

Chesil Bank Neighbourhood Plan

Site Options and Assessment - Supplementary Report

Chesil Bank Parish Council

January 2022

Chesil Bank Neighbourhood Plan

Quality Information

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Revision History

Revision	Revision date	Details	Authorised	Position
V1	01.12.21	Draft Report	Una McGaughrin	Associate Director
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V3	18.01.22	Final report following Locality review	Hannah Barter, Urban Vision Enterprise CIC	Director
V4	28.01.22	Final report	Una McGaughrin	Associate Director

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Abbreviations used in this report

Abbreviation

AONB	Area of Outstanding National Beauty
dph	Dwellings per hectare
Ha	Hectares
NP	Neighbourhood Plan
QB	Qualifying body
SHLAA	Strategic Housing Land Availability Assessment
SHELAA	Strategic Housing and Economic Land Availability Assessment
SSSI	Site of Special Scientific Interest
TPO	Tree Preservation Order

Disclaimer

This document is intended to aid the preparation of the Neighbourhood Plan (NP) and can be used to guide decision making, and, if the Qualifying body (QB) chooses, as evidence to support draft NP policies. It is not a neighbourhood plan policy document. It is a 'snapshot' in time and may become superseded by more recent information. The QB is not bound to accept its conclusions. If landowners or any other party can demonstrate that any of the evidence presented herein is inaccurate or out of date, such evidence can be presented to the QB at the consultation stage. Where evidence is presented that conflicts with this report, the QB should seek advice from the Local Planning Authority in deciding how to take new information into account in the draft NP. An explanation and justification for all decision making should be documented and submitted with the draft NP, together with supporting evidence.

Executive Summary

This report is a supplementary site assessment for the Chesil Bank Neighbourhood Plan (NP) on behalf of Chesil Bank Parish Council. It is intended to be taken together with the April 2021 AECOM Site Options and Assessment report to inform the site selection process for the Neighbourhood Plan housing allocations.

The purpose of this report is to assess three additional sites in Fleet which have been submitted since April 2021 as well as consider new information with regards to one of the sites in Langton Herring included in the original Site Assessment report.

Following a desktop assessment of the new sites and site surveys, this report concludes that none of the additional sites, FL11A, FL11B and FL11C, are suitable for allocation. Site LH04, which has had additional information submitted, is potentially suitable for allocation. This is a revision to a conclusion in the previous 2021 Site Assessment that Site LH04 was unsuitable.

The main Site Options and Assessment report concluded that from a total of 18 sites, six sites were potentially suitable, nine sites were unsuitable, and three sites were unavailable. Including this update, from a total of 21 sites, seven sites are potentially suitable, 11 sites are unsuitable and three sites are not known to be available.

The next steps will be for the Neighbourhood Plan group to select sites for allocation in the Neighbourhood Plan, in consultation with the community, landowners and Dorset Council. Selected sites should also have evidence of economic viability before they are allocated.

1. Introduction

Background

- 1.1 AECOM has been commissioned to undertake an independent site assessment for the Chesil Bank Neighbourhood Plan (NP) on behalf of Chesil Bank Parish Council. The work undertaken was agreed with the Neighbourhood Plan Steering Group and the Department for Levelling Up, Housing and Communities as part of the national Neighbourhood Planning Technical Support Programme led by Locality. This document is a short supplementary report to the AECOM Site Options and Assessment report dating from April 2021.
- 1.2 Since the original Site Options and Assessment report in April 2021, three additional sites have been submitted and additional information has been submitted with regards to a site which had already been assessed. The purpose of this supplementary report is to assess the three newly submitted sites and to review the additional information provided for the site already assessed.
- 1.3 The new sites are known as FL11A, FL11B and FL11C and lie in the small hamlet of Fleet. Additional information for site LH04 in the village of Langton Herring has come forward which this report reviews.
- 1.4 The methodology for this assessment is set out in the previous Chesil Bank Site Options and Assessment report. The assessment of the new sites has been consistent in approach with the first assessment and has included an additional site visit to survey the three new sites and review the previously assessed site.
- 1.5 The policy context has not changed since the April 2021 report and therefore the criteria and policy used in this assessment is consistent with the original Site Assessment.

2. Site Assessment

Sites included in the Assessment

- 2.1 The sites in this assessment are FL11A, FL11B and FL11C in the small hamlet of Fleet, and site LH04 in the village of Langton Herring.
- 2.2 The sites in Fleet are shown in Figure 2-1. Site LH04 in Langton Herring is shown in Figure 2-2.

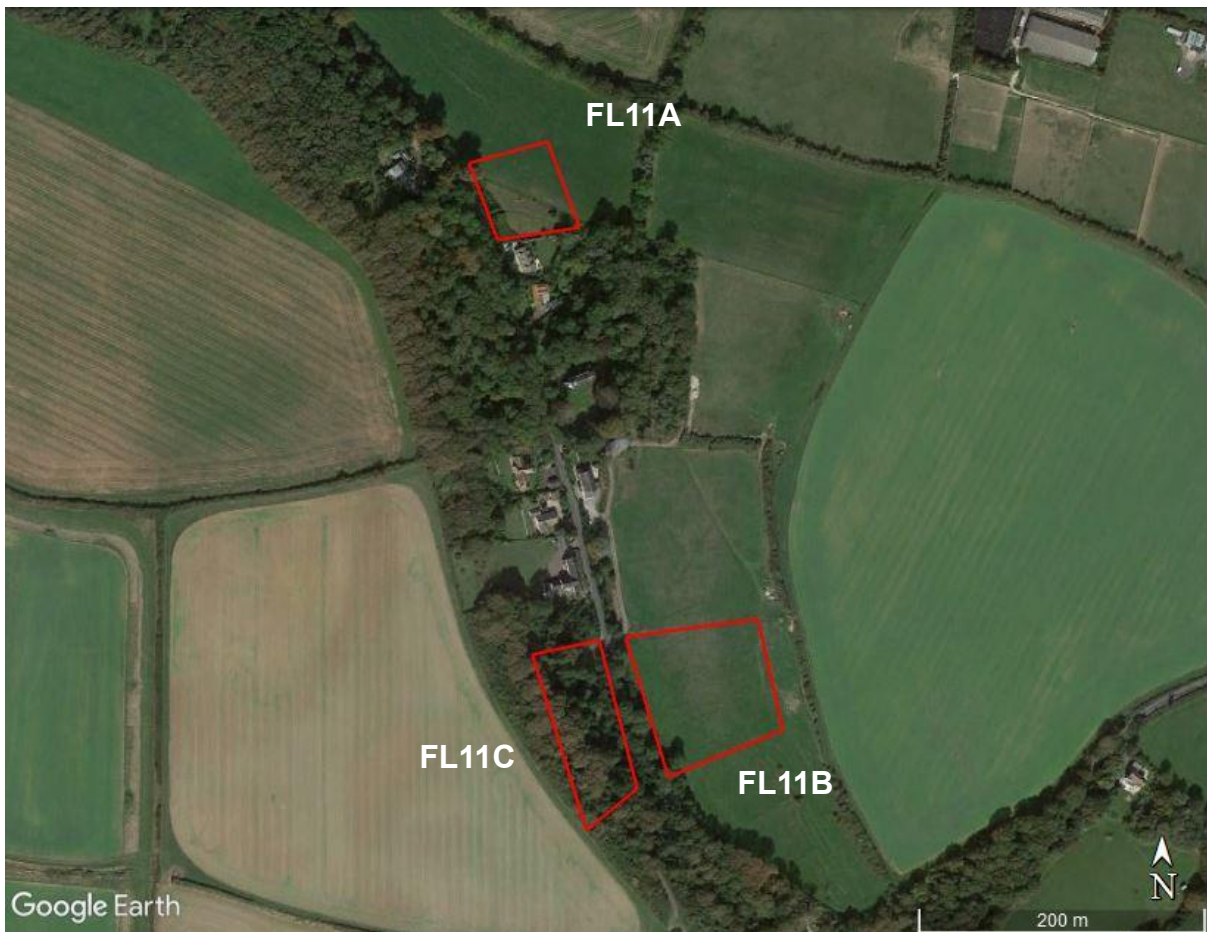


Figure 2-1: Map of additional sites in Fleet.



Figure 2-2: Map of site LH04 in Langton Herring.

2.3 Table 2-1 provides a summary of the findings of the site assessment. The final column in the table is a 'traffic light' rating for each site, indicating whether the site is appropriate for allocation. Red indicates the site is not appropriate for allocation through the Neighbourhood Plan due to identified constraints and Green indicates the site does not have any insurmountable constraints to development and is therefore appropriate for allocation. Amber indicates the site is less suitable or there may be issues that would need to be resolved or mitigated.

2.4 Appendix A contains the detailed assessment of each site.

Table 2-1 Site Assessment Summary Table

Site Ref	Site Name	Gross Area (Ha)	Source	Existing land use	Proposed use	Indicative site capacity	Site Assessment Findings	Appropriate for allocation?
FL11A	Land east of Fleet Road and north of Fleet, Fleet, Dorset, DT3 4EB	0.34	Identified by Neighbourhood Planning Group	Agricultural land	Housing	N/A	<p>Fleet does not have a settlement boundary and under adopted and emerging Local Plan policy, development would be strictly controlled. However, some growth may be acceptable to meet local needs.</p> <p>This site is located to the north of Fleet and is adjacent to a property to the south. The key constraints of the site include its high landscape sensitivity, high visual sensitivity, isolated location remote from facilities and services, lack of footway and the existence of a Public Right of Way crossing the site. It is also within the Dorset AONB and West Dorset Heritage Coast Area. Whilst the site is within 1000m of the Chesil & The Fleet SSSI it is unlikely it would trigger the requirement to consult Natural England.</p> <p>The site is also Grade 3 (high quality) agricultural land. The site is considered unsuitable for development because of high landscape and visual impacts, compounded by the loss of views and amenity associated with the public footpath crossing the site.</p>	<p>Red: The site is not currently suitable, available and achievable</p>
FL11B	Land east of Fleet Road and south of Fleet, Fleet, Dorset, DT3 4EB	0.8	Identified by Neighbourhood Planning Group	Agricultural land	Housing	N/A	<p>Fleet does not have a settlement boundary and under adopted and emerging Local Plan policy, development would be strictly controlled. However, some growth may be acceptable to meet local needs.</p>	

Chesil Bank Neighbourhood Plan

							<p>This site is located to the south of Fleet and is detached from the settlement. The key constraints of the site include its high landscape sensitivity, high visual sensitivity, isolated location remote from services and facilities, steeply sloping topography and lack of footway. It is also within the Dorset AONB and West Dorset Heritage Coast Area. The site is within 500m of the Chesil & The Fleet SSSI and development would likely trigger the requirement to consult Natural England. It is also Grade 3 (high quality) agricultural land. The site is considered unsuitable for development because of high landscape and visual impacts and the steeply sloping topography.</p>	
FL11C	Land west of Fleet Road and south of Fleet, Fleet, Dorset, DT3 4EB	0.52	Identified by Neighbourhood Planning Group	Woodland	Housing	N/A	<p>Fleet does not have a settlement boundary and under adopted and emerging Local Plan policy, development would be strictly controlled. However, some growth may be acceptable to meet local needs.</p>	<p>Red: The site is not currently suitable, available and achievable</p>

Chesil Bank Neighbourhood Plan

							<p>This site is located to the south of Fleet and is detached from the settlement. The key constraints of the site include its status as a Priority Habitat for deciduous woodland, high landscape sensitivity, high visual sensitivity, isolation from services and steeply sloping topography. It is also within the Dorset AONB and West Dorset Heritage Coast Area. The site is within 500m of the Chesil & The Fleet SSSI and development may trigger the requirement to consult Natural England. It is also Grade 3 (high quality) agricultural land. The site is considered unsuitable because it is entirely woodland designated as a Priority Habitat, development in this location would have high landscape and visual impacts and the site also has steeply sloping topography. Priority Habitats are protected by the Natural Environment and Rural Communities Act 2006 Section 41 and the Environment Act 2021.</p>	
LH04	Land between Shop Lane and Rose's Lane	0.07	Identified by Neighbourhood Planning Group	Scrubland/ woodland adjacent to car park	Housing - low density housing or live-work units with off street parking	1 dwelling	Langton Herring does not have a settlement boundary and adopted and emerging Local Plan policy sets out that, outside defined development boundaries, development will be strictly controlled. However, some growth may be acceptable to meet local needs.	Amber: The site is potentially suitable, available and achievable

The site is located within the built-up area of Langton Herring and as a result it would not encroach on the surrounding countryside. It is also within the Dorset AONB and West Dorset Heritage Coast Area which means that the site is subject to Policy ENV1, however, because of the site's location within the built-up area of Langton Herring it is considered that development would not harm the character of the AONB or West Dorset Heritage Coast Area. The site is enclosed; however, it has a prominent position in the village and is a key component of one of the main entrance points to the village. It is also within the Conservation Area and adjacent to Grade II listed Village Pound. The site is subject to a group TPO (238A8) which is understood to relate to trees that have now largely been cleared by Dorset Council. If the development can be designed without the removal of any remaining trees protected by the TPO it is possible that housing could be accommodated on the site. The site is potentially suitable for limited development subject to mitigating the identified constraints, including:

- Suitable access arrangements;
- Tree retention; and
- Sensitive design, particularly in respect of the adjacent Grade II listed Village Pound and the Conservation Area.

3. Conclusions

Site Assessment Conclusions

- 3.1 Sites FL11A, FL11B and FL11C are considered unsuitable for the proposed use. Site LH04 is considered potentially suitable for development, subject to constraints being addressed.

Viability

- 3.2 As part of the site selection process, it is recommended that the Chesil Bank Parish Council Group discusses site viability with landowners and Dorset Council, as allocations should be supported by viability evidence. Viability appraisals for individual sites may already exist or a landowners/developer promoting a site for development could be contacted to request evidence of viability.

Affordable housing provision

- 3.3 One of the four sites considered in this assessment is suitable or potentially suitable for allocation for housing or mixed-use development. None of these sites have the potential to accommodate 10 or more dwellings and therefore none would be required to include a proportion of affordable housing under national planning policy. However, the requirement for Affordable Housing provision on sites proposed for allocation in the NP should be discussed with the Local Planning Authority to understand the specific requirements for the sites proposed for allocation.

Next Steps

- 3.4 This supplementary report can be used by the Chesil Bank Parish Council Group to guide decision making on site selection and to use as evidence to support site allocations in the NP, if they choose to do so. It is strongly advised that the Parish Council discuss potential site allocations with Dorset Council in order to establish whether proposed site(s) would be acceptable. The Parish Council should also engage with landowners and the community to select sites which best meet community needs and Neighbourhood Plan objectives.
- 3.5 The site selection process should be based on the following:
- The findings of the site assessment;
 - Discussions with the planning authority;
 - Discussions with landowners to determine the availability of sites and the potential timeframe for development;
 - The extent to which the sites support the vision and objectives for the NP;
 - The potential for the sites to meet the identified infrastructure needs of the community;

- The potential for the sites to deliver the type of housing which meets the need identified in the Neighbourhood Plan survey;
- Engagement with key stakeholders; and
- Neighbourhood Plan general conformity with adopted strategic Local Plan policy.

A.1 Site Appraisal Pro-Formas

FL11A

1. Site Details	
Site Reference / Name	FL11A
Site Address / Location	Land east of Fleet Road and north of Fleet, Fleet, Dorset, DT3 4EB
Gross Site Area (Hectares)	0.34
SHLAA/SHELAA Reference (if applicable)	N/A
Existing land use	Agricultural land
Land use being considered	Housing
Development Capacity (Proposed by Landowner or SHLAA/SHELAA)	N/A
Site identification method / source	Identified by Neighbourhood Planning Group
Planning history	N/A
Neighbouring uses	Agricultural to north and east, residential to south, woodland to west



2. Assessment of Suitability

Environmental Constraints

<p>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> • Ancient Woodland • Area of Outstanding Natural Beauty (AONB) • Biosphere Reserve • Local Nature Reserve (LNR) • National Nature Reserve (NNR) • National Park • Ramsar Site • Site of Special Scientific Interest (SSSI)* • Special Area of Conservation (SAC) • Special Protection Area (SPA) <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	<p><i>Yes - within Dorset AONB. Within 1000m of Chesil & The Fleet SSSI although may not trigger the requirement to consult Natural England as not likely to be a residential development of 10 units or more. Within a Nitrate Vulnerable Zone.</i></p>
<p>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> • Green Infrastructure Corridor • Local Wildlife Site (LWS) • Public Open Space • Site of Importance for Nature Conservation (SINC) • Nature Improvement Area • Regionally Important Geological Site • Other 	<p><i>Yes - West Dorset Heritage Coast</i></p>
<p>Site is predominantly, or wholly, within Flood Zones 2 or 3?</p> <p><i>See guidance notes:</i></p> <ul style="list-style-type: none"> • <i>Flood Zone 1: Low Risk</i> • <i>Flood Zone 2: Medium Risk</i> • <i>Flood Zone 3 (less or more vulnerable site use): Medium Risk</i> • <i>Flood Zone 3 (highly vulnerable site use): High Risk</i> 	<p><i>Low Risk - Flood Zone 1</i></p>
<p>Site is at risk of surface water flooding?</p> <p><i>See guidance notes:</i></p> <ul style="list-style-type: none"> • <i>Less than 15% of the site is affected by medium or high risk of surface water flooding – Low Risk</i> • <i>>15% of the site is affected by medium or high risk of surface water flooding – Medium Risk</i> 	<p><i>Low Risk - although access road is Medium Risk</i></p>
<p>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</p> <p><i>Yes / No / Unknown</i></p>	<p><i>Unknown - Regional ALC map states Grade 3 but unknown if Grade 3a</i></p>

2. Assessment of Suitability

<p>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</p> <ul style="list-style-type: none"> Priority Habitat; a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity); wildlife corridors (and stepping stones that connect them); and/or an area identified by national and local partnerships for habitat management, enhancement, restoration or creation? <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
Physical Constraints	
<p>Is the site:</p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	<p>Gently sloping or uneven</p>
<p>Is there existing vehicle access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>Yes - potential to facilitate access from Fleet Road. However, there is a significant level change from road downwards to site. The lane is narrow with a pinch point requiring vehicles to give way to those travelling from south. Approximately 300 metres visibility south, 100 metres visibility north.</p>
<p>Is there existing pedestrian access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>No - pedestrians would be required to walk on the road</p>
<p>Is there existing cycle access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>Yes - via road only</p>
<p>Are there any Public Rights of Way (PRoW) crossing the site?</p> <p><i>Yes / No / Unknown</i></p>	<p>Yes - Footpath S20/1 crosses site</p>
<p>Are there any known Tree Preservation Orders on the site?</p> <p><i>Yes / No / Unknown</i></p>	<p>Yes - TPOs 763T9 and 763T10 adjacent to site on western boundary.</p>
<p>Are there veteran/ancient trees within or adjacent to the site?</p> <p><i>Within / Adjacent / No / Unknown</i></p>	<p>Yes, adjacent - some sizeable trees on road frontage - perhaps within boundary. Two of these trees have TPOs.</p>
<p>Are there other significant trees within or adjacent to the site?</p> <p><i>Within / Adjacent / No / Unknown</i></p>	<p>Yes, adjacent - some sizeable trees on road frontage - perhaps within boundary. Two of these trees have TPOs.</p>

2. Assessment of Suitability

Is the site likely to be affected by ground contamination? <i>Yes / No / Unknown</i>	No - unlikely given use as agricultural land
Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations? <i>Yes / No / Unknown</i>	Unknown - electricity pole on south west corner of site
Would development of the site result in a loss of social, amenity or community value? <i>Yes / No / Unknown</i>	Yes - impact on amenity provided by PRow. Recreational users of the PRow would be susceptible to the change brought by development.

Accessibility

Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
Distance (metres)	>1200m	>800m	>1200m	>1200m	1600-3900m	>800m	>800m

Landscape and Visual Constraints

This section should be answered based on existing evidence or by a qualified landscape consultant.

Is the site low, medium or high sensitivity in terms of landscape? <ul style="list-style-type: none"> • <i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i> • <i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i> • <i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i> 	The site has high landscape sensitivity. The site falls within the Dorset AONB and Dorset Heritage Coast area. The West Dorset Landscape Character Assessment describes this area as South Dorset Ridge and Vale. The site sits at the foot of a steeply sloping ridge and is very partially screened from the ridge by a hedgerow and bank of trees, but the hill rises well above this screening, meaning that the site is clearly visible from the top of the ridge. A public right of way extends across the site and up the ridge. The field has a strongly rural character and has an attractive hedgerow, potentially of ancient origin, along the roadside.
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2. Assessment of Suitability

Is the site low, medium or high sensitivity in terms of visual amenity?

- **Low sensitivity:** the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.
- **Medium sensitivity:** the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.
- **High sensitivity:** the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.

The site has high visual sensitivity. Development in this location would impact on a strongly rural scene, with an attractive public right of way extending from a farm gate gap in the hedgerow on Fleet Road across the field and up a steep hillside. Development would impact negatively on views from three public rights of way: S20/1, S20/2 and S20/3. The site is very exposed to views from the ridgeline to the east. There would be considerable visual impacts on property to south which has a second floor window facing the site.

Heritage Constraints

Would the development of the site cause harm to a designated heritage asset or its setting?

*Directly impact and/or mitigation not possible /
Some impact, and/or mitigation possible /
Limited or no impact or no requirement for mitigation*

Limited or no impact or no requirement for mitigation

Would the development of the site cause harm to a non-designated heritage asset or its setting?

*Directly impact and/or mitigation not possible /
Some impact, and/or mitigation possible /
Limited or no impact or no requirement for mitigation*

Limited or no impact or no requirement for mitigation

Planning Policy Constraints

Is the site in the Green Belt?

Yes / No / Unknown

No

Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?

Yes / No / Unknown

No

2. Assessment of Suitability

<p>Are there any other relevant planning policies relating to the site?</p>	<p>The following policies are from the adopted West Dorset, Weymouth and Portland Local Plan. Dorset Council is in the early stages of preparing a new Local Plan. ENV1 - Landscape, Seascape and Site of Geological Interest. Development should not harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Natural Beauty or Heritage Coast, including their characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness. ENV2 - Internationally designated wildlife sites will be safeguarded from development that could adversely affect them unless there are reasons of overriding public interest why the development should proceed and there is no alternative acceptable solution. Proposals that would result in the loss or deterioration of irreplaceable habitats, such as ancient woodlands and veteran trees, will be refused unless the need for and public benefits of the development clearly outweigh the loss. ENV5 - New development of the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, groundwater, fluvial and coastal sources) where possible. The risk of flooding will be minimised by: steering development towards the areas of lowest risk and avoiding inappropriate development in the higher flood risk zones; ensuring development will not generate flooding through surface water run-off and/ or exacerbate flooding elsewhere. SUS2 - Settlements with no defined development boundary may also have some growth to meet their local needs. Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints and will be restricted to a number of uses set out in the policy.</p>
<p>Is the site: <i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	<p>Greenfield</p>
<p>Is the site within, adjacent to or outside the existing built up area? <i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>Adjacent and connected to the existing built up area</p>
<p>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)? <i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>No settlement boundary</p>
<p>Would development of the site result in neighbouring settlements merging into one another? <i>Yes / No / Unknown</i></p>	<p>No</p>

2. Assessment of Suitability

Is the size of the site large enough to significantly change the size and character of the existing settlement? <i>Yes / No / Unknown</i>	No
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3. Assessment of Availability

Is the site available for development? <i>Yes / No / Unknown</i>	Yes
Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners? <i>Yes / No / Unknown</i>	Unknown
Is there a known time frame for availability? Available now / 0-5 years / 6-10 years / 11-15 years	Available now

4. Assessment of Viability

Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement? <i>Yes / No / Unknown</i>	Unknown - electricity pole on south west corner of site
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5. Conclusions

<p>What is the expected development capacity of the site? (either as proposed by site promoter or estimated through SHLAA/SHELAA or Neighbourhood Plan Site Assessment)</p>	<p>N/A</p>
<p>What is the likely timeframe for development (0-5 / 6-10 / 11-15 / 15+ years)</p>	<p>N/A</p>
<p>Other key information</p>	<p>N/A</p>
<p>Overall rating (Red/Amber/Green) The site is suitable and available The site is potentially suitable, and available. The site is not currently suitable, and available.</p> <p>Are there any known viability issues? Yes / No</p>	<p>Red: The site is not currently suitable, available and achievable</p> <p>Unknown - electricity pole on south west corner of site</p>
<p>Summary of justification for rating</p>	<p>Fleet does not have a settlement boundary and adopted and emerging Local Plan policy sets out that, outside defined development boundaries, development will be strictly controlled. However, adopted strategic Local Plan policy also sets out that settlements with no defined development boundary may also have some growth to meet their local needs so that the Neighbourhood Plan may consider growth to meet local needs. This site is located to the north of Fleet and is adjacent to a property to the south. The key constraints of the site include its high landscape sensitivity, high visual sensitivity, isolated location remote from facilities and services, lack of footway and the existence of a Public Right of Way crossing the site. It is also within the Dorset AONB and West Dorset Heritage Coast Area. Whilst the site is within 1000m of the Chesil & The Fleet SSSI it is unlikely it would trigger the requirement to consult Natural England. The site is also Grade 3 agricultural land according to the Regional ALC map however it is not known whether it is Grade 3a or 3b agricultural land, and therefore whether it constitutes the best and most versatile agricultural land. The site is considered unsuitable for development because of high landscape and visual impacts, compounded by the loss of views and amenity associated with the public footpath crossing the site.</p>

FL11B

1. Site Details	
Site Reference / Name	FL11B
Site Address / Location	Land east of Fleet Road and south of Fleet, Fleet, Dorset, DT3 4EB
Gross Site Area (Hectares)	0.80
SHLAA/SHELAA Reference (if applicable)	N/A
Existing land use	Agricultural land
Land use being considered	Housing
Development Capacity (Proposed by Landowner or SHLAA/SHELAA)	N/A
Site identification method / source	Identified by Neighbourhood Planning Group
Planning history	N/A
Neighbouring uses	Agricultural to north, east and south, woodland to west



2. Assessment of Suitability

Environmental Constraints

<p>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> • Ancient Woodland • Area of Outstanding Natural Beauty (AONB) • Biosphere Reserve • Local Nature Reserve (LNR) • National Nature Reserve (NNR) • National Park • Ramsar Site • Site of Special Scientific Interest (SSSI)* • Special Area of Conservation (SAC) • Special Protection Area (SPA) <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	<p><i>Yes - within Dorset AONB. Within 500m of Chesil & The Fleet SSSI and may trigger the requirement to consult Natural England as site is outside of a settlement or built up area. Within a Nitrate Vulnerable Zone.</i></p>
<p>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> • Green Infrastructure Corridor • Local Wildlife Site (LWS) • Public Open Space • Site of Importance for Nature Conservation (SINC) • Nature Improvement Area • Regionally Important Geological Site • Other 	<p><i>Yes - West Dorset Heritage Coast</i></p>
<p>Site is predominantly, or wholly, within Flood Zones 2 or 3?</p> <p><i>See guidance notes:</i></p> <ul style="list-style-type: none"> • <i>Flood Zone 1: Low Risk</i> • <i>Flood Zone 2: Medium Risk</i> • <i>Flood Zone 3 (less or more vulnerable site use): Medium Risk</i> • <i>Flood Zone 3 (highly vulnerable site use): High Risk</i> 	<p><i>Low Risk - Flood Zone 1</i></p>
<p>Site is at risk of surface water flooding?</p> <p><i>See guidance notes:</i></p> <ul style="list-style-type: none"> • <i>Less than 15% of the site is affected by medium or high risk of surface water flooding – Low Risk</i> • <i>>15% of the site is affected by medium or high risk of surface water flooding – Medium Risk</i> 	<p><i>Low Risk - although access road is Medium Risk</i></p>
<p>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</p> <p><i>Yes / No / Unknown</i></p>	<p><i>Unknown - Regional ALC map states Grade 3 but unknown if Grade 3a</i></p>

2. Assessment of Suitability

<p>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</p> <ul style="list-style-type: none"> Priority Habitat; a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity); wildlife corridors (and stepping stones that connect them); and/or an area identified by national and local partnerships for habitat management, enhancement, restoration or creation? <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
Physical Constraints	
<p>Is the site:</p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	<p>Steeply sloping</p>
<p>Is there existing vehicle access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>Yes - existing access via farm gate</p>
<p>Is there existing pedestrian access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>No - pedestrians would be required to walk on the road</p>
<p>Is there existing cycle access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>Yes - via road only</p>
<p>Are there any Public Rights of Way (PRoW) crossing the site?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p>Are there any known Tree Preservation Orders on the site?</p> <p><i>Yes / No / Unknown</i></p>	<p>Yes - TPOs 763T18, 763T19, 763T20 and 763T21 adjacent to site on western boundary.</p>
<p>Are there veteran/ancient trees within or adjacent to the site?</p> <p><i>Within / Adjacent / No / Unknown</i></p>	<p>Yes, adjacent - limited number of large trees at road frontage. Four of these trees have TPOs.</p>
<p>Are there other significant trees within or adjacent to the site?</p> <p><i>Within / Adjacent / No / Unknown</i></p>	<p>Yes, adjacent - limited number of large trees at road frontage. Four of these trees have TPOs.</p>

2. Assessment of Suitability

Is the site likely to be affected by ground contamination? <i>Yes / No / Unknown</i>	No - unlikely given use as agricultural land
Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations? <i>Yes / No / Unknown</i>	Yes - power lines on eastern perimeter
Would development of the site result in a loss of social, amenity or community value? <i>Yes / No / Unknown</i>	No

Accessibility

Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
Distance (metres)	>1200m	>800m	>1200m	>1200m	1600-3900m	>800m	>800m

Landscape and Visual Constraints

This section should be answered based on existing evidence or by a qualified landscape consultant.

Is the site low, medium or high sensitivity in terms of landscape? <ul style="list-style-type: none"> <i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i> <i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i> <i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i> 	The site has high landscape sensitivity. The site falls within the Dorset AONB and Dorset Heritage Coast area. The West Dorset Landscape Character Assessment describes this area as South Dorset Ridge and Vale. The site forms part of a steeply sloping ridge which runs parallel to Fleet Road to the east of Fleet. Development in this location would have severe landscape impacts on the character of the area, as there is currently no development on the steep ridge side. There is no flatter section by Fleet Road, the slope is steep immediately from the roadside and continues consistently to the site's eastern perimeter. The area is rural with some large detached dwellings located on both sides of the road with a strong agricultural influence, with many pastures.
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2. Assessment of Suitability

<p>Is the site low, medium or high sensitivity in terms of visual amenity?</p> <ul style="list-style-type: none"> • <i>Low sensitivity: the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.</i> • <i>Medium sensitivity: the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.</i> • <i>High sensitivity: the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.</i> 	<p>The site has high visual sensitivity. The site is a sloped paddock on the eastern side of a valley and development up the hillside would have very negative visual impacts on this rural part of Fleet Road considerably to the south of the settlement of Fleet. The road is thickly wooded and narrow, and development would disrupt its rural visual character. Development would be visible from views through the valley from both north and south. Views from east are prevented by terrain and west by wooded area.</p>
<p>Heritage Constraints</p>	
<p>Would the development of the site cause harm to a designated heritage asset or its setting?</p> <p><i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i></p>	<p>100 metres from Grade I listed Parish Church of the Holy Trinity and Grade II listed Railings and 2 sets of gate piers for 72 metres on west side of new churchyard. Scale of development could impact on the setting of the listed buildings.</p>
<p>Would the development of the site cause harm to a non-designated heritage asset or its setting?</p> <p><i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i></p>	<p>Limited or no impact or no requirement for mitigation</p>
<p>Planning Policy Constraints</p>	
<p>Is the site in the Green Belt?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p>Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?</p> <p>Yes / No / Unknown</p>	<p>No</p>

2. Assessment of Suitability

<p>Are there any other relevant planning policies relating to the site?</p>	<p>The following policies are from the adopted West Dorset, Weymouth and Portland Local Plan. Dorset Council is in the early stages of preparing their emerging Local Plan. ENV1 - Landscape, Seascape and Site of Geological Interest. Development should not harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Natural Beauty or Heritage Coast, including their characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness. ENV2 - Internationally designated wildlife sites will be safeguarded from development that could adversely affect them unless there are reasons of overriding public interest why the development should proceed and there is no alternative acceptable solution. Proposals that would result in the loss or deterioration of irreplaceable habitats, such as ancient woodlands and veteran trees, will be refused unless the need for and public benefits of the development clearly outweigh the loss. ENV5 - New development of the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, groundwater, fluvial and coastal sources) where possible. The risk of flooding will be minimised by: steering development towards the areas of lowest risk and avoiding inappropriate development in the higher flood risk zones; ensuring development will not generate flooding through surface water run-off and/ or exacerbate flooding elsewhere. SUS2 - Settlements with no defined development boundary may also have some growth to meet their local needs. Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints and will be restricted to a number of uses set out in the policy.</p>
<p>Is the site: <i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	<p>Greenfield</p>
<p>Is the site within, adjacent to or outside the existing built up area? <i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>Outside and not connected to the existing built up area</p>
<p>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)? <i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>No settlement boundary</p>
<p>Would development of the site result in neighbouring settlements merging into one another? <i>Yes / No / Unknown</i></p>	<p>No</p>

2. Assessment of Suitability

Is the size of the site large enough to significantly change the size and character of the existing settlement? <i>Yes / No / Unknown</i>	No
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3. Assessment of Availability

Is the site available for development? <i>Yes / No / Unknown</i>	Yes
Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners? <i>Yes / No / Unknown</i>	Unknown
Is there a known time frame for availability? Available now / 0-5 years / 6-10 years / 11-15 years	Available now

4. Assessment of Viability

Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement? <i>Yes / No / Unknown</i>	Yes - power lines on eastern perimeter
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5. Conclusions

<p>What is the expected development capacity of the site? (either as proposed by site promoter or estimated through SHLAA/SHELAA or Neighbourhood Plan Site Assessment)</p>	<p>N/A</p>
<p>What is the likely timeframe for development (0-5 / 6-10 / 11-15 / 15+ years)</p>	<p>N/A</p>
<p>Other key information</p>	<p>N/A</p>
<p>Overall rating (Red/Amber/Green) The site is suitable and available The site is potentially suitable, and available. The site is not currently suitable, and available.</p> <p>Are there any known viability issues? Yes / No</p>	<p>Red: The site is not currently suitable, available and achievable</p> <p>Yes - power lines on eastern perimeter</p>
<p>Summary of justification for rating</p>	<p>Fleet does not have a settlement boundary and adopted and emerging Local Plan policy sets out that, outside defined development boundaries, development will be strictly controlled. However, adopted strategic Local Plan policy also sets out that settlements with no defined development boundary may also have some growth to meet their local needs so that the Neighbourhood Plan may consider growth to meet local needs. This site is located to the south of Fleet and is detached from the settlement. The key constraints of the site include its high landscape sensitivity, high visual sensitivity, isolated location remote from services and facilities and steeply sloping topography and lack of footway. It is also within the Dorset AONB and West Dorset Heritage Coast Area. The site is within 500m of the Chesil & The Fleet SSSI and development would likely trigger the requirement to consult Natural England. It is also Grade 3 agricultural land according to the Regional ALC map however it is not known whether it is Grade 3a or 3b agricultural land, and therefore whether it constitutes the best and most versatile agricultural land. The site is considered unsuitable for development because of high landscape and visual impacts and the steeply sloping topography.</p>

FL11C

1. Site Details	
Site Reference / Name	FL11C
Site Address / Location	Land west of Fleet Road and south of Fleet, Fleet, Dorset, DT3 4EB
Gross Site Area (Hectares)	0.52
SHLAA/SHELAA Reference (if applicable)	N/A
Existing land use	Woodland
Land use being considered	Housing
Development Capacity (Proposed by Landowner or SHLAA/SHELAA)	N/A
Site identification method / source	Identified by Neighbourhood Planning Group
Planning history	N/A
Neighbouring uses	Woodland on all sides



2. Assessment of Suitability

Environmental Constraints

<p>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> • Ancient Woodland • Area of Outstanding Natural Beauty (AONB) • Biosphere Reserve • Local Nature Reserve (LNR) • National Nature Reserve (NNR) • National Park • Ramsar Site • Site of Special Scientific Interest (SSSI)* • Special Area of Conservation (SAC) • Special Protection Area (SPA) <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	<p><i>Yes - within Dorset AONB. Within 500m of Chesil & The Fleet SSSI and may trigger the requirement to consult Natural England as site is outside of a settlement or built up area. Within a Nitrate Vulnerable Zone.</i></p>
<p>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> • Green Infrastructure Corridor • Local Wildlife Site (LWS) • Public Open Space • Site of Importance for Nature Conservation (SINC) • Nature Improvement Area • Regionally Important Geological Site • Other 	<p><i>Yes - West Dorset Heritage Coast</i></p>
<p>Site is predominantly, or wholly, within Flood Zones 2 or 3?</p> <p><i>See guidance notes:</i></p> <ul style="list-style-type: none"> • <i>Flood Zone 1: Low Risk</i> • <i>Flood Zone 2: Medium Risk</i> • <i>Flood Zone 3 (less or more vulnerable site use): Medium Risk</i> • <i>Flood Zone 3 (highly vulnerable site use): High Risk</i> 	<p><i>Low Risk - Flood Zone 1</i></p>
<p>Site is at risk of surface water flooding?</p> <p><i>See guidance notes:</i></p> <ul style="list-style-type: none"> • <i>Less than 15% of the site is affected by medium or high risk of surface water flooding – Low Risk</i> • <i>>15% of the site is affected by medium or high risk of surface water flooding – Medium Risk</i> 	<p><i>Low Risk - although access road is Medium Risk and a small stream flows under the access and could be susceptible to flooding.</i></p>
<p>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</p> <p><i>Yes / No / Unknown</i></p>	<p><i>Unknown - Regional ALC map states Grade 3 but unknown if Grade 3a</i></p>

2. Assessment of Suitability

<p>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</p> <ul style="list-style-type: none"> Priority Habitat; a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity); wildlife corridors (and stepping stones that connect them); and/or an area identified by national and local partnerships for habitat management, enhancement, restoration or creation? <p><i>Yes / No / Unknown</i></p>	<p><i>Yes - Priority Habitat Inventory - Deciduous Woodland, National Forest Inventory</i></p>
<p>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
Physical Constraints	
<p>Is the site:</p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	<p><i>Steeply sloping</i></p>
<p>Is there existing vehicle access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p><i>Yes - existing access via farm gate</i></p>
<p>Is there existing pedestrian access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p><i>No - pedestrians would be required to walk on the road</i></p>
<p>Is there existing cycle access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p><i>Yes - via road only</i></p>
<p>Are there any Public Rights of Way (PRoW) crossing the site?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p>Are there any known Tree Preservation Orders on the site?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p>Are there veteran/ancient trees within or adjacent to the site?</p> <p><i>Within / Adjacent / No / Unknown</i></p>	<p><i>Potentially within</i></p>
<p>Are there other significant trees within or adjacent to the site?</p> <p><i>Within / Adjacent / No / Unknown</i></p>	<p><i>Potentially within</i></p>

2. Assessment of Suitability

Is the site likely to be affected by ground contamination? <i>Yes / No / Unknown</i>	No - unlikely given use as woodland
Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations? <i>Yes / No / Unknown</i>	Unknown
Would development of the site result in a loss of social, amenity or community value? <i>Yes / No / Unknown</i>	No

Accessibility
 Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
Distance (metres)	>1200m	>800m	>1200m	>1200m	1600-3900m	>800m	>800m

Landscape and Visual Constraints
 This section should be answered based on existing evidence or by a qualified landscape consultant.

Is the site low, medium or high sensitivity in terms of landscape? <ul style="list-style-type: none"> • <i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i> • <i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i> • <i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i> 	<p style="color: red;">The site has high landscape sensitivity. The site falls within the Dorset AONB and Dorset Heritage Coast area. The West Dorset Landscape Character Assessment describes this area as South Dorset Ridge and Vale. The site forms part of a steeply sloping ridge which runs parallel to Fleet Road to the west of Fleet. Development in this location would have severe landscape impacts on the character of the area, as there is currently no development on the steep ridge side. There is no flatter section by Fleet Road, the slope is steep immediately from the roadside and continues consistently to the site's western perimeter. The removal of trees and woodland habitat would be detrimental to the wider landscape.</p>
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2. Assessment of Suitability

Is the site low, medium or high sensitivity in terms of visual amenity?

- **Low sensitivity:** the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.
- **Medium sensitivity:** the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.
- **High sensitivity:** the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.

The site has high visual sensitivity. The site forms part of a steep ridgeline and development up the hillside would have very negative visual impacts on this rural part of Fleet Road considerably to the south of the settlement of Fleet. The road is thickly wooded and narrow, and development would disrupt its rural visual character. The removal of trees and woodland habitat would be detrimental to the visual scene.

Heritage Constraints

Would the development of the site cause harm to a designated heritage asset or its setting?

*Directly impact and/or mitigation not possible /
Some impact, and/or mitigation possible /
Limited or no impact or no requirement for mitigation*

100 metres from Grade I listed Parish Church of the Holy Trinity and Grade II listed Railings and 2 sets of gate piers for 72 metres on west side of new churchyard. Scale of development could impact on the setting of the listed buildings.

Would the development of the site cause harm to a non-designated heritage asset or its setting?

*Directly impact and/or mitigation not possible /
Some impact, and/or mitigation possible /
Limited or no impact or no requirement for mitigation*

Limited or no impact or no requirement for mitigation

Planning Policy Constraints

Is the site in the Green Belt?

Yes / No / Unknown

No

Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?

Yes / No / Unknown

No

2. Assessment of Suitability

<p>Are there any other relevant planning policies relating to the site?</p>	<p>The following policies are from the adopted West Dorset, Weymouth and Portland Local Plan. Dorset Council is in the early stages of preparing their emerging Local Plan. ENV1 - Landscape, Seascape and Site of Geological Interest. Development should not harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Natural Beauty or Heritage Coast, including their characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness. ENV2 - Internationally designated wildlife sites will be safeguarded from development that could adversely affect them unless there are reasons of overriding public interest why the development should proceed and there is no alternative acceptable solution. Proposals that would result in the loss or deterioration of irreplaceable habitats, such as ancient woodlands and veteran trees, will be refused unless the need for and public benefits of the development clearly outweigh the loss. ENV5 - New development of the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, groundwater, fluvial and coastal sources) where possible. The risk of flooding will be minimised by: steering development towards the areas of lowest risk and avoiding inappropriate development in the higher flood risk zones; ensuring development will not generate flooding through surface water run-off and/ or exacerbate flooding elsewhere. SUS2 - Settlements with no defined development boundary may also have some growth to meet their local needs. Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints and will be restricted to a number of uses set out in the policy.</p>
<p>Is the site: <i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	<p>Greenfield</p>
<p>Is the site within, adjacent to or outside the existing built up area? <i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>Outside and not connected to the existing built up area</p>
<p>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)? <i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>No settlement boundary</p>
<p>Would development of the site result in neighbouring settlements merging into one another? <i>Yes / No / Unknown</i></p>	<p>No</p>

2. Assessment of Suitability

Is the size of the site large enough to significantly change the size and character of the existing settlement? <i>Yes / No / Unknown</i>	No
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3. Assessment of Availability

Is the site available for development? <i>Yes / No / Unknown</i>	Yes
Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners? <i>Yes / No / Unknown</i>	Unknown
Is there a known time frame for availability? Available now / 0-5 years / 6-10 years / 11-15 years	Available now

4. Assessment of Viability

Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement? <i>Yes / No / Unknown</i>	Unknown
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5. Conclusions

What is the expected development capacity of the site? (either as proposed by site promoter or estimated through SHLAA/SHELAA or Neighbourhood Plan Site Assessment)	N/A
What is the likely timeframe for development (0-5 / 6-10 / 11-15 / 15+ years)	N/A
Other key information	N/A
Overall rating (Red/Amber/Green) The site is suitable and available The site is potentially suitable, and available. The site is not currently suitable, and available.	Red: The site is not currently suitable, available and achievable
Are there any known viability issues? <i>Yes / No</i>	Unknown
Summary of justification for rating	Fleet does not have a settlement boundary and adopted and emerging Local Plan policy sets out that, outside defined development boundaries, development will be strictly controlled. However, adopted strategic Local Plan policy also sets out that settlements with no defined development boundary may also have some growth to meet their local needs so that the Neighbourhood Plan may consider growth to meet local needs. This site is located to the south of Fleet and is detached from the settlement. The key constraints of the site include its status as a Priority Habitat for deciduous woodland, high landscape sensitivity, high visual sensitivity, isolation from services and steeply sloping topography. It is also within the Dorset AONB and West Dorset Heritage Coast Area. The site is within 500m of the Chesil & The Fleet SSSI and development may trigger the requirement to consult Natural England. It is also Grade 3 agricultural land according to the Regional ALC map however it is not known whether it is Grade 3a or 3b agricultural land, and therefore whether it constitutes the best and most versatile agricultural land. The site is considered unsuitable because it is entirely woodland designated as a Priority Habitat, development in this location would have high landscape and visual impacts and the site also has steeply sloping topography. Priority Habitats are protected by the Natural Environment and Rural Communities Act 2006 Section 41 and the Environment Act 2021.

LH04

1. Site Details	
Site Reference / Name	LH04
Site Address / Location	Land between Shop Lane and Rose's Lane
Gross Site Area (Hectares)	0.07
SHLAA/SHELAA Reference (if applicable)	N/A
Existing land use	Scrubland/ woodland adjacent to car park
Land use being considered	Housing - low density housing or live-work units with off street parking
Development Capacity (Proposed by Landowner or SHLAA/SHELAA)	1 dwelling (using density of 10-20dph)
Site identification method / source	Identified by Neighbourhood Planning Group
Planning history	N/A
Neighbouring uses	Car park to south, lanes to north, east and west.



2. Assessment of Suitability

Environmental Constraints

<p>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> • Ancient Woodland • Area of Outstanding Natural Beauty (AONB) • Biosphere Reserve • Local Nature Reserve (LNR) • National Nature Reserve (NNR) • National Park • Ramsar Site • Site of Special Scientific Interest (SSSI)* • Special Area of Conservation (SAC) • Special Protection Area (SPA) <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	<p style="color: #FFC000;">Located within AONB. Approximately 725m east from small isolated SSSI (Chesil and The Fleet) and about 1.4km from the main Chesil and The Fleet Area designation which is SSSI, Ramsar, SPA. It falls within the SSSI Impact Zone for Chesil and The Fleet SSSI and any application for 50 units or more, or 10 outside existing settlement should be referred to Natural England for consultation.</p>
<p>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> • Green Infrastructure Corridor • Local Wildlife Site (LWS) • Public Open Space • Site of Importance for Nature Conservation (SINC) • Nature Improvement Area • Regionally Important Geological Site • Other 	<p style="color: #D9534F;">Yes - West Dorset Heritage Coast</p>
<p>Site is predominantly, or wholly, within Flood Zones 2 or 3?</p> <p><i>See guidance notes:</i></p> <ul style="list-style-type: none"> • Flood Zone 1: Low Risk • Flood Zone 2: Medium Risk • Flood Zone 3 (less or more vulnerable site use): Medium Risk • Flood Zone 3 (highly vulnerable site use): High Risk 	<p style="color: #2E8B57;">Flood Zone 1</p>
<p>Site is at risk of surface water flooding?</p> <p><i>See guidance notes:</i></p> <ul style="list-style-type: none"> • Less than 15% of the site is affected by medium or high risk of surface water flooding – Low Risk • >15% of the site is affected by medium or high risk of surface water flooding – Medium Risk 	<p style="color: #2E8B57;">Low Risk</p>
<p>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</p> <p><i>Yes / No / Unknown</i></p>	<p>3, unknown whether 3a or b. Not in agricultural use.</p>

2. Assessment of Suitability

<p>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</p> <ul style="list-style-type: none"> Priority Habitat; a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity); wildlife corridors (and stepping stones that connect them); and/or an area identified by national and local partnerships for habitat management, enhancement, restoration or creation? <p><i>Yes / No / Unknown</i></p>	<p>No. The Chesil and The Fleet SSSI is a priority habitat.</p>
<p>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
Physical Constraints	
<p>Is the site:</p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	<p>Flat</p>
<p>Is there existing vehicle access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>Access could be facilitated via existing car park to the south or by clearing overgrown former access to the north. An access point to the north off the main road is not inhibited by a wall or other permanent structure. The gap in the hedge is overgrown, if the vegetation is cleared there would be access, albeit sloped due to level change of approx 1 metre from road level to site level.</p>
<p>Is there existing pedestrian access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>There is no defined pedestrian access to the site and there are no pavements linking to the site. However, a suitable pedestrian access point could be constructed which would offer the same level of accessibility as adjacent properties, either from north or south. Physical access from the Public House could be possible, subject to permissible access. Recent sapling tree planting lines the southern Public House boundary.</p>
<p>Is there existing cycle access to the site, or potential to create suitable access?</p> <p><i>Yes / No / Unknown</i></p>	<p>As with vehicular and pedestrian access, could be facilitated either via north or south subject to clearing vegetation on north side or ensuring permissible access from the south.</p>
<p>Are there any Public Rights of Way (PRoW) crossing the site?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p>Are there any known Tree Preservation Orders on the site?</p> <p><i>Yes / No / Unknown</i></p>	<p>Yes - area TPO 238A8 covering whole of site.</p>

2. Assessment of Suitability

<p>Are there veteran/ancient trees within or adjacent to the site? <i>Within / Adjacent / No / Unknown</i></p>	<p>Unknown - several specimens of Fraxinus excelsior (European Ash) and Quercus ilex (Evergreen Oak). Not possible to determine age but unlikely veteran or ancient. No ancient trees recorded on Woodland Trust's ancient tree inventory</p>
<p>Are there other significant trees within or adjacent to the site? <i>Within / Adjacent / No / Unknown</i></p>	<p>Unknown - several specimens of Fraxinus excelsior (European Ash) and Quercus ilex (Evergreen Oak). Not possible to determine age but unlikely veteran or ancient. No ancient trees recorded on Woodland Trust's ancient tree inventory</p>
<p>Is the site likely to be affected by ground contamination? <i>Yes / No / Unknown</i></p>	<p>Potential contamination from disused cesspit and soak away.</p>
<p>Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations? <i>Yes / No / Unknown</i></p>	<p>Disused cesspit and soak away. Service box to south of site.</p>
<p>Would development of the site result in a loss of social, amenity or community value? <i>Yes / No / Unknown</i></p>	<p>No - if site access were via car park this might potentially lead to some of loss of car parking provision within the car park to permanent car parking places for the proposed development however the site could also have an alternative access from the north. Additionally, there is commemorative tree planting on Shop Lane, which should be considered in the design process</p>

Accessibility
 Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
Distance (metres)	<400m	>800m	>1200m	>1200m	>3900m	>800m	>800m

Landscape and Visual Constraints
 This section should be answered based on existing evidence or by a qualified landscape consultant.

2. Assessment of Suitability

<p>Is the site low, medium or high sensitivity in terms of landscape?</p> <ul style="list-style-type: none"> • <i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i> • <i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i> • <i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i> 	<p>Site does not have significant valued features and could absorb some development.</p>
<p>Is the site low, medium or high sensitivity in terms of visual amenity?</p> <ul style="list-style-type: none"> • <i>Low sensitivity: the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.</i> • <i>Medium sensitivity: the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.</i> • <i>High sensitivity: the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.</i> 	<p>Enclosed in landscape. If proposed houses were visible from Rodden Lane then they would form part of one of the visual entrances into Langton Herring and sensitive design would be important.</p>
<p>Heritage Constraints</p>	
<p>Would the development of the site cause harm to a designated heritage asset or its setting?</p> <p><i>Directly impact and/or mitigation not possible /</i> <i>Some impact, and/or mitigation possible /</i> <i>Limited or no impact or no requirement for mitigation</i></p>	<p>Site is adjacent to Grade II listed Village Pound on opposite side of street to NE. Within Conservation Area. Site forms an important open perspective for the setting of the Conservation Area, and is a key component of one of the main entrance points to the village. The Conservation Area Appraisal notes that the site is located at the point of two gateways into the village where the main road meets Rose's Lane and Shop Lane, and therefore lies at a particularly important location. It also mentions the importance of the trees and hedges lining the main road and that Shop Lane is overhung with trees. The view down Shop Lane from the main road entrance and the view south down Rose's Lane are both considered key views and vistas. The trees on the site are listed as important trees and tree groups.</p>
<p>Would the development of the site cause harm to a non-designated heritage asset or its setting?</p> <p><i>Directly impact and/or mitigation not possible /</i> <i>Some impact, and/or mitigation possible /</i> <i>Limited or no impact or no requirement for mitigation</i></p>	<p>Site is in close proximity to several Important Local Buildings on Roses Lane.</p>
<p>Planning Policy Constraints</p>	
<p>Is the site in the Green Belt?</p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>

2. Assessment of Suitability

<p>Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan? Yes / No / Unknown</p>	<p>No</p>
<p>Are there any other relevant planning policies relating to the site?</p>	<p>The following policies are derived from the adopted West Dorset, Weymouth and Portland Local Plan. Dorset Council is in the early stages of preparing their emerging Local Plan. ENV1 - Landscape, Seascape and Site of Geological Interest. Development should not harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Natural Beauty or Heritage Coast, including their characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness. ENV2 - Internationally designated wildlife sites will be safeguarded from development that could adversely affect them unless there are reasons of overriding public interest why the development should proceed and there is no alternative acceptable solution. Proposals that would result in the loss or deterioration of irreplaceable habitats, such as ancient woodlands and veteran trees, will be refused unless the need for and public benefits of the development clearly outweigh the loss. SUS2 - Settlements with no defined development boundary may also have some growth to meet their local needs. Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints and will be restricted to a number of uses set out in the policy.</p>
<p>Is the site: <i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	<p>Greenfield</p>
<p>Is the site within, adjacent to or outside the existing built up area? <i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>Within the existing built up area</p>
<p>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)? <i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>No settlement boundary</p>
<p>Would development of the site result in neighbouring settlements merging into one another? <i>Yes / No / Unknown</i></p>	<p>No</p>
<p>Is the size of the site large enough to significantly change the size and character of the existing settlement? <i>Yes / No / Unknown</i></p>	<p>No</p>

3. Assessment of Availability

Is the site available for development? <i>Yes / No / Unknown</i>	Yes
Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners? <i>Yes / No / Unknown</i>	No
Is there a known time frame for availability? Available now / 0-5 years / 6-10 years / 11-15 years	0-5 years

4. Assessment of Viability

Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement? <i>Yes / No / Unknown</i>	No - landowner has stated that cesspit and soak away could be removed as part of foundation works
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5. Conclusions

<p>What is the expected development capacity of the site? (either as proposed by site promoter or estimated through SHLAA/SHELAA or Neighbourhood Plan Site Assessment)</p>	<p>1 dwelling (using density of 10-20dph)</p>
<p>What is the likely timeframe for development (0-5 / 6-10 / 11-15 / 15+ years)</p>	<p>0-5 years</p>
<p>Other key information</p>	<p>N/A</p>
<p>Overall rating (Red/Amber/Green) The site is suitable and available The site is potentially suitable, and available. The site is not currently suitable, and available.</p> <p>Are there any known viability issues? Yes / No</p>	<p>Amber: The site is potentially suitable, available and achievable</p> <p>No - landowner has stated that cesspit and soak away could be removed as part of foundation works</p>
<p>Summary of justification for rating</p>	<p>Langton Herring does not have a settlement boundary and adopted and emerging Local Plan policy sets out that, outside defined development boundaries, development will be strictly controlled. However, adopted strategic Local Plan policy also sets out that settlements with no defined development boundary may also have some growth to meet their local needs so that the Neighbourhood Plan may consider growth to meet local needs.</p> <p>The site is located within the built-up area of Langton Herring and as a result it would not encroach on the surrounding countryside. It is also within the Dorset AONB and West Dorset Heritage Coast Area which means that the site is subject to Policy ENV1, however, because of the site's location within the built-up area of Langton Herring it is considered that development would not harm the character of the AONB or West Dorset Heritage Coast Area. The site is enclosed; however, it has a prominent position in the village and is a key component of one of the main entrance points to the village. It is also within the Conservation Area and adjacent to Grade II listed Village Pound. The site is subject to a group TPO (238A8) which 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. It is also Grade 3 agricultural land according to the Regional ALC map however it is not known whether it is Grade 3a or 3b agricultural land, and therefore whether it constitutes the best and most versatile agricultural land. The site is not in agricultural use. The site is potentially suitable for limited development subject to mitigating the identified constraints, including:</p> <ul style="list-style-type: none"> – Suitable access arrangements; – Tree retention; and – Sensitive design, particularly in respect of the adjacent Grade II listed Village Pound and the Conservation Area.

