

# Strategic Environmental Assessment for the Chesil Bank Neighbourhood Plan

Environmental Report to accompany the Regulation  
14 version of the Chesil Bank Neighbourhood Plan

Chesil Bank Neighbourhood Plan Steering Group

April 2022

*Please note that the Policy Reference numbers in this document  
are based on an earlier version of the Neighbourhood Plan, which  
has since changed*

## Quality information

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Front cover: View from St Catherine's Chapel (Abbotsbury) across Chesil Beach and looking towards Portland, available to access on the West Dorset Leisure Holidays ([WDLH](http://WDLH)) website.

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## Assessment of reasonable alternatives for the Chesil Bank Neighbourhood Plan

### Options for the allocation of homes through the Neighbourhood Plan

With regards to housing numbers, the housing requirement figure for Chesil Bank as stipulated within the consultation draft of the emerging DCLP (January 2021) is 33 dwellings. This comprises five existing commitments and a small sites windfall allowance of 28 dwellings (an average of two dwellings per annum during the emerging Dorset Council Local Plan (DCLP) period).

The DCLP does not anticipate requiring Neighbourhood Plans (going forward) to allocate sites or identify any additional land to meet the overall Local Plan housing need figure, as this figure is proposed to be met through extant permissions, strategic allocations and windfall development on sites within the settlement boundaries. However, paragraph 2.10.7 within the consultation draft of the emerging DCLP states that *“there may well be a strong basis for neighbourhood plans allocating sites particularly if there is evidence of local housing need in the neighbourhood plan area that exceeds the requirement figure set out in the Local Plan.”* In this respect, the Chesil Bank Housing Needs Review (August 2021) indicates that a slightly higher level of housing may be needed of between three to four dwellings per annum, with a focus on smaller dwellings types, homes for first time buyers, and affordable dwellings (including for rental purposes).

In the context of the above, the SEA process has appraised two options designed to consider the sustainability implications of allocating sites for development through the Neighbourhood Plan. On this basis, two options have been considered through the SEA process to explore the relative sustainability merits of two approaches. These are as follows:

**Option A:** Allocate sites within the CBNP.

**Option B:** Do not allocate sites within the CBNP.

Utilising the SEA Framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the appraisal has been presented through the seven SEA Themes. The appraisal considers the relative sustainability merits of each of the options. **Table 4.1** to **Table 4.7** within the main body of the Environmental Report present the findings of the options appraisal for each of the seven SEA Themes. A summary is provided below.

While it is recognised that the CBNP area contains many environmentally sensitive locations (including in relation to the biodiversity and geodiversity, historic environment, and landscape SEA themes), the preferred approach is to allocate sites (i.e. Option A). This is with a view to supporting the vitality of the communities within the CBNP area, and potentially tackling some of the key issues associated with housing in the CBNP area. These issues include: a lack of affordable homes for local families and younger people, higher number of vacant homes due (in part) to holiday home and second home ownership, homes for first time buyers, and a lack of smaller dwelling types for local needs. Specifically, the CBNP states:

*“Most people responding to our surveys agreed that the Neighbourhood Plan should attempt to influence the location and appearance of any future development. The main need suggested was for 2- or 3-bedroom homes, which should be eco-friendly,*

*with off-road parking and gardens, and designed to be in keeping with the surroundings.*

*“Most people did not want to see more than 10 homes built in a 10-year period in any of the villages, although possibly slightly higher in Portesham. In general, most people felt that any further development should take place within the existing village boundaries or through the re-use of agricultural buildings.”*

In this context, the CBNP supports an approach which seeks to deliver sustainable development which is sensitive to the environmental constraints within the CBNP area and which is intended to meet specific housing requirements or other community objectives.

### Consideration of site options

With a view to allocating sites within the CBNP to contribute to local housing needs, the CBNP Steering Group were keen to consider where development should be delivered within the Neighbourhood Plan area.

In light of this, the CBNP Steering Group (with support from an independent planning consultancy) has undertaken assessments of the various sites in the neighbourhood area in terms of their suitability, availability, and achievability for the purposes of a potential Neighbourhood Plan allocation.

None of the sites were given a ‘suitable’ rating for development as none are entirely free of constraints. However, the results of the site options assessment (SOA) process concluded that seven sites were ‘potentially suitable’ to take forward as Neighbourhood Plan allocations. Since the completion of the SOA, two of the seven sites which were defined as ‘potentially suitable’ are no longer available options for development given the availability of the sites.

In light of the above, a total of five sites have been further considered through the SEA process. These sites are listed in **Table NTS1** below and shown in the figure within Chapter 4 of the Environmental Report.

**Table NTS1: Potential site options considered through the SEA**

SOA Ref.	SEA ID	Name of site, address	Size (Ha) <sup>1</sup>	Indicative Capacity <sup>2</sup>
LH-01	Site 1	Higher Farmhouse	0.56	4 - 9 dwellings
LH-02	Site 2	4 Court Close	0.07	1 dwelling
LH-04	Site 3	Land between Shop Lane and Rose’s Lane	0.07	1 dwelling
FL-05	Site 4	Stone Cottage	1.60	1 dwelling
PO-03	Site 5	Land to the east of North Mead Farm	0.34	3 - 6 dwellings

To support the consideration of the suitability of the shortlisted sites for a potential allocation of a type appropriate for the Neighbourhood Plan, the SEA process has appraised the key constraints and opportunities present at each of the relevant sites

<sup>1</sup> Represents total site size and not necessarily total developable area and is taken from the initial site assessment report (specifically Table 4.2).

<sup>2</sup> As stated within the initial site assessment report (paragraph 2.11): “Where sites were previously included in the SHELAA, the indicative housing capacity used in the SHELAA has been used as a starting point. If landowners/developers have put forward a housing figure, this has been used if appropriate. If a site has been granted planning permission but the site has not yet been started or completed, then this capacity figure has been used.

(see **Table 4.9** to **Table 4.13** within the main body of the Environmental Report). A summary of the findings is presented below in **Table NTS2**.

**Table NTS2: Summary of SEA site assessment findings**

Site	Biodiversity and Geodiversity	Climate Change	Landscape	Historic Env.	Land, Soil and Water Resources	Community Wellbeing	Transport	
Site 1	Yellow	Blue	Blue	Yellow	Blue	Red	Red	
Site 2	Yellow	Blue	Yellow	Red	Yellow	Red	Red	
Site 3	Blue	Blue	Blue	Red	Blue	Red	Red	
Site 4	Red	Red	Red	Red	Blue	Red	Red	
Site 5	Yellow	Yellow	Blue	Red	Blue	Green	Blue	
Key								
Likely adverse effect (without mitigation measures)				Red	Likely positive effect			Green
Neutral/no effect				Yellow	Uncertain effect			Blue

### Preferred approach in the CBNP in light of the appraisal findings

The CBNP seeks to shape development in the neighbourhood area through a combination of allocations, specifically:

- Site 1 ‘Higher Farmhouse’ for one dwelling (see Policy CBNP7)
- Site 2 ‘4 Court Close’ for one dwelling (see Policy CBNP8)
- Site 4 ‘Stone Cottage’ for one affordable dwelling (see Policy CBNP6).
- Site 5 ‘Land to the east of North Mead Farm’ for between three and six dwellings, including a mix of affordable and open market homes (see Policy CBNP5).

The choice of site allocations has been informed by the findings of the site assessment undertaken for the CBNP, consultation events, and the SEA findings. The CBNP also states:

*“This was our first attempt at developing a Neighbourhood Plan, and what has become clear is whilst there is general support to see more affordable housing in the area, it is not easy to find sites which are suitable and which could be developed at a reasonable cost to keep the housing affordable (which greatly reduces the value of the land well below many landowners aspirations).*

*“Further effort is needed to work with the community and local landowners to identify more suitable sites and have in place a clear mechanism for bring this forward in a way which will deliver affordable housing for use by local people.”*

In the context of the above, the CBNP states that the Parish Council will support local volunteers to set up and run a Community Land Trust for the benefit of the Chesil Bank community, and work with local landowners to identify further potential sites for affordable housing.

## Assessment of the Regulation 14 version of the Chesil Bank Neighbourhood Plan

The Regulation 14 version of the CBNP presents 30 planning policies for guiding development in the Neighbourhood Plan area. These were developed following extensive community consultation and evidence gathering. Earlier draft versions of the policies have been revisited and updated in light of the responses which were received through community consultation, and through recommendations and suggestions proposed through the SEA process to date.

Chapter 5 within the main body of the Environmental Report presents the findings of the appraisal of the Regulation 14 version of the CBNP. Utilising the SEA Framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the SEA process has assessed the policies put forward through the Regulation 14 version of the CBNP. The Environmental Report has presented the findings of the assessment under the following SEA Themes:

- Biodiversity and Geodiversity.
- Climate Change.
- Landscape
- Historic Environment.
- Land, Soil, and Water Resources.
- Community Wellbeing; and
- Transportation.

In the context of the above, the assessment has concluded that the Regulation 14 version of the CBNP is likely to have positive effects in relation to the 'Community Wellbeing' SEA Theme. This principally links to the CBNP's support for high-quality development proposals which would deliver suitable and appropriate housing for the local community (via a range of types and tenures), safeguard and improve the availability of services, facilities and amenities, and support opportunities for local employment. These policy provisions will support social inclusion, and community and economic vitality. The CBNP is also likely to facilitate improvements to the public realm (including through green infrastructure enhancements) and encourage healthy outdoor recreation and relaxation. These policy provisions will support the quality of life of residents. However, the CBNP recognises the need for further work to help deliver the level of housing which is needed to meet the identified needs within the Housing Needs Review.

The CBNP will also bring positive effects in relation to the 'Landscape' and 'Historic Environment' SEA Themes. These benefits largely relate to the CBNP's emphasis on protecting and enhancing the relationship between the CBNP area and the Dorset Area of Outstanding Natural Beauty, delivering high-quality design which respects and embraces the natural and built environment, protecting important landscape and heritage features, and facilitating improvements to the quality of the public realm.

While the proposed site allocations are sensitive from a landscape and heritage perspective, it is considered that the CBNP policies provide a detailed overview of the proposed mitigation and enhancement measures which positively address the sensitivities. Given the Design Code accompanying the CBNP also sets out a comprehensive range of provisions relating to the natural and built environment, this

will help provide an appropriate basis for any development proposals which may come forward during the plan period. Nevertheless, **the SEA recommends** that the wording of the site-specific policy (Policy CBNP8) is enhanced to encourage development proposals to complete a proportionate heritage impact assessment at the planning application stage to help to understand the significance of the heritage features and the potential impacts of new development areas at this location.

Additionally, the CBNP will bring positive effects in relation to the 'Biodiversity and Geodiversity' SEA Theme by encouraging proposals to protect existing and establish new habitats and wildlife corridors, enhance ecological networks (including through green infrastructure enhancements), and deliver net gains. The conclusions of the HRA state that *"as the CBNP is not allocating net new dwellings above the level of the Adopted Local Plan and is required to comply with policies within the Local Plan, it could be concluded that the CBNP would not adversely impact European sites either alone or in-combination with other plans and projects."* However, it is recognised that the southern section of Site 4 'Stone Cottage' (where the one dwelling as proposed through Policy CBNP6 is located) is within an SSSI IRZ for 'any residential development with a total net gain in residential units'. In this regard, consultation with Natural England may potentially be required to determine whether there might be any likely significant effects to the integrity of the national site network sites within proximity to the site. It is also anticipated that the HRA will likely need to be revisited in due course once the guidance on the nutrient neutrality calculation methodology is issued by Natural England (via Dorset Council).

Regarding the 'Climate Change' SEA Theme, the CBNP will potentially lead to positive effects through supporting proposals which deliver energy efficient designs and layouts, and proactively responding to the potential impacts of climate change (i.e. flood risk concerns from increased storms / rainfall events). However, this is dependent on the extent to which development proposals incorporate these mitigation and adaptation measures through design.

In relation to the 'Transportation' SEA theme, development proposals should encourage opportunities to help increase sustainability, connectivity, and accessibility (where possible). However, it is recognised that public transport options within the CBNP area are relatively limited in the absence of a train station and regular bus services. This is primarily due to the rurality of the CBNP area.

More broadly in relation to the 'Land, Soil, and Water Resources' SEA Theme, the CBNP outlines several provisions will help support the capacity of the landscape to regulate soil and water quality. However, the proposed site allocations have the potential to result in the permanent loss of areas of productive agricultural land. Nevertheless, it is important to note that the scale of development to come forward through the proposed site allocations (fewer than 10 dwellings in total) is not likely to result in the loss of any significant areas of BMV land. Additionally, while it is recognised that new legal advice from Natural England recommends that new developments should only be permitted if they are nutrient neutral, this is a regional issue which is beyond the scope of the CBNP to address.

## Next steps

This Environmental Report accompanies the CBNP for Regulation 14 consultation.

Following consultation, any representations made will be considered by the CBNP Steering Group, and the CBNP and Environmental Report will be updated as

necessary. The updated Environmental Report will then accompany CBNP for submission to the Local Planning Authority, Dorset Council, for subsequent Independent Examination.

At Independent Examination, the CBNP will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with local planning policy.

If the Independent Examination is favourable, CBNP will be subject to a referendum, organised by Dorset Council. If more than 50% of those who vote agree with the CBNP, then it will be 'made'. Once made, CBNP will become part of the Development Plan for the parishes.



# 1. Introduction

## Background

- 1.1 AECOM has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) in support of the emerging Chesil Bank Neighbourhood Plan.
- 1.2 The Chesil Bank Neighbourhood Plan (hereafter referred to as “the CBNP”) is currently being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The CBNP is being prepared in the context of the adopted West Dorset, Weymouth, and Portland Local Plan (2011-2031). Due regard is also given to the emerging Dorset Council Local Plan (DCLP), noting that it is at an early stage of development.
- 1.3 Key information relating to the CBNP are presented below in **Table 1.1**.

**Table 1.1 Key information relating to the CBNP**

<b>Name of Responsible Authority</b>	Chesil Bank Neighbourhood Plan Steering Group (“the Neighbourhood Group”)
<b>Title of Plan</b>	Chesil Bank Neighbourhood Plan
<b>Subject</b>	Neighbourhood planning
<b>Purpose</b>	<p>The Chesil Bank Neighbourhood Plan is being prepared as a Neighbourhood Development Plan under the Localism Act 2011 and Neighbourhood Planning (General) Regulations 2012. The CBNP is being prepared in the context of the adopted West Dorset, Weymouth, and Portland Local Plan (2011-2031). Due regard is also given to the emerging Dorset Council Local Plan (DCLP), noting that it is at an early stage of development.</p> <p>The Chesil Bank Neighbourhood Plan will be used to guide and shape development within the Neighbourhood Plan area.</p>
<b>Timescale</b>	To 2032
<b>Area covered by the plan</b>	The Chesil Bank Neighbourhood Plan area covers the following four civil parishes (CP): Fleet CP, Langton Herring CP, Portesham CP and Abbotsbury CP (as per the figure above).
<b>Summary of content</b>	The Chesil Bank Neighbourhood Plan will set out a vision, strategy, and range of policies for the Neighbourhood Plan area.
<b>Plan contact point</b>	<p>Michele Harding, Parish Clerk</p> <p>Email: <a href="mailto:theclerk@chesilbankparish.org">theclerk@chesilbankparish.org</a></p>

## SEA Screening for the Chesil Bank Neighbourhood Plan

- 1.4 Following consultation with the statutory consultees on an SEA screening opinion in September 2021, Natural England and Historic England advised that in their view an SEA process was likely to be required for the CBNP.
- 1.5 A Neighbourhood Plan requires SEA where it is likely to have significant environmental effects. In this respect, the CBNP has been screened in as requiring an SEA process for the following reasons:
- 1.6 The CBNP supports allocations for new development. This includes in potentially environmentally sensitive locations, such as:
  - locations with sensitivity for the historic environment, including the Dorset & East Devon Coast World Heritage Site, nationally designated listed buildings, scheduled monuments, historic parks and gardens, and conservation areas.
  - locations with sensitivity to landscape character, including within the boundaries of the Dorset Area of Outstanding Natural Beauty.
  - locations with sensitivity for biodiversity and geodiversity, including the Chesil Beach and The Fleet Ramsar (and Special Protection Area), Chesil and The Fleet Special Area of Conservation, and several Sites of Special Scientific Interest.
- 1.7 In light of this screening outcome, an SEA process is being undertaken to meet the specific requirements prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).

## SEA explained

- 1.8 SEA is a mechanism for considering and communicating the potential impacts of an emerging plan, and potential alternatives in terms of key environmental issues.
- 1.9 The aim of SEA is to inform and influence the plan-making process with a view to avoiding and mitigating potential negative impacts and maximising the potential for positive effects. Through this approach, the SEA for the CBNP seeks to maximise the emerging plan's contribution to sustainable development.
- 1.10 Two key procedural requirements of the SEA Regulations are that:
  - i. When deciding on 'the scope and level of detail of the information' which must be included in the Environmental Report there is a consultation with nationally designated authorities concerned with environmental issues; and
  - ii. A report (the 'Environmental Report') is published for consultation alongside the draft plan (i.e. the draft CBNP) that presents outcomes from the environmental assessment (i.e. discusses 'likely significant effects' that would result from plan implementation) and reasonable alternatives.
- 1.11 This 'Environmental Report' is concerned with item 'ii' above.

## Structure of this SEA Environmental Report

1.12 This document is the SEA Environmental Report for the CBNP and hence needs to answer all four of the questions listed below with a view to providing the information required by the SEA Regulations. Each of the four questions is answered in turn within this report, as follows:

**Table 1.2: Questions that must be answered by the SEA Environmental Report to meet the regulatory<sup>3</sup> requirements**

Environmental Report question	In line with the SEA Regulations, the report must include... <sup>4</sup>
What is the plan seeking to achieve?	<ul style="list-style-type: none"> <li>An outline of the contents and main objectives of the plan.</li> </ul>
What is the sustainability 'context'?	<ul style="list-style-type: none"> <li>Relationship with other relevant plans and programmes.</li> <li>The relevant environmental protection objectives established at international or national level.</li> <li>Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.</li> </ul>
What's the scope of the SEA?	<ul style="list-style-type: none"> <li>The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.</li> <li>The environmental characteristics of areas likely to be significantly affected.</li> <li>Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.</li> </ul>
What is the sustainability 'baseline'?	<ul style="list-style-type: none"> <li>The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.</li> <li>The environmental characteristics of areas likely to be significantly affected.</li> <li>Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.</li> </ul>
What are the key issues and objectives?	<ul style="list-style-type: none"> <li>Key problems/issues and objectives that should be a focus of (i.e. provide a 'framework' for) assessment.</li> </ul>
What has plan-making/SEA involved up to this point?	<ul style="list-style-type: none"> <li>Outline reasons for selecting the alternatives dealt with.</li> <li>The likely significant effects associated with alternatives.</li> <li>Outline reasons for selecting the preferred approach in-light of alternatives appraisal/a description of how environmental objectives and considerations are reflected in the current version of the plan.</li> </ul>
What are the assessment findings at this stage?	<ul style="list-style-type: none"> <li>The likely significant effects associated with the Regulation 14 version of the plan.</li> <li>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the Regulation 14 version of the plan.</li> </ul>
What happens next?	<ul style="list-style-type: none"> <li>The next steps for the plan making / SEA process.</li> </ul>

<sup>3</sup> Environmental Assessment of Plans and Programmes Regulations 2004

<sup>4</sup> NB this column does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation.

## 2. Local Plan context and vision for the Chesil Bank Neighbourhood Plan

### Local Plan context for the Chesil Bank Neighbourhood Plan

- 2.1 Adopted in October 2015, the West Dorset, Weymouth and Portland Local Plan<sup>5</sup> sets out the land use policies to meet the areas' economic, environmental, and social needs and aims for the future (up until 2031) and provides the framework for all subsequent documents which form part of the adopted Local Plan.
- 2.2 Until April 2019, West Dorset District Council and Weymouth and Portland Borough Council were in the process of undertaking a review of the adopted Local Plan<sup>6</sup>. The evidence generated is now feeding into the emerging Dorset Council Local Plan (since Dorset was re-organised into a unitary authority). The emerging Dorset Council Local Plan<sup>7</sup> (DCLP) is expected to be adopted in Spring 2026, and an issues and options consultation was completed between January and March 2021.
- 2.3 The settlement hierarchy for the DCLP (as proposed within an evidence paper for the emerging DCLP)<sup>8</sup> identifies Portesham as a 'Tier 3' settlement. These settlements are described as 'sustainable villages' with a population of less than 1,000 residents, and which contain at least 'three important village facilities' (specified as a school, shop, meeting place (e.g. village hall), employment space, children's play area or recreation ground and doctor's surgery) and have 'reasonable accessibility to a nearby town'. All sustainable villages have a settlement boundary "*within which windfall and infilling development will be generally supported*". The remaining three key settlements within the CBNP area (i.e. Abbotsbury, Langton Herring, and Fleet) are classified as 'Tier 4' settlements under the hierarchy. These settlements do not have a defined settlement boundary.
- 2.4 The consultation draft of the emerging DCLP (January 2021)<sup>9</sup> proposed that the indicative housing requirement figure for Neighbourhood Plan areas such as Chesil Bank should be based on the existing completions and commitments, strategic allocations, plus a windfall allowance based on past trends on small sites. In this respect, the housing requirement figure for Chesil Bank is 33 dwellings and comprises five existing commitments and a small sites windfall allowance of 28 dwellings (to come forward during the emerging DCLP period). As stated within Policy DEV9 (Neighbourhood Plans), the housing numbers within Appendix 2 of the consultation draft of the emerging DCLP should be viewed as minimum requirement and can be exceeded.
- 2.5 Neighbourhood plans will form part of the development plan for Dorset, alongside, but not as a replacement for the Local Plan. Neighbourhood plans are required to be in general conformity with the Local Plan and can develop policies and proposals to address local place-based issues. In this way it is

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<sup>5</sup> Dorset Council (2015): 'West Dorset, Weymouth and Portland Local Plan' [online] can be accessed [here](#).

<sup>6</sup> Dorset Council (2019): 'West Dorset, Weymouth and Portland Local Plan Review' [online] can be accessed [here](#).

<sup>7</sup> Dorset Council (2021): 'DCLP January 2021 Consultation', [online] can be accessed [here](#).

<sup>8</sup> Dorset Council (2021): 'Central Dorset Settlement Hierarchy' [online] can be accessed [here](#).

<sup>9</sup> Dorset Council (2021): 'DCLP Consultation', [online] available to access [here](#)

intended for the Local Plan to provide a clear overall strategic direction for development in Dorset, whilst enabling finer detail to be determined through the neighbourhood planning process where appropriate.

## Vision, aims, and objectives for the Chesil Bank Neighbourhood Plan

2.6 Developed during the earlier stages of plan making and via community consultation, the vision for the CBNP is as follows:

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“

*In 2032, the villages of Chesil Bank Parish will still be an attractive and desirable place to live and retain all of the charms of coastal village life.*

*It will be a place where people feel connected, valued and part of an economically vibrant community which spans across the four villages and outlying hamlets.*

*The community and visitors alike will continue to enjoy the views, green spaces and heritage assets which are so plentiful in our area.*

*Some limited amount of change will have taken place and it will have focused on meeting local needs, in particular providing the opportunity for young people growing up in the area to live and work here, through the provision of affordable homes and increasing employment prospects.*

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Vision Statement for the Chesil Bank Neighbourhood Plan

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2.7 The vision statement for the CBNP is underpinned by five strategic objectives for development during the plan period, as follows:

- Through consultation with local people, gain an understanding of housing, housing mix, and design principles for any new developments.
- To work towards a more balanced community, including having more young people and families living locally, and smaller and affordable homes capable of meeting local needs.
- To encourage small-scale development that will support a range of businesses, shops, and community services, that meet the needs of local people and protects and enhances the quality of the local environment.
- To identify and encourage the provision of leisure and recreational facilities according to the various needs of the community; and
- To identify key aspects of the natural and historical environment which local people are seeking to preserve.

## 3. What is the scope of the SEA?

### Summary of SEA Scoping

- 3.1 The SEA Regulations require that: *“When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies”*.
- 3.2 In England, the consultation bodies are Natural England, the Environment Agency, and Historic England.<sup>10</sup> These authorities were consulted on the scope of the SEA in November 2021. Dorset Council and the Dorset AONB Partnership were also invited to provide comments on the scope of the SEA.
- 3.3 The purpose of scoping was to outline the ‘scope’ of the SEA through setting out the following information:
- A context review of the key environmental and sustainability objectives of national, regional, and local plans and strategies relevant to the CBNP.
  - Baseline data against which the CBNP can be assessed.
  - The key sustainability issues for the CBNP.
  - An ‘SEA Framework’ of objectives against which the CBNP can be assessed.
- 3.4 Responses received on the Scoping Report, and how they were addressed, have been summarised below.

**Table 3.1: Consultation responses received on the SEA Scoping Report**

Consultation response	How the response was considered and addressed
<b>Natural England</b> <i>Consultations Team (email response received on 22<sup>nd</sup> December 2021)</i>	
Natural England has no specific comments to make on this neighbourhood plan SEA scoping report.	Comment noted.
However, we refer you to the advice in the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.	Comment noted. The advice within the annex has been a useful reference point during the subsequent stages of the SEA.
<b>Dorset Council</b> <i>Senior Planning Officer in the Spatial &amp; Community Policy Service team (email response received 17<sup>th</sup> December 2021)</i>	
Thank you for consulting Dorset Council on the draft SEA Scoping Report for the Chesil Bank Neighbourhood Plan.	Comment noted.

<sup>10</sup> In-line with Article 6(3) of the SEA Directive, these consultation bodies were selected because *‘by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programme’*.

Consultation response	How the response was considered and addressed
<p><b>Housing requirement</b></p> <p>Paragraph 1.7 states that “the Neighbourhood Group have not been provided with a housing target by Dorset Council.”</p> <p>Although the Adopted West Dorset, Weymouth &amp; Portland Local Plan does not set out an approach to neighbourhood planning housing numbers I would draw your attention to the emerging Dorset Council Local Plan – Options consultation<sup>11</sup>.</p> <p>The consultation document does propose a methodology for calculating a housing requirement figure for all Neighbourhood Plan areas across Dorset at the time of publication including Chesil Bank.</p>	<p>Comment noted.</p> <p>The Options consultation document has been reviewed during the SEA process, and the suggested housing target for Chesil Bank has been acknowledged and referenced.</p>
<p><b>Housing requirement</b></p> <p>Housing requirement figures for neighbourhood plans are discussed in section 2.10 of the Plan and set out in Appendix 2.</p> <p>In summary, the housing requirement figures for designated neighbourhood plan is the sum of: completions since the beginning of the plan period; extant planning permissions; adopted housing allocations; capacity on major sites (of 10 or more dwellings) within development boundaries as evidenced through the SHLAA; and a windfall allowance on minor sites (of less than 10 dwellings).</p> <p>The proposed housing allocations within this draft local plan have been included within this total.</p>	<p>Comment noted.</p>
<p><b>Housing requirement</b></p> <p>For Chesil Bank, the housing requirement figure is 33 and is made up of five commitments and a small sites windfall allowance of 28 dwellings expected to come forward over the length of the Plan period. As Appendix 2 explains, this figure should be viewed as minimum requirement and, therefore, can be exceeded. There is no requirement for neighbourhood plans to allocate sites or identify any additional land to meet the overall Local Plan housing need figure. At no point should these requirements be used as sub-area or settlement targets for the purpose of housing land supply.</p>	<p>Comment noted.</p> <p>The suggested housing target for Chesil Bank has been acknowledged in this Environmental Report.</p>

<sup>11</sup> The Dorset Council Local Plan – Options consultation can be accessed [here](#).

Consultation response	How the response was considered and addressed
<p>Paragraphs 3.3, 3.16, 3.22. The Crookhill Brick Pit is a LNR and SSSI. However, it's a Special Area of Conservation (SAC) too. This is quite important as SAC is the highest tier of ecological designation.</p>	<p>Comment noted. The baseline information has been appropriately updated to acknowledge the SAC designation for this area.</p>
<p>Table 3.1 / Table 8.1 – NPPF date 2019 should read 2021.</p>	<p>Comment noted. The baseline information has been appropriately updated to reference the latest version of the NPPF. Specifically, this is presented in the policy review section for each baseline chapter in Appendix A of this Environmental Report.</p>
<p>I noticed that the parish council has been running a local consultation on site options, so I would welcome any updates you can provide on this work.</p> <p>My conservation colleagues would be happy to provide guidance on any heritage matters identified and the level of evidence you may require to support a later allocation in the neighbourhood plan.</p>	<p>Comment noted.</p> <p>Potential heritage impacts associated with the proposals in the Neighbourhood Plan have been considered and discussed within the appraisal findings presented in Chapter 4 and Chapter 5 of this Environmental Report.</p> <p>The consultation process on the site options was completed in September 2021, with the details of the process itself and the results published and available to access on the Neighbourhood Plan's webpages (accessible <a href="#">here</a>).</p>
<p><b>Historic England</b> <i>Historic Places Advisor (email response received 13<sup>th</sup> December 2021)</i></p>	
<p>We are pleased to note reference to our guidance on relevant aspects of the historic environment and that this should inform the full SEA process, especially as it relates to the assessment of sites proposed as allocations for development.</p> <p>Otherwise, there are no issues associated with the Report on which we wish to comment.</p>	<p>Comment noted.</p>
<p><b>Dorset AONB Partnership</b> <i>Dorset AONB Manager (email response received 13<sup>th</sup> December 2021)</i></p>	
<p>As regards the AONB designation, it is our opinion that you have identified the issues and policy context that we would expect.</p>	<p>Comment noted.</p>

Consultation response	How the response was considered and addressed
<p>The Dorset &amp; East Devon Coast World Heritage Site, due to the nature of its OUV, is probably more logically covered in Chapter 3 (biodiversity &amp; geodiversity).</p>	<p>Comment noted.</p> <p>Impacts to biodiversity, geodiversity, and the historic environment potentially resulting from Neighbourhood Plan proposals (including with relation to the Dorset &amp; East Devon Coast World Heritage Site and the nature of its OUV) have been considered and discussed within the appraisal findings presented in Chapter 4 and Chapter 5 of this Environmental Report.</p>
<p>The Dorset Public Health Greenspace Accessibility Model may of interest regarding Chapter 8<sup>12</sup>.</p>	<p>Comment noted.</p>
<p>Environment Agency, Wessex Sustainable Places Team Planning Advisor (email response received 23rd December 2021)</p>	
<p>Based on our review of the draft scoping report, we think the following environmental issues should be included to ensure the neighbourhood plan adequately assesses any environmental impact.</p>	<p>Comment noted.</p>
<p><b>Flood Risk and Coastal Management</b></p> <p>The plan area includes coastline which sits within the South Devon and Dorset Shoreline Management Plan (SMP2) area<sup>13</sup>.</p> <p>This plan sets out the approach to managing the effects of coastal erosion and climate change within the given area and should be considered during the development of the Chesil Bank Neighbourhood Plan. The SMP2 should be used to guide the plans policies and should be considered when assessing the plan against the objectives related to costal management, climate change and flooding.</p>	<p>Comment noted. The SMP2 has provided a useful source of reference during the subsequent stages of the SEA process and during the preparation of the Neighbourhood Plan.</p>

<sup>12</sup> The Dorset Public Health Greenspace Accessibility Model can be accessed [here](#).

<sup>13</sup> The South Devon and Dorset Shoreline Management Plan (SMP2) can be accessed [here](#).

Consultation response	How the response was considered and addressed
<p>The Neighbourhood Plan contains areas within flood zone 2 and 3, from both fluvial and pluvial sources. The Local Authority's Strategic Flood Risk Assessment and Surface Water Management Plans forms the evidence base to determine the level of flood risk in this area.</p> <p>We expect the SEA to include flood risk in the baseline information, as a key sustainability issue and as an objective. When assessing the suitability of potential allocations these should be assessed against the existing and future flood risk from all sources and steered to areas with the lowest risk.</p>	<p>Comment noted.</p> <p>Potential impacts associated with the Neighbourhood Plan proposals (including with relation to flood risk) have been considered and discussed within the appraisal findings presented in Chapter 4 and Chapter 5 of this Environmental Report.</p>
<p><b>Source protection zones/aquifers</b></p> <p>Your plan includes areas which are located on Source Protection Zones. These should be considered within your plan if growth or development is proposed here. The relevance of the designation and the potential implication upon development proposals should be considered with reference to our Groundwater Protection guidance<sup>14</sup>.</p>	<p>Comment noted.</p> <p>Potential impacts associated with the Neighbourhood Plan proposals (including with relation to Source Protection Zones and Nitrate Vulnerable Zones) have been considered and discussed within the appraisal findings presented in Chapter 4 and Chapter 5 of this Environmental Report.</p>
<p><b>Wastewater infrastructure</b></p> <p>If your plan proposes development or promotes growth we recommend early consultation with Wessex Water to determine whether there is (or will be prior to occupation) sufficient infrastructure capacity existing for the connection, conveyance, treatment and disposal of quantity and quality of water associated with any proposed development within environmental limits of the receiving watercourse. This may impact on the housing figures and the phasing of development. Please note that if there is not sufficient capacity in the infrastructure then we must be consulted again with alternative methods of disposal.</p>	<p>Comment noted.</p>
<p><b>Additional Information</b></p> <p>For your information, together with Natural England, English Heritage and Forestry Commission we have published joint guidance on neighbourhood planning, which sets out sources of environmental information and ideas on incorporating the environment into plans<sup>15</sup>.</p>	<p>Comment noted.</p> <p>The guidance has been a useful source of reference during the subsequent stages of the SEA process.</p>

<sup>14</sup> Groundwater Protection guidance can be accessed [here](#).

<sup>15</sup> Guidance on neighbourhood planning can be accessed [here](#).

3.5 Baseline information (including the context review and baseline data) is presented in Appendix A. The key sustainability issues and SEA Framework are presented below.

## Key Sustainability Issues

### Air Quality

- The main pollutant of concern in the CBNP area is nitrogen dioxide and this largely relates to the effects of emissions from vehicles, particularly within areas prone to congestion.
- The internationally and nationally designated sites for biodiversity within proximity to the CBNP area sensitive to air pollution issues.
- The CBNP presents opportunities to improve accessibility and support more local and sustainable journeys/ connections.

3.6 In the absence of any specific air quality issues (i.e. Air Quality Management Areas, or areas known to exceed national objectives for air quality), **the air quality theme has been scoped out for the purposes of the SEA process.**

### Biodiversity and Geodiversity

- Designated sites within and within proximity to the CBNP area include Chesil Beach and The Fleet Ramsar (and SPA), Chesil and The Fleet SAC, Crookhill Brickpits SAC, Chesil and the Fleet SSSI, Abbotsbury Castle SSSI, Abbotsbury Blind Lane SSSI, Blackdown (Hardy Monument) SSSI, Corton Cutting SSSI, and Chesil Beach and Stennis Ledges Marine Conservation Zone (MCZ).
- Additional sites which are adjacent to the CBNP area include the Valley of Stones NNR and the Crookhill Brickpits LNR (which are both also designated as SSSIs).
- Most of the CBNP area overlaps with SSSI Impact Risk Zones (IRZ) for the types of development likely to be brought forward during the plan period.
- There are a variety of Biodiversity Action Plan (BAP) Priority Habitats located within or within proximity to the Neighbourhood Plan area, primarily areas of deciduous woodland, coastal vegetated shingle, saline lagoons, good quality semi-improved grassland, lowland calcareous grassland, lowland dry acid grassland, and ancient woodland.

### Climate Change

- Dorset Council declared a climate and ecological emergency in 2019 and has resolved to support local authorities (and, by extension, Neighbourhood groups) to help tackle climate change through plan-making where possible.
- The transport sector continues to be a key challenge in terms of reducing emissions. The CBNP provides opportunities to guide development towards the most accessible locations in the CBNP area and require local infrastructure (including walking and cycling infrastructure) improvements where appropriate.
- The Neighbourhood Plan should seek to maximise opportunities to support actions in tackling climate change. This may include through encouraging

sustainable transport technologies, such as the use of electric vehicles (EV), and through the use of sustainable drainage systems.

- Surface water run-off from development can exacerbate the risk of flooding by increasing the run-off from land to water courses. There are several areas of the CBNP area which have a medium-high surface water flood risk, primarily impacting the local road networks.

## Landscape

- Most of the CBNP area is within the Dorset AONB, and the relationship between the settlements and the open countryside is an important part of its character and special qualities.
- There are three key landscape types within the CBNP area which share a strong relationship and connection with the Dorset AONB.
- Covering the length of the coastline of the CBNP area, including most of the areas within Fleet Civil Parish (CP), Langton Herring CP, and Abbotsbury CP, the West Dorset Heritage Coast shares an overlapping designation with the Dorset AONB and the Dorset & East Devon Coast World Heritage Site (“the Jurassic Coast”).
- New development has the potential to lead to incremental change in landscape and villagescape character, and visual amenity.

## Historic Environment

- The CBNP area contains a wealth of designated heritage assets, including the Dorset & East Devon Coast World Heritage Site (“the Jurassic Coast”), nine Grade I, twelve Grade II\*, and 131 Grade II listed buildings, 27 scheduled monuments, three conservation areas, the Unknown Wreck: Chesil Beach (Cannon Site) Protected Wreck, and Abbotsbury Gardens Registered Park and Garden.
- According to the 2020 Heritage at Risk Register for South West England, there are several heritage assets at risk within Abbotsbury CP and Portesham CP.
- It is currently not possible to determine whether any of the Grade II listed buildings within the CBNP area are at risk.
- It will be important to ensure that future development avoids/ minimises impacts upon the historic environment and maximises opportunities to improve the public realm and green infrastructure, to the indirect benefit of heritage settings.
- The conservation area appraisal for Abbotsbury, Langton Herring, and Portesham contains an overview of the special qualities and characteristics for each area, along with several management and enhancement principles.
- As well as this, the Dorset Historic Environment Record (HER) highlights several non-designated heritage assets which provide local historic significance to the CBNP area and Dorset. These sensitivities should therefore be appropriately considered in future growth strategies.

## Land, Soil and Water Resources

- The CBNP area has the potential to be underlain by best and most versatile (BMV) land, though a full classification of the quality of this land has not been undertaken surrounding the four key villages.
- Water resources located in the CBNP area include a network of small streams and inlets which connect to the Fleet Lagoon, some isolated ponds, and drainage ditches alongside field margins.
- Most of the CBNP area overlaps with one (or more) nitrate vulnerable zones (NVZ), with areas of land surrounding Portesham also within groundwater source protection zones (SPZ).
- Plan making should consider how local decisions affect water supply, such as water accessibility issues, and ensure that appropriate drainage infrastructure is in place to accommodate new development areas.
- There are locations within the CBNP area which are within a mineral safeguarding area and/or mineral consultation area.

## Community Wellbeing

- The services, facilities, and amenities within the CBNP area support community vitality and the quality of life of residents, with the availability of community assets essential for continued growth within the area.
- As the requirements of the working population continue to change, particularly in response to the Covid-19 pandemic, there is likely to be a requirement for adaptable dwellings which can accommodate more flexible working practices.
- Housing affordability, second home ownership, and the availability of appropriate dwellings for residents are key concerns.
- Based on the 2019 Index of Multiple Deprivation (IMD) data, the West Dorset 012A Lower Super Output Area (LSOA) is within the top 20% most deprived deciles for the 'barriers to housing and services' and 'living environment' sub-domains.
- The percentage of residents within the 65+ age category within all CPs is higher than the average observed for Dorset.
- Other than Portesham CP which has observed an approximate 10% population increase, the remaining CPs have observed population decreases between 2011-2020. This has the potential to impact upon the vitality of these communities.

## Transportation

- There are no railway stations within the CBNP area, with bus services limited to Abbotsbury and Portesham.
- The recovery from the Covid-19 pandemic has the potential to change travel patterns in the short, medium and (potentially) longer term.
- There is a need to promote an effective pedestrian, cycling and movement strategy for the Neighbourhood Plan area.

- The volume and speed of traffic are key concerns, and improvements to public transport options within the Neighbourhood Plan area is key.

## SEA Framework

- 3.7 The SEA Framework provides a way in which environmental effects can be defined and subsequently analysed based on standard ‘tests’.
- 3.8 Each proposal within the current version of the CBNP will be assessed consistently using the framework.

**Table 3.2: SEA Framework of objectives and assessment questions**

SEA Objective	Assessment questions to consider for the allocations / proposals within the CBNP
<b>Biodiversity and Geodiversity</b>	
Protect and enhance biodiversity and geodiversity	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> <li>• Support the integrity of the designated sites for biodiversity and geodiversity located within and within proximity to the Neighbourhood Plan area?</li> <li>• Protect and enhance priority habitats and species?</li> <li>• Achieve biodiversity and environmental net gains and support the delivery of ecosystem services and multifunctional green infrastructure networks?</li> <li>• Increase the resilience of biodiversity in the area to the effects of climate change, including through enhancements to ecological networks?</li> <li>• Support access to, interpretation and understanding of biodiversity and geodiversity?</li> </ul>
<b>Climate Change</b>	
Reduce the contribution to climate change made by activities within the CBNP area.	<p>Will the option/proposal help to...</p> <ul style="list-style-type: none"> <li>• Reduce the number of journeys made?</li> <li>• Promote the use of sustainable modes of transport including walking, cycling and public transport?</li> <li>• Increase the number of new developments meeting or exceeding sustainable design criteria?</li> <li>• Generate energy from low or zero carbon sources?</li> <li>• Reduce energy consumption from non-renewable resources?</li> <li>• Support proposals for EV charging infrastructure?</li> </ul>

SEA Objective	Assessment questions to consider for the allocations / proposals within the CBNP
<p>Support the resilience of the CBNP area to the potential effects of climate change, including flooding.</p>	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> <li>• Ensure that inappropriate development does not take place in areas at higher risk of flooding, considering the likely future effects of climate change?</li> <li>• Improve and extend green infrastructure networks in the CBNP area to support adaptation to the potential effects of climate change?</li> <li>• Sustainably manage water runoff and drainage?</li> <li>• Ensure the potential risks associated with climate change are considered through new development in the CBNP area?</li> <li>• Increase the resilience of biodiversity in the area to the effects of climate change, including through enhancements to ecological networks?</li> </ul>
<p><b>Landscape</b></p>	
<p>To protect and enhance the character and quality of the immediate and surrounding landscape, villagescape, and seascape.</p>	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> <li>• Seek to protect and enhance the integrity of the Dorset AONB?</li> <li>• Protect and/ or enhance local landscape, villagescape and seascape character, key sensitivities, and quality of place?</li> <li>• Conserve and enhance local identity, diversity, and settlement character?</li> <li>• Protect visual amenity and locally important views in the Plan area?</li> <li>• Retain and enhance landscape, villagescape, and seascape features that contribute to the rural setting of the Plan area?</li> </ul>
<p><b>Historic Environment</b></p>	
<p>Protect, conserve, and enhance the historic environment within and surrounding the CBNP area.</p>	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> <li>• Support the Outstanding Universal Value of the Jurassic Coast World Heritage Site?</li> <li>• Conserve and enhance buildings, structures, and areas of architectural or historic interest, both designated and non-designated, and their settings?</li> <li>• Protect the integrity and the historic setting of key finds of cultural heritage interest as listed in the Dorset HER?</li> <li>• Support the undertaking of early archaeological investigations and, where appropriate, recommend mitigation strategies?</li> <li>• Support access to, interpretation and understanding of the historic evolution and character of the CBNP area?</li> </ul>

SEA Objective	Assessment questions to consider for the allocations / proposals within the CBNP
<b>Land, Soil and Water Resources</b>	
Ensure the efficient and effective use of land.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> <li>• Avoid the loss of high-quality agricultural land resources?</li> <li>• Promote any opportunities for the use of previously developed land, or vacant/ underutilised land?</li> <li>• Protect the integrity of mineral resources?</li> </ul>
Protect and enhance water quality and use and manage water resources in a sustainable manner.	<ul style="list-style-type: none"> <li>• Avoid impacts on water quality?</li> <li>• Support improvements to water quality?</li> <li>• Ensure appropriate drainage and mitigation is delivered alongside development?</li> <li>• Protect waterbodies from pollution?</li> <li>• Maximise water efficiency and opportunities for water harvesting and/ or water recycling?</li> </ul>
<b>Community Wellbeing</b>	
Ensure growth in the Neighbourhood Plan area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> <li>• Provide everyone with the opportunity to live in good quality, affordable housing?</li> <li>• Support the provision of a range of house types and sizes?</li> <li>• Meet the needs of all sectors of the community?</li> <li>• Provide flexible and adaptable homes that meet people's needs, particularly the needs of an ageing population?</li> <li>• Improve the availability and accessibility of key local facilities, including specialist services for disabled and older people?</li> <li>• Encourage and promote social cohesion and active involvement of local people in community activities?</li> <li>• Facilitate green infrastructure enhancements?</li> <li>• Promote the use of sustainable building techniques, including use of sustainable building materials in construction?</li> <li>• Minimise fuel poverty?</li> <li>• Maintain or enhance the quality of life of existing residents?</li> </ul>

SEA Objective	Assessment questions to consider for the allocations / proposals within the CBNP
<b>Transportation</b>	
Promote sustainable transport use and reduce the need to travel.	<p>Will the option/proposal help to:</p> <ul style="list-style-type: none"> <li>• Support the key objectives within the Bournemouth, Poole, and Dorset Local Transport Plan to encourage more sustainable transport?</li> <li>• Encourage modal shift to more sustainable forms of travel and enable sustainable transport infrastructure enhancements?</li> <li>• Promote improved local connectivity and pedestrian and cyclist movement?</li> <li>• Facilitate working from home and remote working?</li> <li>• Improve road safety?</li> <li>• Reduce the impact on residents and the built environment from the road network?</li> </ul>

## 4. What has plan making / SEA involved up to this point?

### Introduction

- 4.1 In accordance with the SEA Regulations the Environmental Report must include...
- An outline of the reasons for selecting the alternatives dealt with; and
  - The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting the preferred approach in light of alternatives appraised.
- 4.2 The 'narrative' of plan-making / SEA up to this point is told within this part of the Environmental Report. Specifically, the following sections describe how the SEA process to date has informed the consideration of different approaches for key elements of the CBNP.

### Overview of plan making / SEA work undertaken since 2018

- 4.3 Significant public consultation has been carried out to date to support the emerging CBNP. This has gathered local views and opinions, with a view to engaging local people throughout the Neighbourhood Plan's development process. This has included (but is not limited to) the following key events, community surveys, and evidence base studies which have informed the development of the CBNP.
- An initial neighbourhood plan public meeting in October 2018 to discuss the neighbourhood planning process and how to proceed. Subsequently, regular neighbourhood planning meetings have been held between December 2018 and February 2022, with agendas and minutes published on the Neighbourhood Plan website, accessible [here](#).
  - Newsletters prepared and published between September 2019 and March 2022 to summarise progress to date and to update the community on some of the key points and outputs so far (accessible [here](#)).
  - Community surveys between October 2019 and September 2020 focused on understanding housing and employment needs within the CBNP area.
  - Technical studies including a site options and assessment process (between May 2020 and December 2021), design codes report (July 2021, accessible [here](#)), a housing needs review (August 2021) and a habitats regulations assessment (February 2022).
  - An issues and options consultation for the emerging Neighbourhood Plan was completed during September 2021, seeking views on the potential site options and key evidence base documents (including a green space study and important views study), accessible [here](#).

## Options for the allocation of homes through the Neighbourhood Plan

- 4.4 With regards to housing numbers, the housing requirement figure for Chesil Bank as stipulated within the consultation draft of the emerging DCLP (January 2021) is 33 dwellings. This comprises five existing commitments and a small sites windfall allowance of 28 dwellings (an average of two dwellings per annum during the emerging DCLP period).
- 4.5 The Local Plan does not anticipate requiring Neighbourhood Plans (going forward) to allocate sites or identify any additional land to meet the overall Local Plan housing need figure, as this figure is proposed to be met through extant permissions, strategic allocations and windfall development on sites within the settlement boundaries. However, paragraph 2.10.7 within the consultation draft of the emerging DCLP states that *“there may well be a strong basis for neighbourhood plans allocating sites particularly if there is evidence of local housing need in the neighbourhood plan area that exceeds the requirement figure set out in the Local Plan.”* In this respect, the Chesil Bank Housing Needs Review (August 2021)<sup>16</sup> indicates that a slightly higher level of housing may be needed, of between three to four dwellings per annum, with a focus on smaller dwellings types, homes for first time buyers, and affordable dwellings (including for rental purposes).
- 4.6 In the context of the above, the SEA process has appraised two options designed to consider the sustainability implications of allocating sites for development through the Neighbourhood Plan. On this basis, two options have been considered through the SEA process to explore the relative sustainability merits of two approaches. These are as follows:
- **Option A:** Allocate sites within the CBNP.
  - **Option B:** Do not allocate sites within the CBNP.

## Appraisal findings

- 4.7 Utilising the SEA Framework of objectives and assessment questions developed during the earlier scoping stage of the SEA, the appraisal has been presented through the seven SEA Themes, as follows:
- Biodiversity and Geodiversity.
  - Climate Change.
  - Landscape
  - Historic Environment.
  - Land, Soil, and Water Resources.
  - Community Wellbeing; and
  - Transportation.

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<sup>16</sup> Dorset Planning Consultant Ltd, in consultation with Dorset Council (2021): ‘Housing Needs Review: Chesil Bank Neighbourhood Plan’, [online] available to access [here](#)

4.8 The appraisal considers the relative sustainability merits of each of the options. Findings are presented as a commentary on effects. It is anticipated that this will provide the reader with a likely indication of the relative performance of the options in relation to each theme considered.

4.9 **Table 4.1** to **Table 4.7** below present the findings of the options appraisal for each of the seven SEA Themes.

Table 4.1: Appraisal findings: Biodiversity and Geodiversity

Option A: Allocate sites within the CBNP

Option B: Do not allocate sites within the CBNP

Discussion of potential effects and relative merits of options	Rank of preference	
	A	B
<p>The CBNP area is constrained by several internationally, national and local designations, including the Dorset &amp; East Devon Coast World Heritage Site (“the Jurassic Coast”), Chesil Beach and The Fleet Ramsar (and SPA), Chesil and The Fleet SAC, Crookhill Brickpits SAC, Chesil and the Fleet SSSI, Abbotsbury Castle SSSI, Abbotsbury Blind Lane SSSI, Blackdown (Hardy Monument) SSSI, and Corton Cutting SSSI. Additionally, most of the CBNP area overlaps with SSSI IRZs for the types of development which are likely to be brought forward during the plan period.</p> <p>Whilst any potential impacts are dependent in part on the location and scale of development to be brought forward, Option A, through allocating sites within the CBNP, has the potential to adversely impact biodiversity and geodiversity in the absence of sensitive design and mitigation measures. This is given that the scale of development which is likely to come forward (i.e. a potential minimum of 28 dwellings, based on local housing targets) may exceed SSSI IRZ thresholds at some locations.</p> <p>However, allocating sites through the CBNP is likely to provide certainty as to the location of development. As such, it provides an opportunity to shape development in a way that minimises impacts on the environment in conjunction with the objectives of the Neighbourhood Plan. In terms of biodiversity, the delivery of development through site allocations will enable 1) allocations to be located in appropriate locations, and 2) site specific policies to be introduced which supports the integrity of existing biodiversity habitats and facilitates appropriate approaches for delivering net gain.</p> <p>It is important to note that not allocating sites through Option B does not necessarily preclude speculative development applications coming forward during the lifetime of the CBNP. Without allocations, development won’t be guided, and may lead to more development taking place in more sensitive locations within the CBNP area.</p>	1	2

Table 4.2: Appraisal findings: Climate Change

Option A: Allocate sites within the CBNP

Option B: Do not allocate sites within the CBNP

Discussion of potential effects and relative merits of options	Rank of preference	
	A	B
<p>The extent to which Option A has the potential to support climate change mitigation efforts is dependent (in part) on a distribution strategy which promotes development at locations in closer proximity to the existing services and facilities in the CBNP area. The settlements of Abbotsbury and Portesham have the greatest variety of services and facilities in this respect. Therefore, new development areas in these locations has the potential to limit the need to travel to local facilities for some day-to-day activities (and associated greenhouse gas emissions).</p> <p>Another key influence on climate change mitigation efforts is the extent to which new development areas incorporate energy efficient materials and technologies through design. With respect to the climate crisis and Dorset Council's declaration of a climate and ecological emergency in 2019, it is anticipated that new development areas will proactively encourage efficiency through design.</p> <p>It is important to note that not allocating sites through Option B does not necessarily preclude speculative development applications coming forward during the lifetime of the CBNP. In this respect, delivering allocations through the CBNP has the potential to lead to the increased certainty as to the location of development. In terms of climate change mitigation this has the potential to lead to benefits through delivering development in locations which are accessible to local services and facilities, public transport networks, and walking and cycling networks. A 'no allocations' approach would do less to ensure that development takes place in the most sustainable locations in conjunction with the objectives of the CBNP.</p> <p>The extent to which Option A has the potential to support climate change adaptation efforts depends on the specific location, design, layout and scale of development, and the incorporation of features which support climate resilience. However, most of the CBNP area is within Flood Zone 1 (signalling areas with a low fluvial flood risk potential), and it is anticipated that any surface water run-off issues could largely be addressed through appropriate drainage management through the design of new development proposals. It is also considered that the provisions of the NPPF and national policy (including relating to the sequential / exception test) will help guide development away from potential flood risk areas and ensure that appropriate mitigation measures are implemented.</p>	1	2

Table 4.3: Appraisal findings: Landscape

Option A: Allocate sites within the CBNP

Option B: Do not allocate sites within the CBNP

Discussion of potential effects and relative merits of options	Rank of preference	
	A	B
<p>In terms of nationally protected landscapes, most of the CBNP area overlaps with the Dorset AONB. This includes the four key settlements where new development is perhaps most likely to be focused (i.e. Abbotsbury, Portesham, Langton Herring, and Fleet). The relationship between the settlements and the open countryside is an important part of AONB's character. In this respect, allocating sites within the CBNP area (as proposed through Option A) has the potential to impact upon the special qualities and setting of this nationally designated landscape (including important views) in the absence of sensitive design and appropriate mitigation.</p> <p>However, Option A, through allocating sites, will increase certainty as to the location of new development and enable development to take place in locations which are more appropriate in terms of conserving and enhancing landscape character and the special qualities of the AONB. In addition, site-specific allocations will enable site-specific policies to be introduced through the CBNP which will introduce appropriate avoidance and mitigation measures.</p> <p>At the local level, there are several Tree Preservation Orders (TPO) and TPO groups within the CBNP area, designated in the interest of their amenity value. In this respect, Option A has the potential to adversely impact these landscape features in the absence of sensitive design. However, it is anticipated that these features could be appropriately integrated and retained through development proposals.</p>	1	2

Table 4.4: Appraisal findings: Historic Environment

Option A: Allocate sites within the CBNP

Option B: Do not allocate sites within the CBNP

Discussion of potential effects and relative merits of options	Rank of preference	
	A	B
<p>The CBNP area contains a wealth of designated heritage assets and areas, including the Dorset &amp; East Devon Coast World Heritage Site ("the Jurassic Coast")<sup>17</sup>, nine Grade I, twelve Grade II*, and 131 Grade II listed buildings, 27 scheduled monuments, three conservation areas, and Abbotsbury Gardens Registered Park and Garden.</p> <p>Regarding the historic environment, many of the designated heritage assets and areas within the CBNP area are located within or surrounding the four key settlements of Abbotsbury, Portesham, Langton Herring, and Fleet (i.e.</p>	1	2

<sup>17</sup> It is acknowledged that the Outstanding Universal Value (OUV) primarily concerns the geological interest of the World Heritage Site (i.e. "the Jurassic Coast"), as considered within the 'biodiversity and geodiversity' appraisal section presented above. However, the significance of the site is also influenced by wider heritage interest of the coastline (including with relation to palaeontological values, history of science values, and research and educational values). In this respect, the WHS has also been considered within the 'historic environment' appraisal section, for completeness.

Table 4.4: Appraisal findings: Historic Environment

Option A: Allocate sites within the CBNP

Option B: Do not allocate sites within the CBNP

<p>the most likely locations for new development within the CBNP area). In this respect, Option A has the potential to facilitate new development within the setting of both designated and non-designated heritage assets and areas, with a potential for adverse impacts. As these settlements are predominantly surrounded by open countryside, this may potentially include through impacting views into and out of the conservation areas.</p> <p>It should be noted though that small-scale development does not necessarily need to be harmful to the fabric and setting of the historic environment. This recognises that high quality and sensitive development has the potential to rejuvenate features and areas of historic environment interest and sensitivity. In the context of the above, Option A, through allocating sites, will increase certainty as to the location and design of new development and enable development to take place in locations which are more appropriate in terms of conserving and enhancing the historic environment. In addition, site-specific allocations will enable site-specific policies to be introduced through the CBNP which will introduce appropriate avoidance and mitigation measures which conserve and enhance the historic environment and support heritage-led development.</p>		
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Table 4.5: Appraisal findings: Land, Soil, and Water Resources

Option A: Allocate sites within the CBNP

Option B: Do not allocate sites within the CBNP

Discussion of potential effects and relative merits of options	Rank of preference	
	A	B
<p>Regarding the location of the best and most versatile land for agricultural purposes, a detailed Agricultural Land Classification (ALC) assessment has not been undertaken for most of the Neighbourhood Plan area. The provisional agricultural land classification and the likelihood of 'best and most versatile' (BMV) agricultural land assessment datasets from Natural England suggest that many locations within the CBNP area have the potential to be contain areas of BMV land.</p> <p>Recognising the relatively limited availability of brownfield sites within the CBNP area, Option A offers the opportunity to locate development in less sensitive locations in terms of the loss of productive agricultural land and implement site-specific policies which seek to protect or minimise impacts on soil and water resources.</p> <p>Many locations within the CBNP area overlap with SPZs and NVZs. It is important to acknowledge that new legal advice from Natural England recommends that new developments should only be permitted if they are nutrient neutral. However, this is a regional issue which is beyond the scope of the Neighbourhood Plan to address.</p>	1	2

Table 4.6: Appraisal findings: Community Wellbeing

Option A: Allocate sites within the CBNP

Option B: Do not allocate sites within the CBNP

Discussion of potential effects and relative merits of options	Rank of preference	
	A	B
<p>With respect to not allocating sites within the CBNP area (i.e. Option B), this is unlikely to positively support the vitality of the communities within the CBNP area. This is pronounced when considering the population trends within the parishes (CP). For example, other than Portesham CP which has observed an approximate 10% population increase, the remaining CPs have observed population decreases between 2011-2020. This has the potential to impact upon the vitality of these communities.</p> <p>Option A will help deliver new housing in the Neighbourhood Plan area, helping to meet local needs. This is significant in the local context, as the housing needs review for the CBNP area has indicated a greater need than originally stated within the consultation draft of the emerging DCLP. The potential for the CBNP to deliver housing of an appropriate type and tenure is dependent in part on the distribution of new development (i.e. recognising that larger site allocations have an increased scope to deliver community benefits and affordable housing provision). This is more likely to be achievable through Option A, by helping to ensure that housing is delivered in the right locations and is of the right type and tenure.</p>	1	2

Table 4.7: Appraisal findings: Transportation

Option A: Allocate sites within the CBNP

Option B: Do not allocate sites within the CBNP

Discussion of potential effects and relative merits of options	Rank of preference	
	A	B
<p>With reference to local public transport networks, the CBNP area is not connected to the rail network. Although there are bus services (albeit infrequent) which pass through Abbotsbury and Portesham and provide services to neighbouring town centres including Weymouth and Dorchester there are limited (or no) bus services connecting to Langton Herring and Fleet. In this respect, new development (i.e. through Option A) has the potential to exacerbate traffic and congestion issues within the CBNP area, including along key routes such as the B3157.</p> <p>However, Option A offers additional opportunities to deliver development in locations accessible to key services and facilities, thus limiting the need to travel to these amenities. It also offers opportunities to deliver development in good proximity to bus services, and, through site-specific policies facilitated by allocations, offers opportunities to ensure new development sites are appropriately located to safe walking and cycling networks.</p>	1	2

## Preferred approach in light of appraisal findings

4.10 While it is recognised that the CBNP area contains many environmentally sensitive locations (including in relation to the biodiversity and geodiversity, historic environment, and landscape SEA themes), the preferred approach is to allocate sites (i.e. Option A). This is with a view to supporting the vitality of the communities within the CBNP area, and potentially tackling some of the key issues associated with housing in the CBNP area. These issues include: a lack of affordable homes for local families and younger people, higher number of vacant homes due (in part) to holiday home and second home ownership, homes for first time buyers, and a lack of smaller dwelling types for local needs. Specifically, the CBNP states:

*“Most people responding to our surveys agreed that the Neighbourhood Plan should attempt to influence the location and appearance of any future development. The main need suggested was for 2- or 3-bedroom homes, which should be eco-friendly, with off-road parking and gardens, and designed to be in keeping with the surroundings.”*

*“Most people did not want to see more than 10 homes built in a 10-year period in any of the villages, although possibly slightly higher in Portesham. In general, most people felt that any further development should take place within the existing village boundaries or through the re-use of agricultural buildings.”*

4.11 In this context, the CBNP supports an approach which seeks to deliver sustainable development which is sensitive to the environmental constraints within the CBNP area and which is intended to meet specific housing requirements or other community objectives.

## Potential site options considered through the SEA

### Initial shortlisting of sites

4.12 With a view to allocating sites within the CBNP to contribute to local housing needs, the CBNP Steering Group were keen to consider where development should be delivered within the Neighbourhood Plan area.

4.13 In light of this, the CBNP Steering Group (with support from an independent planning consultancy) has undertaken assessments of the various sites in the neighbourhood area in terms of their suitability, availability, and achievability for the purposes of a potential Neighbourhood Plan allocation. A total of 21 sites were considered through the site options assessment (SOA) process, identified as follows:

- Sites which came forward through a local ‘call for sites’ process completed in 2020 which invited landowners to submit any parcels of land which they would be happy to release for new housing.
- Sites within the Neighbourhood Plan area which had already been identified by Dorset Council through their emerging Local Plan evidence base, including from the West Dorset, Weymouth and Portland Strategic Housing and Economic Land Availability Assessment<sup>18</sup> (the 2018 and 2019

<sup>18</sup> Dorset Council (2018): ‘West Dorset, Weymouth and Portland Adopted Local Plan – SHELAA’, [online] accessible [here](#)

iterations) and Dorset Council’s Strategic Housing and Land Availability Assessment<sup>19</sup>; and

- A review of recent planning applications which had been submitted within the CBNP area.

4.14 Sites were subsequently categorised on the basis of suitability, availability, and achievability, and an indication as to whether they would be favoured by the local community was gained through consultation with the community. Further details can be found in the Site Assessment Reports accompanying the CBNP at Regulation 14 consultation<sup>20</sup>.

### Assessment of shortlisted sites through the SEA process

4.15 None of the sites were given a ‘suitable’ rating for development as none are entirely free of constraints. However, the results of the SOA process concluded that seven sites were ‘potentially suitable’ to take forward as Neighbourhood Plan allocations. Since the completion of the SOA, two of the seven sites which were defined as ‘potentially suitable’ are no longer available options for development given the availability of the sites. In light of the above, a total of five sites have been further considered through the SEA process. These sites are listed in **Table 4.8** below and shown in the figure which follows.

**Table 4.8: Potential site options considered through the SEA**

SOA Ref.	SEA ID	Name of site, address	Size (Ha) <sup>21</sup>	Indicative Capacity <sup>22</sup>
LH-01	Site 1	Higher Farmhouse	0.56	4 - 9 dwellings
LH-02	Site 2	4 Court Close	0.07	1 dwelling
LH-04	Site 3	Land between Shop Lane and Rose’s Lane	0.07	1 dwelling
FL-05	Site 4	Stone Cottage	1.60	1 dwelling
PO-03	Site 5	Land to the east of North Mead Farm	0.34	3 - 6 dwellings

4.16 To support the consideration of the suitability of the shortlisted sites for a potential allocation of a type appropriate for the Neighbourhood Plan, the SEA process has appraised the key constraints and opportunities present at each of the relevant sites (see **Table 4.9** to **Table 4.13** below).

4.17 In this context, the sites have been considered in relation to the SEA Framework of objectives and decision-making questions developed during SEA scoping (see Chapter 3, above) and the baseline information. These assessments undertaken through the SEA process have been prepared separately to the initial site assessments completed for the CBNP.

<sup>19</sup> Dorset Council (2022): SHLAA (Dorset) Site Search (accessible [here](#)) and SHLAA Overview (accessible [here](#))

<sup>20</sup> The initial site assessment report (April 2021) and the supplementary report (December 2021) contribute to the evidence base for the emerging CBNP and accompanies the CBNP at Regulation 14 consultation.

<sup>21</sup> Represents total site size and not necessarily total developable area and is taken from the initial site assessment report (specifically Table 4.2).

<sup>22</sup> As stated within the initial site assessment report (paragraph 2.11): “Where sites were previously included in the SHELAA, the indicative housing capacity used in the SHELAA has been used as a starting point. If landowners/developers have put forward a housing figure, this has been used if appropriate. If a site has been granted planning permission but the site has not yet been started or completed, then this capacity figure has been used.”

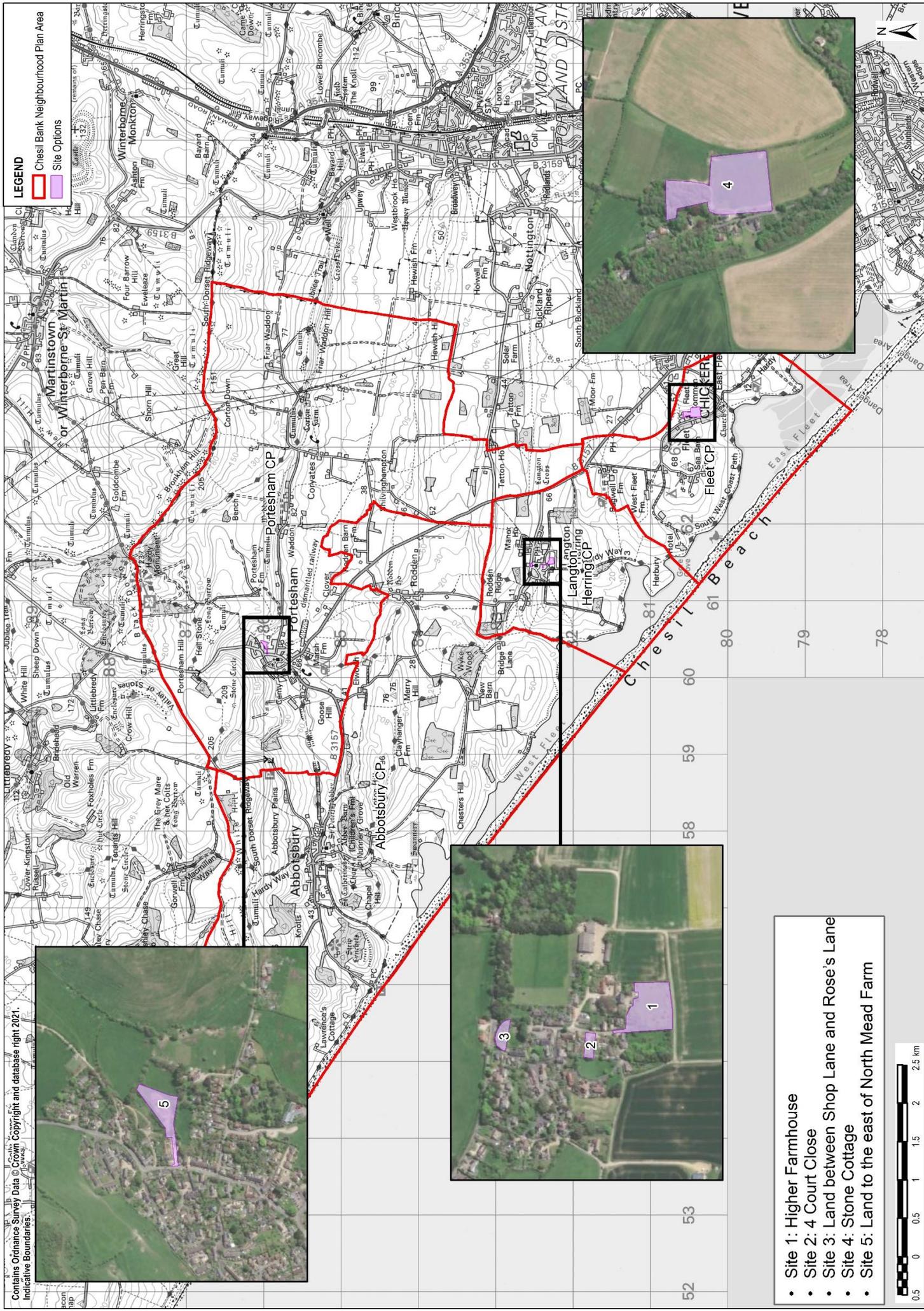
4.18 Sources of information to support the appraisal has included (amongst others): Ordnance Survey maps; MAGIC Interactive Map<sup>23</sup>; the Environment Agency's Flood Risk Maps for England<sup>24</sup>; Google Earth<sup>25</sup>; interactive maps and documents available to access on Dorset Council's webpages; national and local planning policy documents; and baseline studies available to access on the CBNP webpages.

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<sup>23</sup> MAGIC (2021): 'Interactive Map', [online] available to access via [this link](#)

<sup>24</sup> Environment Agency (2021): 'Flood Map for Planning', [online] available to access via [this link](#)

<sup>25</sup> Google (2021): 'Google Earth', [online] available to access via [this link](#)

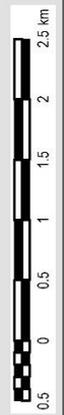


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**LEGEND**

- Chesil Bank Neighbourhood Plan Area
- Site Options

- Site 1: Higher Farmhouse
- Site 2: 4 Court Close
- Site 3: Land between Shop Lane and Rose's Lane
- Site 4: Stone Cottage
- Site 5: Land to the east of North Mead Farm



## SEA Site Assessment findings

**Table 4.9: Site Assessment – Site 1**

SEA theme	Commentary, Site 1: Higher Farmhouse (LH-01)
<p>Biodiversity and Geodiversity</p>	 <p>There are no international or national biodiversity designations within or in immediate proximity to this site. However, the site is approximately 650m to the north east of the Chesil and The Fleet SSSI (at its nearest point), and approximately 1km to the east of the Chesil Beach and The Fleet Ramsar (and SPA) and the Chesil and The Fleet SAC. The site falls within the SSSI Impact Risk Zones (IRZ) associated with these designations. As such, any application for 50 housing units or more, or ten outside the existing settlement, should be referred to Natural England for consultation. Nevertheless, the level of development to come forward at the site is not likely to exceed the SSSI IRZ thresholds at this location.</p> <p>There are no BAP habitats within or in immediate proximity to the site. This site has trees and hedgerows on three of its four sides, and trees within the site boundary. These trees and hedgerows are key components of the local ecological network and should be retained and enhanced (where possible) through new development.</p>
<p>Climate Change</p>	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village and an intensification of uses at this location.</p> <p>The site is a close walking distance (125m) from the Elm Tree Inn and St Peter’s Church. However, services, facilities and amenities within Langton Herring are limited. Public transport options are also infrequent, with few (or no) local bus services connecting residents to neighbouring settlements. Therefore, development at this site may increase the need for residents to travel via private vehicle to access facilities (and associated greenhouse gas emissions).</p> <p>With regards to flood risk, the site is within Flood Zone 1 and there is low risk of fluvial flooding. There is a low risk of surface water flooding across the site, with areas of higher risk in the neighbouring field to the south. As the site is currently an area of greenfield land, any new areas of hardstanding (associated with new development) have the potential to exacerbate surface run off issues to the neighbouring field, increasing surface water flooding concerns within the surrounding environment. Nonetheless, it is anticipated that these impacts could largely be mitigated by the incorporation of appropriate surface water management.</p>

SEA theme	Commentary, Site 1: Higher Farmhouse (LH-01)
Landscape	<p>This site is within the Dorset Area of Outstanding Natural Beauty (AONB). In this respect, development at this location has the potential to impact the special qualities of this nationally designated landscape in the absence of high-quality design which positively responds to the setting of the landscape and surrounding environment.</p> <p>Regarding landscape character, development within the entire site area would extend the settlement of Langton Herring to the south and result in the loss of an area of greenfield land. However, the site is adjacent to the existing settlement and benefits from some visual screening from the surrounding landscape as provided by trees and hedgerows along three of its boundaries and topography.</p> <p>With reference to local landscape features of interest, the site is adjacent to a group tree preservation order (TPO) designation. It is anticipated that the group TPO can be retained through new development proposals.</p>
Historic Environment	<p>The site is not within or within proximity to the Dorset and East Devon Coast World Heritage Site (WHS).</p> <p>With reference to nationally designated heritage assets, the Grade II listed 'Higher Farm Cottage' is located approximately 45m to the north of the site. However, the site is largely screened from view from residential properties located along Shop Lane, and by the existing vegetation along the site boundaries. Nevertheless, new development may have an impact on the setting and significance of this designation.</p> <p>In terms of locally designated heritage assets and areas of interest, the site is located approximately 100m to the south of Langton Herring Conservation Area. In this respect, given the screening provided by the surrounding buildings and vegetation at this site, an allocation at this location is perhaps less likely to detract from the special characteristics and setting of Langton Herring Conservation Area (and is not likely to be visible from locations within the conservation area itself).</p> <p>Following a high-level search of the Dorset Historic Environment Record (HER) it is concluded there are no locally important heritage assets and areas within or in proximity to the site.</p>
Land, Soil and Water Resources	<p>According to the regional agricultural land classification dataset from Natural England, the site is underlain by Grade 3 (good to moderate) agricultural land. In the absence of a detailed agricultural land classification assessment at this location, it is currently not possible to determine whether the site is underlain by Grade 3a (i.e., BMV land) or Grade 3b land (i.e., not BMV land). However, an allocation at this location would result in the loss of greenfield land, and not promote the most efficient use of land within the Neighbourhood Plan area.</p> <p>With regards to water resources, there are no drains or watercourses within or in proximity to the site. The site is not within a groundwater source protection zone (SPZ). The site is within the Rodden Stream Surface Water Nitrate Vulnerable Zone (NVZ) and the Fleet Lagoon Eutrophic Water NVZ.</p> <p>Whilst the site has the potential to overlap with a Mineral Safeguarding Area and/or a Mineral Consultation Area, there is an element of uncertainty given the scale of the map presented in Appendix 3 of the Minerals Local Plan (accessible <a href="#">here</a>). In this regard, developers may be required to carry out investigation work to ascertain whether economically viable mineral resources are present and whether prior extraction is practicable. The site is also within an onshore license block for the exploration of onshore oil and gas resources.</p>

SEA theme	Commentary, Site 1: Higher Farmhouse (LH-01)	
Community Wellbeing	<p>Langton Herring is less well served by services and facilities in comparison to some of the other settlements within the CBNP area (i.e. Portesham and Abbotsbury), and is limited to the Elm Tree Inn and St Peter’s Church. Additional services, including shops, schools and medical facilities can be found in the neighbouring settlements of Chickerell and Weymouth, approximately 5km and 9km south-east respectively. It is important to note that these two locations are outside of the CBNP area.</p> <p>In terms of encouraging healthy and active lifestyles, the site is within proximity to five green spaces within Langton Herring, including a children’s play area, village green, and St Peter’s Churchyard. However, there is limited pedestrian connectivity in Langton Herring which presents a safety issue for residents wishing to access these spaces.</p>	
Transport	<p>This site is accessible via a narrow, single lane track that joins Shop Lane. However, the track itself is not likely to be easily widened, as Shop Lane is relatively narrow and is perhaps less likely to accommodate additional traffic associated with additional development at this location.</p> <p>In terms of the Public Right of Way (PRoW) network, there is currently no pavement access between the village and the site. The only pedestrian access is via a narrow lane to Higher Farm. There is also no designated cycle access. A PRoW crosses the site itself, passing to the west from Chapel Close. It is anticipated that the PRoW could be incorporated into the design of any new development areas for the site.</p> <p>Regarding the local transport network, there is no bus stop in Langton Herring. Therefore, an allocation at this site would not support or encourage the use of local transport within the CBNP area. Given the limited services and facilities within Langton Herring in comparison to other settlements within the CBNP area (as discussed under the ‘Community Wellbeing’ appraisal section, above), an allocation at this site will likely result in an increased need to travel out of the settlement to access some day-to-day services (such as schools, shops, and medical facilities).</p>	
<b>Key</b>		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effect

**Table 4.10: Site Assessment – Site 2**

SEA theme	Commentary, Site 2: 4 Court Close (LH-02)
Biodiversity and Geodiversity	
	<p>There are no international or national biodiversity designations within or in immediate proximity to this site. However, the site is approximately 625m to the north east of the Chesil and The Fleet SSSI (at its nearest point), and approximately 1km to the north east of the Chesil Beach and The Fleet Ramsar (and SPA) and the Chesil and The Fleet SAC. The site falls within the SSSI Impact Risk Zones associated with these designations. As such, any application for 50 housing units or more, or ten outside the existing settlement, should be referred to Natural England for consultation. Nevertheless, the level of development to come forward at the site is not likely to exceed the SSSI IRZ thresholds at this location.</p> <p>There are no BAP habitats within or in immediate proximity to the site. There is a corridor of trees along the western boundary of the site, contributing to local ecological networks. These trees and hedgerows are key components of the local ecological network and should be retained and enhanced (where possible) through new development.</p>
Climate Change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village and an intensification of uses at this location.</p> <p>Services and facilities within Langton Herring are limited to a public house and a church. Public transport options are also infrequent, with few (or no) local bus services connecting residents to neighbouring settlements. Therefore, development at this site may increase the need for residents to travel via private vehicle to access facilities (and associated greenhouse gas emissions).</p> <p>With regards to flood risk, the site is within Flood Zone 1 and there is low risk of fluvial flooding. However, there is a medium potential risk of surface water flooding across this site. New areas of hardstanding at this location have the potential to exacerbate surface water flood risk issues. Nonetheless, it is anticipated that these impacts could largely be mitigated by the incorporation of appropriate surface water management.</p>

SEA theme	Commentary, Site 2: 4 Court Close (LH-02)
Landscape	<p>This site is within the Dorset AONB. In this respect, development at this location has the potential to impact the special qualities of this nationally designated landscape in the absence of high-quality design which positively responds to the setting of the landscape and surrounding environment. However, this is not likely given the small size of the site.</p> <p>Regarding landscape character, the site is relatively small and within the existing village of Langton Herring. In this respect, an allocation is unlikely to result in any significant changes to the surrounding landscape character, which includes residential areas to the north, east, and south.</p> <p>With regards to locally important landscape features, there are no trees with TPO designations present on the site. The site is relatively screened from view from the surrounding properties, and from the corridor of trees located along the western site boundary.</p>
Historic Environment	<p>The site is not within or within proximity to the Dorset and East Devon Coast WHS.</p> <p>With reference to nationally designated heritage assets, there are two listed buildings in proximity to this site. Specifically, the Grade II listed 'Higher Farm Cottage' is located approximately 20m to the south-east of the site, and the Grade II listed 'Village Hall' is approximately 50m to the north-west. Due to existing development surrounding the site (i.e. the neighbouring residential properties along Shop Lane), views from the Village Hall are largely screened. However, it is likely that the site is visible from Higher Farm Cottage. In this respect, new development is likely to impact on the setting and significance of a nationally designated heritage asset. Whilst new development areas have the potential to positively respond to the setting and significance, this is dependent and influenced by the design and layout of the proposals.</p> <p>In terms of locally designated heritage assets and areas of interest, the site is located approximately 50m to the south of Langton Herring Conservation Area. In this respect, given the screening provided by the surrounding buildings and vegetation at this site, an allocation at this location is perhaps less likely to detract from the special characteristics and setting of Langton Herring Conservation Area (and is not likely to be visible from locations within the conservation area itself). Following a high-level search of the Dorset HER, it is concluded there are no locally important heritage assets and areas within or in proximity to the site.</p>
Land, Soil and Water Resources	<p>This site is a mix of greenfield and previously developed land. In this respect, redevelopment of the eastern section of the site would promote the most efficient use of land within the CBNP area. While the undeveloped sections of the site are underlain by areas of Grade 3 agricultural land, it is uncertain whether this is BMV land in the absence of a detailed agricultural land classification assessment at this location. Nevertheless, the greenfield areas of the site likely comprise a private garden area which is not currently in agricultural use.</p> <p>With regards to water resources, there are no drains or watercourses within or in proximity to the site. The site is not within a groundwater SPZ. However, the site is within the Rodden Stream Surface Water NVZ and the Fleet Lagoon Eutrophic Water NVZ.</p> <p>Whilst the site has the potential to overlap with a Mineral Safeguarding Area and/or a Mineral Consultation Area, there is an element of uncertainty given the scale of the map presented in Appendix 3 of the Minerals Local Plan. The site is also within an onshore license block for the exploration of onshore oil and gas resources. However, as the site comprises an existing residential property (with associated private garden areas), it is not anticipated that the redevelopment of this site would impact the integrity of any mineral or gas resources within the CBNP area.</p>

SEA theme	Commentary, Site 2: 4 Court Close (LH-02)	
Community Wellbeing	<p>Langton Herring is less well served by services and facilities in comparison to some of the other settlements within the CBNP area (i.e. Portesham and Abbotsbury), and is limited to the Elm Tree Inn and St Peter’s Church. Additional services, including shops, schools and medical facilities can be found in the neighbouring settlements of Chickerell and Weymouth, approximately 5km and 9km south-east respectively. It is important to note that these two locations are outside of the CBNP area.</p> <p>In terms of encouraging healthy and active lifestyles, the site is within proximity to five green spaces within Langton Herring, including a children’s play area, village green, and St Peter’s Churchyard. However, there is limited pedestrian connectivity in Langton Herring which presents a safety issue for residents wishing to access these spaces.</p>	
Transport	<p>Access into the western section of the site is not likely to be possible as it is surrounded by agricultural fields and neighbouring properties and is currently not connected to the road network. Access into the site in this respect would be limited to the eastern boundary (via the turning from Shop Lane). As Shop Lane is relatively narrow, the road is perhaps less likely to be able to accommodate additional traffic associated with new development. However, given the relatively small size of the site (which limits the total number of homes which could be delivered), an allocation at this location is not likely to significantly increase the amount of traffic using Shop Lane.</p> <p>In terms of the PRow network, there is currently no pavement access between the village centre and the site. There is also no designated cycle access.</p> <p>Regarding the local transport network, there is no bus stop in Langton Herring. Therefore, an allocation at this site would not support or encourage the use of local transport within the CBNP area. Given the limited services and facilities within Langton Herring in comparison to other settlements within the CBNP area (as discussed under the ‘Community Wellbeing’ appraisal section, above), an allocation at this site will likely result in an increased need to travel out of the settlement to access some day-to-day services (such as schools, shops, and medical facilities).</p>	
Key		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effect

**Table 4.11: Site Assessment – Site 3**

SEA theme	Commentary, Site 3: Land between Shop Lane and Rose’s Lane (LH-04)
Biodiversity and Geodiversity	
	<p>There are no international or national biodiversity designations within or in immediate proximity to this site. However, the site is approximately 725m to the north east of the Chesil and The Fleet SSSI (at its nearest point), and approximately 1.25km to the north east of the Chesil Beach and The Fleet Ramsar (and SPA) and the Chesil and The Fleet SAC. The site falls within the SSSI Impact Risk Zones associated with these designations. As such, any application for 50 housing units or more, or ten outside the existing settlement, should be referred to Natural England for consultation. Nevertheless, the level of development to come forward at the site is not likely to exceed the SSSI IRZ thresholds at this location.</p> <p>There are no BAP habitats within or in immediate proximity to the site. However, the site comprises an existing wooded area, containing some small trees and bushes. In this respect, the site potentially contributes to the local ecological network (i.e. through providing refugia for species or acting as a ‘stepping stone’ between areas of ‘woodland’ priority habitat within the surrounding environment). As the wooded area comprises the whole site, new development at this location is likely to result in the loss of some (or all) of the trees and bushes.</p>
Climate Change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village and an intensification of uses at this location.</p> <p>Services and facilities within Langton Herring are limited to a public house and a church. Public transport options are also infrequent, with few (or no) local bus services connecting residents to neighbouring settlements. Therefore, development at this site may increase the need for residents to travel via private vehicle to access facilities (and associated greenhouse gas emissions).</p> <p>With regards to flood risk, the site is within Flood Zone 1 and there is low risk of fluvial flooding. The site also has a low surface water flood risk potential. New areas of hardstanding at this location have the potential to exacerbate the surface water flood risk potential at this site. Nonetheless, it is anticipated that these impacts could largely be mitigated by the incorporation of appropriate surface water management.</p>

SEA theme	Commentary, Site 3: Land between Shop Lane and Rose's Lane (LH-04)
Landscape	<p>This site is within the Dorset AONB. In this respect, development at this location has the potential to impact the special qualities of this nationally designated landscape in the absence of high-quality design which positively responds to the setting of the landscape and surrounding environment.</p> <p>Regarding landscape character, the site is relatively small and within proximity to the existing settlement boundary of Langton Herring. In this respect, an allocation is unlikely to result in any significant changes to the surrounding landscape character, which includes residential areas to the north, south west, and west.</p> <p>As mentioned within the 'Biodiversity and Geodiversity' appraisal above, the site currently comprises an area of trees and bushes. In this respect, an allocation at this location would result in a change to the character of the site itself, from an existing wooded area to a residential area. This is important in the local context, as the whole of the site is also subject to a group TPO (238A8). However, the group TPO is understood to relate to trees that have now largely been cleared by Dorset Council. If the development can be accommodated without the removal of any remaining trees protected by the TPO then some limited development could be accommodated on this site.</p>
Historic Environment	<p>The site is not within or within proximity to the Dorset and East Devon Coast WHS.</p> <p>With reference to nationally designated heritage assets, the site is located directly to the west of the Grade II listed 'Village Pound' (on the opposite side of Shop Lane). The listed building has direct views in to the site (and is visible from within the site). In this respect, an allocation at this location has the potential to impact upon the setting and significance of this heritage asset.</p> <p>Additionally, the site is located within the Langton Herring Conservation Area and forms a key component of two of the main entrance points to the village (Shop Lane and Rose's Lane). Specifically, the site provides a screening and separation between these two entrance points, and between the village and surrounding area.</p> <p>Following a search of the Dorset HER it is concluded there are no locally important heritage assets and areas within or in proximity to the site.</p>
Land, Soil and Water Resources	<p>An allocation at this location would result in the loss of greenfield land, and not promote the most efficient use of land within the Neighbourhood Plan area. According to the regional agricultural land classification dataset from Natural England, the site is underlain by Grade 3 (good to moderate) agricultural land. In the absence of a detailed agricultural land classification assessment at this location, it is currently not possible to determine whether the site is underlain by BMV land. Nevertheless, the site currently comprises a wooded area and is not currently in agricultural use.</p> <p>With regards to water resources, there are no drains or watercourses within or in proximity to the site. The site is not within a groundwater SPZ. However, the site is within the Rodden Stream Surface Water NVZ and the Fleet Lagoon Eutrophic Water NVZ.</p> <p>Whilst the site has the potential to overlap with a Mineral Safeguarding Area and/or a Mineral Consultation Area, there is an element of uncertainty given the scale of the map presented in Appendix 3 of the Minerals Local Plan. The site is also within an onshore license block for the exploration of onshore oil and gas resources. However, given the relatively small size of the site, it is not anticipated that the redevelopment of this site would impact the integrity of any mineral or gas resources within the CBNP area.</p>

SEA theme	Commentary, Site 3: Land between Shop Lane and Rose's Lane (LH-04)	
Community Wellbeing	<p>Langton Herring is less well served by services and facilities in comparison to some of the other settlements within the CBNP area (i.e. Portesham and Abbotsbury), and is limited to the Elm Tree Inn and St Peter's Church. Additional services, including shops, schools and medical facilities can be found in the neighbouring settlements of Chickerell and Weymouth, approximately 5km and 9km south-east respectively. It is important to note that these two locations are outside of the CBNP area.</p> <p>In terms of encouraging healthy and active lifestyles, the site is within proximity to five green spaces within Langton Herring, including a children's play area, village green, and St Peter's Churchyard. However, there is limited pedestrian connectivity in Langton Herring which presents a safety issue for residents wishing to access these spaces.</p>	
Transport	<p>While access in to the site from the road network is currently not possible, it is likely that this can be established. However, as the site is adjacent to the junctions at Shop Lane and Rose's Lane, it is perhaps less suitable to establish an additional access point within proximity to these existing junctions. Access into the southern section of the site is possible via Shop Lane but would need to pass through an existing car park (which is outside of the site boundary).</p> <p>With regards to the PRow network, there is no pavement access to the site nor designated cycle access.</p> <p>Regarding the local transport network, there is no bus stop in Langton Herring. Therefore, an allocation at this site would not support or encourage the use of local transport within the CBNP area. Given the limited services and facilities within Langton Herring in comparison to other settlements within the CBNP area (as discussed under the 'Community Wellbeing' appraisal section, above), an allocation at this site will likely result in an increased need to travel out of the settlement to access some day-to-day services (such as schools, shops, and medical facilities).</p>	
Key		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effect

**Table 4.12: Site Assessment – Site 4**

SEA theme	Commentary, Site 4: Stone Cottage (FL-05)
<p>Biodiversity and Geodiversity</p>	<div data-bbox="435 322 1289 1128" data-label="Image"> </div> <p>There are no international or national biodiversity designations within or in immediate proximity to this site. However, the site is approximately 700m to the north of the Chesil Beach and The Fleet Ramsar (and SPA), Chesil and The Fleet SAC and SSSI. The site is also approximately 1km to the north west of the Crookhill Brick Pit SAC (which is also designated as a SSSI and Local Nature Reserve). Reflecting the sensitivities listed above, sections of the site are within SSSI IRZs for the type and scale of development which could potentially come forward at this location, specifically:</p> <ul style="list-style-type: none"> <li>• Applications for ten units outside the existing settlement boundary (within the northern section of the site); and</li> <li>• Any residential development with a total net gain in residential units (within the southern section of the site).</li> </ul> <p>Therefore, consultation with Natural England potentially be required to determine whether there might be any likely significant effects to the integrity of the national site network sites within proximity to the site.</p> <p>Within the northern half of this site there is part of a deciduous woodland BAP habitat, with the rest of the designation located directly to the west of the site. The designation could be impacted through the construction phases of development, for example through enhanced access, trampling, or the removal of trees to accommodate net development areas. This could potentially result in the permanent loss of key components of local ecological networks within the CBNP area.</p>

SEA theme	Commentary, Site 4: Stone Cottage (FL-05)
Climate Change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the hamlet and an intensification of uses at this location.</p> <p>Services and facilities within Fleet are limited. Public transport options are also infrequent, with few (or no) local bus services connecting residents to neighbouring settlements. Therefore, development at this site is not likely to reduce the reliance on private vehicles (and associated greenhouse gas emissions) for accessing services and facilities.</p> <p>With regards to flood risk, the site is within Flood Zone 1 and there is low risk of fluvial flooding. There are areas of medium to high surface water flood risk potential to the west of the site. In this respect, new areas of hardstanding at this location has the potential to increase the surface water run-off potential to the surrounding areas (particularly given the sloping aspect of the site). This includes approximately four properties which are located along Fleet Road.</p> <p>However, it is anticipated that these impacts could potentially be mitigated by the incorporation of appropriate surface water management.</p>
Landscape	<p>The site is within the Dorset AONB. In this respect, development at this location has the potential to impact the special qualities of this nationally designated landscape in the absence of high-quality design which positively responds to the setting of the landscape and surrounding environment.</p> <p>Regarding landscape character, development within the entire site area would extend the settlement of Fleet to the east and result in the loss of an area of greenfield land. The settlement of Fleet is within a valley, and the site itself slopes up to the east towards the neighbouring settlement of Chickerell. In this respect, development within the entire site area is likely to have a prominent setting on a valley side (within an AONB) and is likely to be visible from surrounding rights of way.</p> <p>In terms of locally important landscape features, there is a group TPO within the northern half of the site (overlapping with the priority woodland habitat) which could also be impacted by development proposals.</p>
Historic Environment	<p>The site is not within or within proximity to the Dorset and East Devon Coast WHS.</p> <p>With reference to nationally designated heritage assets, the north western section of the site is adjacent to the Grade I listed 'Parish Church of the Holy Trinity' and the Grade II listed railings and gate piers (associated with the Church). In this respect, development within the northern section of the site and along the eastern half of the site (which is more elevated in the landscape) would likely impact the setting and significance of these nationally designated heritage assets. Comparatively, development within the south western section of the site would have limited visibility of these two designations due to its lower elevation in the landscape and the screening provided by the woodland and existing buildings along Fleet Road.</p> <p>Following a search of the Dorset HER it is concluded there are no locally important heritage assets and areas within or in proximity to the site.</p>

SEA theme	Commentary, Site 4: Stone Cottage (FL-05)	
Land, Soil and Water Resources	<p>According to the regional agricultural land classification dataset from Natural England, the site is underlain by Grade 3 (good to moderate) agricultural land. In the absence of a detailed agricultural land classification assessment at this location, it is currently not possible to determine whether the site is underlain by BMV land. However, an allocation at this location would result in the loss of greenfield land, and not promote the most efficient use of land within the Neighbourhood Plan area.</p> <p>With regards to water resources, there is a stream (which might be a drainage channel) passing alongside the western boundary of the site, flowing south towards Butterstreet Cove. Due to the sloping topography of the site, new areas of hardstanding at this location has the potential to increase suspended solids to the stream (i.e. resulting from surface water run-off during periods of heavy rainfall). The site is not within a groundwater SPZ. However, the site is within the Coastal Streams to Fleet Lagoon Surface Water NVZ and the Fleet Lagoon Eutrophic Water NVZ.</p> <p>Whilst the site has the potential to overlap with a Mineral Safeguarding Area and/or a Mineral Consultation Area, there is an element of uncertainty given the scale of the map presented in Appendix 3 of the Minerals Local Plan. In this regard, developers may be required to carry out investigation work to ascertain whether economically viable mineral resources are present and whether prior extraction is practicable.</p>	
Community Wellbeing	<p>Fleet is a very small hamlet with limited facilities, including the Holy Trinity Church, a hotel, and four camping parks (one of which includes a shop for residents). A greater variety of services and facilities, including shops, schools and medical facilities are accessible in the neighbouring settlements of Chickerell (1.5km to the east) and Weymouth, (6.5km to the east). It is important to note that these two locations are outside the Neighbourhood Plan area boundary.</p> <p>In terms of encouraging healthy and active lifestyles, the site is within proximity to the church and yard local green space. However, there is limited pedestrian connectivity in Fleet which presents a safety issue for residents wishing to access this open area.</p>	
Transport	<p>Access into the south western section of the site is possible via a turning from Fleet Road. This a driveway which extends into the southern field. There is no pavement access to the site nor is there any designated cycle access.</p> <p>Regarding the local transport network, there is no bus stop in Fleet. Therefore, an allocation at this site would not support or encourage the use of local transport within the CBNP area. Given the limited services and facilities within Fleet in comparison to other settlements within the CBNP area (as discussed under the 'Community Wellbeing' appraisal section, above), an allocation at this site will likely result in an increased need to travel out of the settlement to access key services (such as schools, shops, and medical facilities).</p>	
Key		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effect

**Table 4.13: Site Assessment – Site 5**

SEA theme	Commentary, Site 5: Land to the east of North Mead Farm (PO-03)
Biodiversity and Geodiversity	
	<p>There are no international biodiversity designations within or in immediate proximity to this site. The nearest sites (associated with Chesil Beach and The Fleet) are located approximately 3km to the south west. The nearest nationally designated sites are located approximately 1km to the north and includes the Blackdown (Hardy Monument) SSSI and the Valley of Stones SSSI (and National Nature Reserve). In this respect, the site does not fall within SSSI IRZ for the types of development which are likely to be brought forward through the Neighbourhood Plan (i.e. residential, rural residential, or rural non-residential types).</p> <p>There are no BAP priority habitats within or in immediate proximity to the site. However, there are trees and hedgerows located along the site boundaries which positively contribute to local ecological networks. It is anticipated that these features could be retained and enhanced (where possible) through new development areas.</p>
Climate Change	<p>Development of the site will lead to inevitable increases in greenhouse gas emissions from an increase in the built footprint of the village and an intensification of uses at this location.</p> <p>Whilst the site is within proximity to local services and facilities in Portesham village centre, which includes a church, public house, primary school, playground, café and farm shop, residents may need to travel to neighbouring settlements (such as Weymouth or Dorchester) to access a greater variety of services and facilities. Nonetheless, as the site is within proximity to local public transport networks, it is anticipated that an allocation at this location will facilitate access to sustainable transport options.</p> <p>With regards to flood risk, the site is within Flood Zone 1 and there is low risk of fluvial flooding. The surface water flood risks are also relatively low. Whilst new areas of hardstanding have the potential to increase the surface water flood risk potential, it is anticipated that these impacts could largely be mitigated by the incorporation of appropriate surface water management.</p>

SEA theme	Commentary, Site 5: Land to the east of North Mead Farm (PO-03)
Landscape	<p>The site is within the Dorset AONB. In this respect, development at this location has the potential to impact the special qualities of this nationally designated landscape in the absence of high-quality design which positively responds to the setting of the landscape and surrounding environment.</p> <p>Regarding landscape character, the site is an area of greenfield land which is adjacent to the existing settlement. While an allocation at this location would change the character of the site itself, new development would complement the character of the surrounding environment which includes residential areas to the north, south, and west. The south western half of the site is likely to benefit from visual screening provided by the corridor of trees along its boundaries. However, the north eastern half of the site is likely to have a more prominent setting in the landscape due to the sloping topography and elevated position on a hill side.</p> <p>With respect to locally important landscape features, there are no trees with TPO designations located on or in proximity to this location.</p>
Historic Environment	<p>The site is not within or within proximity to the Dorset and East Devon Coast WHS.</p> <p>With reference to nationally designated heritage assets, the site is approximately 75m to the east of the Grade II listed 'Trafalgar House', and approximately 90m to the south of the Grade II listed 'Shepherd's Cottage'. However, the site is largely screened from view from residential properties located along Front Street, and by the existing vegetation along the site boundaries. Nevertheless, new development may have an impact on the setting and significance of these designations.</p> <p>Additionally, the whole of the site is within the Portesham Conservation Area. In this respect, an allocation at this location has the potential to detract from the special characteristics and significance of the conservation area in the absence of sensitive design.</p> <p>Following a search of the Dorset HER it is concluded there are no locally important heritage features within or in proximity to the site.</p>
Land, Soil and Water Resources	<p>According to the regional agricultural land classification dataset from Natural England, the site is underlain by Grade 3 (good to moderate) agricultural land. In the absence of a detailed agricultural land classification assessment at this location, it is currently not possible to determine whether the site is underlain by BMV land. However, an allocation at this location would result in the loss of greenfield land, and not promote the most efficient use of land within the Neighbourhood Plan area.</p> <p>There are no watercourses on or in proximity to the site. There is a drainage ditch located to the north of the site which has the potential to fill and overflow during period of heavy rainfall. The site is not within a groundwater SPZ, although there is a Zone I 'Inner Protection Zone' SPZ located approximately 25m to the north. The site is within the Fleet Lagoon Eutrophic Water NVZ.</p> <p>Whilst the site has the potential to overlap with a Mineral Safeguarding Area and/or a Mineral Consultation Area, there is an element of uncertainty given the scale of the map presented in Appendix 3 of the Minerals Local Plan. In this regard, developers may be required to carry out investigation work to ascertain whether economically viable mineral resources are present and whether prior extraction is practicable. The site is also within an onshore license block for the exploration of onshore oil and gas resources.</p>

SEA theme	Commentary, Site 5: Land to the east of North Mead Farm (PO-03)	
Community Wellbeing	<p>The site is within proximity to Portesham village centre, which includes a church, public house, primary school, playground, café, and farm shop. In this respect, the site is within one of the more sustainable settlements within the CBNP area in terms of access to community services and facilities.</p> <p>In terms of encouraging healthy and active lifestyles, the site is also within proximity to four green spaces within Portesham, including the duck pond, playground, churchyard, and village green. However, there is limited pedestrian connectivity between the site and these spaces, which presents a safety issue for residents wishing to access these spaces.</p>	
Transport	<p>The site is accessible via a turning from Front Street, on to a lane which currently provides access to approximately three properties. An allocation at this location has the potential to increase the number and frequency of vehicles accessing this lane, which is relatively narrow in its current form and perhaps less suited for frequent use.</p> <p>The site is within proximity to the local public transport network (400m from the nearest bus stop, to the south along Bramdon Lane). In this respect, it is anticipated that an allocation at this location will facilitate access to more sustainable alternatives to the private vehicle for undertaking some day-to-day activities. However, it is important to note that there is limited pedestrian connectivity between the site and the bus stops due to a lack of a pavement along most of Front Street.</p> <p>In terms of PRow, there is a footpath along the southern boundary which should be retained through new development areas. There is no designated cycle access to the site.</p>	
<b>Key</b>		
Likely adverse effect (without mitigation measures)		Likely positive effect
Neutral/no effect		Uncertain effect

## Summary of site assessment findings

Table 4.14: Summary of SEA site assessment findings

Site	Biodiversity and Geodiversity	Climate Change	Landscape	Historic Env.	Land, Soil and Water Resources	Community Wellbeing	Transport
Site 1							
Site 2							
Site 3							
Site 4							
Site 5							
<b>Key</b>							
Likely adverse effect (without mitigation measures)					Likely positive effect		
Neutral/no effect					Uncertain effect		

## Current approach in the Chesil Bank Neighbourhood Plan and the development of policies

### Choice of sites taken forward for the purposes of the Chesil Bank Neighbourhood Plan

4.19 The CBNP seeks to shape development in the neighbourhood area through a combination of allocations, specifically:

- Site 1 'Higher Farmhouse' for one dwelling (see Policy CBNP7).
- Site 2 '4 Court Close' for one dwelling (see Policy CBNP8).
- Site 4 'Stone Cottage' for one affordable dwelling (see Policy CBNP6).
- Site 5 'Land to the east of North Mead Farm' for between three and six dwellings, including a mix of affordable and open market homes (see Policy CBNP5).

4.20 The choice of site allocations has been informed by the findings of the site assessment undertaken for the CBNP, consultation events, and the SEA findings. The CBNP also states:

*"This was our first attempt at developing a Neighbourhood Plan, and what has become clear is whilst there is general support to see more affordable housing in the area, it is not easy to find sites which are suitable and which could be developed at a reasonable cost to keep the housing affordable (which greatly reduces the value of the land well below many landowners aspirations).*

*"Further effort is needed to work with the community and local landowners to identify more suitable sites and have in place a clear mechanism for bring this forward in a way which will deliver affordable housing for use by local people."*

4.21 In the context of the above, the CBNP (through Project 1) states that the Parish Council will support local volunteers to set up and run a Community Land Trust for the benefit of the Chesil Bank community, and work with local landowners to identify further potential sites for affordable housing.

### Neighbourhood Plan policies

4.22 To support the implementation of the vision statement for the Neighbourhood Plan, the Regulation 14 version of the CBNP puts forward 30 policies to guide new development within the CBNP area.

4.23 Policies were developed following extensive community consultation and evidence gathering and are listed below in **Table 4.15**.

Table 4.15: Neighbourhood Plan policies

Reference	Policy Name
Housing	
CBNP1	Dwelling Types
CBNP2	Dwelling extensions
CBNP3	Holiday / second home restrictions
CBNP4	Affordable Housing – Local Connection

Reference	Policy Name
<b>Sites for Development</b>	
CBNP5	Land east of North Mead Farm (PO-03)
CBNP6	Land adjoining Stone Cottage (FL-05)
CBNP7	Land at Higher Farmhouse (LH-01)
CBNP8	Land adjoining 4 Court Close (LH02)
<b>Businesses and local employment opportunities and infrastructure</b>	
CBNP9	Sustainable Business Growth
CBNP10	Homeworking
<b>Community, Leisure and Recreation</b>	
CBNP11	Community and recreational facilities
CBNP12	Recreational access to the countryside
<b>Our Natural and Historical Environment</b>	
CBNP13	Local Green Spaces
CBNP14	Local Landscape Features
CBNP15	Local Views
CBNP16	Dark Skies and Lighting Schemes
CBNP17	Local Wildlife and Habitats
CBNP18	Local Heritage Features
CBNP19	Local Flood Risk in Portesham
CBNP20	Portesham's Development Boundary
<b>Place-specific Design Guidance</b>	
CBNP21	Chesil Bank Design Guidance
CBNP22	Settlement pattern
CBNP23	Streets and spaces
CBNP24	Views and landmarks
CBNP25	Building Styles
CBNP26	Materials
CBNP27	Doors and Windows
CBNP28	Roofs and chimneys
CBNP29	Parking
CBNP30	Sustainability Features

## 5. What are the appraisal findings at this current stage?

### Introduction

- 5.1 The aim of this chapter is to present appraisal findings and recommendations in relation to the Regulation 14 version of the CBNP. This chapter presents:
- An appraisal of the current version (i.e., the Regulation 14 version) of the CBNP under the seven SEA theme headings.
  - The overall conclusions at this current stage.

### Approach to this appraisal

- 5.2 The appraisal of the Regulation 14 version of the CBNP is presented below and is structured under the seven SEA themes.
- 5.3 For each SEA theme, 'significant effects' of the Regulation 14 version of the CBNP on the baseline are predicted and evaluated. Account is taken of the criteria presented within Schedule 2 of the Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. These effect 'characteristics' are described within the assessment, as appropriate.
- 5.4 Every effort is made to identify / evaluate effects accurately; however, this is inherently challenging given the high-level nature of the CBNP. The ability to predict effects accurately is also limited by understanding of the baseline and the nature of future planning applications. Because of the uncertainties involved, there is a need to exercise caution when identifying and evaluating significant effects to ensure all assumptions are explained. In many instances it is not possible to predict significant effects, but it is possible to comment on merits (or otherwise) in more general terms.

### Biodiversity and Geodiversity

- 5.5 To ensure the European Directives were operable in the UK after the end of the EU transition period, changes were made by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. In this respect, Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) in the UK no longer form part of the EU Natura 2000 ecological network. Instead, the 2019 Regulations propose the creation of a national site network within the UK territory<sup>26</sup>. The network comprises the designated sites already designated under the Nature Directives (i.e. 79/409/EEC and 92/43/EEC), along with any additional sites which are designated under the 2019 Regulations. The national site network continues to operate in parallel with other designations and contributes towards the UK's international commitments for protected areas.
- 5.6 With reference to the CBNP proposals (including the proposed site allocations through Policies CBNP5 - CBNP8), correspondence from Dorset Council and Natural England in September 2021 advised that the CBNP proposals have the

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<sup>26</sup> DEFRA (2021): Policy Paper: Changes to the Habitats Regulations 2017', [online] available to access via [this link](#)

potential to adversely impact the integrity of national site network sites within proximity to the CBNP area, particularly through the following vulnerabilities: recreational pressures, the loss of functionally linked land, air quality, and water resources and water quality. This includes (but is not limited to) the Chesil Beach and The Fleet Ramsar (and SPA), and the Chesil and The Fleet SAC. In this respect, the CBNP is accompanied by a Habitats Regulation Assessment (HRA)<sup>27</sup> which considers the impact pathways and any potential likely significant effects associated with the CBNP proposals.

- 5.7 In the context of the above, the HRA states that “*as the CBNP is not allocating net new dwellings above the level of the Adopted Local Plan and is required to comply with policies within the Local Plan it could be concluded that the CBNP would not adversely impact European sites either alone or in-combination with other plans and projects.*” Since the completion of the HRA, Natural England<sup>28</sup> has recently notified more local authorities that certain developments in some water catchment areas around internationally important wildlife sites cannot go ahead unless they are nutrient neutral, which extends to Chesil and The Fleet. In this respect, it is anticipated that the HRA will likely need to be revisited in due course once the guidance on the calculation methodology is issued by Natural England via Dorset Council.
- 5.8 Whilst the proposed site allocations within Policies CBNP5 - CBNP8 overlap with SSSI Impact Risk Zones (IRZ) for the types of development likely to come forward during the plan period, the total amount of development to be brought forward (based on the capacities listed within the policies) is not likely to exceed the IRZ thresholds at most locations. However, the southern section of Site 4 ‘Stone Cottage’ (where the one dwelling as proposed through Policy CBNP6 is located) is within an SSSI IRZ for ‘any residential development with a total net gain in residential units’. In this regard, consultation with Natural England may potentially be required to determine whether there might be any likely significant effects to the integrity of the national site network sites within proximity to the site.
- 5.9 In light of the key sensitivities listed above, one of the key objectives within the CBNP is to respect and enhance the natural environment. This is recognised and acknowledged within several policies which will 1) help limit potential effects on features and areas of ecological interest and 2) support the resilience of green infrastructure networks. This is further discussed below.
- 5.10 Published in July 2021, paragraph 174 (d) within the revised NPPF<sup>29</sup> states that planning policies and decisions should contribute to and enhance the natural and local environment by ‘*minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks*’, with paragraph 32 outlining that spatial development strategies should demonstrate how opportunities for net gains have been addressed. An environmental net gain principle for development is also embedded within the goals and policies of the UK Government’s 25-Year Environment Plan<sup>30</sup> (which was published in January 2018) and the Environment Act<sup>31</sup> (which received Royal Assent in

<sup>27</sup> AECOM (February 2022): ‘HRA for the Chesil Bank Neighbourhood Plan’, report prepared on behalf of the Neighbourhood Group, contributing to the evidence base for the CBNP.

<sup>28</sup> GOV.UK (March 2022): ‘Nutrient pollution: reducing the impact on protected sites (Policy Paper)’, [online] available to access via [this link](#)

<sup>29</sup> DLUHC (2018): ‘Revised National Planning Policy Framework’, [online] available to access via [this link](#)

<sup>30</sup> DEFRA (2018): ‘A Green Future: Our 25 Year Plan to Improve the Environment’, [online] available to access via [this link](#)

<sup>31</sup> GOV.UK (2021): ‘Environment Act’, [online] available to access via [this link](#)

November 2021). In this respect, Policy CBNP17 (Local Wildlife and Habitats) confirms that development must protect and enhance biodiversity to ensure an overall biodiversity net gain. This includes measures to support the ecological improvement of wildlife habitats and ensuring resilience through incorporating a variety of species into new development areas. It is anticipated that the provisions of this policy (in its current form) are likely to enhance the natural environment of the CBNP area, even if no specific targets are mentioned.

- 5.11 The nature, scale, timing, and duration of some development activities can result in the disturbance of protected species. This can include effects of poor air quality on designated sites, and severance of ecological networks from new development areas. In this respect, the CBNP also sets out provisions which will support and enhance habitats, species, and ecological networks.
- 5.12 For example, the proposed site allocations through Policies CBNP5 - CBNP8 contain trees and hedgerows along one (or more) of their boundaries. Therefore, Policy CBNP17 requires proposals to demonstrate how the design options creatively incorporate existing trees into new development areas and maximise the potential for new trees and hedges to be planted. Policy CBNP16 (Dark Skies and Lighting Schemes) aims to minimise light pollution to protect the unlit environments of the CBNP area. This will indirectly benefit nocturnal species using these environments and habitats. Policy CBNP12 (Recreational access to the countryside) also seeks to improve green corridors within the CBNP area to maximise the positive outcomes for wildlife and the local community. This includes through improving connections to the Dorset AONB (which contains some of most significant areas of semi-natural habitat within the Neighbourhood Plan area) to form a multifunctional and joined-up landscape. These provisions will safeguard and enhance areas which are likely to provide roosting and foraging sites for protected species, maintaining habitat connectivity and reducing fragmentation. Ecological networks will also be strengthened through Policy CBNP13 (Local Green Spaces) and Policy CBNP14 (Local Landscape Features).
- 5.13 Overall, Neighbourhood Plan policies should help ensure that ecological sensitivities are appropriately considered during the planning, construction, and operational phases for new development proposals which come forward during the plan period, whilst also delivering net gains.

## Climate Change

- 5.14 The extent to which the CBNP has the potential to support climate change mitigation efforts is dependent (in part) on a distribution strategy which promotes development at locations in closer proximity to the existing services and facilities in the CBNP area. The settlements of Abbotsbury and Portesham have the greatest variety of services and facilities in this respect, but three of the four proposed site allocations within the CBNP are within the settlements of Fleet or Langton Herring which are less well connected. However, the scale of development to come forward at these locations (totalling three dwellings across the three sites, as per the provisions of Policies CBNP6 - CBNP8) is perhaps less likely to be significant from a climate change mitigation perspective in the wider context of the 30,000 homes which will be brought forward through the emerging DCLP. Comparatively, the proposed site allocation on Site 5 'Land to the east of North Mead Farm' (see Policy CBNP5)

is within proximity to Portesham village centre, which includes a church, public house, primary school, playground, café, and farm shop. Therefore, new development at this location has the potential to limit the need to travel to local facilities for some day-to-day activities (and associated greenhouse gas emissions).

- 5.15 Further contributing to climate change mitigation efforts, Policy CBNP30 (Sustainability Features) seeks to ensure that proposals minimise the carbon footprint of the development, eliminating the use of fossil fuels by adopting low and zero carbon energy sources (where appropriate) and promoting the efficient re-use and recycling of resources. Additionally, Project 2 within the CBNP encourages opportunities for renewable energy schemes and community initiatives which seek to deliver renewable and low carbon energy (subject to feasibility and whether suitable sites can be identified). In terms of tackling the climate crisis, the provisions of these policies will also help to positively contribute to Dorset Council's ambition for carbon neutrality by 2030 (following their declaration of a climate emergency in 2019).
- 5.16 With reference to adapting to the effects of climate change, an overview of the flood risk considerations for the proposed site allocations through Policies CBNP5 - CBNP8 (and how these have been addressed through CBNP policy and design provisions) is provided below:
- Site 1 'Higher Farmhouse' is within Flood Zone 1 which indicates that the site has a low risk of fluvial flooding. Surface water flood risks are also low.
  - Site 2 '4 Court Close': The site is within Flood Zone 1 and there is low risk of fluvial flooding. However, there is a medium potential risk of surface water flooding across this site. To address any surface water issues, Policy CBNP8 confirms that a drainage scheme should be included to ensure that the existing drainage infrastructure is appropriate to serve the new development area (i.e. one additional dwelling).
  - Site 4 'Stone Cottage': The site is within Flood Zone 1 and there is low risk of fluvial flooding. There are areas of medium to high surface water flood risk potential to the west of the site. In this respect, new areas of hardstanding at this location has the potential to increase the surface water run-off potential to the surrounding areas (particularly given the sloping aspect of the site). This includes approximately four properties which are located along Fleet Road. However, the proposed site area (which is intended for one dwelling) seeks to exclude the areas at risk of flooding.
  - Site 5 'Land to the east of North Mead Farm' is within Flood Zone 1 which indicates that the site has a low risk of fluvial flooding. Surface water flood risks are also low. Nonetheless, Policy CBNP5 states that a drainage scheme must demonstrate how surface water issues will be addressed and not exceed existing greenfield run-off rates. Additionally, Policy CBNP19 (Local Flood Risk in Portesham) confirms that a site-specific and proportionate flood risk assessment should be submitted in support of development proposals which may increase surface water run-off within the village. The assessment should demonstrate that the risk of flooding within the village would not increase as a result of the development.

5.17 More broadly in relation to adapting to the effects of climate change, Policy CBNP14 (Local Landscape Features) and Policy CBNP30 encourage the use of permeable materials and natural features through design (including through sustainable urban drainage) to address any flood risk concerns. Additionally, the protection of open spaces and habitats within the CBNP area through the provisions of Policy CBNP13 (Local Green Spaces) and Policy CBNP17 (Local Wildlife and Habitats) will safeguard natural carbon sequesters located within the landscape (i.e. trees and hedgerows). These policy provisions will positively respond to the potential effects of climate change (particularly from extreme weather events) through providing summer shading and shelter and reducing surface water run-off issues. It is also anticipated that the provisions of the NPPF and Local Plan policy will help to guide development away from the areas at highest risk of flooding.

## Landscape

5.18 Landscape and villagescape character play an important part in understanding the relationship between people and place, identifying recognisable and distinct patterns which make one area different from another. Landscape and villagescape character can assist in the assessment of the likely significance of effects of change resulting from new development areas, both in visual and amenity terms. The relationship between the CBNP area and the Dorset AONB, for example, is a defining feature and contributes strongly to the CBNP area's sense of place and quality of its environment. In this context, proposals within the CBNP have a strong focus on protecting the sense of place and special qualities which contribute to its character. For example, Policy CBNP12 (Recreational access to the countryside) seeks to improve and expand the existing public rights of way networks within the CBNP area to create a joined-up network which is both well managed and maintained for visitors and wildlife. This policy will positively support one of the main objectives within the community vision of the Dorset AONB Management Plan (2019-2024)<sup>32</sup>, which is to provide active travel options and wide access to the countryside.

5.19 The proposed site allocations through Policies CBNP5 - CBNP8 are all within the boundaries of the Dorset AONB, which is recognised as a key constraint to development. In this context, an overview of the landscape and villagescape considerations for each of the proposed site allocations (and how these have been addressed through CBNP policy provisions) is provided below:

- Site 1 'Higher Farmhouse': development within the entire site area would extend the settlement of Langton Herring to the south and result in the loss of an area of greenfield land. However, the site is adjacent to the existing settlement and benefits from visual screening from the surrounding landscape as provided by trees and hedgerows along three of its boundaries. The site is also adjacent to a group tree preservation order (TPO) designation. The policy provisions for this site (see Policy CBNP7) stipulate that the site is allocated for one dwelling, with care taken to consider the impact to any views of the site from the surrounding area. This includes through appropriate scale, massing, and materials to ensure that the new dwelling is not a prominent feature within any views.

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<sup>32</sup> Dorset AONB Partnership (2019): 'Dorset AONB Management Plan 2019-2024', [online] available to access via [this link](#)

- Site 2 '4 Court Close': the site is relatively small and within the existing village of Langton Herring. In this respect, an allocation is unlikely to result in any significant changes to the surrounding landscape character, which includes residential areas to the north, east, and south. With regards to locally important landscape features, there are no trees with TPO designations present on the site. The site is relatively screened from view from the surrounding properties, and from the corridor of trees located along the western site boundary. The policy provisions for this site (see Policy CBNP8) affirms that the existing building line should be respected, with the proposed location of development expected to follow the existing row of buildings at this location (i.e. in character with the surrounding properties along Shop Lane), without dominating the street scene.
- Site 4 'Stone Cottage': development within the entire site area would extend the settlement of Fleet to the east and result in the loss of an area of greenfield land. The settlement of Fleet is within a valley, and the site itself slopes up to the east towards the neighbouring settlement of Chickerell. In this respect, development within the entire site area is likely to have a prominent setting on a valley side (within the Dorset AONB) and is likely to be visible from surrounding rights of way. In terms of locally important landscape features, there is a group TPO within the northern half of the site (overlapping with the priority woodland habitat) which could also be impacted by development proposals. In this respect, the proposed location of development through Policy CBNP6 is along the south western boundary (adjacent to Fleet Road), which follows the existing pattern of ribbon development located along this key route into the settlement. This section of the site is less elevated in its setting and is less likely to be visible from the surrounding locations in comparison to the prominence of the northern and eastern sections of the site.
- Site 5 'Land to the east of North Mead Farm': the site is an area of greenfield land which is adjacent to the existing settlement. While an allocation at this location would change the character of the site itself, new development would complement the character of the surrounding environment which includes residential areas to the north, south, and west. The south western half of the site is likely to benefit from visual screening provided by the corridor of trees along its boundaries. However, the north eastern half of the site is likely to have a more prominent setting in the landscape due to the sloping topography and elevated position on a hill side. In this respect, the supporting text for Policy CBNP5 states that the design of the scheme should successfully integrate into the landscape and settlement form.

5.20 These sensitivities are further reflected by CBNP policies and proposals which have a strong focus on protecting and enhancing landscape and villagescape character, the quality of the public realm, sense of place, and local distinctiveness. Key policies in this respect include Policy CBNP13 (Local Green Spaces), Policy CBNP14 (Local Landscape Features), Policy CBNP15 (Local Views), Policy CBNP16 (Dark Skies and Lighting Schemes), Policy CBNP22 (Settlement pattern), and Policy CBNP24 (Views and landmarks). Alongside the Design Code which accompanies the Regulation 14 version of the CBNP (see Policy CBNP21), these policies will help to facilitate

opportunities for high quality design and layout to be incorporated within new development areas.

- 5.21 With reference to any non-residential development proposals which may come forward during the plan period, Policy CBNP9 (Sustainable Business Growth) encourages applications for small-scale employment development providing that proposals respect the character of the surrounding environment in terms of its scale, massing, design, and landscaping.
- 5.22 Enhanced habitats (trees, hedgerows, grass, shrub, etc.,) can also form important parts of landscape and villagescape character, enhancing the street scene and providing screening to restrict undesirable views. A key policy in this regard includes Policy CBNP17 (Local Wildlife and Habitats) which seeks to improve green connections between new development areas and the surrounding landscape. In this respect, proposals for new tree and hedgerow planting, habitat creation and wildlife corridors will be supported. This is important in relation to the proposed site allocations, as Site 1 'Higher Farmhouse' and Site 4 'Stone Cottage' either contain or are adjacent to group TPO designations.

## Historic Environment

5.23 The CBNP area has a rich historic environment, recognised through the diversity of features and areas that are nationally and locally valued for their heritage interest. With reference to the proposed site allocations within Policies CBNP5 - CBNP8, the key heritage constraints and considerations for development proposals (and how these have been addressed through CBNP policy provisions) are identified as follows:

- Site 1 'Higher Farmhouse': The Grade II listed 'Higher Farm Cottage' is located approximately 45m to the north of the site, and the Langton Herring Conservation Area is located approximately 100m to the north of the site. Given the screening provided by the surrounding buildings along Shop Lane and vegetation at this site, an allocation at this location is perhaps less likely to detract from the special characteristics and setting of these heritage assets and areas.
- Site 2 '4 Court Close': There are two listed buildings in proximity to this site. Specifically, the Grade II listed 'Higher Farm Cottage' is located approximately 20m to the south-east of the site, and the Grade II listed 'Village Hall' is approximately 50m to the north-west. Due to existing development surrounding the site (i.e. the neighbouring residential properties along Shop Lane), views from the Village Hall are largely screened. However, it is likely that the site is visible from Higher Farm Cottage. In this respect, new development is likely to impact on the setting and significance of a nationally designated heritage asset. In light of this, **the SEA recommends** that the wording of the site-specific policy (Policy CBNP8) is enhanced to encourage development proposals to complete a proportionate heritage impact assessment at the planning application stage to help to understand the significance of the heritage features and the potential impacts of new development areas. This will ensure that appropriate mitigation is provided to assuage any concerns by Historic England. The site is also located approximately 50m to the south of Langton Herring Conservation Area. Given the screening provided by the

surrounding buildings and vegetation at this site, an allocation at this location is perhaps less likely to detract from the special characteristics and setting of Langton Herring Conservation Area (and is not likely to be visible from locations within the conservation area itself).

- Site 4 'Stone Cottage': The north western section of the site is adjacent to the Grade I listed 'Parish Church of the Holy Trinity' and the Grade II listed railings and gate piers (associated with the Church). In this respect, development within the northern section of the site and along the eastern half of the site (which is more elevated in the landscape) would likely impact the setting and significance of these nationally designated heritage assets. Comparatively, development within the south western section of the site would have limited visibility of these two designations due to its lower elevation in the landscape and the screening provided by the woodland and existing buildings along Fleet Road. The proposed development of one dwelling at this location (see Policy CBNP6) shall be in the south western section of the site (adjacent to Fleet Road).
- Site 5 'Land to the east of North Mead Farm': The site is approximately 75m to the east of the Grade II listed 'Trafalgar House', and approximately 90m to the south of the Grade II listed 'Shepherd's Cottage'. However, the site is largely screened from view from residential properties located along Front Street, and by the existing vegetation along the site boundaries. Additionally, the whole of the site is within the Portesham Conservation Area. An allocation at this location has the potential to detract from the special characteristics and significance of the conservation area in the absence of sensitive design. In this regard, Policy CBNP5 states any development at this location will need to respect the character of the conservation area the local views across the site (in and out of the village).

5.24 These sensitivities are further reflected by CBNP policies and proposals which focus on the conservation and enhancement of both designated and non-designated heritage assets, and their settings.

5.25 For example, Policy CBNP18 (Local Heritage Features) requires proposals to ensure that the design of future developments makes a positive contribution to the conservation of heritage assets in the CBNP area (including listed buildings, scheduled monuments, conservation areas, and non-designated local buildings). This is supported by several policies which focus on including specific features within new development which complement the built form of the surrounding areas. Key policies in this respect include Policy CBNP25 (Building Styles), Policy CBNP26 (Materials), Policy CBNP27 (Doors and Windows) and Policy CBNP28 (Roofs and chimneys). New development within the CBNP area shall also be expected to be taken forward in conjunction with the provisions of the Design Code prepared to support the CBNP (see Policy CBNP21). Given this document sets out a comprehensive range of provisions relating to the built environment, this will help provide an appropriate basis for the conservation and enhancement of the historic environment surrounding any new developments which may be brought forward during the plan period.

5.26 More broadly, delivering net gains in biodiversity and facilitating green infrastructure enhancements can have beneficial impacts in terms of the built environment, and by extension, the setting of the historic environment. Key

policies in this regard include Policy CBNP14 (Local Landscape Features) and Policy CBNP17 (Local Wildlife and Habitats), which are discussed in more detail within the 'Biodiversity and Geodiversity' and 'Landscape' appraisals, above. In addition to supporting enhancements to the setting of features and areas of historic environment interest, this has the potential to support and strengthen the character of the built environment.

## Land, Soil, and Water Resources

- 5.27 Although a detailed agricultural land classification assessment has not been undertaken for most of the CBNP area, it is noted in the predictive land quality assessment that the undeveloped areas surrounding the villages have a relatively high likelihood (greater than 60%) of containing best and most versatile (BMV) agricultural land. In this respect, the proposed site allocations within the Regulation 14 version of the CBNP have the potential to result in the permanent loss of areas of productive agricultural land. It is important to note that the proposed site allocations through Policies CBNP5 - CBNP8 are all either within or adjacent to the existing village boundaries (though it is noted that Fleet and Langton Herring do not have a defined settlement boundary within the Local Plan), and the scale of development to come forward at these locations (fewer than 10 dwellings in total) is not likely to result in the loss of any significant areas of BMV land.
- 5.28 Nonetheless, the CBNP also has a strong focus on protecting the open countryside from inappropriate levels of development. For example, several policies also seek to protect key features of landscape and biodiversity interest and promote green space and open space. Key policies in this regard include Policy CBNP13 (Local Green Spaces) and Policy CBNP17 (Local Wildlife and Habitats). While these policies do not specifically seek to address land, soil and water resources, the policies will indirectly help promote and protect these resources, including the promotion of high-quality green networks in the CBNP area and the protection and enhancement of key landscape and villagescape features. This will help support the capacity of the landscape and villagescape to regulate soil and water quality.
- 5.29 Concerning the protection of water resources, Policy CBNP30 (Sustainability Features) affirms that new development areas should adopt best practice in sustainable urban drainage. Site-specific policies (see Policy CBNP5 and CBNP8) also outline a requirement for proposals to provide details of the proposed drainage schemes, demonstrating how surface water issues will be addressed. This will indirectly contribute to water quality improvements through limiting suspended solids entering watercourses from surface water run-off. Many locations within the CBNP area also overlap with SPZs and/or NVZs (including the proposed site allocations through Policies CBNP5 - CBNP8). New legal advice from Natural England recommends that new developments should only be permitted if they are nutrient neutral. However, this is a regional issue which is beyond the scope of the CBNP to address.
- 5.30 Regarding the integrity of mineral resources within the CBNP area, all the proposed site allocations have the potential to overlap with a Mineral Safeguarding Area and/or a Mineral Consultation Area. However, there is an element of uncertainty given the scale of the map presented in Appendix 3 of the Minerals Local Plan (accessible [here](#)). In this respect, developers may be

required to carry out investigation work to ascertain whether economically viable mineral resources are present and whether prior extraction is practicable. None of the sites are adjacent to an existing area of mineral workings and the sites are not currently used for the purposes of extracting mineral resources. The CBNP also highlights that there are no significant minerals or waste sites operating in the CBNP area other than the planning permission relating to Oddens Quarry (located to the south of Portesham) that allows for occasional working of building stone. In this respect, it is not considered likely that the proposed site allocations would result in the sterilisation of mineral resources.

## Community Wellbeing

- 5.31 With reference to new housing, the CBNP supports an approach which seeks to deliver sustainable development which is sensitive to environmental constraints and which is intended to meet specific housing requirements or other community objectives. In this respect, the CBNP allocates four sites for housing development (see Policies CBNP5 - CBNP8). The choice of site allocations has been informed by the findings of the site assessments undertaken for the CBNP, consultation events, and the SEA findings. This is further discussed within Chapter 4 of the Environmental Report.
- 5.32 The 'housing' policies of the CBNP also set out provisions which aim to address the key issues associated with housing in the CBNP area. These issues include: a lack of affordable homes for local families and younger people, higher number of vacant homes due (in part) to holiday home and second home ownership, homes for first time buyers, and a lack of smaller dwelling types for local needs. Key policies in this regard include Policy CBNP1 (Dwelling Types), Policy CBNP3 (Holiday / second home restrictions), and Policy CBNP4 (Affordable Housing – Local Connection). In further support of meeting local housing needs, the CBNP (through Project 1) states that the Parish Council will support local volunteers to set up and run a Community Land Trust for the benefit of the Chesil Bank community, and work with local landowners to identify further potential sites for affordable housing.
- 5.33 The quality of development is a key influence on the quality of life of residents. Along with the Design Code which accompanies the Regulation 14 version of the CBNP, several policies also provide criteria and guidance for potential proposals with a view to implementing high quality design and layout within new development areas. The provisions primarily focus on ensuring that appropriate mitigation measures are incorporated to address any potential constraints to development, in addition to ensuring that new development is safe, attractive, inclusive, and accessible, and does not cause unnecessary noise and light pollution. Key policies in this regard include Policy CBNP21 (Chesil Bank Design Guidance), Policy CBNP22 (Settlement Pattern), Policy CBNP23 (Streets and spaces), and Policy CBNP29 (Parking). The quality of housing will also be supported by Policy CBNP30 (Sustainability Features) which set out several provisions which seek to support energy efficient and low carbon development. This will help to address issues such as fuel poverty, which is important in the current economic climate given the rising costs of living. In this respect the CBNP will help facilitate the delivery of high quality and inclusive homes and neighbourhoods with the potential to promote the physical and mental health and wellbeing of residents.

- 5.34 A key aspect of the CBNP is to ensure that the provision of community facilities continues to reflect the needs of a changing and increasingly diverse population, and that these facilities are accessible to all. CBNP policies are therefore consistent with the NPPF (paragraph 93), which encourages planning policies and decisions to “*plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities*” and “*ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.*” A key policy in this respect is Policy CBNP11 (Community and recreational facilities) which seeks to protect and support the provision of local services and facilities to enable people to live locally. Development proposals which would result in the loss of a key facility within the CBNP area will only be supported in the exceptional circumstances as defined within Policy CBNP11. This includes a confirmation that the service or facility is no longer needed, or an arrangement to replace the service or facility with one of equal or greater value.
- 5.35 The CBNP also seeks to promote the economic vitality of the CBNP area and support employment opportunities. For example, Policy CBNP9 (Sustainable Business Growth) supports new business, commercial, and employment development subject to the criteria listed within the policies. This includes (but is not limited to): being appropriate for a rural setting, located within or adjoining existing settlements, and respecting the surrounding environment. Recognising the importance of small businesses and homeworking in the area, Policy CBNP10 (Homeworking) and Policy CBNP1 (Dwelling Types) also seek to support home-based businesses, including through improvements to communications networks to provide high-speed broadband access and connectivity (subject to other CBNP policies).
- 5.36 More broadly, CBNP policies and proposals have a strong emphasis on delivering public realm improvements (including through green infrastructure provision). Green infrastructure provides space for recreation and relaxation, and access to nature has been evidenced to improve people’s health and wellbeing, through encouraging healthy outdoor recreation and relaxation<sup>33</sup>. Key policies in this respect include Policy CBNP12 (Recreational access to the countryside) and Policy CBNP17 (Local Wildlife and Habitats). The quality of the living environment will also be supported by policies which encourage the protection of adequate and well-located public amenity space of an appropriate size and type, see Policy CBNP13 (Local Green Spaces). This will support physical and mental health and wellbeing of the local community.

## Transportation

- 5.37 The impact of the Covid-19 pandemic means that the future baseline of travel demand is likely to be different for all residents. In the longer term it is hard to predict how behaviours will evolve and whether some of the travel responses observed during the national lockdowns will be maintained in some form. However, reflecting the results of the National Travel Attitudes Study, 94% of

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<sup>33</sup> Natural England (2021): ‘Green Infrastructure Network Framework’ [online] available to access via: [this link](#)

respondents thought it likely that they would continue to rely on active travel methods (walking and cycling) once travel restrictions were removed<sup>34</sup>.

- 5.38 With reference to local public transport networks, the CBNP area is not connected to the rail network. Although there are bus services (albeit infrequent) which pass through Abbotsbury and Portesham and provide services to neighbouring town centres including Weymouth and Dorchester, there are no bus services connecting to Langton Herring and Fleet. In this respect, the proposed site allocations through Policies CBNP5 - CBNP8 have the potential to exacerbate traffic and congestion issues through the CBNP area, including along key routes such as B3157. However, the scale of development to come forward at these locations (i.e. fewer than ten dwellings in total), is perhaps less likely to significantly increase overall traffic levels.
- 5.39 Regarding connectivity and accessibility within the CBNP area, development proposals should encourage opportunities to help increase sustainability, connectivity, and accessibility (where possible). However, it is recognised that public transport options within the CBNP area are relatively limited in the absence of a train station and regular bus services. This is primarily due to the rurality of CBNP area.

## Conclusions at this current stage

- 5.40 In the context of the above, the assessment has concluded that the Regulation 14 version of the CBNP is likely to have positive effects in relation to the 'Community Wellbeing' SEA Theme. This principally links to the CBNP's support for high-quality development proposals which would deliver suitable and appropriate housing for the local community (via a range of types and tenures), safeguard and improve the availability of services, facilities and amenities, and support opportunities for local employment. These policy provisions will support social inclusion, and community and economic vitality. The CBNP is also likely to facilitate improvements to the public realm (including through green infrastructure enhancements) and encourage healthy outdoor recreation and relaxation. These policy provisions will support the quality of life of residents. However, the CBNP recognises the need for further work to help deliver the level of housing which is needed to meet the identified needs within the Housing Needs Review.
- 5.41 The CBNP will also bring positive effects in relation to the 'Landscape' and 'Historic Environment' SEA Themes. These benefits largely relate to the CBNP's emphasis on protecting and enhancing the relationship between the CBNP area and the Dorset AONB, delivering high-quality design which respects and embraces the natural and built environment, protecting important landscape and heritage features, and facilitating improvements to the quality of the public realm.
- 5.42 While the proposed site allocations are sensitive from a landscape and heritage perspective, it is considered that the CBNP policies provide a detailed overview of the proposed mitigation and enhancement measures which positively address the sensitivities. Given the Design Code accompanying the CBNP also sets out a comprehensive range of provisions relating to the natural and

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<sup>34</sup> Department for Transport (2020): 'National Travel Attitudes Study: Wave 4 (Provisional)': [online] available to access via: [this link](#)

built environment, this will help provide an appropriate basis for any development proposals which may come forward during the plan period. Nevertheless, **the SEA recommends** that the wording of the site-specific policy (Policy CBNP8) is enhanced to encourage development proposals to complete a proportionate heritage impact assessment at the planning application stage to help to understand the significance of the heritage features and the potential impacts of new development areas at this location.

- 5.43 Additionally, the CBNP will bring positive effects in relation to the 'Biodiversity and Geodiversity' SEA Theme by encouraging proposals to protect existing and establish new habitats and wildlife corridors, enhance ecological networks (including through green infrastructure enhancements), and deliver net gains. The conclusions of the HRA state that *"as the CBNP is not allocating net new dwellings above the level of the Adopted Local Plan and is required to comply with policies within the Local Plan, it could be concluded that the CBNP would not adversely impact European sites either alone or in-combination with other plans and projects."* However, it is recognised that the southern section of Site 4 'Stone Cottage' (where the one dwelling as proposed through Policy CBNP6 is located) is within an SSSI IRZ for 'any residential development with a total net gain in residential units'. In this regard, consultation with Natural England may potentially be required to determine whether there might be any likely significant effects to the integrity of the national site network sites within proximity to the site. It is also anticipated that the HRA will likely need to be revisited in due course once the guidance on the nutrient neutrality calculation methodology is issued by Natural England (via Dorset Council).
- 5.44 Regarding the 'Climate Change' SEA Theme, the CBNP will potentially lead to positive effects through supporting proposals which deliver energy efficient designs and layouts, and proactively responding to the potential impacts of climate change (i.e. flood risk concerns from increased storms / rainfall events). However, this is dependent on the extent to which development proposals incorporate these mitigation and adaptation measures through design.
- 5.45 In relation to the 'Transportation' SEA theme, development proposals should encourage opportunities to help increase sustainability, connectivity, and accessibility (where possible). However, it is recognised that public transport options within the CBNP area are relatively limited in the absence of a train station and regular bus services. This is primarily due to the rurality of the area.
- 5.46 More broadly in relation to the 'Land, Soil, and Water Resources' SEA Theme, the CBNP outlines several provisions will help support the capacity of the landscape to regulate soil and water quality. However, the proposed site allocations have the potential to result in the permanent loss of areas of productive agricultural land. Nevertheless, it is important to note that the scale of development to come forward through the proposed site allocations (fewer than 10 dwellings in total) is not likely to result in the loss of any significant areas of BMV land. Additionally, while it is recognised that new legal advice from Natural England recommends that new developments should only be permitted if they are nutrient neutral, this is a regional issue which is beyond the scope of the CBNP to address.

## 6. What are the next steps?

- 6.1 This Environmental Report accompanies the CBNP for Regulation 14 consultation.
- 6.2 Following consultation, any representations made will be considered by the CBNP Steering Group, and the CBNP and Environmental Report will be updated as necessary. The updated Environmental Report will then accompany the CBNP for submission to the Local Planning Authority, Dorset Council, for subsequent Independent Examination.
- 6.3 At Independent Examination, the CBNP will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with local planning policy.
- 6.4 If the Independent Examination is favourable, the CBNP will be subject to a referendum, organised by Dorset Council. If more than 50% of those who vote agree with the CBNP, then it will be 'made'. Once made, the CBNP will become part of the Development Plan for the parishes.

# Appendix A Context Review and Baseline

## A.1 Air Quality

### Policy Context

**Table A1.1** below presents the most relevant documents identified in the policy review for the purposes of the Chesil Bank Neighbourhood Plan.

Table A1.1 Plans, policies and strategies reviewed in relation to air quality

Document title	Year of publication
<a href="#">National Planning Policy Framework (NPPF)</a>	2021
<a href="#">The Clean Air Strategy</a>	2019
<a href="#">UK plan for tackling roadside nitrogen dioxide concentrations</a>	2017
<a href="#">A Green Future: Our 25 Year Plan to Improve the Environment</a>	2018
<a href="#">West Dorset, Weymouth, and Portland Local Plan (2011-2031)</a>	2015
<a href="#">Dorset Council Local Plan (DCLP)</a>	Emerging Local Plan

The key messages emerging from the review are summarised below:

- The CBNP will be required to be in general conformity with the NPPF, which predominantly seeks early planning to reduce/ mitigate air quality impacts in development and to take advantage of opportunities to improve air quality. Measures to improve air quality include traffic and travel management and green infrastructure provision. Strategic development is expected to be focused on locations that have or will be provided with high levels of accessibility; supporting both a reduced need to travel and offering a genuine choice of transport modes. Smaller-scale development should consider the potential for cumulative effects in relation to air quality.
- The CBNP will also be required to be in general conformity with the policies of adopted Local Plan and the emerging Dorset Council Local Plan.
- Air Quality Management Areas (AQMAs) are declared in areas which exceed national objectives for levels of particulates, nitrogen dioxide, sulphur dioxide, ozone, benzene, polycyclic aromatic hydrocarbons, butadiene, carbon monoxide, lead and/ or nitrogen oxides.
- To improve air quality across the UK, national strategies have in the last few decades focused on regulatory frameworks, investment by industry in cleaner processes and a shift in the fuel mix towards cleaner forms of energy (largely at point sources). Whilst there are dedicated strategies to reducing roadside emissions (as a significant source of nitrogen dioxide emissions), recent objectives outlined in the Clean Air Strategy seek to recognise wider sources (including smaller contributors and diffuse sources) that contribute to poor air quality.

## Current Baseline

In line with the Local Air Quality Management (LAQM) as set out in Section 82 of the Environment Act (1995), Councils are required to assess Air Quality standards within the region on an annual basis. In this regard, there are no AQMAs within the Neighbourhood Plan area. Areas of air quality concern in West Dorset are located within Dorchester, Bridport, and Chideock.

Emissions from vehicles are the main source of nitrogen dioxide, and air quality hotspots can arise in areas prone to traffic congestion. The latest available air quality annual status report (ASR)<sup>35</sup> notes that traffic emissions are the most significant source of air pollution within West Dorset. However, the ASR acknowledges that air quality across West Dorset is generally good due to the predominantly rural environment.

## Future Baseline

Future growth in the CBNP area will ultimately affect the levels of traffic and congestion experienced, and in the absence of suitable planning and mitigation this could lead to a deterioration in air quality. However, it is unlikely that this will be significant (providing that suitable mitigation measures are incorporated into the design of new development areas).

# A.2 Biodiversity and Geodiversity

## Policy Context

**Table A2.1** below presents the most relevant documents identified in the policy review for the purposes of the Chesil Bank Neighbourhood Plan.

**Table A2.1: Plans, policies, and strategies reviewed in relation to biodiversity and geodiversity**

Document title	Year of publication
<a href="#">National Planning Policy Framework (NPPF)</a>	2021
<a href="#">A Green Future: Our 25 Year Plan to Improve the Environment</a>	2018
<a href="#">Environment Act</a>	2021
<a href="#">UK Biodiversity Action Plan</a>	2007
<a href="#">The Natural Environment and Rural Communities Act</a>	2006
<a href="#">Site Improvement Plan: Chesil Beach and the Fleet</a>	2018
<a href="#">West Dorset, Weymouth, and Portland Local Plan (2011-2031)</a>	2015
<a href="#">Dorset Council Local Plan (DCLP)</a>	Emerging Local Plan

The key messages emerging from the review are summarised below:

- The CBNP will be required to be in general conformity with the NPPF, which highlights that opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity. This includes utilising a strategic approach

<sup>35</sup> Dorset Council (2021): 'Air Quality in West Dorset', [online] can be accessed [here](#).

to maintaining and enhancing networks of habitats and green infrastructure at the wider catchment or landscape scale.

- Support is given through the Framework to establishing coherent ecological networks that are more resilient to current and future pressures. Trees notably make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, and that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards).
- Over the past decade policy (e.g., The Natural Environment White Paper and Biodiversity 2020) has demonstrated a move away from the traditional approach of protecting biodiversity, to a wider landscape approach to enhancing biodiversity, as part of the overall aims to halt biodiversity loss. The 25 Year Environment Plan places emphasis on improvements to the natural environment; identifying the need to “replenish depleted soil, plant trees, support wetlands and peatlands, rid seas and rivers of rubbish, reduce greenhouse gas emissions, cleanse the air of pollutants, develop cleaner, sustainable energy and protect threatened species and habitats.” Working at a landscape scale transformation is expected to connect habitats into larger corridors for wildlife.
- The Environment Act provides further provisions in relation to biodiversity when granted royal assent. The Act sets parameters for biodiversity gain as a condition of planning permission, as well as biodiversity gain site registers and biodiversity credits. The Act also identifies a general duty to conserve and enhance biodiversity, including through biodiversity reports and local nature recovery strategies. Local nature recovery strategies will identify biodiversity priorities for the strategy area as well as a local habitat map. Furthermore, habitat maps are expected to include recovery and enhancement areas which are (or have the potential to become) important for biodiversity.
- The CBNP will also be required to be in general conformity with the policies of adopted Local Plan and the emerging Dorset Council Local Plan

## Current Baseline

### Ramsar Sites, Special Protection Areas, and Special Areas of Conservation

The Convention on Wetlands of International Importance (the Ramsar Convention) is the intergovernmental treaty that provides the framework for the conservation and wise use of wetlands and their resources. The convention was adopted in 1971 and came into force in 1975. In the UK, the initial emphasis was on selecting sites of importance to waterbirds, and consequently, many Ramsar Sites were also designated as Special Protection Areas (SPA) under the European Birds Directive (79/409/EEC).

To ensure the European Directives were operable in the UK after the end of the EU transition period, changes were made by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. In this respect, SPAs and SACs in the UK no longer form part of the EU Natura 2000 ecological network. Instead, the 2019 Regulations propose the creation of a national site network within the UK territory<sup>36</sup>. The network comprises the designated sites already designated under the Nature Directives (i.e., 79/409/EEC and 92/43/EEC), along with any additional sites which

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<sup>36</sup> DEFRA (2021): Policy Paper: Changes to the Habitats Regulations 2017', [online] can be accessed [here](#).

are designated under the 2019 Regulations. The national site network continues to operate in parallel with other designations and contributes towards the UK's international commitments for protected areas.

In relation to the CBNP area, the Chesil Beach and the Fleet Ramsar (and SPA) covers most of the coastline along Fleet CP, Langton Herring CP, and Abbotsbury CP. Covering an area of approximately 748 ha, Chesil Beach and the Fleet Ramsar (and SPA)<sup>37</sup> is a shingle storm beach of international geomorphological importance, and a shallow lagoon which is subject to strong tidal and salinity gradients supporting saltmarsh and reedbeds. The area is internationally important for wintering ducks, geese, and swans, and nationally important for breeding birds.

Sharing an overlapping designation with the Chesil Beach and the Fleet Ramsar (and SPA), Chesil and the Fleet SAC extends for approximately 500m into Lyme Bay and covers a total area of approximately 1634.9 ha. The general site character of the SAC includes<sup>38</sup>:

- Marine areas, Sea inlets (35.5%)
- Tidal rivers, Estuaries, Mud flats, Sand flats, Lagoons (including saltwork basins) (30.5%)
- Salt marshes, Salt pastures, Salt steppes (2%)
- Shingle, Sea cliffs, Islets (32%)

An important section of the site includes the inshore side of Chesil Beach<sup>39</sup>. Referred to as the Chesil Bank and Fleet Nature Reserve, the site is an informal reserve managed by a warden. The management of the Reserve is guided by the Site Improvement Plan for Chesil Beach and the Fleet<sup>40</sup>.

### Sites of Special Scientific Interest

Sites of Special Scientific Interest (SSSI) are protected by law to conserve their wildlife or geology. Natural England is a statutory consultee on development proposals that might impact on SSSIs. In this regard, there are five SSSIs located wholly or partly within the boundaries of the CBNP area, as follows.

Designated in August 1986 and sharing an overlapping designation with Chesil Beach and the Fleet Ramsar, SPA, and SAC, Chesil and the Fleet SSSI<sup>41</sup> is recognised as an area of international importance for coastal geomorphology. The fossil-rich and stratigraphically important sequence of Jurassic strata exposed along the landward side of the Fleet adds further value to the site. Based on the most recently completed condition assessments for the SSSI undertaken between 2008 and 2016, approximately 66.2% of the SSSI is in a favourable condition, with a further 11.6% of the SSSI in an unfavourable – recovering condition. The remaining 22.2% of the SSSI is classified as being in an unfavourable – declining condition.

Designated in August 1984 and located within Abbotsbury civil parish (CP), Abbotsbury Castle SSSI covers an area of approximately 35.1 ha and comprises associations of plants which are characteristic of acid soils and uncommon in West Dorset. Based on the most recently completed condition assessments for the SSSI

<sup>37</sup> Ramsar Sites Information Service (1999): 'Chesil Beach and the Fleet' [online] can be accessed [here](#).

<sup>38</sup> JNCC (no date): 'Chesil and the Fleet', [online] can be accessed [here](#).

<sup>39</sup> Fleet and Chesil Reserve (2021): 'Management', [online] can be accessed [here](#).

<sup>40</sup> Natural England (2018): 'Site Improvement Plan: Chesil Beach and the Fleet', [online] can be accessed [here](#).

<sup>41</sup> Natural England (no date): 'Chesil and the Fleet SSSI', [online] can be accessed [here](#).

undertaken in 2012, 100% of the site is classified as having an unfavourable – recovering condition<sup>42</sup>.

Designated in April 1986 for its geological interest and located within Abbotsbury CP, Abbotsbury Blind Lane SSSI covers a small area of approximately 0.19 ha. The citation statement for the SSSI states that the locality shows the oolitic ironstones and sandy beds of the Abbotsbury Ironstone, a marine deposit of Kimeridgian (Upper Jurassic) age. The site is important for its faunas and the information it affords on marine sedimentation and environments in the late Jurassic. Based on the most recently completed condition assessment undertaken in 2012, 100% of the SSSI is classified as being in a favourable condition<sup>43</sup>.

Designated in May 1985 and located along the border between Portesham CP and Winterbourne Steepleton CP, Blackdown (Hardy Monument) SSSI covers an area of approximately 21.8 ha. A summary of the citation statement for the SSSI is provided below<sup>44</sup>.

“This is a key locality for study of the Tertiary Period of geological time in Britain, between 35 and 55 million years ago. The importance of the site is twofold. Firstly, the rocks within the site provide evidence of a type of sedimentation unique in rocks of this age in southern England, namely sedimentation in a powerful alluvial river system, with features suggesting sediment deposition in a “braided river” environment – a network of continually-changing river channels.

“Secondly, the pebbles and rock fragments which comprise the gravels provide important information on the history of development of this part of southern England at this time, and an analysis of their composition and source enables geologists to determine the evolution of the region.

“The plant communities which have developed on the acid podzolic soils give the area additional biological interest.”

Based on the most recently completed condition assessments undertaken in 2011, approximately 89.5% of the SSSI is classified as being in a favourable condition. The remaining 10.5% of the SSSI is classified as having an unfavourable – recovering condition.

Located within Portesham CP, Corton Cutting SSSI was designated in September 1997 primarily for its geological interest. The site covers a relatively small area of approximately 0.23 ha and consists of a series of exposures of the Portland Sand Formation of Late Jurassic (Tithonian) age. The citation statement for the SSSI notes that this area is a nationally important site for study of the facies and stratigraphy of the Tithonian age in Britain. Based on the most recently completed condition assessment for the SSSI undertaken in 2012, 100% of the site is classified as being in a favourable condition.

In the wider context, there are three SSSIs located within an approximate 1km radius from the CBNP area, including: Valley of Stones SSSI, Upwey Quarries and Bincombe Down SSSI, and Crookhill Brick Pit SSSI.

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<sup>42</sup> Natural England (no date): ‘Abbotsbury Castle SSSI’, [online] can be accessed [here](#).

<sup>43</sup> Natural England (no date): ‘Abbotsbury Blind Lane SSSI’, [online] can be accessed [here](#).

<sup>44</sup> Natural England (no date): ‘Blackdown (Hardy Monument) SSSI’, [online] can be accessed [here](#).

SSSI Impact Risk Zones (IRZ) are a GIS tool/dataset which maps zones around each SSSI according to the sensitivities of the features for which it is notified. They specify the types of development that have the potential to have adverse impacts at a given location, including residential, rural-residential, and rural non-residential.

Natural England is a statutory consultee on development proposals that might impact on SSSIs. In this respect, most of the CBNP area overlaps with SSSI IRZs for the types of development which are likely to be brought forward during the plan period. It is important to note that the scale of development likely to be brought forward through the CBNP is perhaps less likely to exceed the SSSI IRZ thresholds at some locations. Nonetheless, this is dependent on the location of new development areas.

### National Nature Reserves

National Nature Reserves (NNRs) were established to protect some of England's most important habitats, species, and geology, and to provide 'outdoor laboratories' for research. Most NNRs offer great opportunities to schools, specialist interest groups and the public to experience wildlife at first hand and to learn more about nature conservation<sup>45</sup>. In this respect, the Valley of Stones NNR is located adjacent to the northern boundary of Portesham CP. The NNR is also designated as a SSSI. Features of interest are summarised as follows<sup>46</sup>:

"The Valley of Stones is considered to have one of the finest examples of a Sarsen stone boulder train in Great Britain. Freeze/thaw conditions at end of the last ice age caused sandstone on top of nearby chalk hilltops to fragment and slump downhill. There is evidence that the site was used as an ancient 'quarry' with stones being taken from the area for use at other local megalithic sites.

"The stones are set within a wider landscape of dry valleys and slopes of upper chalk that include extensive areas of fine calcareous grassland that is rich in butterflies and wildflowers.

"Within the reserve, well preserved medieval field patterns can be seen on some of the steep sides of the dry valleys and slopes of upper chalk.

"The surrounding areas of calcareous grassland support many species of butterfly and wildflowers including clustered bellflower and autumn gentian. Colonies of the Adonis Blue butterfly (*Lycaenidae bellargus*) can be found on the steep south facing grassland slopes."

### Marine Conservation Zones

Marine Conservation Zones (MCZs) are areas that protect a range of nationally important, rare, or threatened habitats and species within the 'blue belt' around the English Coast<sup>47</sup>. Since 2013, the UK Government has designated over fifty MCZs, including the Chesil Beach and Stennis Ledges MCZ located along the coastline of the CBNP area and extending approximately 1.5km into Lyme Bay.

<sup>45</sup> GOV.UK (2020): 'National Nature Reserves in England', [online] can be accessed [here](#).

<sup>46</sup> GOV.UK (2021): 'Dorset's National Nature Reserves: Valley of Stones', [online] can be accessed [here](#).

<sup>47</sup> GOV.UK (2016): 'Marine Conservation Zones', [online] can be accessed [here](#).

## Local Nature Reserves

Local Nature Reserves (LNRs) may be established by Local Authorities in consultation with Natural England under Section 21 of the National Parks and Access to the Countryside Act 1949 and are habitats of local importance.

In this respect, the Crookhill Brickpits LNR is located at the eastern boundary of the CBNP area, between Fleet CP and Chickerell CP. Designated in October 2004 and covering an area of approximately 4.7 ha, the site contains areas of deciduous woodland, dry grassland, and a variety of water bodies. The water bodies are largely fed by rainwater and provide suitable habitat conditions for amphibians (particularly newts). The citation statement for the LNR<sup>48</sup> states that common reeds (*Phragmites australis*) are a dominant species within the aquatic vegetation of the pond margins, with floating vegetation including broad-leaved pondweed. The site also shares an overlapping designation with the Crookhill Brickpit SAC and SSSI.

## Priority habitats and species

There are a variety of Biodiversity Action Plan (BAP) Priority Habitats located within or within proximity to the Neighbourhood Plan area, primarily areas of deciduous woodland, coastal vegetated shingle, saline lagoons, good quality semi-improved grassland, lowland calcareous grassland, lowland dry acid grassland, and ancient woodland. The Dorset Environmental Record Centre<sup>49</sup> contains records of protected or notable species within the region. This includes records of several species of birds, mammals, bats, insects, grasses, trees, amphibians, and reptiles; many of which are protected under the Wildlife and Countryside Act 1981 (as amended) and under Section 41 of the Natural Environment and Rural Communities Act 2006. In this respect, the BAP Priority Habitats and ecological designations within and surrounding the CBNP area are likely to support populations of protected species.

## Future Baseline

Habitats and species will potentially face increasing pressures from future development within the CBNP area, with the potential for negative impacts on the wider ecological network. This may include a loss of habitats and impacts on biodiversity networks, which may be exacerbated by the effects of climate change. This has the potential to lead to changes in the distribution and abundance of species and changes to the composition of habitats.

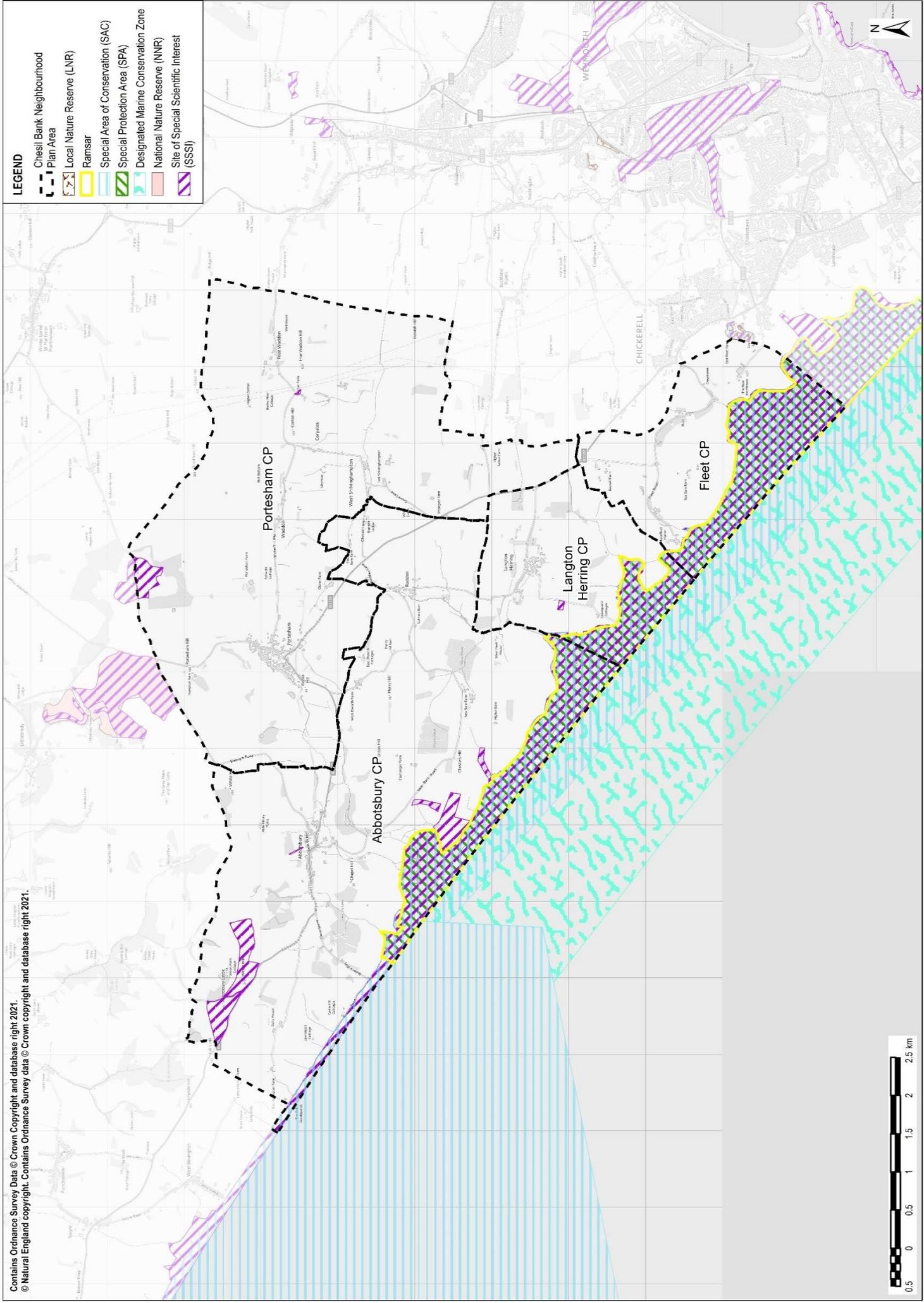
The CBNP presents an opportunity to maximise benefits for biodiversity by including consideration of important habitats, species, and designated sites at an early stage of planning for future growth. To maintain and improve the condition of biodiversity in the future, it will be important to not only protect and enhance important habitats but the connections between them. It will be crucial to effectively coordinate the delivery of new development to ensure that opportunities to improve green infrastructure and ecological corridors are maximised within the CBNP area.

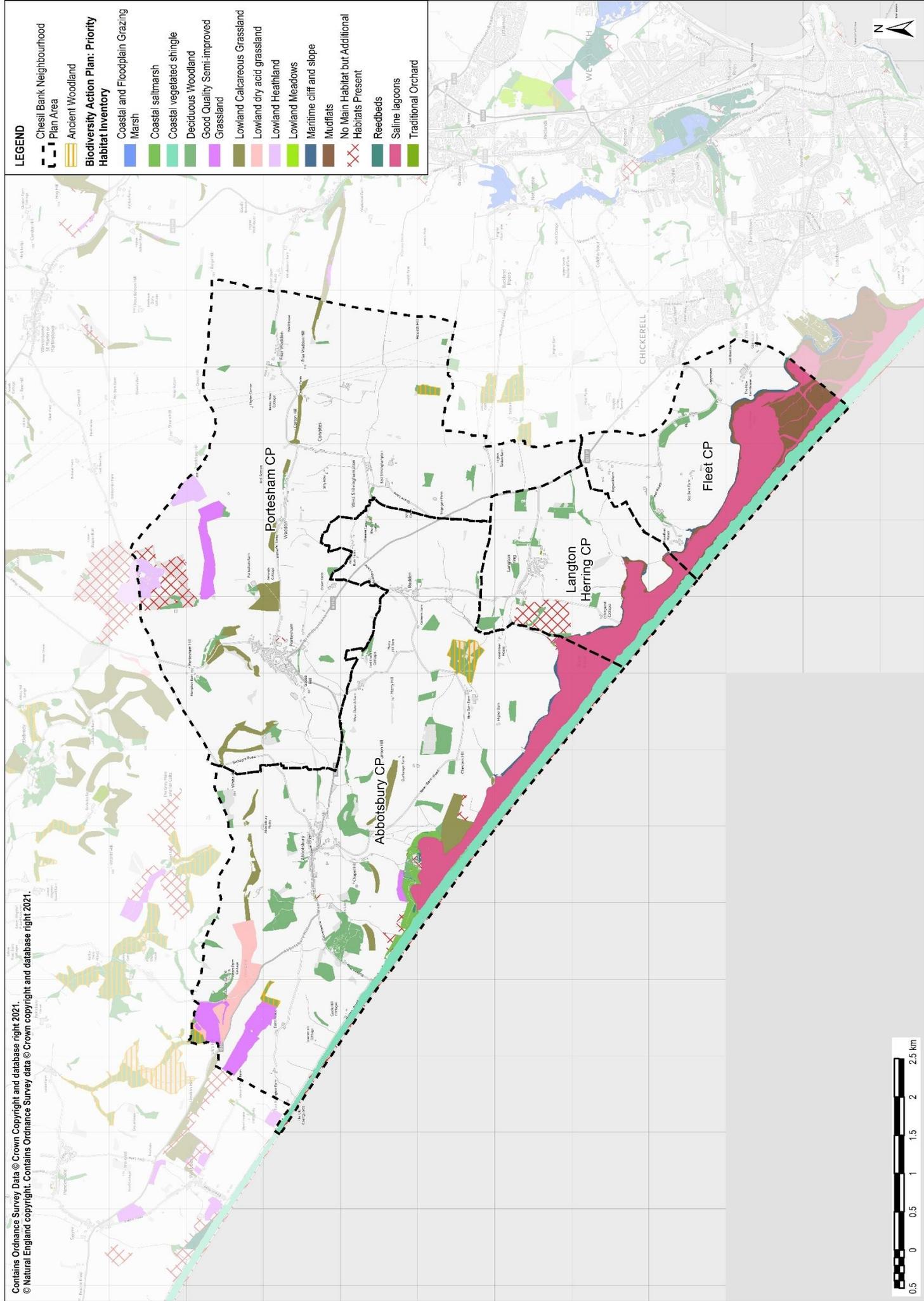
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<sup>48</sup> Natural England (no date): 'Crookhill Brickpits LNR' [online] can be accessed [here](#).

<sup>49</sup> Dorset Environmental Records Centre (2021) [online] can be accessed [here](#).

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## A.3 Climate Change

### Policy Context

**Table A3.1** below presents the most relevant documents identified in the policy review for the purposes of the Chesil Bank Neighbourhood Plan.

**Table A3.1: Plans, policies, and strategies reviewed in relation to climate change**

Document title	Year of publication
<a href="#">National Planning Policy Framework (NPPF)</a>	2021
<a href="#">The 25 Year Environment Plan</a>	2018
<a href="#">The National Design Guide</a>	2019
<a href="#">National Model Design Code</a>	2021
<a href="#">Dorset AONB Management Plan 2019-2024</a>	2019
<a href="#">West Dorset, Weymouth, and Portland Local Plan (2011-2031)</a>	2015
<a href="#">Dorset Council Local Plan (DCLP)</a>	Emerging Local Plan

The key messages emerging from the review are summarised below:

- The CBNP will be required to be in general conformity with the NPPF which gives great weight to conserving and enhancing protected landscapes, as well as landscape character and scenic beauty. The scale and extent of development within these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.
- The NPPF recognises the role of green infrastructure in landscape settings, as well as the importance of designated biodiversity sites, habitats, woodland, historic features, agricultural land, and cultural landscapes. The positive contribution that land remediation can make in terms of addressing despoiled, degraded, derelict, contaminated and unstable land is also recognised.
- The 25-year Environment Plan and National Design Guide complement each other with their aims for a cleaner, greener country which puts the environment first and celebrates the variety of natural landscapes and habitats. Design is focused on beautiful, enduring, and successful places, which respond to local character and provide a network of high quality green open spaces.
- The CBNP will also be required to be in general conformity with the policies of adopted Local Plan and the emerging Dorset Council Local Plan.

### Current Baseline

#### Contribution to climate change

In June 2019 the government committed to reaching 'net zero' carbon emissions by 2050. Dorset Council declared a climate emergency in May 2019, which was updated to a climate and ecological emergency in November 2019. Subsequently, Dorset Council released a climate and ecological strategy.<sup>50</sup>

<sup>50</sup> Dorset Council (2020): 'Climate & ecological emergency' [online] can be accessed [here](#).

Carbon dioxide emissions shown in **Figure A3.1** indicate that carbon dioxide emissions in Dorset are lower per km<sup>2</sup> in comparison to figures for the South West and England as a whole. Additionally, over the period of 2014- 2018, carbon dioxide emissions decreased by 19.3% in Dorset, higher than emissions decreases for the South West (11.8%) and England as a whole (12.3%).<sup>51</sup>

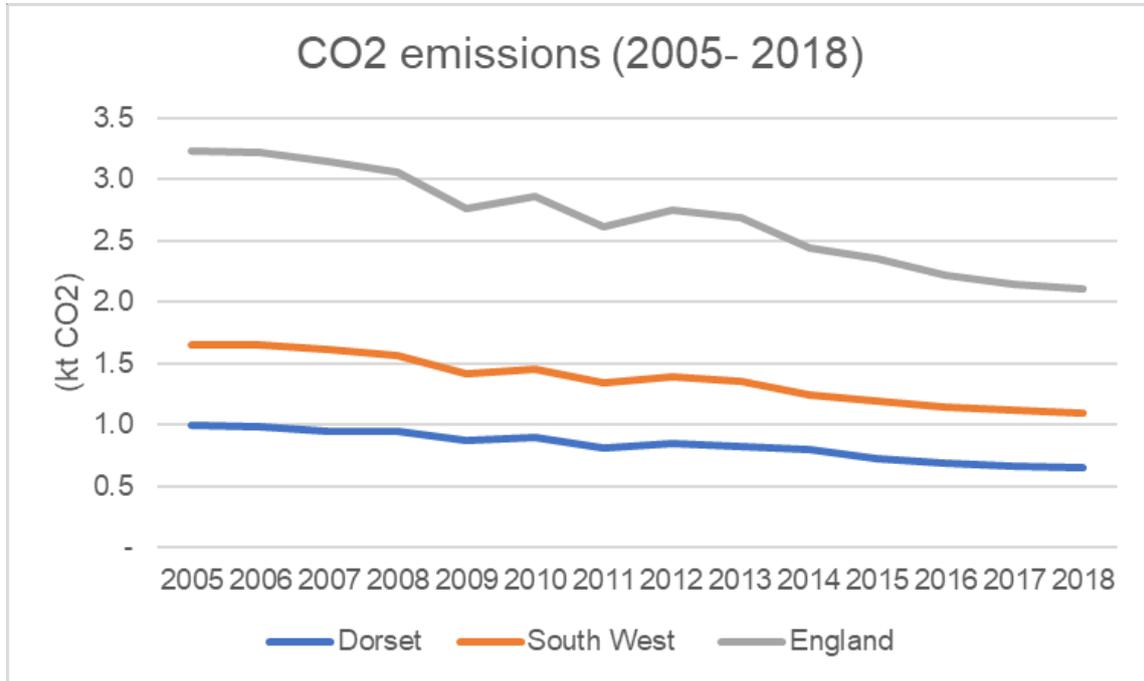


Figure A3.1 CO<sub>2</sub> emissions (2005- 2018)

As shown in **Figure A3.2**, the largest contributing sector with regards to CO<sub>2</sub> emissions was the domestic sector, up until 2013. After this period, emissions from the transportation sector increased, and now contributes the highest amount out of all three sectors.

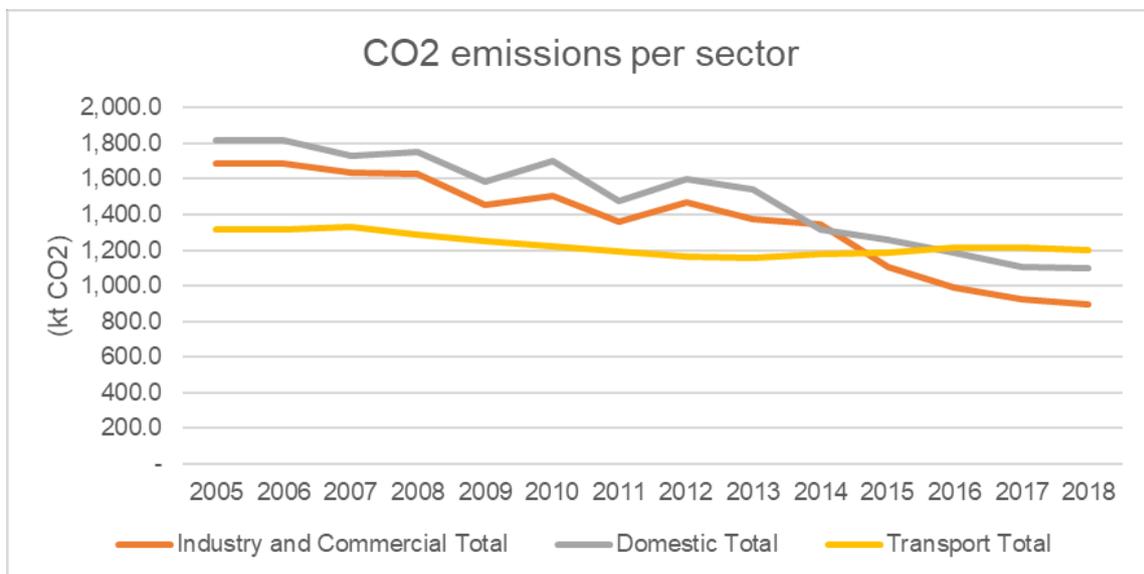


Figure A3.2 CO<sub>2</sub> emissions by sector

<sup>51</sup> Department of Energy and Climate Change (2011) 2005 to 2018 UK local and regional CO<sub>2</sub> emissions: Per capital local CO<sub>2</sub> emissions estimates; industry, domestic, and transport sectors [online] can be accessed [here](#).

The uptake of Ultra Low Emission Vehicles (ULEVs) will contribute positively towards the reduction of road transport related emissions. In line with assumptions made by the Department for Transport's 'Road to Zero' report (2018)<sup>52</sup>, it is assumed that ULEV uptake will increase rapidly in the coming decade and therefore aside from HGVs, all vehicles could be ultra-low emission (powered either by hydrogen or electricity) by 2030.

### Effects of climate change

Research on the probable effects of climate change in the UK was released in 2018 by the UK Climate Projections (UKCP18)<sup>53</sup> team. UKCP18 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and level of confidence in each prediction.

As highlighted by the research, the effects of climate change (under medium emissions scenarios 50th percentile and RCP6) for the South West during the period 2020-2039 compared to the period 1981-2000 are likely to be as follows:

- A central estimate of increase in annual mean temperatures of between 0°C and 1°C; and
- A central estimate of change in mean precipitation of 0 to +10% in winter and 0 to -10% in summer.

During the period 2040-2059 this is estimated further as:

- A central estimate of increase in annual mean temperatures of between 1°C and 2°C; and
- A central estimate of change in annual mean precipitation of 0 to +20% in winter and -10% to -20% in summer.

Due to these changes, a range of risks may exist for the CBNP area, including:

- Increased incidence of heat related illnesses and deaths during summer.
- Increased incidence of illnesses and deaths related to exposure to sunlight (e.g., skin cancer, cataracts).
- Increased risk of injuries and deaths due to the number of storm events.
- Effects on water resources from climate change.
- Adverse effect on water quality from low stream levels and turbulent stream flow after heavy rain.
- Increased risk of flooding, including vulnerability to 1:100-year floods.
- A need to upgrade flood defences.
- Soil erosion due to flash flooding.
- Loss of species that are at the edge of their southerly distribution.

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<sup>52</sup> Department for Transport (2018): 'The Road to Zero', [online] can be accessed [here](#).

<sup>53</sup> Data released 26th November 2018 [online] can be accessed [here](#).

- Spread of species at the northern edge of their distribution.
- Increased drought and flood related problems.
- Risk of road surfaces melting more frequently due to increased temperature; and
- Flooding of roads.

### Flood risks

As shown within **Figure A3.3** below, most of the CBNP area is within Flood Zone 1 and has a low to very low fluvial flood risk. Areas of concern link to areas surrounding the inlets and small streams which connect to the Fleet Lagoon, which are within Flood Zone 3 and form part of the functional floodplain. These locations are also within Flood Alert areas which are used to warn people of the possibility of flooding, as noted within the most recently completed Level 1 Strategic Flood Risk Assessment (SFRA)<sup>54</sup>.

The four key settlements within the CBNP area (i.e., Abbotsbury, Portesham, Langton Herring, and Fleet) are in Flood Zone 1.

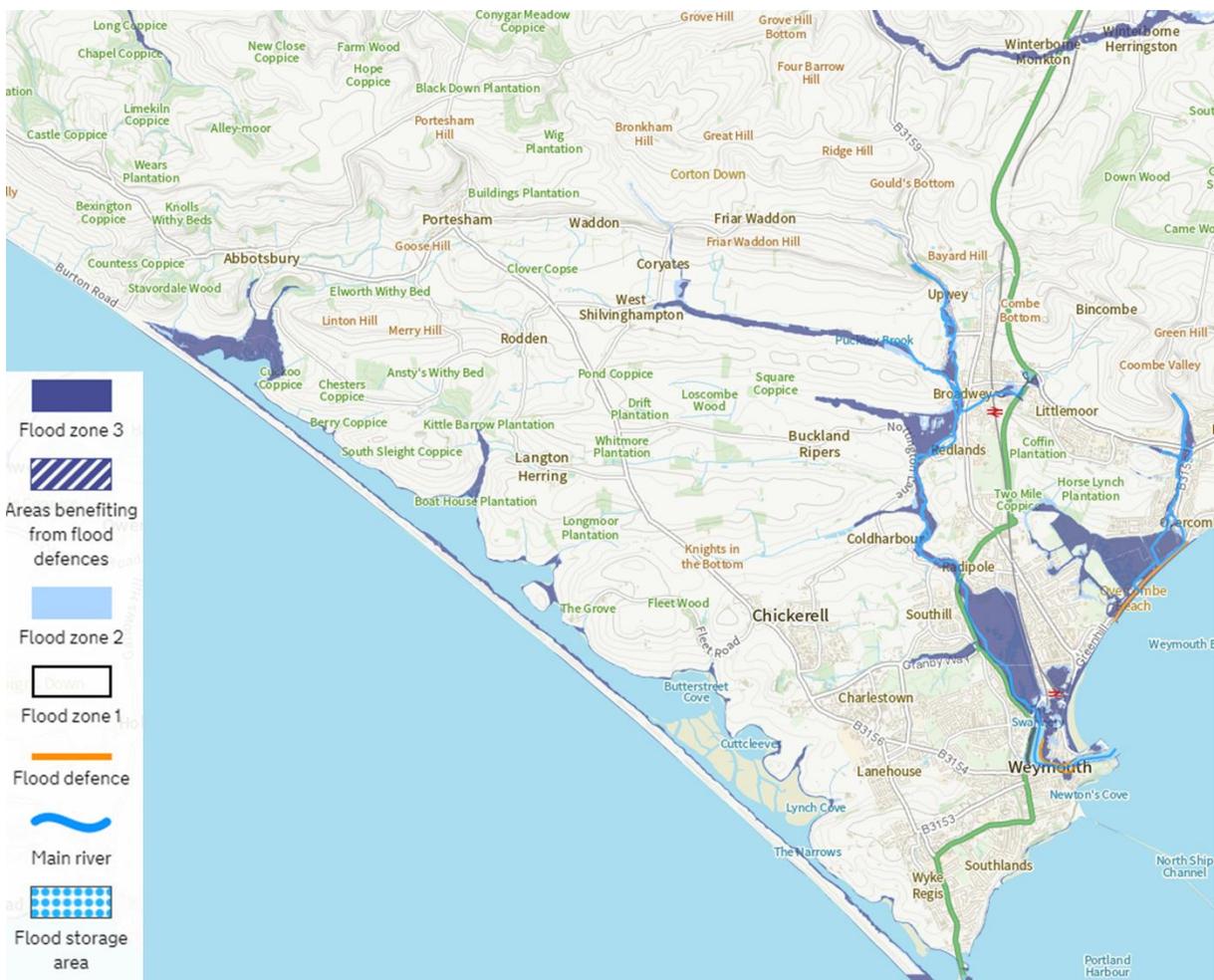


Figure A3.3: Fluvial flood risk within the CBNP area<sup>55</sup>

<sup>54</sup> Dorset Council (2018): 'Level 1 SFRA (West Dorset, Weymouth, and Portland)', [online] can be accessed [here](#).

<sup>55</sup> GOV.UK (2021): 'Flood Map for Planning', [online] can be accessed [here](#).

Surface water flood risks within the CBNP area are shown below in **Figure A3.4**. These issues are pronounced within the key settlements, with areas of ‘medium’ to ‘high’ risk observed at the following locations:

- **Abbotsbury:** Along the B3157, particularly at the ‘T’ junction with Church Street and properties to the northern side of the B3157; and Grove Lane.
- **Portesham:** Along the B3157 (Goose Hill), particularly on approach into the village from the south west; Front Street and Church Lane; and properties at Malthouse Meadow cul-de-sac.
- **Langton Herring:** Areas of ‘high’ risk located along Angel Lane, Chapel Close, The Square, Rose’s Lane, and Shop Lane, impacting properties along these roads.
- **Fleet:** Most of Fleet Road between the settlement and the connection to Chickerell Hill has a ‘high’ risk (which is the only route into the settlement from the B3157); and a corridor of ‘high’ risk areas potentially impacting properties to the east of Fleet Road, within the settlement itself. However, the Neighbourhood Group highlight that the locally known surface water flood risks are largely contained to the corner of Butter Street.

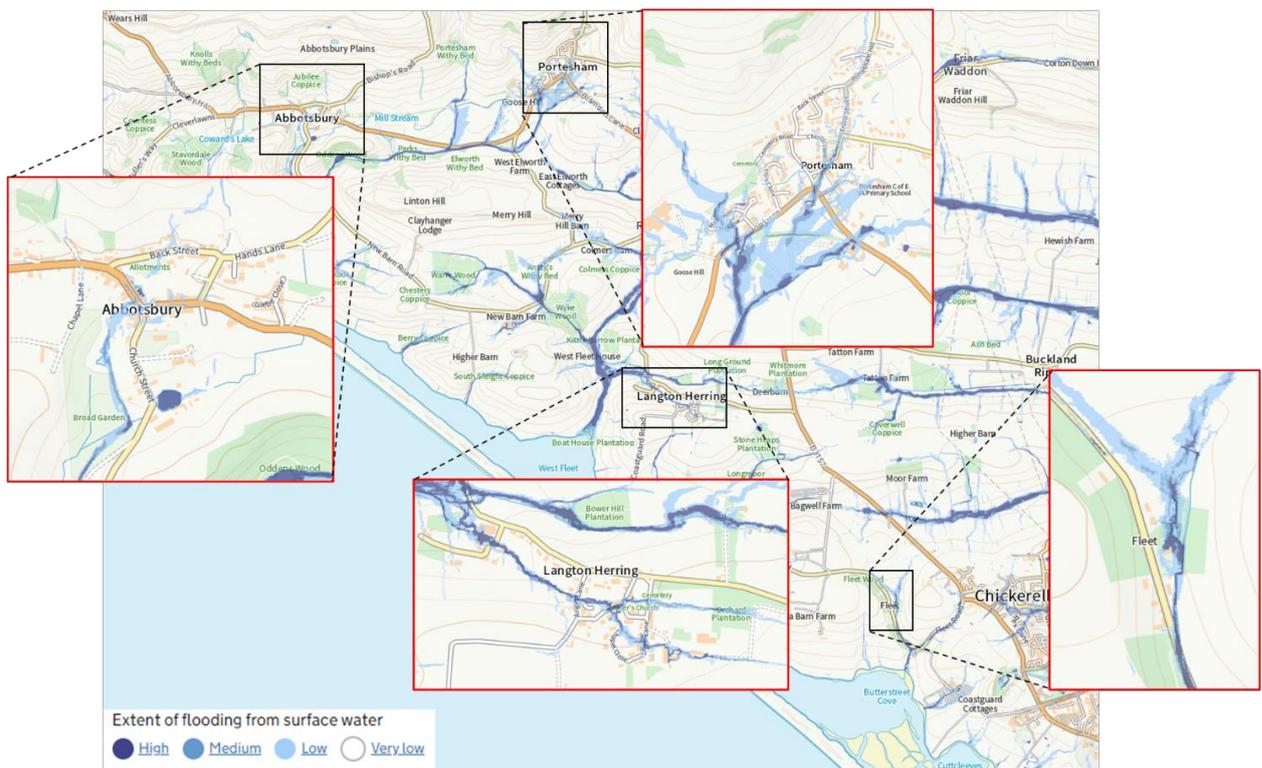


Figure A3.4: Surface water flood risk within the CBNP area<sup>56</sup>

The Level 1 SFRA (particularly Appendix A – Drainage Summary Tiles South) shows the location of several sections within the CBNP area which have compatible ground conditions for the inclusion of sustainable drainage solutions. The figures and maps included within the SFRA are an essential source of reference for identifying potential solutions which could alleviate flood risk concerns within the CBNP area.

<sup>56</sup> GOV.UK (2021): ‘Long term flood risk map for England’, [online] can be accessed [here](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/94444/long-term-flood-risk-map-for-england.pdf).

## Future Baseline

Climate change has the potential to increase the occurrence of extreme weather events in the Neighbourhood Plan area. This is likely to increase the risks associated with climate change, with an increased need for resilience and adaptation. Specifically, new development areas have the potential to increase flood risk through factors such as changing surface and ground water flows, overloading existing inputs to the drainage and wastewater networks or increasing the number of residents exposed to areas of existing flood risk.

In terms of climate change contribution, per capita greenhouse gas emissions generated in the Neighbourhood Plan area may continue to decrease with wider adoption of energy efficiency measures, renewable energy production and new technologies, including electric cars. However, increases in the built footprint of the Neighbourhood Plan area would contribute to increases in the absolute levels of greenhouse gas emissions.

## A.4 Landscape

### Policy Context

**Table A4.1** below presents the most relevant documents identified in the policy review for the purposes of the Chesil Bank Neighbourhood Plan.

**Table A4.1: Plans, policies, and strategies reviewed in relation to landscape**

Document title	Year of publication
<a href="#">National Planning Policy Framework (NPPF)</a>	2021
<a href="#">The 25 Year Environment Plan</a>	2018
<a href="#">The National Design Guide</a>	2019
<a href="#">National Model Design Code</a>	2021
<a href="#">Dorset AONB Management Plan 2019-2024</a>	2019
<a href="#">West Dorset, Weymouth, and Portland Local Plan (2011-2031)</a>	2015
<a href="#">Dorset Council Local Plan (DCLP)</a>	Emerging Local Plan

The key messages emerging from the review are summarised below:

- The CBNP will be required to be in general conformity with the NPPF which gives great weight to conserving and enhancing protected landscapes, as well as landscape character and scenic beauty. The scale and extent of development within these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.
- The NPPF recognises the role of green infrastructure in landscape settings, as well as the importance of designated biodiversity sites, habitats, woodland, historic features, agricultural land, and cultural landscapes. The positive contribution that land remediation can make in terms of addressing despoiled, degraded, derelict, contaminated and unstable land is also recognised.
- The 25-year Environment Plan and National Design Guide complement each other with their aims for a cleaner, greener country which puts the environment first and celebrates the variety of natural landscapes and habitats. Design is

focused on beautiful, enduring, and successful places, which respond to local character and provide a network of high quality green open spaces.

- The CBNP will also be required to be in general conformity with the policies of adopted Local Plan and the emerging Dorset Council Local Plan.

## Current Baseline

### Nationally protected landscapes

Most of the CBNP area is within the boundaries of the Dorset Area of Outstanding Natural Beauty (AONB). The natural beauty of the AONB is described through special qualities that together make it unique and outstanding, underpinning its designation as a nationally important protected landscape. The special qualities are grouped into four themes: landscape, wildlife, cultural connections, and reading the past<sup>57</sup>.

With regards to the condition of the AONB landscapes, the 2019-2024 Management Plan indicates that the sections of the AONB which overlap with the CBNP area have a moderate landscape condition but a stable-declining direction of change.

### Local landscape, villagescape, and seascape character

Landscape, villagescape, and seascape character play an important part in understanding the relationship between people and place, identifying recognisable and distinct patterns in the landscape which make one area different from another. Landscape, villagescape, and seascape character can assist in the assessment of the likely significance of effects of change resulting from development and the value of landscape, both in visual and amenity terms. Assessments often provide indications of the overall landscape sensitivity and landscape capacities for key areas within the regions.

As discussed, most of the CBNP area overlaps with the boundaries of the Dorset AONB. Detailed landscape and seascape character assessments have been undertaken for Dorset, with a view to determining:

- The qualities and features that make the landscape / seascape special.
- How these features combine in different ways in different places to give each area its own unique character.
- The strength and condition of these features and how they are changing.

In the context of the above, several landscape types have been defined across Dorset (several of which have strong connections and relationships with the Dorset AONB). An overview of the three landscape types which are most relevant to the CBNP area (i.e., those which overlap with the four key settlements) is provided below<sup>58</sup>. This is accompanied by **Figure A4.1** which shows the spatial location of these three types.

**Harbour / Wetland / Lagoon** key characteristics include (but are not limited to):

- a distinctive mix of tidal mudflats, marshland, reed bed, open water, and shingle bank.

<sup>57</sup> Dorset AONB Partnership (2021): 'Our Special Qualities', [online] can be accessed [here](#).

<sup>58</sup> Dorset Council (2021): 'Landscape Character Assessment Map & Descriptions', [online] can be accessed [here](#).

- indented and shallow shorelines to the harbours and the Fleet, which resemble large lakes.
- a large scale, open, tranquil, and generally unspoilt landscape.
- provides an important range of habitats of significant conservation value.
- important vistas and views of historic and cultural importance.
- unique and sensitive interrelationship with urban edges and the natural environment.
- provides important and popular open space and recreational value.

The overall management objective for the Harbour/Wetland/Lagoon Landscape Type (as noted within the assessment) should be to maintain tranquillity, control development at the fringes to minimise its landscape, ecological and visual impacts, manage recreational use so as to conserve and enhance biodiversity interest, maintain key viewpoints and maintain undeveloped character.

**Ridge and Vale** key characteristics include (but are not limited to):

- broad evenly spaced ridges and valleys which follow a west-east alignment.
- enclosed and defined by the dramatic chalk escarpment to the north.
- mixed farmed area with a patchwork of geometric fields divided by straight hedges.
- larger fields in the valleys and on the open ridges.
- open views along the coast from the smooth, broad, and hog-back shaped ridges.
- distinctive settlement pattern along the valley floor and at the foot of the escarpment.

The overall management objective for the Ridge and Vale Landscape Type (as noted within the assessment) should be to restore the characteristic features of grasslands and field boundaries along the coast, re-create and improve the urban fringe landscapes with new woodland planting, greenspace provision and reduce the impact of urban fringe.

**Chalk Ridge / Escarpment** key characteristics include (but are not limited to):

- steep, distinctive, and bold ridge and scarp slope on the edges of the chalk landscapes.
- dramatic visual edge enclosing and providing a backdrop to the surrounding countryside.
- marked variation in character and landform along the scarp.
- undeveloped and open character with panoramic views.
- distinctive and bold pattern of land cover including hanging mixed woods and patches of chalk grassland.
- settlements concentrated along the foot of the scarp.
- narrow twisting lanes often with high hedge banks.

The overall management objective for the Chalk Ridge / Escarpment Landscape Type (as noted within the assessment) should be to conserve the uninterrupted landform, strong open skyline and the distinct mosaic patterning of woodland, scrub, and chalk grassland and to seek opportunities to restore and enhance habitats and historic features.

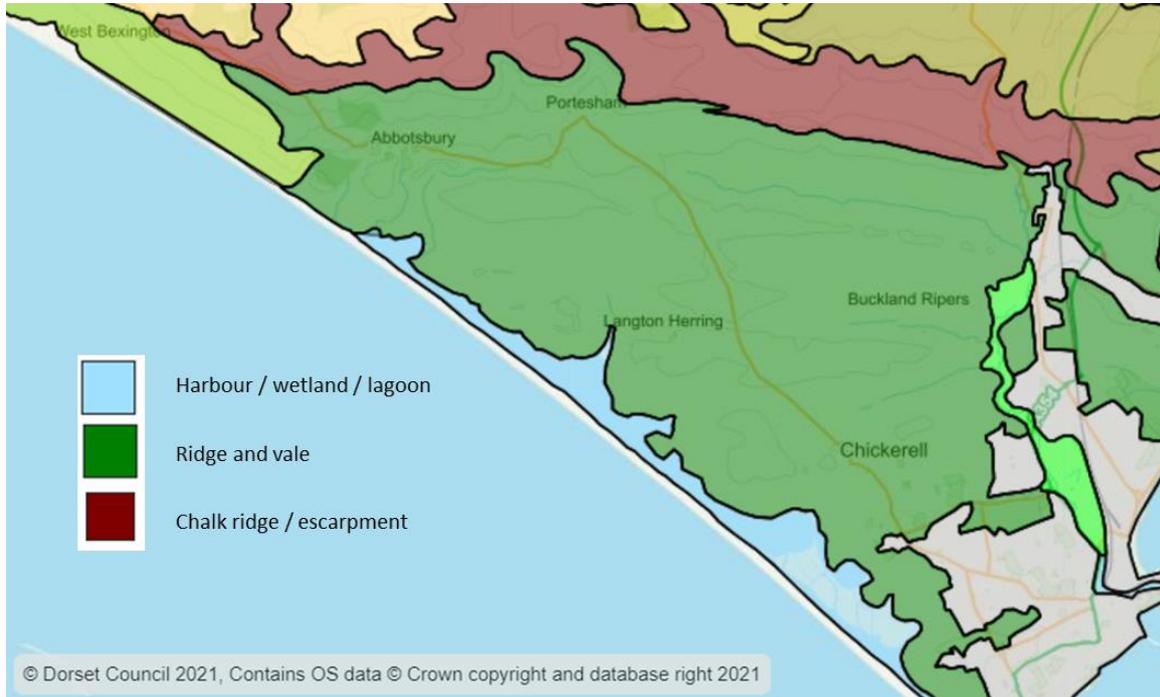


Figure A4.1: Dorset Character Types within the CBNP area (adapted from the Dorset Explorer website)<sup>59</sup>

Further character information and analysis for each of the four settlements within the CBNP area is provided with the Design Codes document which forms part of the evidence base for the emerging Neighbourhood Plan. Accessible on the CBNP webpage ([here](#)), the document will be an essential source of reference during the next stages of the SEA process.

### Heritage Coast

Heritage Coasts are the finest stretches of undeveloped coastline in England and Wales, with their natural beauty and enjoyment by the public giving them special claim for both protection and sensitive management<sup>60</sup>.

Covering the length of the coastline of the CBNP area, including most of the areas within Fleet CP, Langton Herring CP, and Abbotsbury CP, the West Dorset Heritage Coast shares an overlapping designation with the Dorset AONB and the Dorset and East Devon Coast World Heritage Site (“the Jurassic Coast”). A summary of the special qualities and significance of the AONB is provided above, and further detail on the WHS is covered within the Historic Environment chapter of this SEA Scoping Report.

<sup>59</sup> Dorset Explorer (2021): ‘Landscape Character Assessment Map’, [online] can be accessed [here](#).

<sup>60</sup> Natural England (2015): ‘Heritage coasts: definition, purpose and Natural England’s role’, [online] can be accessed [here](#).

## Visual amenity

It is useful to note that the views across the CBNP area are also an important consideration in the planning process as the scale, height and mass of development can ultimately impact important views if they are not considered and assessed through the process. Changes, such as development and landscape change, can see these views degraded overtime.

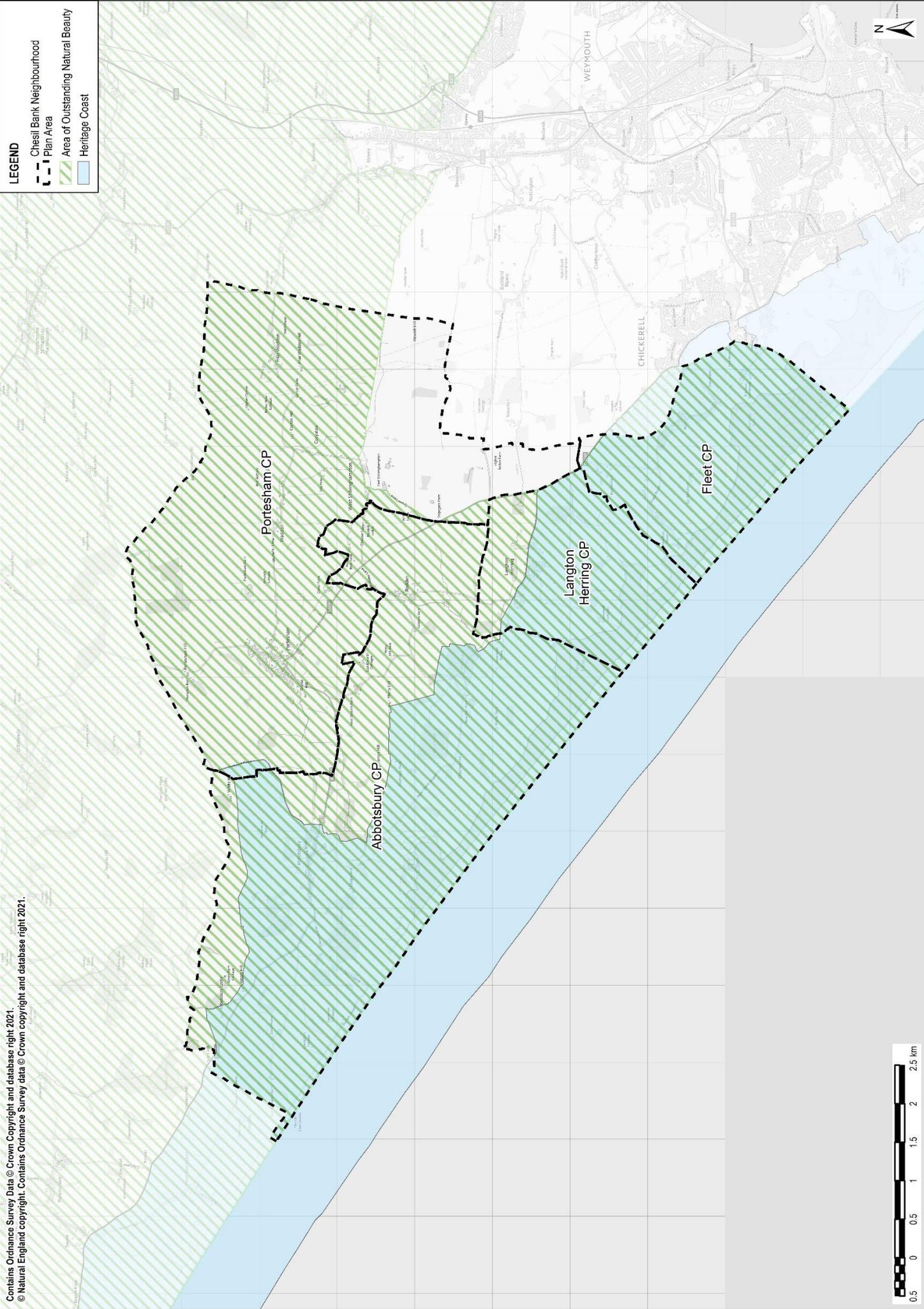
The Neighbourhood Group are currently in the process of finalising an important views assessment. Once completed, this will provide a useful source of reference during the subsequent stages of the SEA process.

## Future Baseline

New development has the potential to lead to incremental changes in landscape quality in and around the Neighbourhood Plan area. In the absence of the Neighbourhood Plan more speculative development may come forward within the open countryside or countryside setting, which could place increased pressure on local settings. This may negatively impact upon the landscape and villagescape features which contribute to the distinctive character, in particular the unique qualities of the AONB.

However, locally distinctive landscape and villagescape features, characteristics and special qualities can be protected, managed, and enhanced through the Neighbourhood Plan. New development that is appropriately designed and landscape-led has the potential to support the area's inherent landscape character and quality. This may, for example, include regeneration and brownfield development that improves the village setting, delivering green infrastructure improvements and/ or new recreational opportunities and enhanced framing of key views.

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**LEGEND**

- Chesil Bank Neighbourhood Plan Area
- Area of Outstanding Natural Beauty
- Heritage Coast



## A.5 Historic Environment

### Policy Context

**Table A5.1** below presents the most relevant documents identified in the policy review for the purposes of the Chesil Bank Neighbourhood Plan.

**Table A5.1: Plans, policies, and strategies reviewed in relation to the historic environment**

Document title	Year of publication
<a href="#">National Planning Policy Framework (NPPF)</a>	2021
<a href="#">The 25 Year Environment Plan</a>	2018
<a href="#">The National Design Guide</a>	2019
<a href="#">National Model Design Code</a>	2021
<a href="#">Historic England Advice Note 1: Conservation Area Appraisal, Designation and Management</a>	2019
<a href="#">Historic England Advice Note 3: The Setting of Heritage Assets</a>	2017
<a href="#">Historic England Advice Note 8: Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)</a>	2016
<a href="#">Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans</a>	2015
<a href="#">Jurassic Coast Partnership Plan 2020-2025</a>	2020
<a href="#">Long Bredy, Portesham, Chickerell, Abbotsbury and Langton Herring Conservation Area Appraisal</a>	2007
<a href="#">West Dorset, Weymouth, and Portland Local Plan (2011-2031)</a>	2015
<a href="#">Dorset Council Local Plan (DCLP)</a>	Emerging Local Plan

The key messages emerging from the review are summarised below:

- The key high-level principles for the conservation and enhancement of the historic environment are as follows:
  - The historic environment is a shared resource
  - Everyone should be able to participate in sustaining the historic environment
  - Understanding the significance of places is vital
  - Significant places should be managed to sustain their values
  - Decisions about change must be reasonable, transparent, and consistent
  - Documenting and learning from decisions is essential.<sup>61</sup>
- The significance of places is the key element which underpins the conservation and enhancement of the historic environment. Significance is a collective term for the sum of all the heritage values attached to a place, be it a building, an

<sup>61</sup> Historic England: Conservation Principles, Policies and Guidance can be accessed [here](#).

archaeological site, or a larger historic area such as a whole village or landscape.

- The CBNP will be required to be in general conformity with the NPPF, which ultimately seeks to conserve and enhance historic environment assets in a manner appropriate to their significance. The NPPF seeks planning policies and decisions which are sympathetic to local character and history without preventing or discouraging appropriate innovation of change. The NPPF supports the use of area-based character assessments, design guides and codes and masterplans to help ensure that land is used efficiently while also creating beautiful and sustainable places.
- As set out in the NPPF, it should be ensured that the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code. Design Codes can set out a necessary level of detail in sensitive locations, for example, with heritage considerations, and they can set out specific ways to maintain local character.
- Planning Practice Guidance expands on the NPPF recognising the proactive rather than passive nature of conservation.
- The role of the historic environment, as part of healthy and thriving ecosystems, landscapes, and cultural values, including settlement identity, is reiterated through the key messages of the 25 Year Environment Plan and National Design Guide.
- Historic England's Advice Notes provide further guidance in relation to the conservation and enhancement of the historic environment. Of relevance for the CBNP is the emphasis on the importance of:
  - Understanding the different types of special architectural and historic interest which underpin designations, as well as how settings and/ or views contribute to the significance of heritage assets.
  - Recognising the value of implementing controls through neighbourhood plans, conservation area appraisals and management plans; and
  - Appropriate evidence gathering, including clearly identifying those issues that threaten an area or assets character or appearance and that merit the introduction of management measures.
- The CBNP will also be required to be in general conformity with the policies of adopted Local Plan and the emerging Dorset Council Local Plan.
- In addition to conserving the historic environment, the CBNP should seek to identify opportunities to enhance the fabric and setting of the historic environment. It should also seek to rejuvenate features and areas which are at risk of neglect and decay.

## Current Baseline

### Designated heritage assets and areas

The Neighbourhood Plan area has a rich historic environment, recognised through several designated heritage assets and areas. This includes the Dorset and East Devon Coast World Heritage Site ("the Jurassic Coast"), nine Grade I, twelve Grade II\*, and 131 Grade II listed buildings, 27 scheduled monuments, three conservation

areas, the Unknown Wreck: Chesil Beach (Cannon Site) Protected Wreck, and Abbotsbury Gardens Registered Park and Garden. Further detail on these assets and areas is provided below.

### World Heritage Site

The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Sites (WHS) are places, monuments or buildings which have been recognised as of "outstanding universal value" to humanity.

Listed in 2011, sections of the Dorset and East Devon Coast World Heritage Site ("the Jurassic Coast") follow the southern boundary of the CBNP area. The Outstanding Universal Value of the WHS reflects both the integrity and authenticity of the area<sup>62</sup>.

As stated within the Jurassic Coast Partnership Plan 2020-2025 for the WHS (specifically Appendix 1), a summary of the significance of the Site is as follows:

- Geological values: The coastal exposures within the Site provide a near-continuous, accessible sequence of rocks that documents almost 190 million years of the history of the Earth, spanning the Mesozoic Era.
- Palaeontological values: The Site includes a remarkable range of internationally important fossil localities, which have produced superbly preserved and diverse evidence of life during Mesozoic times.
- Geomorphological values: The Site represents an exceptional range of text-book exemplars of coastal geomorphological features, landforms, and processes.
- History of Science values: The Site has been a crucible of earth science investigations for over 300 years. It has helped foster major contributions to many aspects of geology and geomorphology.
- Research and educational values: The Site is exceptionally well studied and documented, with a continuing importance for many aspects of earth science research, and is a teaching and training resource for the earth sciences of the highest quality.

As also stated within the Partnership Plan (specifically Appendix 1), the WHS comprises eight stretches of coastline, with the 'Chesil, the Fleet and Portland Coast' relevant to the CBNP area. Chesil Beach is described as "one of the finest barrier beaches in the World. It has protected the landscape behind from erosion and so the slopes dip gently into the Fleet Lagoon which is trapped behind the beach. The pebbles came from the landslides further west at the end of the last Ice Age, less than 10,000 years ago."

The policies and priority objectives for the WHS as listed within the Partnership Plan are grouped into four themes, as follows: protecting Outstanding Universal Value, conserving natural heritage, presenting the WHS, and involving communities. This provides the management framework for the WHS.

### Listed buildings

Listed buildings are nationally designated buildings which are protected through the Listed Buildings and Conservation Areas Act 1990.<sup>63</sup> According to the National

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<sup>62</sup> Historic England (2021): 'Dorset and East Devon Coast', [online] can be accessed [here](#).

<sup>63</sup> Planning (Listed Buildings and Conservation Areas) Act (1990) [online] can be accessed [here](#).

Heritage List for England, the CBNP area contains a total of nine Grade I, twelve Grade II\*, and 131 Grade II listed buildings. Regarding the location of the Grade II listed buildings, a total of 88 are located within Abbotsbury Civil Parish (CP) and 31 are located within Portesham CP. Fleet CP and Langton Herring CP contain five and seven Grade II listed buildings, respectively. The Grade I and II\* listed buildings are provided below and grouped by CP.

#### Abbotsbury CP

- The Abbey Dairy House (Grade I)
- North Wall of Abbey Church of St Peter (Grade I)
- The Malthouse 5 Metres East of the Abbey House and Attached Walling (Grade I)
- Chapel of St Catherine (Grade I)
- Tithe Barn (Grade I)
- Parish Church of St Nicholas (Grade I)
- Outer Gatehouse with Walling for 5 Metres to West (Grade II\*)
- Abbott's Walk (Grade II\*)
- The Pynion End (Grade II\*)
- Pigeon House (Grade II\*)
- Rodden House (Grade II\*)
- The Manor House (Grade II\*)

#### Portesham CP

- Parish Church of St Peter (Grade I)
- Waddon Manor with Courtyard Walls, Steps and Gate-Piers (Grade I)
- Chapel of St Bartholomew (Grade II\*)
- Attached Walls and 2 Sets of Gate-Piers South-West of Waddon Manor (Grade II\*)
- Cart Shed and Stables 10 Metres South of Waddon House, Part Premises of Hardye Tweeds (Grade II\*)
- Manor House and Stables (Grade II\*)

#### Fleet CP

- Parish Church of the Holy Trinity (Grade I)
- Old Parish Church (Grade II\*)

#### Langton Herring CP

- Langton Cross (Grade II\*)

### Scheduled Monuments

The Ancient Monuments and Archaeological Areas Act (1979) allows the investigation, presentation and recording of matters of archaeological or historical

interest and makes provision for the regulation of operations or activities which may affect ancient monuments and archaeological areas. Scheduled Monuments are nationally designated sites which are protected under the Act. There are 27 Scheduled Monuments within the CBNP area, as listed below and organised by CP.

#### Abbotsbury CP

- Abbotsbury Castle (camp)
- Two round barrows on Wears Hill
- Dyke on Wears Hill
- Round barrow 250yds (230m) S of Chapel Coppice
- Lynchets S of Stavordale Wood
- Round barrow 230yds (210m) E of White Hill Plantation
- Four bowl barrows 725m ESE of Wears Farm
- Group of five round barrows on White Hill
- Round barrow in White Hill Plantation
- St Peter's Abbey
- St Catherine's Chapel, field system and quarries at Chapel Hill
- Duck decoy at Abbotsbury Swannery, 630m SSW of Horsepool Farm
- Two fishponds in Oddens Wood

#### Portesham CP

- Round barrow NE of Friar Waddon
- Helstone burial chamber
- Hampton stone circle
- Group of round barrows on Shorn Hill and Bronkham Hill
- Round barrow E of The Buildings
- Friar Waddon Hill round barrows
- Two round barrows on Ridgeway
- Long barrow W of Hampton Barn
- Two bowl barrows 720m south east of Friar Waddon House
- Two bowl barrows on Black Down immediately east of the Hardy Monument
- Bowl barrow on Black Down, 50m south of the Hardy Monument
- Bowl barrow on Black Down, 80m south east of the Hardy Monument

#### Langton Herring CP

- Lime kiln 800ft (245m) NW of Langton Cross
- Langton Cross: a wayside cross 850m south west of Tatton House

## Conservation areas

Conservation areas are designated because of their special architectural and historic interest. Conservation area appraisals are a tool to demonstrate the area's special interest, explaining the reasons for designation and providing a greater understanding and articulation of its character - mentioned within the 'Conservation Area Designation, Appraisal and Management' advice note by Historic England.

There are three conservation areas within the CBNP area, as follows: Abbotsbury, Langton Herring, and Portesham. An assessment of the special interest, condition, issues and proposed actions, and management proposals for each conservation area is listed within the following document: [Long Bredy, Portesham, Chickerell, Abbotsbury and Langton Herring Conservation Area Appraisal](#). This conservation area appraisal will be an essential source of reference during the next stages of the SEA process. Further information relating to the conservation areas is provided below, for reference<sup>64</sup>.

**Abbotsbury Conservation Area** was designated in December 1971. Qualities include:

- A superlative landscape setting, within the Dorset AONB and adjacent to the Dorset and East Devon Coast WHS, with dramatic topography, woodland, glimpses of the sea and important trees and hedges.
- Groups of and individual trees providing a termination to views, visual incident in townscape progressions and a foil to groups of buildings.
- Strong gateways into the Conservation Area, marked by a clean transition between countryside and village, trees and hedges and, apart from one exception, well-defined boundaries elsewhere.
- A variety of fine views into, across, and out of the village.
- Important Prehistoric and Medieval archaeology, including the site and remains of St Peter's Benedictine Abbey.
- There are two large scheduled monument sites around St Catherine's Chapel and the slopes of Chapel Hill, and the whole of the approximate area of the Abbey precinct.
- A tradition of sensitive stewardship by the major landowner and current development policies that attempt to balance conservation with social and economic considerations.
- The survival of the historic village plan, with small areas of modern development that are, on the whole, well considered.
- 82 listed building entries, including six Grade I and five Grade II\* listed buildings.
- 27 unlisted buildings of quality and group and townscape character.
- Large coherent groups of consistently good buildings, walls, trees, spaces, and many other details, with the whole village reading as an enjoyable visual and cultural experience.

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<sup>64</sup> It is important to note that given the length of time which has passed since the completion of the conservation area appraisal document (over ten years), it is possible that some of the detriments, issues, or priority actions for each area may have since been completed or appropriately addressed.

- Characteristic local building materials that define much of the village's character and colour.
- Local vernacular and C19 building traditions that have continued to produce good buildings and many interesting details, such as ironwork, walling, paving and shop fronts, that add to the overall quality of the place.
- Some examples of sensitive infill and development that reflects local traditions.

Problems include the effects of traffic and parking; several historic buildings in poor repair or underused; some clutter produced by signage; the impact of Dutch Elm disease on village trees; and one relatively untidy gateway into the village.

**Langton Herring Conservation Area** was designated in November 1990. Qualities include:

- An attractive setting, off the main route, set around an approximate rectangle of lanes, with changing levels and a small focal point by the Church and The Square.
- Major contributions made by a variety of mature trees, green lanes, and shrubs.
- Four listed building entries, with particularly attractive Gothic details on the Parish Church and Village Hall.
- Seven important local buildings of quality and character.
- Attractive building materials in the local Forest Marble and Corallian limestones, brick, render, clay tiles and thatch.
- Details such as dry-stone walling, decorative timberwork on buildings and ironwork.

Problems include the loss of details on unlisted buildings of quality and character, with some examples of unsympathetic modern infill development and poles and wires in the centre of the village.

**Portesham Conservation Area** was designated in July 1971. Qualities include:

- Areas of good quality landscape adjacent to or within the Conservation Area, particularly the south side of Goose Hill, the springhead and the upper slopes of Portesham Hill, and the grounds of Manor Farm.
- Important hedges and trees that enhance the setting of buildings, particularly around the larger houses, churchyard, Front Street and Goose Hill.
- 21 listed building entries, including a Grade I Parish Church and a Grade II\* listed Manor House and Stables.
- 14 unlisted buildings of character and group value.
- Coherent groups of buildings around Portesham House and parts of Front Street; and the lower part of Portesham Hill.
- A rich palette of building materials and details, including local limestones, brick, thatch, stone tiles, clay plain tiles and pantiles.
- There is a range of architectural detail, notably C17 vernacular windows and doors, classical porches, doors and sash windows, gate piers, boundary walls and ironwork.

Detriments listed within the appraisal include inappropriate replacement windows and doors on a number of unlisted buildings of quality and character, several spaces and a car park that would benefit from tidying or landscaping, and an unused former village hall.

Common issues for the conservation areas as listed within the appraisal include (but are not limited to):

- The pressures for infill housing development, with potential loss of green wedges, views, gardens, and boundaries.
- The importance of details in repairing or maintaining structures: respecting local thatching traditions, choosing replacement windows and doors that copy or are mindful of local details, taking care in the detailing of porched, side additions and boundary alterations, avoiding gentrification, using lime mortar for pointing repairs and avoiding strap pointing or other projecting types; and not painting brick or stonework.
- The problems of sourcing materials where local quarries have closed, and the care needed in matching colours and textures of available sources.
- About sixty important local buildings in the villages, most of which have group value and some of which have definite visual qualities and may be potential additions to the Statutory List of Buildings of Special Architectural or Historical Interest.
- The importance of trees, green wedges and gaps and the wider landscape setting of the conservation areas.
- The gaps in archaeological knowledge, particularly the Abbotsbury monastic precinct, vernacular houses, and industrial archaeology.
- The potential for improving design standards in the public realm (road improvements, signs, paving materials, wires and poles and the potential for reducing the visual impact of parked vehicles).

### Protected wrecks

The Protection of Wrecks Act 1973 allows the Secretary of State to designate a restricted area around a wreck to prevent uncontrolled interference. These protected areas are likely to contain the remains of a vessel, or its contents, which are of historical, artistic, or archaeological importance<sup>65</sup>. Located approximately 100m from the coast of Fleet CP (the seaward side of Chesil Beach), the 'Unknown Wreck: Chesil Beach (Cannon Site)' was listed in 2017 and comprises two distinct areas of wreck. A summary from the listing for the wreck is provided below<sup>66</sup>.

"The inshore site appears from the available evidence to be a merchant ship. Three cast iron cannons have been tentatively identified as English 24-32 pounders cast between the third quarter of the C17 and the first quarter of the C18. The guns are of different lengths, so the most likely explanation is that they were cargo.

"The offshore site is almost certainly the wreck of a wooden sailing ship but has a dissimilar set of cannons to that of the inshore site, which suggests that the

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<sup>65</sup> Historic England (2020): 'Protected Wreck Sites', [online] can be accessed [here](#).

<sup>66</sup> Historic England (2021): 'Unknown Wreck: Chesil Beach (Cannon Site)', [online] can be accessed [here](#).

sites represent two different wrecks. However, it is possible that the two cannon assemblages derived from a single shipwreck event dated to around 1700.

“The assemblages have the potential to enhance our understanding of merchant ships and seafaring trade during the mid to late C17. The remains have significant potential for further study and comparison with other designated cannon sites such as those at West Bay and Salcombe.”

### Registered parks and gardens

Historic England’s ‘Register of Parks and Gardens of Special Historic Interest in England’, established in 1983, currently identifies over 1,600 sites assessed to be of significance.

Located within the western section of the CBNP area in Abbotsbury CP, the Grade I listed Abbotsbury Gardens was designated in December 1986 and covers an area of approximately 15.3 ha. A summary of the historic development and characteristics of Abbotsbury Gardens (taken from the listing for the heritage asset), is provided below<sup>67</sup>.

“Abbotsbury Gardens contain a late C18 walled garden which was the kitchen garden of the former Strangways Castle, built by the first Earl of Ilchester. The rectangular walled garden with attached bothy... (listed grade II), is situated in the north-west part of the site. [The Castle] burnt down in 1913 and rebuilding works started immediately. The work was completed in 1916 but the new Castle was never occupied and was demolished c 1935; only the foundations now remain.

“[The] Mid to late C19 gardens contain an extensive subtropical and Mediterranean plant collection first started by the third and fourth Earls of Ilchester, and further expanded in the late C20. The gardens are situated in the eastern part of the site along both sides of the stream in the valley. They enclose the walled garden and extend southwards into Stavordale Wood.”

### Locally important heritage features

It should be noted that not all the area’s historic environment features are subject to statutory designations, and non-designated features comprise a large part of what people have contact with as part of daily life – whether at home, work, or leisure. Although not designated, many buildings and areas are of historic interest and are important by local communities. For example, open spaces and key distinctive buildings are likely to have a local historic value.

The Dorset Historic Environment Record (HER) identifies the important distinctive structures or features that positively contribute to the local distinctiveness and sense of place of Dorset. A quick search<sup>68</sup> of the HER (accessed via the Heritage Gateway<sup>69</sup>) produces over 450 records linked to Abbotsbury, over 320 records linked to Portesham, over 130 records linked to Fleet, and over 75 records linked to Langton Herring.

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<sup>67</sup> Historic England (2021): ‘Abbotsbury Gardens’, [online] can be accessed [here](#).

<sup>68</sup> The quick search involved typing the name of each parish within the CBNP area (e.g. ‘Abbotsbury, Dorset’, ‘Portesham, Dorset’, and noting down the number of records (to the nearest 10) which were highlighted as showing on the Dorset HER. Given the high-level nature of this search, it is likely that the numbers shown could be inaccurate. Nonetheless, this provides an indication at this stage of the richness of the non-designated heritage assets within the CBNP area.

<sup>69</sup> Heritage Gateway (2021): ‘Quick Search’, [online] can be accessed [here](#).

During the subsequent stages of the SEA process (where appropriate, and subject to the availability of such information), the Dorset HER will be reviewed in greater detail to determine the potential impacts to non-designated heritage features resulting from the provisions within the CBNP. Key sources of information will include the Dorset Explorer interactive map, accessible [here](#).

### Heritage at risk

Since 2008, Historic England has released an annual Heritage at Risk Register. The Heritage at Risk Register highlights the Grade I and Grade II\* listed buildings, scheduled monuments, historic parks and gardens, registered battlefields, wreck sites and conservation areas deemed to be 'at risk'. According to the 2020 Heritage at Risk Register for South West England<sup>70</sup>, the following heritage assets within the CBNP area (within Abbotsbury CP and Portesham CP) are at risk.

**The Dovecote, malthouse, outer gatehouse and walking, gateway, granary and tythe barn, St Peter's Abbey, Abbotsbury** are all classified as being in a poor condition. The listing covers several designations including a scheduled monument, five Grade I listed buildings, five Grade II\* listed buildings, and four Grade II listed buildings, and is partly within the Abbotsbury Conservation Area.

**Abbotsbury Castle (camp), Abbotsbury** is a scheduled monument which is noted as being in a generally satisfactory condition but with significant localised problems. The principal vulnerability is linked to visitor erosion, and the condition of the monument is declining.

**Four bowl barrows 725 metres ESE of Wears Farm, Abbotsbury** is a scheduled monument which is noted as being in a generally satisfactory condition but with significant localised problems. The principal vulnerability is linked to scrub / tree growth, and the condition of the monument is declining.

**Group of five round barrows on White Hill, Abbotsbury** is a scheduled monument which is noted as being in a generally satisfactory condition but with significant localised problems. The principal vulnerability is also linked to scrub / tree growth, and the condition of the monument is declining.

**Round barrow 230 yards (210 metres) east of White Hill Plantation, Abbotsbury** is a scheduled monument which is noted as having extensive significant problems, primarily associated with arable ploughing. The condition of the monument is declining.

**Two fishponds in Oddens Wood, Abbotsbury** is a scheduled monument which is noted as being in a generally satisfactory condition but with significant localised problems. The principal vulnerability is linked to scrub / tree growth, and the condition of the monument is declining.

**Two round barrows on Wears Hill, Abbotsbury** is another scheduled monument which is noted as being in a generally satisfactory condition but with significant localised problems. The principal vulnerability is once again linked to scrub / tree growth, and the condition of the monument is declining.

**Cart shed and stables 10 metres south of Waddon House, Portesham** is classified as having a fair condition, but with further work still required. The Grade II\*

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<sup>70</sup> Historic England (2020): 'Heritage at Risk Register for South West England, [online] can be accessed [here](#).

listed building is noted as being vacant / not in use and in private ownership. Application for holiday let use has been approved.

**Round barrow north east of Friar Waddon, Portesham** is a scheduled monument classified as being within a generally unsatisfactory condition with major localised problems. The principal vulnerability is linked to arable clipping, and the condition of the monument is declining.

**Two round barrows on Ridgeway, Portesham** is a scheduled monument classified as being within a generally unsatisfactory condition with major localised problems. The principal vulnerability is attributed to arable clipping, and the condition of the monument is declining.

**Group of round barrows on Shorn Hill and Bronkham Hill, Portesham** is a scheduled monument classified as being within a generally satisfactory condition but with minor localised problems. The principal vulnerability is attributed to dumping (assumed this is linked to fly-tipping or litter, but not certain), and the overall condition of the monument is improving.

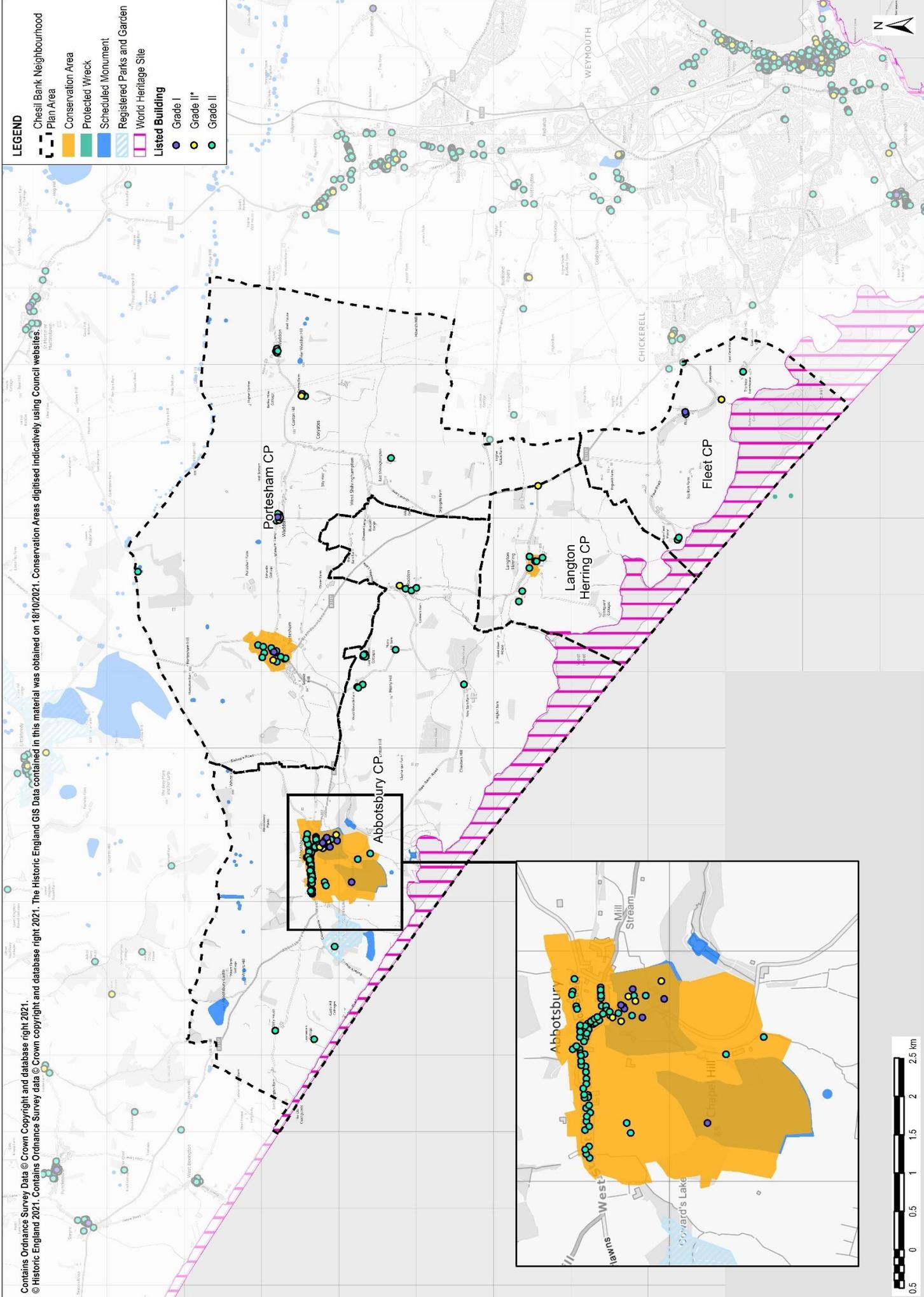
It is important to recognise that the Heritage at Risk Registers for areas outside of London do not contain information about the status of Grade II listed buildings. As such, it is currently not possible to determine whether any of the Grade II listed buildings within the CBNP area are at risk.

Encouraging and facilitating improvements to the condition of heritage assets within the Plan area (wherever practicable) is recognised as an opportunity for the CBNP.

### **Future Baseline**

New development areas in the Neighbourhood Plan area have the potential to impact on the fabric and setting of heritage assets; for example, through inappropriate design and layout, and increasing the impacts of traffic within conservation areas. It should be noted, however, that existing historic environment designations offer a degree of protection to heritage assets and their settings.

Alongside, new development need not be harmful to the significance of a heritage asset, and in the context of the Neighbourhood Plan area there may be opportunity for new development to enhance the historic setting of the four key settlements within the area, support historic landscape character and better reveal assets' heritage significance.



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## A.6 Land, Soil and Water Resources

### Policy Context

**Table A6.1** below presents the most relevant documents identified in the policy review for the purposes of the Chesil Bank Neighbourhood Plan.

**Table A6.1 Plans, policies, and strategies reviewed in relation to land, soil and water resources**

Document title	Year of publication
<a href="#">National Planning Policy Framework (NPPF)</a>	2021
<a href="#">The 25 Year Environment Plan</a>	2018
<a href="#">Safeguarding our Soils: A strategy for England</a>	2009
<a href="#">Future Water: The government's water strategy for England</a>	2011
<a href="#">Water for Life</a>	2011
<a href="#">The National Waste Management Plan</a>	2013
<a href="#">Wessex Water Resource Management Plan (WRMP)</a>	2019
<a href="#">Dorset Council Minerals Strategy</a>	2014
<a href="#">Dorset Council Waste Plan</a>	2019
<a href="#">West Dorset, Weymouth, and Portland Local Plan (2011-2031)</a>	2015
<a href="#">Dorset Council Local Plan (DCLP)</a>	Emerging Local Plan

The key messages emerging from the review are summarised below:

- The CBNP will be required to be in general conformity with the NPPF, which seeks to protect high quality soil resources, and improve the water environment; recognising the wider benefits of natural capital and derived from ecosystem services. Furthermore, the NPPF recognises the need to take account of the long-term implications of climate change and build resilience in this respect. The NPPF encourages efficient land use, utilising brownfield land opportunities and land remediation schemes where appropriate and delivering environmental gains.
- The 25-year Environment Plan presents a focus for environmental improvement in the next couple decades, with aims to achieve clean air, clean and plentiful water, and reduced risk from environmental hazards. This includes measures to improve soil quality, restore and protect peatlands, use water more sustainably, reduce pollution, maximise resource efficiency and minimise environmental impacts. This leads on from and supports the soil strategy for England (Safeguarding our soils) which seeks to ensure that all England's soils will be managed sustainably and degradation threats tackled successfully by 2030, as well as the national water strategies which seek to secure sustainable and resilient water resources and improve the quality of waterbodies, and the national waste plan which seeks to identify measures being taken to move towards a zero waste economy.
- Wessex Water's WRMP further highlights the acute stresses that the catchment faces in the coming years and the challenges faced in terms of securing water resources into the future in one of the driest regions in England. The Plan

outlines how Wessex Water aim to confront and manage these issues to ensure the timely provision of clean water to all residents in the period up to 2045.

- The CBNP will also be required to be in general conformity with the Dorset Minerals Strategy and Waste Plan, form part of the Local Development Frameworks for the County. These plans identify and safeguard sites and resources important to the continued sustainable management of mineral extractions and waste arisings.
- Furthermore, the CBNP will also be required to be in general conformity with the policies of adopted Local Plan and the emerging Dorset Council Local Plan.

## Current Baseline

### Soil resources

The Agricultural Land Classification (ALC) classifies land into six grades (plus 'non-agricultural land' and 'urban'), where Grades 1 to 3a are recognised as being the 'best and most versatile' (BMV) land and Grades 3b to 5 of poorer quality. In this context, there is a need to avoid loss of higher quality BMV agricultural land.

As shown in **Figure A6.1** below, the undeveloped areas surrounding the four key settlements in the CBNP area are predominantly underlain by Grade 3 (Good to Moderate) agricultural land. In the absence of a detailed assessment at these locations, it is currently not possible to determine whether these areas are Grade 3a (i.e. best and most versatile land) or Grade 3b quality (not best and most versatile).

The results of the 'Predictive Best and Most Versatile (BMV) Land Assessment' for South West England<sup>71</sup> provided by Natural England indicates that most of the undeveloped areas of land in the Neighbourhood Plan area have a 'low' likelihood of being underlain by BMV agricultural land. This is also shown below in **Figure A6.1**. However, the following locations are identified as having a 'moderate' to 'high' likelihood of being underlain by BMV agricultural land:

- Most of the undeveloped land surrounding the settlement of Abbotsbury has either a 'moderate' or 'high' likelihood of BMV land.
- Land to the north east and to the west of Portesham has a 'moderate' likelihood of BMV land.
- Area of land to the west and north west of Fleet which has a 'moderate' likelihood of BMV land.

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<sup>71</sup> Natural England (2017): 'Likelihood of Best and Most Versatile (BMV) Agricultural Land – Strategic Scale Map for the South West Region (ALC018)', [online] can be accessed [here](#).

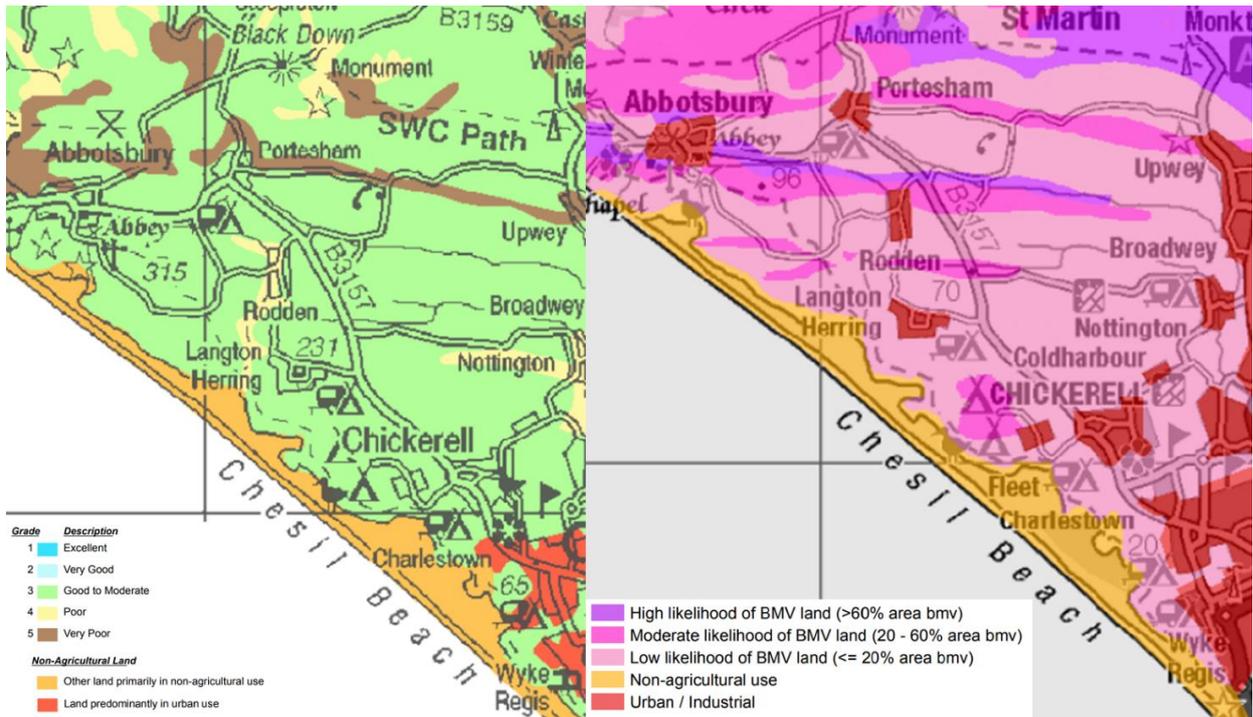


Figure A6.1: Agricultural Land Classification (ALC) and Likelihood of BMV<sup>72</sup>

### Water resources and quality

The Neighbourhood Plan area is located within the South West River Basin District and is partly within the catchment area for the River Wey (a chalk stream). The Wey is the nearest main watercourse to the CBNP area, located to the east and flowing for approximately 12km through the built-up area of Weymouth and its suburbs. Additional water resources located in the CBNP area include a network of small streams and inlets which connect to the Fleet Lagoon, some isolated ponds, and drainage ditches alongside field margins.

As shown on the Environment Agency’s Catchment Data Explorer<sup>73</sup>, the most recently completed water quality assessments undertaken in 2019 classifies the River Wey as having a ‘moderate’ ecological status and a ‘fail’ chemical status (due to mercury and its compounds). The reasons for not achieving good status are primarily attributed to the River’s flow and hydrological regime, and physical modification at some locations.

Groundwater Source Protection Zones (SPZs) have been defined by the Environment Agency in England and Wales to protect groundwater sources such as wells, boreholes and springs that are used for public drinking water supply<sup>74</sup>. In this respect, the areas of land to the north of Portesham (and partly overlapping with the built-up area of the village) are within SPZ Zone 1 ‘Inner Protection Zone’. Areas of land to the west of Portesham village are within SPZ Zone II ‘Outer Protection Zone’.

Nitrate Vulnerable Zones (NVZs)<sup>75</sup> denote areas at risk from agricultural nitrate pollution and most of the Neighbourhood Plan area is within at least one of the following five NVZs: Rodden Stream Surface Water NVZ; Coastal Streams to Fleet

<sup>72</sup> Natural England (2011): ‘ALC – South West’ [online] can be accessed [here](#).

<sup>73</sup> Environment Agency (2021): ‘Catchment Data Explorer: Wey Water Body’, [online] can be accessed [here](#).

<sup>74</sup> GOV.UK (2017): ‘Groundwater Protection’, [online] can be accessed [here](#).

<sup>75</sup> GOV.UK (2021): ‘Nitrate Vulnerable Zones’, [online] can be accessed [here](#).

Lagoon Surface Water NVZ; Horsepool Surface Water NVZ; Fleet Lagoon Eutrophic Water NVZ; and South Wessex Groundwater NVZ. NVZs identify rules in relation to the use of fertilisers and manures as well as a requirement to prevent water pollution from farm areas.

### Mineral resources

With regards to minerals resources, the following locations within the CBNP area are within a Mineral Safeguarding Area and Mineral Consultation Area (based on the scale and detail as shown on the Policies Map within Dorset Council's Minerals Strategy):

- Corridors of land to the north of Abbotsbury village and to the north east of Portesham village.
- Land surrounding Fleet village and Langton Herring village.

In this respect, consultation with Dorset Council is likely to be required to determine whether there are likely to be any significant impacts to mineral resources within the CBNP associated with new development proposals.

It is important to note that there are no significant minerals or waste sites operating in the CBNP area, as identified on the Dorset Explorer interactive map. There is a planning permission relating to Oddens Quarry (south of Portesham) that allows for occasional working of building stone.

### Future Baseline

Future development has the potential to affect water resources and quality through increased consumption, diffuse pollution, waste-water discharges, water run-off, and modification. It is considered that Wessex Water will seek to address any water supply and wastewater management issues over the plan period in line with the WRMP 2019; and the requirements of the Water Framework Directive are likely to lead to continued improvements to water quality within the CBNP area and wider area. However, it will be important for new development to avoid impacts on water quality and to contribute to reducing consumption and improving efficiency.

Given the presence of best and most versatile land within parts of the Neighbourhood Plan area, new development areas have the potential to result in the permanent loss of productive agricultural land. In this respect, the Neighbourhood Plan should (where possible) seek to retain greenfield land and make best use of brownfield sites for development. It is important to note that this is dependent on the availability of such sites.

It is considered unlikely that the small-scale development likely to come through the Neighbourhood Plan will have a significant impact on the wider area's Nitrate Vulnerable Zone designation given the strategic scale of the overall NVZs. Additionally, a large source of detriment to NVZ comes from agricultural use, which is not anticipated to be brought forward through the CBNP.

## A.7 Community Wellbeing

### Policy Context

**Table A7.1** below presents the most relevant documents identified in the policy review for the purposes of the Chesil Bank Neighbourhood Plan.

**Table A7.1: Plans, policies, and strategies reviewed in relation to community wellbeing**

Document title	Year of publication
<a href="#">National Planning Policy Framework (NPPF)</a>	2021
<a href="#">National Planning Practice Guidance – Healthy and Safe Communities</a>	2019
<a href="#">The 25 Year Environment Plan</a>	2018
<a href="#">Health Equity in England: The Marmot Review 10 Years On</a>	2020
<a href="#">Planning for Sport Guidance</a>	2019
<a href="#">Dorset Homelessness Strategy (annual update)</a>	2019
<a href="#">Dorset Enabling Communities Strategy</a>	2021
<a href="#">Active Dorset: Sport &amp; Leisure Facilities Needs Assessment</a>	2017
<a href="#">West Dorset, Weymouth, and Portland Local Plan (2011-2031)</a>	2015
<a href="#">Dorset Council Local Plan (DCLP)</a>	Emerging Local Plan

The key messages emerging from the review are summarised below:

- The CBNP will be required to be in general conformity with the NPPF, which overall seeks to retain and enhance access to community services and facilities, including health facilities, educational facilities, and open space. The NPPF recognises the benefits of a range of local provisions supporting community needs, including in rural areas. The framework seeks to protect settlement and community identities. Furthermore, the NPPF recognises the benefits of creating cohesive communities, in safe environments where crime and the fear of crime do not undermine the quality of life of residents.
- The NPPF recognises the role of development plans in helping to deliver access to high quality open spaces and opportunities for sport and physical activity which contribute to the health and wellbeing of communities. The health benefits of access to nature, green spaces and green infrastructure are further reiterated through the 25-year Environment Plan.
- Dorset’s homelessness and community strategies each seek to support the appropriate delivery of housing and community infrastructure. The strategies recognise the importance of targeting resources at those most at risk/ most vulnerable and supporting all residents needs for affordable, safe, and good quality housing in the right places. Furthermore, the strategies recognise the need to create choice in terms of securing a long-term stable home and create adaptable homes supported by high levels of accessibility.
- The 2020 Health Equity in England Report identifies that the health gap between less and more deprived areas has grown in the last decade, where more people can expect to spend more of their lives in poor health, and where improvements to life expectancy have stalled, or even declined.

- The Planning for Sport Guidance seeks to help the planning system provide formal and informal opportunities for everyone to take part in sport and be physically active. The Guidance outlines 12 'planning-for-sport' principles.
- The CBNP will also be required to be in general conformity with the adopted Local Plan which contains policies directly relating to town uses, the economy and community facilities. The CBNP will also need to acknowledge the policies in the emerging Dorset Council Local Plan.

## Current Baseline

### Population and age structure

There are four key settlements within the CBNP area, including Abbotsbury, Portesham, Langton Herring, and Fleet. Within the 2011 Census, the population of these areas (which encompass the Civil Parish (CP) areas) were as follows:

- Abbotsbury CP: approximately 480 residents.
- Portesham CP: approximately 695 residents.
- Langton Herring CP and Fleet CP<sup>76</sup>: population totalling 240 residents.

According to 2020 population estimates, the populations for the CPs have changed as follows:

- Abbotsbury CP: approximately 468 residents (-3.0% decrease).
- Portesham CP: approximately 750 residents (+9.8% increase).
- Langton Herring and Fleet CP: population totalling 227 residents (-6.0% decrease).

Other than Portesham CP which has observed an approximate 10% population increase, the remaining CPs have observed population decreases between 2011-2020.

The age structure of the CPs in 2020 is presented in **Figure A7.1** below. The percentage of residents within the 65+ age category within all CPs is higher than the average observed for Dorset (which is 29.4%)<sup>77</sup>.

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<sup>76</sup> Census information is not available for Fleet CP due to its size and relatively small population. The data for Fleet CP is included within the data for Langton Herring CP.

<sup>77</sup> City Population (2021): Population and Age Structure information for Dorset can be accessed [here](#).

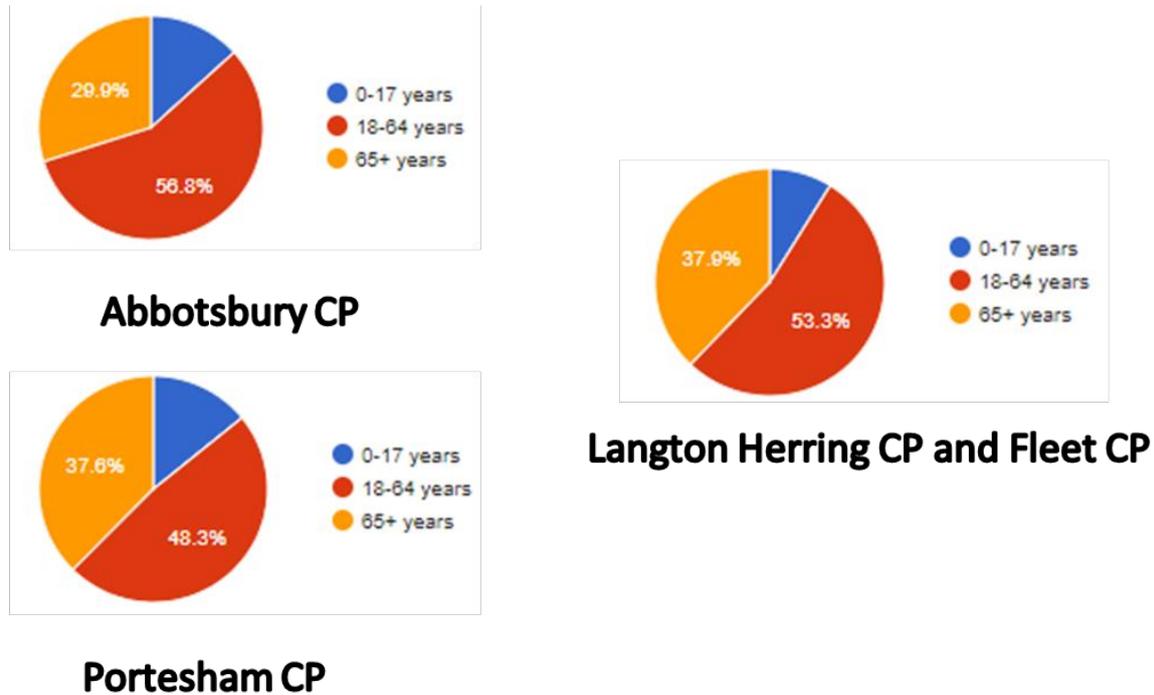


Figure A7.1: Age structure within the CPs<sup>78</sup>

### Index of Multiple Deprivation

The Index of Multiple Deprivation 2019 (IMD) is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

- **Income:** The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work but who have low earnings (satisfying the respective means tests).
- **Employment:** The proportion of the working-age population in an area involuntarily excluded from the labour market, including those individuals who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.
- **Education, Skills and Training:** The lack of attainment and skills in the local population.
- **Health Deprivation and Disability:** The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability, and premature mortality are also considered, excluding the aspects of behaviour or environment that may be predictive of future health deprivation.
- **Crime:** The risk of personal and material victimisation at local level.
- **Barriers to Housing and Services:** The physical and financial accessibility of housing and local services, with indicators categorised in two sub-domains.
  - 'Geographical Barriers': relating to the physical proximity of local services

<sup>78</sup> City Population (2021): Population and Age Structure information for [Abbotsbury](#), [Portesham](#), [Langton Herring and Fleet](#) can be accessed via these hyperlinks.

- 'Wider Barriers': relating to access to housing, such as affordability.
- **Living Environment:** The quality of the local environment, with indicators falling categorised in two sub-domains.
  - 'Indoors Living Environment' measures the quality of housing.
  - 'Outdoors Living Environment' measures air quality and road traffic accidents.
- Two supplementary indices (subsets of the Income deprivation domains), are also included:
  - **Income Deprivation Affecting Children Index:** The proportion of all children aged 0 to 15 living in income deprived families.
  - **Income Deprivation Affecting Older People Index:** The proportion of all those aged 60 or over who experience income deprivation.

Lower Super Output Areas (LSOAs)<sup>79</sup> are a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. They are standardized geographies designed to be as consistent in population as possible, with each LSOA containing approximately 1,000 to 1,500 people. In relation to the IMD 2019, LSOAs are ranked out of the 32,844 in England and Wales, with 1 being the most deprived.

Ranks are normalized into deciles, with a value of 1 reflecting the top 10% most deprived LSOAs in England and Wales.

In this respect, the CBNP area is within the West Dorset 012A LSOA which is ranked 13,647 out of the 32,844 LSOAs within England for the 'Overall' deprivation domain (i.e. within the top 50% most deprived LSOAs). The West Dorset 012A LSOA is within the top 20% most deprived deciles for the 'Barriers to Housing and Services' and 'Living Environment' sub-domains.

### Housing tenure

The following information has been taken from the Chesil Bank Housing Needs Review which forms part of the evidence base for the emerging CBNP (accessible [here](#)), and reflects 2011 Census information.

- A particularly high proportion of vacant dwellings (likely to be second homes) in Langton Herring CP, Abbotsbury CP, and Fleet CP.
- A greater proportion of terraced dwelling and apartments in Abbotsbury CP than average, and a higher than average percentage of detached homes in Langton Herring CP, Fleet CP, and Portesham CP.
- Generally larger house sizes (in terms of number of bedrooms) in Langton Herring CP, Fleet CP, and Portesham CP in comparison to the averages for the wider West Dorset area. Consequently, there are greater levels of 'under occupancy', with a higher proportion of one and two person households occupying homes with three or more bedrooms.
- Abbotsbury CP has a relatively high proportion of homes managed for affordable housing needs (making up about one in five properties), whereas Portesham CP

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<sup>79</sup> DCLG (2019): Indices of Deprivation Explorer', [online] can be accessed [here](#).

is slightly below the average for West Dorset (making up about one in ten properties).

In the context of the above, affordability and second home ownership throughout the CBNP area is a key concern.

### Community assets and infrastructure

The availability of services, facilities, and amenities within the CBNP area varies dependent on location. Generally, the larger villages of Abbotsbury and Portesham are better served in comparison to Langton Herring and Fleet. An overview of the service, facilities, and amenities within each settlement is provided below<sup>80</sup>:

- Abbotsbury: The Old School House (Tea Room); hotels and B&Bs; Swan Inn (Public House); Abbotsbury Abbey (Church); Abbotsbury Playground; Abbotsbury Car Park, Abbotsbury St Catherine's Chapel; Chesil Bank Pre-School; and local retail offer including a convenience store.
- Portesham: Portesham GP Surgery; The Kings Arms (Public House); Portesham Primary School; Portesham Methodist Church; Portesham Dairy Camp Site; and local retail offer including a shop and café.
- Langton Herring: The Elm Tree Inn (Public House); St Peter's Church.
- Fleet: Holy Trinity Church, a hotel, and four camping parks (one of which includes a shop for both residents and visitors which is open year-round).

A greater variety of services, facilities and amenities is available within the neighbouring towns of Chickerell, Weymouth, and Dorchester (all within a 10km radius from the CBNP area).

### Green infrastructure networks

Access to the nation's gardens, parks, woodlands, and rivers have played a huge part in helping people through the pandemic. Almost nine in ten adults surveyed in England reported that being in nature makes them very happy and nearly three quarters of adults were concerned about biodiversity loss in England<sup>81</sup>. The research also revealed the importance of local parks and green spaces to the nation's mental and physical wellbeing.

Green spaces within Abbotsbury include:

- Tropical Gardens (overlapping with Abbotsbury Gardens)
- Allotments
- Cricket Ground
- Playground
- St Catherine's Chapel
- Children's Farm and Tithe Barn
- Abbey Remains

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<sup>80</sup> This has been completed via a high-level review of Google Maps, and informed by a list of businesses within the CBNP area provided by the Neighbourhood Group. Whilst the list might not capture all the services, facilities, and amenities within each village, the intent is to provide a snapshot of some of the key community assets and infrastructure.

<sup>81</sup> Natural England (2020): 'People and Nature Survey', [online] can be accessed [here](#).

- Old Railway Track
- Swannery

Green spaces within Portesham include:

- Old Railway Track
- Village Green
- Kings Arms Gardens
- School Playing Field
- Duck Pond
- St Peter's Churchyard

Green spaces within Langton Herring include:

- Children's Play Area
- Village Green
- St Peter's Churchyard
- Burial Ground
- The Pound
- Lime Kiln

Green spaces within Fleet include:

- Fleet Lagoon Environs
- Old Fleet Churchyard
- Holy Trinity Churchyard

The location of the green spaces are accessible to view on the consultation page of the Neighbourhood Plan website, accessible [here](#).

### **Future Baseline**

As the population of the Neighbourhood Plan area continues to age, this could potentially negatively impact upon the future vitality of the local community in certain parts of the Neighbourhood Plan area, whilst also placing additional pressures to existing services and facilities.

The suitability (e.g. size and design) and affordability of housing for local requirements depends on the implementation of appropriate housing policies through the emerging Local Plan and Neighbourhood Plan. Unplanned development may have wider implications in terms of transport and access to infrastructure, or the natural environment.

The importance of local services and facilities, and access to open green spaces and recreational areas has been further highlighted through the ongoing pandemic. These factors are more likely to be appropriately considered and addressed through planned development rather than unplanned development.

The Covid-19 pandemic has also changed the way people work and shop. For many people, working from home is likely to continue to form part of a more flexible approach.

## A.8 Transportation

### Policy Context

**Table A8.1** below presents the most relevant documents identified in the policy review for the purposes of the Chesil Bank Neighbourhood Plan.

Table A8.2 Plans, policies, and strategies reviewed in relation to transportation

Document title	Year of publication
<a href="#">National Planning Policy Framework (NPPF)</a>	2021
<a href="#">The Transport Investment Strategy – Moving Britain Ahead</a>	2017
<a href="#">Bournemouth, Poole, and Dorset Local Transport Plan (2011- 2026)</a>	2012
<a href="#">West Dorset, Weymouth, and Portland Local Plan (2011-2031)</a>	2015
<a href="#">Dorset Council Local Plan (DCLP)</a>	Emerging Local Plan

The key messages emerging from the review are summarised below:

- The CBNP will be required to be in general conformity with the NPPF, which seeks the consideration of transport issues from the earliest stages of plan-making and development proposals to address any known issues and maximise opportunities to increase accessibility, particularly by walking, cycling and public transport. Larger developments are expected to be delivered in areas which are or can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. However, it is recognised that sustainable transport solutions will vary between urban and rural environments.
- National transport strategies set out investment priorities which ultimately all seek to improve the connectivity, effectiveness and reliability of transport networks, whilst reducing impacts on the natural environment (including through decarbonisation). Furthermore, they place great emphasis on making cycling and walking the natural choice for shorter journeys, or as part of a longer journeys. This includes investment in new and upgraded infrastructure, changing perceptions, and increasing safety.
- The Bournemouth, Poole, and Dorset Local Transport Plan 2011-2026, published by Dorset Council, sets out proposed transport solutions for the County up to 2026 with a focus on enabling sustainable economic growth. In this respect, the CBNP will be required to be in general conformity with the strategic policy aims of the Local Transport Plan.
- The CBNP will also be required to be in general conformity with the policies of adopted Local Plan and the emerging Dorset Council Local Plan.

### Current Baseline

#### Rail network

There are no railway stations within the CBNP area. The closest stations are in the neighbouring towns of Weymouth and Dorchester, within an approximate 10km radius of the CBNP area. There are hourly direct services between Weymouth and

London Waterloo (via Dorchester, Poole, Bournemouth, Christchurch, Southampton, Winchester, and Basingstoke)<sup>82</sup>.

There are less frequent direct services to locations in the north, with services once every two hours to Bristol Parkway (via Castle Cary and Westbury). There are no direct services to locations in the south west.

### Bus network

Bus networks play an important role in terms of the public transport provision across the CBNP area. The key route is the X53 “the Jurassic Coaster”<sup>83</sup> between Weymouth and Axminster. Operated by First Bus, the service passes through Abbotsbury and Portesham approximately once every two hours between Mondays and Saturdays, and once every three hours on Sundays.

The X53 stops at Weymouth Kings Statue, which is an approximate six-minute walk to Weymouth Rail Station. The X53 stops directly at Axminster Rail Station, but this is approximately 20km to the west of the CBNP area.

There are currently no services which pass through Langton Herring or Fleet. Initiatives to improve bus services within the CBNP area are encouraged.

### Road network and congestion

The main route through the CBNP area is the B3157 which passes through Abbotsbury and Portesham and connects to the neighbouring settlements of Chickerell and Weymouth (to the east), and Bridport (to the west). Access to Langton Herring and Fleet is possible via turnings from the B3157.

Alternatives to the B3157 are limited with regards to accessing the four key settlements within the CBNP area, and issues associated with the volume and speed of traffic are often experienced during peak times of the day (i.e. rush hour) and within the holiday seasons as tourists look to visit the coast.

### Public rights of way network (PRoW)

Department of Transport figures published in October 2020 show that between May and July 2020, 39% of people reported walking more and 38% reported cycling more than before the outbreak of the pandemic.

The Neighbourhood Plan area is well served by a network of footpaths and cycle paths which contribute to the wider PRoW network. This includes: The South West Coast Path, Hardy Way, and South Dorset Ridgeway. The routes provide pedestrian connectivity between the four key settlements in the CBNP area and often afford far-reaching views across the landscape and the coast due to their prominent and elevated setting.

Within the villages, walking can be challenging at some locations because of topography and transport infrastructure. In some parts, footways can be narrow (with poor sight lines at turning points), incomplete, or absent.

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<sup>82</sup> National Rail (2021): ‘Weymouth Station: Departures and Arrivals’, [online] can be accessed [here](#).

<sup>83</sup> First Bus (2021): ‘Bus Timetable Search: X51/X53’, [online] can be accessed [here](#).

## Future Baseline

Given the rural nature of the CBNP area and relative lack of sustainable transport options, in the absence of strategic transport interventions, growth in the CBNP area will likely increase the reliance on the private vehicle for travel. Therefore, new development has the potential to increase traffic and cause congestion within the CBNP area, principally at junctions on key routes. This is likely to continue to be more pronounced during peak times (i.e. rush hours, and holiday seasons).

There might be opportunities to improve public transport networks within the CBNP area in order to facilitate for more sustainable modes of transport whilst alleviating pressures on main road networks. Similarly, the provision of infrastructure to promote at home (i.e. remote) working is likely to positively contribute towards these aims.

Whilst negative effects of new development on the transport network are likely to be mitigated in part by new infrastructure, there will be a continuing need for development to be situated in accessible locations.

