives of additional housing.	Little or no potential in this area – not taken forward

AREA E - WEST OF SHERBORNE		
Landscape	Limited impacts on the wider landscape from the site. The main impact would be extending the boundary of Sherborne out into open countryside.	
Heritage	The site is not adjacent to any major heritage assets.	
Biodiversity		
Flooding	The site does not have any flood zones on the site and is not susceptible to surface water flooding.	
Agricultural Land	The site is on agricultural land classified as grade 3 (moderate quality), therefore it is not high enough quality to dramatically hinder development.	
Transport	The site lies just south of the A30 which connects Sherborne to Yeovil and Shaftesbury. The train line runs along the southern edge of the site. The train station is just over a mile away from the southern part of the	

	site however the northern part of the site is just over 1.5miles away which be out of walking distance for most people.	
Infrastructure	The site is within walking distance of a school and recreational playing grounds. The main facilities in the centre of town are approximately 1 mile away from the southern part of the site.	
Other	There is a school and allotments to the southern part of the site which if redeveloped would result in loss of facilities for the local community which would not be acceptable.	
Conclusion	Potential for development in this area, avoiding the loss of the sports field and reducing the impact on the water course on the southern boundary of this area. It is likely this area would be better suited by being separated into two different sites for example North of Bradford Road and South of Bradford Road.	Potential for development within this area (S1 Land North of Bradford Road; S4 Land South of Bradford Road).

AREA F - BARTON FARM

Landscape	The site slopes gently to the north, with the southern part of the site situated adjacent to the existing urban area of Sherborne and also adjacent to the Local Plan allocated site. The main impacts from the site is that the southern part of the site is adjacent to the main entrance to Sherborne from the western side, therefore any development here would need to be well thought out to soften the approach from the rural area into the main town.
Heritage	The site is not adjacent to any major heritage assets.
Biodiversity	
Flooding	The site is not inside or adjacent to flood zone 2 or 3
Agricultural Land	The site is on agricultural land classified as grade 3 (moderate quality), therefore it is not high enough quality to dramatically hinder development.
Transport	The site is just north of the A30 which connects Sherborne to Yeovil and Shaftesbury.
Infrastructure	The site is situated adjacent to the main town allowing facilities to be used in the main town of Sherborne.

Other	There is a bridleway running through part of the site which would need to be redirected to prevent the loss of access on foot to the wider rural area.	
Conclusion	The site has good access into the main town of Sherborne and to the wider area, however Impacts on landscape would need to be addressed if this area is taken forward.	Potential for development within this area (S2 Barton Farm).

AREA G - LAND NORTH OF MARSTON ROAD		
Landscape	This area would be highly difficult to develop due to the topography. The site includes two small-scale steep sided valleys as well as a steep south facing slope resulting in the area being not only difficult in terms of the topography but would also result in negative impacts on the setting of Sherborne.	
Heritage	The site is not adjacent to any major heritage assets.	
Biodiversity	The area partially covers a SSSI which would be unacceptable to develop. The SSSI designated is Sandford Lane Quarry and is a formal designation, any development on or close to the site would result in significant negative impacts.	
Flooding	The site is not inside or adjacent to flood zone 2 or 3	
Agricultural Land	The site is on agricultural land classified as grade 3 (moderate quality), therefore it is not high enough quality to dramatically hinder development.	
Transport	The site is not easily accessible, with only minor roads accessing the area.	
Infrastructure	The site is not close to the railway station, however it is fairly close to a school and some community recreational facilities. However the topography of the site would not make it easy for people to access other amenities in the town.	
Other	The site is also adjacent to a locally designated geological site (Quarr Lane).	
Conclusion	The impacts on local wildlife designations and the adjacent local geological designation would result in	Little or no potential in this area – not taken forward

	negative impacts. There are also further issues with access and topography which result in this site being unsuitable for development.	
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AREA H - LAND NORTH OF QUARR LANE PARK		
Landscape	The land in this area rises steeply to the north, development in this area is likely to be visually prominent and affect the setting of Sherborne, resulting in unacceptable landscape impacts.	
Heritage	There are no heritage assets adjacent to this site however due to the steep sloping nature of the site if any larger structures were built on site it may impact on the setting of Sherborne Castle and Old Sherborne Castle to the south.	
Biodiversity		
Flooding	The site is not inside or adjacent to flood zone 2 or 3.	
Agricultural Land	The site is on agricultural land classified as grade 3 (moderate quality), therefore it is not high enough quality to dramatically hinder development.	
Transport	The site could be accessed via several minor roads, Castle Town Way, B3145 and Redhole Lane, however the site is not particularly close to the train station and would be outside easy walking distance.	
Infrastructure	The site is adjacent to a school, however the site is on the edge of Sherborne and is not within easy reach of the town centre for use of amenities.	
Other	The site could potentially use the recreational areas and sports pitches around the school which would result in a loss of some recreational facilities resulting in a negative impact on the community.	
Conclusion	This land rises steeply to the north and development in this area of local landscape importance is likely to be visually prominent and affect the setting of Sherborne, resulting in unacceptable landscape impacts and the loss of a sports field which is an important community facility.	Little or no potential in this area – not taken forward

- 7.6 The conclusion of the first high level filter of site options has identified three different areas as included in Figure 7.2. For ease, the areas north and south of Bradford Road will be considered separately.

REFINED OPTIONS

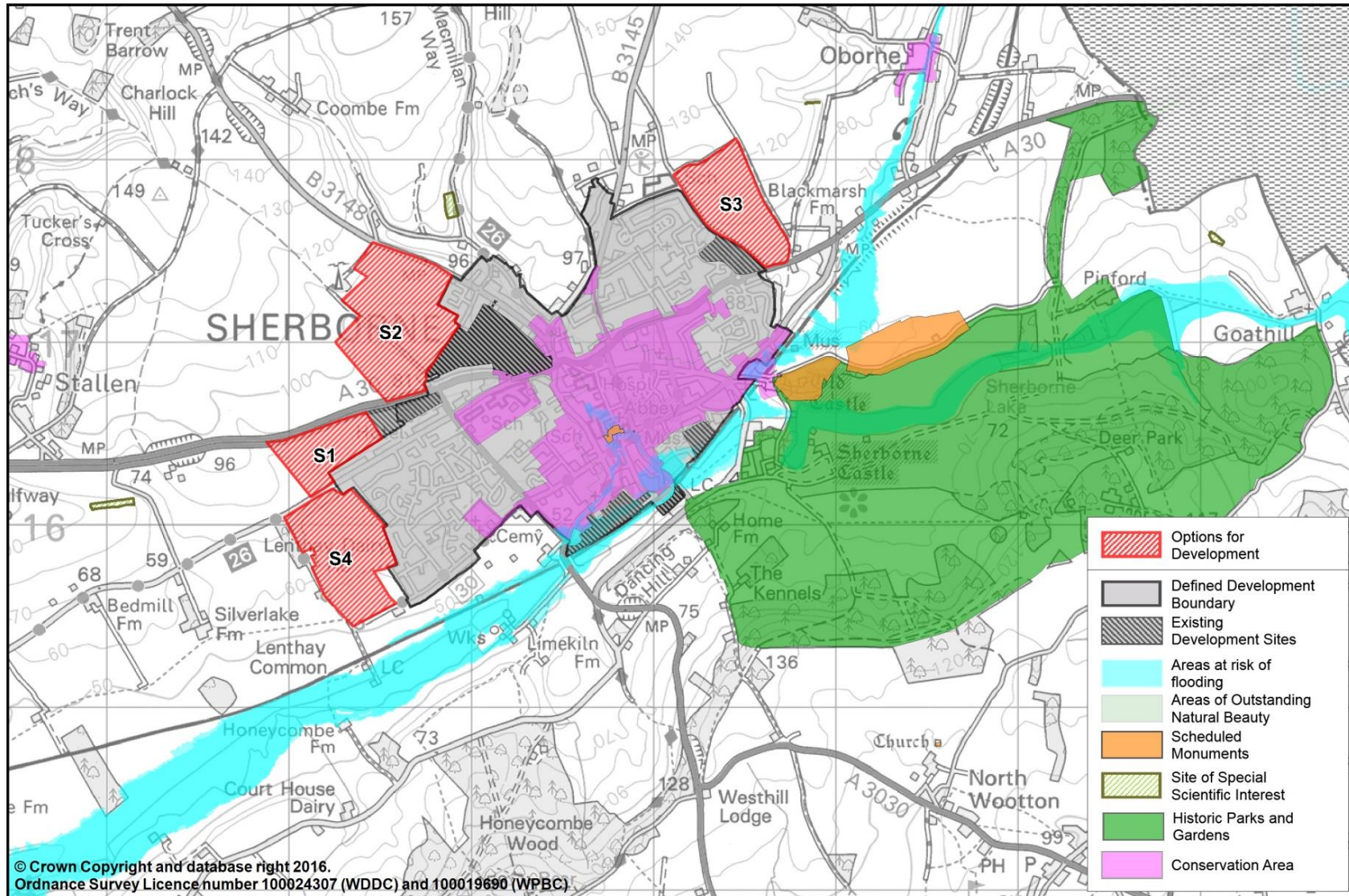
- 7.7 As a result of the initial sieve of potential development areas and the consideration of the above constraints, four site options have been identified in Sherborne. These options include East of Castle Town Way, Land North of Bradford Road, Land South of Bradford Road and Barton Farm. Figure 7.2 sets out an indicative level of development and the potential development issues for each these options.
- 7.8 At the issues and options stage, no commitment was made to the development of any individual or group of options. Further information about the potential development options was sought through the Issues and Options consultation. Additional work was needed to refine site suitability and fully establish infrastructure and requirements as well as constraints to development such as landscape or heritage impacts. Map 3 shows the four site options.

Figure 7.2: Details of Refined Options

REFINED DEVELOPMENT OPTIONS	INDICATIVE CAPACITY/ MAIN USE	DEVELOPMENT CONSIDERATIONS
S1: Land north of Bradford Road	Residential /400 units	The site would require careful design to the northern end to provide a soft transition between the urban edge and the surrounding countryside, which would be especially relevant to the part of the site adjacent to the A30 access into Sherborne.
S2: Barton Farm	Residential / 1100 units	This site has the potential to The site has good access into the main town of Sherborne and to the wider area, however Impacts on landscape would need to be addressed if this area is taken forward.
S3: East of Castle Town Way	Residential / 650 units	There could be potential to develop this area to the east of Sherborne. The site is rises up to the north resulting in potential landscape impacts however with careful design, appropriate screening and awareness of the contours of the site there is potential for development here. Any development in this area would need careful consideration towards the setting of heritage assets to the south, and issues with water quality and flooding with

REFINED DEVELOPMENT OPTIONS	INDICATIVE CAPACITY/ MAIN USE	DEVELOPMENT CONSIDERATIONS
		respect to the river to the south. An area which avoids the river to the south and the higher ground to the north of this area may be suitable for development.
S4: Land South of Bradford Road	Residential /810 units	There is potential for development on this site, avoiding the loss of the sports field and reducing the impact on the water course on the southern boundary of the site.

MAP 3: REFINED OPTIONS FOR GROWTH AT SHERBORNE



8 Issues and Options Consultation

- 8.1 The Issues and Options consultation provided an opportunity for stakeholders and the public to give their views on the development options. Ten public consultation events were held between 20th February and 9th March 2017. It is estimated that 1,172 people attended these events.

Location	Date	Estimated attendance
Sherborne	20 February 2017	92
Weymouth	21 February 2017	72
Portland	23 February 2017	48
Charminster	24 February 2017	244
Dorchester	27 February 2017	86
Beaminster	28 February 2017	105
Lyme Regis	1 March 2017	54
Bridport	2 March 2017	127
Crossways	7 March 2017	230
Chickerell	9 March 2017	114
Total		1,172

- 8.2 As part of the consultation, 131 responses were received that related to Sherborne, including comments from statutory consultees such as; Historic England, Natural England and Dorset Waste Partnership. A summary of the responses received for each of the questions asked is set out below. It should be noted that these are a summary of the responses received and do not necessarily reflect the Council's position.

8-i. Sherborne has grown at an average rate of about 40 dwellings per year over the last 5 years. Should we plan for a lower level of growth, maintain that level of growth, or take a strategic longer term view for the growth of the town?

COMMENTS RECEIVED RELEVANT TO QUESTION 8-I

- 8.3 There were very mixed views on this question with some comments stating that the more development should be planning in Sherborne to relieve the pressure from Dorchester and Crossways, and the fact that low levels of delivery in previous

years has resulted in young families being unable to get on the housing market. However other comments stated that 40 dwellings per annum should be considered the absolute maximum as well as other comments stating that Sherborne is not a sustainable location and therefore the comments from the Planning Inspector should be ignored.

- 8.4 Other more general comments were made, for example one response stated that no consideration was made to the fact that Yeovil has 7,815 dwellings planned and 52ha of employment land as well as Milborne Port having around 300 dwellings allocated. Whilst other general comments stated that development should be in line with local needs and wishes.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.5 Housing needs across the plan area need to be met at the most sustainable locations. Within West Dorset, Sherborne is one of the main towns which will act as a service centre for the wider area. Sherborne also has a range of facilities and reasonable accessibility to higher level centres such as Yeovil. It is considered a sustainable location and therefore an appropriate location for additional growth. The rate of growth will depend on the local housing market with the planned level reflecting the availability of sites and the absorption rate of the market in Sherborne.
- 8.6 Although there are other developments being carried out in other towns/villages around Sherborne it is important to understand that South Somerset has housing requirement as does West Dorset and these need to be met in each Local Authority area. The Local Plan review aims to support sustainable towns where people are able to live and work, therefore the surrounding sites over the Local Authority have not been taken into account as they will not count towards the housing needs that must be met in West Dorset.

8-ii. Are there any additional issues related to the development of any of the site options?

COMMENTS RECEIVED RELEVANT TO QUESTION 8-II

- 8.7 A few issues were raised in the consultation responses including the fact that employment options are limited in Sherborne, and the age structure in and around Sherborne should be taken into account and more emphasis on using sustainable methods of transport from any new sites.
- 8.8 There were also comments relating to the setting of Sherborne with several comments stating that the surrounding countryside of Sherborne should be given more protection from encroaching development as well as needing to more strongly protect the special character of Sherborne.

- 8.9 Dorset County Council also made the point that all the sites assessed are in the mineral safeguarding zone therefore the mineral planning authority would expect assessment and prior extraction of this resource prior to development.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.10 New employment land allocations will be considered through the Local Plan review. The employment sites allocated in the current Local Plan will also be reassessed to see if there is a need to give greater protection to them as 'key' employment sites.
- 8.11 The sites taken to the next stage of the Local Plan review will take into account the comments on Landscape, setting of the town and encroachment in the surrounding countryside. Comments received as part of the Issues & Options consultation have resulted in the site 'East of Castle Town Way' (S3) not being progressed. The westerly focus for development minimises impact on the more sensitive eastern side of the town.

COMMENTS RECEIVED RELEVANT TO INDIVIDUAL SITES

OPTION S1 - LAND NORTH OF BRADFORD ROAD

- 8.12 The majority of comments in relation to the site made comments in relation to the infrastructure and potential traffic constraints which may arise as a result of the development.
- 8.13 Dorset County Council also made the point that due to road width constraints in certain areas bike and pedestrian access is limited and can be difficult to improve.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.14 Policies within the adopted local plan aim to facilitate better walking and cycling routes. Within Sherborne, although these can be difficult to achieve, the policies in the preferred options document will require links to be made where possible.
- 8.15 To support the development of the site road linkages will be required and a transport assessment will be necessary to support the development of the site. This assessment will need to look at the transport issues around the area.

OPTION S2 - BARTON FARM

- 8.16 A number of comments were made in relation to site S2 with several positive comments, such as "*development in this direction would make logical sense due to the existing Barton Farm development*" and "*the site is relatively unconstrained and could offer the ability to achieve infrastructure, utility connections and road infrastructure in the form of a link from the A30 and better access from the North*".

- 8.17 There were also a number of negative comments in relation to this site including the mention of issues with surface water flooding along Marston Road and Nethercombe Lane, as well as issues with lack of integration between the site and the town centre due to the distance from the town centre and steep topography, making it unlikely residents would walk or cycle into town. Other issues were raised in relation to landscape, with comments stating that the site is very visible.
- 8.18 There were also some general comments made stating that further development on the site should be delayed until the impact from the current Barton Farm development on local infrastructure becomes clearer, and that additional school, doctor's surgery and other social infrastructure would be required.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.19 A number of comments made the point about the landscape and setting of Sherborne and the potential impacts from the site. These comments and the results of the evidence gathered, the site boundaries will be drawn to limit impacts on the setting of Sherborne and the surrounding landscape.
- 8.20 In relation to the other issues such as the requirement for additional health services and schools the CCG (Clinical Commissioning Groups) and Dorset Country Council will be consulted through the Local Plan process to ensure the correct facilities are planned for.

OPTION S3 - EAST OF CASTLE TOWN WAY

- 8.21 The majority of comments regarding S3 are negative with a comment from the Landowner also stating that they would not currently support this site. There were also a number of other comments highlighting the potential negative impacts on the surrounding landscape as well as impacts on the approach into Sherborne from the east and potential impacts on the surrounding heritage assets as a result of development. Other comments raised include the site being considerable distance from amenities and the town centre, potential issues with surface water flooding and the need for Castle Town way needing significant upgrading if any development was planned in this location.
- 8.22 There was also a comment stating that the site is in a ground water source protection area which could make development more difficult in this location.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.23 The site S3 has not been progressed as a result of the comments received through the Issues and Options consultation.

OPTION S4 - LAND SOUTH OF BRADFORD ROAD

- 8.24 Overall the comments for S₄ are very mixed with some positive and some negative comments, with several comments stating that small developments on S₁ and S₄ or S₃ and S₄ are the most reasonable of the sites suggested.
- 8.25 There were also a number of comments making the point that the density of housing on the site should be carefully considered to ensure the site is not over developed. A number of comments also stated about the loss of open space and amenity space as a result of S₄ being developed due to the area being used by local people for walking etc.
- 8.26 There were some general comments about traffic issues and access to the site, Dorset County Council made the point that 'The access to these sites needs to be clarified, as well as how traffic will access the A30'.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.27 At this stage in the preparation of the local plan, masterplanning of the site has not been done. This will follow at a later stage and will look at details such as the density and type of development suitable on the site.
- 8.28 In terms of transport and access issues, a transport assessment will be necessary to fully assess options of accessing the site and how traffic flows can be managed.

8-iii. What are the infrastructure requirements for the development of the site options, individually or in combination with others?

COMMENTS RECEIVED RELEVANT TO QUESTION 8-III

- 8.29 A number of comments from the Issues and Options consultation state that infrastructure issues need to be considered before any new development is planned, another comment also made the point that public transport is not regular enough and any new development will just promote more car use in the area.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.30 The council is in discussion with infrastructure providers as part of the review of the local plan. Infrastructure requirements will be incorporated into the local plan. Further transport modelling work will be necessary to fully establish what measures are required in developing the sites either individually or in combination.
- 8.31 The policies in the Local Plan review promote the inclusion of footways and cycle paths as part of the development to try and promote people travelling to town on foot or by bicycle to alleviate traffic in the centre of Sherborne.

9 Evidence Gathering

- 9.1 To support the selection of preferred options, evidence has been gathered to investigate further relevant issues. A summary of the results of the evidence is included here.

THE JOINT RETAIL AND COMMERCIAL LEISURE STUDY³

- 9.2 Sherborne is defined in the current Local Plan as a focus for development. Sherborne's primary shopping area is located in the centre of the town and is concentrated mainly along Cheap Street with a small amount extending into Half Moon Street, Long Street, Newland and The Green. The primary shopping frontages include all of Cheap Street with the secondary frontages including Half Moon Street, Longstreet and The Green. These town centre boundaries are shown on the policies map.
- 9.3 Sherborne town centre is an accessible centre with good bus, rail and road links. The town centre has a good provision of retail and financial services in the town with low levels of retail vacancies. The town benefits from a high concentration of independent non-food retailers which make up the vast majority of the town centre adding to the diversity, vitality and viability of the centre as a whole. There is however a below average provision of leisure uses (including cafes and restaurants) within the town centre.
- 9.4 The town has a good convenience provision with larger shops including Waitrose and Sainsbury's supported by other smaller providers including a number of grocers, delicatessens and bakers. There are also several markets which provide additional diversity including the Sherborne Vintage Market and Sherborne Farmers' Market which are both held at regular intervals each month.
- 9.5 The retail capacity assessment identified a need for 1,245 sqm net of new comparison goods floorspace in the town by 2036. There was however limited need identified for additional convenience floorspace with a requirement for only 54 sqm net by 2036.
- 9.6 The Joint Retail Assessment also highlights areas for potential retail development including out of town development opportunities at the Peel Shopping Park which received planning permission for an additional retail warehouse and extension to the car park (App Ref: WD/D/16/000486). Opportunities closer to town include the existing Local Plan allocation at Barton Farm and Newland Car Park North and South.

³ Joint Retail and Commercial Leisure Study – 2018. Carter Jonas on behalf of North Dorset District Council, West Dorset District Council and Weymouth & Portland Borough Council (March 2018) www.dorsetforyou.gov.uk

- 9.7 The Report also highlights other potential areas suitable for development including land to the rear of Sherborne Hotel, redevelopment of the former tennis courts and the Former Gas House Hill site which is currently allocated as a mixed use site, showing plenty of opportunities to expand the retail provision in Sherborne.
- 9.8 Overall the historic nature of the town centre provides a good, well maintained environmental quality. However, there is a lack of public open space and seating within the centre which if improved could attract more people to the town centre.

LANDSCAPE AND HERITAGE ASSESSMENT⁴

- 9.9 A Strategic Landscape and Heritage Sensitivity Assessment has been prepared which appraises the sensitivity of the land at the main centres of growth to the effects of development. The assessment is formed of two stages, stage one is an independent review of the landscape/heritage constraints considered at Issues and Options stage. This stage also recommends which broad areas of search should be scoped in or out of a further detailed level two assessment, the findings of which are summarised below.
- 9.10 The stage 1 report excluded the following areas from further assessment:
- Area B: Land adjacent to Sherborne Castle: All of this area is excluded on landscape and heritage grounds.
 - Area G: Land north of Marston Road: All of this area is excluded on landscape grounds.
 - Area D: Sherborne School Playing Fields: The whole of this area is scoped out due to current use as school fields/pitches
 - Area C: Land to South of River Yeo (partial): The area occupied by Terrace Playing Fields is to be scoped out.
- 9.11 The following areas to take through to the stage two assessment:
- A: East of Castle Town Way
 - C: Land to South of River Yeo
 - E: West of Sherborne
 - F: Barton Farm
 - H: Land North of Quarr lane Park

⁴ Landscape and Heritage Assessment – LUC on behalf of West Dorset District Council and Weymouth & Portland Borough Council (2018) www.dorsetforyou.gov.uk

9.12 The stage 2 report makes the following points regarding each of the sites assessed further:

- Area 1 (East of Castle Town Way) – The stage 2 assessment identifies following main points; the site being visually prominent from the south-east facing slope with wider views from higher ground including the Yeo Valley and beyond. The site is defined as having underdeveloped and agricultural character with high levels of tranquillity and strong rural character. In terms of heritage impacts the site has strong intervisibility with the Grade 1 Registered Park and Garden of Sherborne Castle and Sherborne Old Castle. Overall the study defines the landscape sensitivity as moderate to high in this location due to the importance of the rural edge. In terms of heritage the site is also defined as moderate to high sensitivity due to potential impacts on the setting of the Registered Park and Garden and Sherborne Old Castle.
- Area 2 (Land to South of River) – The stage 2 assessment identifies that the site is visually prominent with part of the wider wooded ridgeline being important for the setting of Sherborne and the fields below being recognised for their landscape quality via a local designation. Overall the site is important for the setting of Sherborne in relation to its areas of woodland, downland, downland and scrub including the Terrace Meadow SNCI. In terms of heritage assets the site is important for the setting of Sherborne Castle and associated Registered Park and Garden, equally the Grade II listed West Mill and associated landscape is also relevant in the setting of the Sherborne Conservation area. Overall the study defines the landscape close to the river as moderate and the slopes are of high landscape sensitivity. In relation to heritage assets the study defines the area as moderate to high impact due to the potential setting change of the Sherborne Castle Registered Park and Garden, and Sherborne Conservation Area.
- Area 3 (West of Sherborne) – The site at present has open character with gently sloping land to the south-west and visual connections to the surrounding countryside including the Yeo valley, wooded ridgeline and Sherborne Castle to the south and south-east. However the study states; 'the intensively farmed character, low coverage of naturalistic features, absence of heritage assesses and proximity to the A30 reduce sensitivity', with this taken into account the study summarises the impact on landscape as moderate. In relation to heritage the site has no known heritage assets therefore impact is defined as low in the study.
- Area 4 (Barton Farm) – The site is characterised as being open with visual connections to the surrounding countryside including the wooded ridgeline to the south with glimpses of the western part of Sherborne Castle. The

assessment states that the site has agricultural character with open skylines marked by hedgerows and trees, with a sense of relative tranquillity. The study also goes on to state that the sites current role in the landscape is as an immediate rural and agricultural setting and backdrop to north-western Sherborne surrounded by open countryside. The report summarises the site as development having moderate impact on the landscape and low impact in relation to heritage assets.

- Area 5 (Land North of Quarr Lane Park) – The stage 2 assessment identifies the site as having undeveloped, agricultural character with skylines marked by trees and gaps through tree cover and hedges affording long-distance glimpses to the distinctive wooded ridgeline. Similar as a number of the sites assessed above the area is defined in the study as having a sense of relative tranquillity and strong rural character despite the proximity of development and main road. The study defined the area as being moderately sensitive in terms of landscape and a low level of sensitivity in relation to heritage assets due to the low visual prominence and absence of designated natural or historic assets.

LEVEL 1 STRATEGIC FLOOD RISK ASSESSMENT⁵

- 9.13 A Level 1 Strategic Flood Risk Assessment has been prepared which replaces the previous Level 1 assessments for West Dorset and Weymouth & Portland. The updated SFRA provides up to date guidance on flood risk taking into account the latest flood risk information, it identifies the requirements for site-specific flood risk assessments and the application of Sustainable Drainage Systems (SUDS). It provides a basis for applying the flood risk Sequential and Exception Tests. A comprehensive set of maps accompanies the Level 1 assessment.
- 9.14 In Sherborne the available datasets show that fluvial flooding has been recorded in Sherborne from the River Yeo in December 1979. In terms of surface water flooding the study states this risk is largely confined to the road network with South Street, Westbury and Ludborne Road most affected. The also notes that there is ponding in certain areas including between Station Road and Pageant Drive around the watercourse north of Castleton Road and around Ottery Lane.
- 9.15 In terms of groundwater flood emergence there is also risk associated with area in close proximity to the River Yeo to the southern side of Sherborne other areas around Sherborne show limited potential for groundwater emergence.
- 9.16 Other sources of flooding include reservoir flooding in which the southern parts of Sherborne are within the maximum flood extent of reservoirs. Wessex water has

⁵ Level 1 Strategic Flood Risk Assessment – JBA Consulting on behalf of West Dorset District Council and Weymouth & Portland Borough Council (April 2018) www.dorsetforyou.gov.uk

also provided information that indicates sewer flooding has occurred in areas along Long Street and Abbey Road.

- 9.17 The study also makes recommendations for the use of SuDS in the area. The study states the following areas would benefit from SuDS including; areas in the vicinity of the River Yeo and along the corridor of the B3148. The mapping in the study also indicated there is potential for ground stability geohazards across this area with significant potential in southern areas in proximity of the River Yeo.
- 9.18 There is also a Groundwater Source Protection Zone in this area, and the study recommends measures will need to be implemented to reduce the risk of mobilisation of pollutants and avoid contamination of this source.
- 9.19 Other issues found in the study include; areas around Sherborne being in a Nitrate Vulnerable Zone, areas around Sherborne being inside a Critical Drainage Area (defined as “*an area within Flood Zone 1 which has critical drainage problems and which has been notified... [to]... the planning authority by the Environment Agency*”).

SPORT & LEISURE FACILITIES NEEDS ASSESSMENT⁶

- 9.20 This study provides a detailed assessment of the current provision of indoor and built sports facilities for West Dorset identifying needs and gaps in provision. It also provides detail as to what exists in the borough, its condition, location, availability and overall quality and considers demand for facilities based on population distribution, planned growth etc.
- 9.21 The evidence underpinning the assessment will be used to both identify and justify the provision of developer contributions.
- 9.22 The report identifies the following issues in Sherborne associated with sports and recreational facilities in the town:
- The report identifies facilities in Sherborne including 3 sports halls, 2 swimming pools, fitness facilities and studios all being defined as above average with the Oxley Sports Centre fitness facilities defined as good (highest rating given). This is due to regular maintenance of facilities in the town with recent maintenance occurring on the Oxley Sports Centre, Sherborne Sports Centre as well as other facilities such as the tennis courts at Sherborne Tennis Club.
 - Recently planning permission was also granted for a 10 badminton court sports all associated with Sherborne School (boy’s school). However this does not have a condition on the planning application for community use and has been justified by educational need.

⁶ Active Dorset: Sport & Leisure Facilities Needs Assessment – Knight, Kavanagh & Page on behalf of Weymouth & Portland Borough Council (April 2017)

- Although there are currently a number of good sports facilities in Sherborne the private school sites do not have community use agreements in place. This means that access to these facilities could be susceptible to change.
- The Sherborne sites also appear to have relatively high levels of spare capacity with facilities at Sherborne Boys School having the highest level of spare capacity in West Dorset.
- Sites in Sherborne also attracted a number of sports clubs from Yeovil. For example, Yeovil Netball and Volleyball clubs use Oxley Sports Centre in Sherborne. This is due to available capacity and competitive rates.

10 Preferred Options Consultation

- 10.1 The responses to the Issues and Options consultation along with the evidence gathered have helped to establish two new development options for the Local Plan Review which are subject to consultation at Preferred Options stage.

OPTIONS CONSIDERED

- 10.2 This section sets out both the Preferred Options and excluded options. Alongside each option is an explanation why the option has or has not been taken forward.

Table 10.1: Preferred Options

PREFERRED OPTION	REASONS
SHER1: Land north of Bradford Road	This site offers an opportunity for access onto the A30 to relieve some of the traffic issues elsewhere on the western side of the town and to enable access to the site south of Bradford Road. The development is adjacent to the adjacent Sherborne Hotel site which earlier this year received planning permission for a 24 bed hotel, 82 extra care apartments and 37 extra care lodges. The site is adjacent to the A30 and offers an opportunity for creating an attractive gateway into the town.
SHER2: Barton Farm Extension	The development would link to the existing Barton Farm site which is currently in the second phase of development. The existing services and infrastructure could be utilised enabling development to be started more quickly. A road connection is enabled between the A30 and Marston Road as part of the development of this site. There are landscape constraints associated with the Barton Farm Extension as the site rises to the northern western side of the site resulting in this part of the site being very prominent. Due to this the size of site has been reduced significantly to lessen the impacts on the landscape with the majority of development being below the 100m contour line. The policy in the preferred option also states that sufficient landscaping will be required to mitigate impacts on the landscape and wider views.
SHER4: Land South of Bradford Road	Site SHER4 relates well to the existing urban area of Sherborne and in terms of the topography has less impact on the wider views around Sherborne. There are a number of highways constraints with the site; however development in the site could also improve existing issues with congestion on the road network around the school. Access to the A30 could be enabled if the site was developed in combination with the site North of Bradford Road.

Table 10.2: Excluded Option

REFINED OPTIONS	REASONS
SHER3: East of Castle Town Way	<p>The landowner is not currently supporting this site and well as there being potential landscape impacts especially to the northern part of the site. Other issues include impacts on the approach into Sherborne from the east and potential impacts. The site is more distant from amenities and the town centre and roads in the area may need significant upgrading if development was to occur.</p> <p>The site is also within a ground water source protection area which could make development more difficult in this location.</p>

PREFERRED OPTIONS

- 10.3 The Preferred Options consultation document takes forward the existing allocations from the current plan and identifies a number of new sites for housing and employment development. As explained in Figure 10.2 above, there are three Preferred Options for Sherborne. Even though the existing Barton Farm site is well underway the majority of phase 2 is still under construction, therefore it will remain in the development policies in the Local Plan Review until it is completed.

Table 10.3: Full list of site specific development policies in Sherborne.

POLICY	SITE
SHER1	FUTURE TOWN CENTRE EXPANSION
SHER2	LAND AT SHERBORNE HOTEL
SHER3	THE FORMER GASWORKS SITE, GAS HOUSE HILL
SHER4	LAND AT BARTON FARM
SHER5	BARTON FARM EXTENSION (PREFERRED OPTION)
SHER6	LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)
SHER7	LAND SOUTH OF BRADFORD ROAD (PREFERRED OPTION)

KEY CHANGES SINCE THE ADOPTED PLAN

- 10.4 The existing site-specific policies and supporting text have been updated where necessary as part of the Preferred Options consultation. Key updates include:
- The Barton Farm site is well underway with Phase 1 having been completed and Phase 2 in the early stages.

- The Sherborne Hotel site was granted planning permission earlier this year for a 24 bed hotel, 82 extra care apartments and 37 extra care lodge.
- 10.5 The remainder of this background paper will look more closely at the additional Preferred Options for Sherborne setting out in detail the proposed approach to development.

SITE ANALYSIS – BARTON FARM EXTENSION (PREFERRED OPTION)

- 10.6 The site is adjacent to the existing Barton Farm site included in the adopted Local Plan and would therefore relate well to the existing development site.
- 10.7 The northern part of the site is in an elevated position and comprises of agricultural fields which are currently used for arable farming. The site also has smaller close cropped hedgerows throughout with a copse of trees to the north western corner.

DEVELOPMENT STRATEGY – BARTON FARM EXTENSION (PREFERRED OPTION)

- 10.8 Policy SHER₁ of the Preferred Options consultation document provides criteria for consideration should this site be adopted. The policy as drafted (below) and the accompanying supporting text are subject to consultation.
- 10.9 The open agricultural nature of the site alongside the sloping topography to the north western side of the site has resulted in the development being concentrated in the south eastern part of the site to mitigate impacts on the surrounding landscape. A road connection between the A30 and Marston Road will form the northern boundary to the site.
- 10.10 As there are highways constraints and issues with congestion in and around Sherborne this site is being brought forwards in conjunction with the other preferred options on the western side of Sherborne to mitigate impacts on the existing highway network. A masterplan for the developments suggested on western side of Sherborne will be produced to guide development in a coordinated way.
- 10.11 The Local Plan review supports sustainable development and promoting residents using means other than car use to access the town centre. Therefore pedestrian and cycle links will need to be factored into the development, this is also included in the policy wording below.

SHER5. BARTON FARM EXTENSION (PREFERRED OPTION)

- i) Land north and west of Barton Farm, as shown on the policies map, is allocated for residential development.**
- ii) The development of the site will deliver a new road linking the A30 with the B3148 Marston Road as part of the built form. Further junction**

improvements at the Marston Road junction with the A30 at Newell may also be necessary.

- iii) To enable ease of access to the town centre and other facilities, pedestrian and cycle links to the town are required. The scheme should be designed to provide a positive frontage along the new link road and the existing Marston Road.**
- iv) Development will need to include sufficient landscaping to reduce impact on views from the south including retention of existing mature trees and hedgerows.**
- v) Impact on important heritage assets within the town will also need to be given careful consideration. This includes the impact on the setting of Sherborne Castle and associated park and garden.**
- vi) The development of the site should be in accordance with a master plan covering this site and the two other allocated sites to the west of Sherborne.**

MITIGATION MEASURES – BARTON FARM EXTENSION (PREFERRED OPTION)

10.12 Mitigation measures have been identified and are set out below. These measures are necessary to support the grant of planning permission. This Preferred Option shown will also be subject to the Community Infrastructure Levy. The levy will be used to support community infrastructure including education, healthcare and community facilities. In addition to the levy, there may be a need for additional site-specific infrastructure necessary to make the development acceptable in planning terms. These will be delivered using a S106 legal agreement.

	SHER5: BARTON FARM EXTENSION (PREFERRED OPTION)
Landscape	Strategic landscaping to the northern part of the development to mitigate wider views into Sherborne and soften the edge of development. A buffer will also be needed to screen development from the A30 on the approach into Sherborne from the western side.
Flooding	Incorporate surface water mitigation measures to manage surface water flooding and ensure risk is not exacerbated elsewhere
Transport	As part of this site and the existing Barton Farm site the relief road connecting the A30 and the B3148 to provide a more direct route from the A30 is currently being proposed with the junction off the A30 already started as part of the existing Barton Farm development.
Biodiversity	Retention of hedgerows on the site.

SHER₅: BARTON FARM EXTENSION (PREFERRED OPTION)	
Health	Contributions will be sought towards enhancements of healthcare facilities in the Sherborne area.
Education	Contributions will be sought towards extending the existing primary school adjacent to option SHER ₇ . The development will also be required to contribute towards additional higher middle and upper school extensions in Sherborne.
Waste	Contributions will be sought towards waste facilities in Sherborne.
Water	Network improvements will need to be assessed based on the scale of development.

SITE ANALYSIS – LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)

- 10.13 The site is situated to the south of the A30 and is adjacent to the development at Sherborne Hotel.
- 10.14 The site is generally flat and is currently used for arable farming with existing hedgerows to the northern and western edges of the site. The site also backs onto the existing properties along part of Bradford Road.

DEVELOPMENT STRATEGY – LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)

- 10.15 Policy SHER₆ of the Preferred Options consultation document provides criteria for consideration should this site be adopted. The policy as drafted (below) and the accompanying supporting text are subject to consultation.
- 10.16 As the site is adjacent to the A30 it will need to be carefully designed to ensure future residents are not affected by the road and impacts on the existing residents are mitigated as much as possible.
- 10.17 As with the Barton Farm site above there are highways constraints associated with the surrounding area. The development will therefore require a new junction onto the A30. In addition The Highways Authority already have concerns regarding the junction at Lows Hill Lane which could be closed as part of the development. As this is a junction of concern closure may help improve road safety in the area. This site, as with the Barton Farm extension site above would be brought forwards in conjunction with the other preferred options on the western side of Sherborne to mitigate impacts on the existing highway network.
- 10.18 As the site would be brought forwards alongside the two preferred options on the western side of Sherborne, it would need to be developed in accordance with an agreed masterplan for the area.

- 10.19 The Local Plan review supports sustainable development and promoting residents using means other than car use to access the town centre. Therefore pedestrian and cycle links will need to be factored into the development, this is also included in the policy wording below.

SHER6. LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)

- i) Land north of Bradford Road, as shown on the policies map is allocated for residential development.**
- ii) The development will be served via a new junction on the A30 with a connection made through the development and to Bradford Road. The junction of Low’s Hill Lane and the A30 will be closed. Further improvements at the junction of Bradford Road and Horsecastles Lane may also be necessary.**
- iii) To enable ease of access to the town centre and other facilities, pedestrian and cycle links to the town are required.**
- iv) The development will need to be sympathetically designed to limit impacts on existing residents adjacent to the site and take into account the proximity of the site to the A30. A landscape buffer along the A30 should be provided.**
- v) The development of the site should be in accordance with a master plan covering this site and the two other allocated sites to the west of Sherborne.**

MITIGATION MEASURES – LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)

- 10.20 Mitigation measures have been identified and are set out below. These measures are necessary to support the grant of planning permission. This Preferred Option shown will also be subject to the Community Infrastructure Levy. The levy will be used to support community infrastructure including education, healthcare and community facilities. In addition to the levy, there may be a need for additional site-specific infrastructure necessary to make the development acceptable in planning terms. These will be delivered using a S106 legal agreement.

SHER6: LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)	
Landscape	Sympathetic design of the units to provide a positive frontage into the A30, the northern side of the site will also require landscaping to mitigate the impacts of the road on potential new residents. Strategic landscaping will also be required to create a buffer with the existing units on Bradford Road.
Flooding	Incorporate surface water mitigation measures to manage surface water

SHER6: LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)	
	flooding and ensure risk is not exacerbated elsewhere
Transport	Access will be served via a new junction on the A30 with a connection made through the development and to Bradford Road and potentially onto Lenthay Road through the development of the area South of Bradford Road.
Biodiversity	Retention of important hedgerows and trees on the site.
Health	Contributions will be sought towards enhancements of healthcare facilities in the Sherborne area.
Education	Contributions will be sought towards extending the existing primary school adjacent to option SHER7.
Waste	Contributions will be sought towards waste facilities in Sherborne.
Water	Network improvements will need to be assessed based on the scale of development.

SITE ANALYSIS – LAND SOUTH OF BRADFORD ROAD (PREFERRED OPTION)

- 10.21 The site is situated to the south of Bradford Road and to the western side of the existing urban area of Sherborne. The site is close to a number of facilities and amenities including Sherborne Abbey Primary School, a small convenience shop. The town centre is also just over 1 mile away from the central part of the site.
- 10.22 The site is fairly flat and is currently used for arable farming with existing hedgerows throughout the site with thicker and larger trees along the northern boundary of the site and has allotments which adjoin the south eastern boundary of the site.

DEVELOPMENT STRATEGY – SOUTH OF BRADFORD ROAD (PREFERRED OPTION)

- 10.23 Policy SHER7 of the Preferred Options consultation document provides criteria for consideration should this site be adopted. The policy as drafted (below) and the accompanying supporting text are subject to consultation.
- 10.24 The site lies to the west of the main built form of Sherborne and will therefore need to be carefully designed to integrate into the existing urban area of area Sherborne as well as limiting the impact on the existing residents in the area.
- 10.25 The scale of development on the site will require additional school places. This is most likely to be met though the expansion of the existing Abbey Primary School which is located adjacent to the south eastern boundary of the site.

- 10.26 The site would also be required to provide an area of employment land to ensure there are enough employment opportunities for businesses in Sherborne. As the employment land would need easy vehicular access for larger vehicles it is likely the employment area would be located at the north western corner of the site. Access would then be achieved through the land North of Bradford Road directly onto the A30. Strategic landscaping would create a buffer between residential development and employment land. There are a number of existing mature hedgerows and trees in the north western part of the site which would need to be retained; this along with additional strategic landscaping would also be required around the employment land around the north western boundary to create a softer edge between the built environment and open countryside.
- 10.27 As with the other two preferred options in Sherborne this site would be brought forwards alongside the two other preferred option to the west fo Sherborne. The three sites should be masterplanned to allow better integration of the site in terms of highway and pedestrian links as well as using the land as efficiently as possible.
- 10.28 The Local Plan review supports sustainable development and promoting residents using means other than car use to access the town centre. Therefore pedestrian and cycle links will need to be factored into the development, this is also included in the policy wording below.

SHER7. LAND SOUTH OF BRADFORD ROAD (PREFERRED OPTION)

- i) Land south of Bradford Road, as shown on the policies map is allocated for residential and employment development delivering at least 5 hectares of employment land.**
- ii) The employment land provision will be within the existing mature tree belt in the north west of the site. The relationship between this employment land and Lenthay Dairy Farm will need careful treatment.**
- iii) The development will be served primarily via the new junction with the A30, proposed to be delivered as part of the development of the land north of Bradford Road. A link will also be provided between Bradford Road and Lenthay Lane to reduce traffic issues at Sherborne Abbey Primary School. In addition, pedestrian and cycle links to the town’s centre and other facilities will be necessary.**
- iv) The expansion of Sherborne Abbey Primary School will be required as part of the development of the site.**
- v) The relationship between Lenthay Common and the development site will need to be sensitively designed through the provision of a buffer to the Common**

boundary or the relocation of the existing allotments adjacent to the Common boundary.

- vi) Development will need to be sympathetically designed to limit impacts on existing residents adjacent to the site. Existing trees and hedgerows should be retained within the development.**
- vii) The development of the site should be in accordance with a master plan covering this site and the two other allocated sites to the west of Sherborne.**

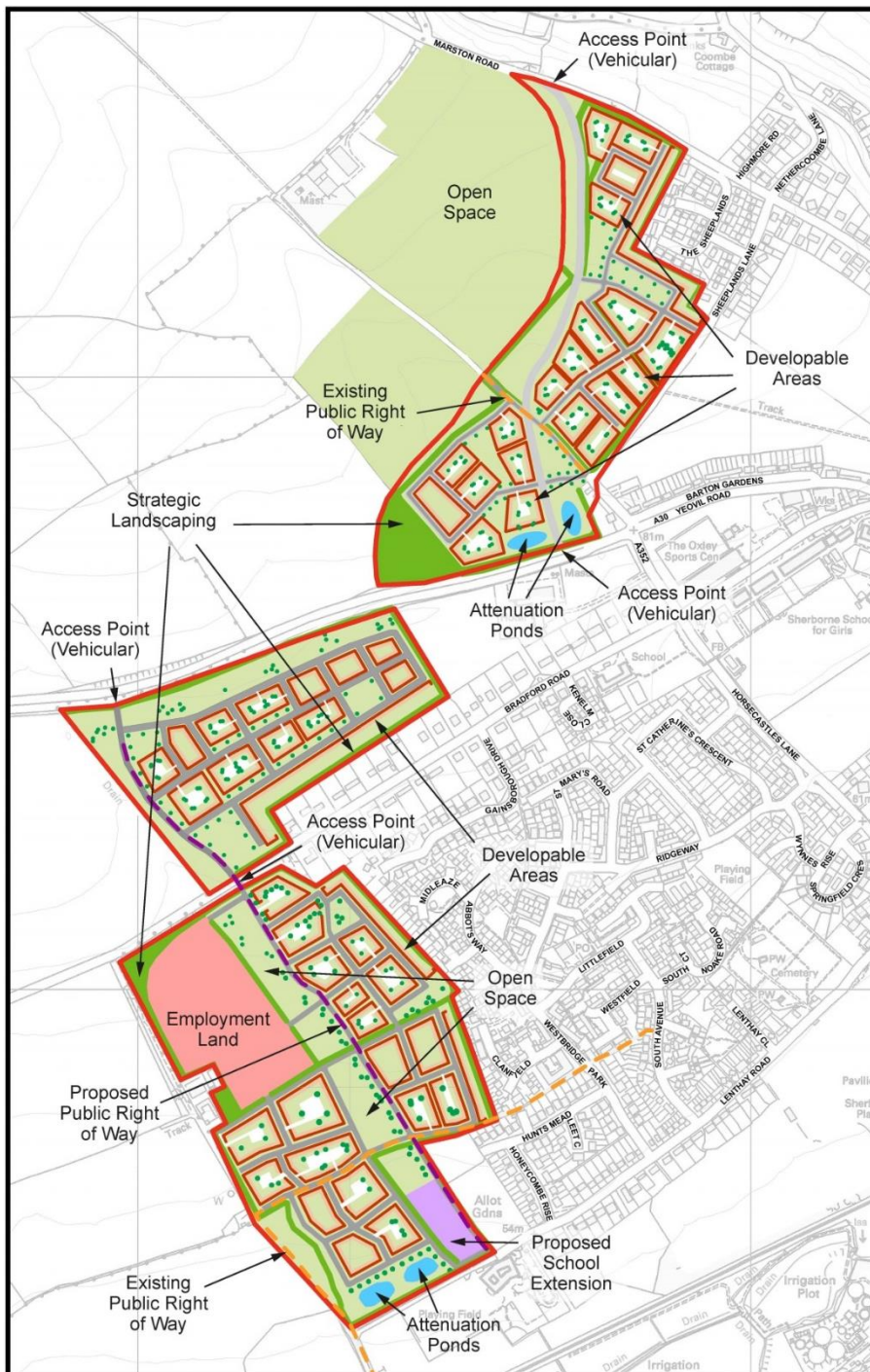
MITIGATION MEASURES – LAND SOUTH OF BRADFORD ROAD (PREFERRED OPTION)

10.29 Mitigation measures have been identified and are set out below. These measures are necessary to support the grant of planning permission. This Preferred Option shown will also be subject to the Community Infrastructure Levy. The levy will be used to support community infrastructure including education, healthcare and community facilities. In addition to the levy, there may be a need for additional site-specific infrastructure necessary to make the development acceptable in planning terms. These will be delivered using a S106 legal agreement.

	SHER7: SOUTH NORTH OF BRADFORD ROAD (PREFERRED OPTION)
Landscape	Strategic landscaping will be required on the western side of the development and especially around the employment area, including retaining existing mature trees and mature hedgerow to help with softening the edge of the development into the surrounding landscaping.
Flooding	Incorporate surface water mitigation measures to manage surface water flooding and ensure risk is not exacerbated elsewhere
Transport	Additional access points to the site would be designed in conjunction with the other two preferred option sites, including an additional access off the A30 as well as improving access along Lenthay Road which should also help with high volumes of traffic around the school.
Biodiversity	Retention of mature hedgerows and trees on the site.
Health	Contributions will be sought towards enhancements of healthcare facilities in Sherborne.
Education	Contributions will be sought to increase the size of the primary school and adjacent to the preferred options site. The development will also be required to contribute towards additional higher middle and upper school extensions in Sherborne.
Waste	Contributions will be sought towards waste facilities in Sherborne.

SHER7: SOUTH NORTH OF BRADFORD ROAD (PREFERRED OPTION)	
Water	Network improvements will need to be assessed based on the scale of development.

INDICATIVE LAYOUT/CONCEPT PLAN – SHERBORNE PREFERRED OPTION SITE



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- 10.30 An indicative layout has been produced for each of the proposed new site allocations to give a visual representation of how development could take place. The layouts have been produced to help guide future site design work and show where the main policy requirements for each site could be located. The layouts will however act as a guide only and may be subject to change through the planning process.

CONSULTATION QUESTIONS

- 10.31 The Preferred Options consultation provides an opportunity for stakeholders and the public to give their views on the preferred development options. The questions relating to Sherborne are set out below. After the consultation process has ended, this background paper will be updated with a summary of the responses.
- 10.32 Adopted policy SHER₁ in relation to the Barton Farm scheme has been updated to take into account the development on the site that has occurred since the Local Plan was adopted. Adopted policy SHER₃ relating to the Sherborne Hotel has also been updated to take into account the recent permission on the site and the policy wording reflects this. Policy SHER₄ relating to the Former Gasworks Site has not been significantly altered as there have been no significant progress on the site since the adoption of the Local Plan.

16.i Do you agree with the proposal allocation of land for housing to extend the current Barton Farm site?

16.ii Do you agree with the proposal allocation of land for housing to the North of Bradford Road?

16.iii Do you agree with the proposal allocation of land for housing and employment to the South of Bradford Road?