

# **CHESIL BANK NEIGHBOURHOOD PLAN 2022-2032**



Submission Draft by Chesil Bank Parish Council  
for examination: December 2022

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## Overview

### INTRODUCTION

#### *Background and Purpose of the Plan*

Neighbourhood Planning was introduced in the Localism Act 2011. It is an important and powerful tool which gives communities statutory powers to shape how their communities develop. The purpose of the Neighbourhood Plan is to establish planning policies which are used to decide if planning applications should be approved. It is created by the Local Community who know and love the area rather than the Local Planning Authority.

In most Parishes, it makes sense for the Neighbourhood Plan area (the area which the Plan covers) to align with the Parish Council area, as the Parish Council is the responsible body for preparing the Plan. Chesil Bank Parish Council covers the four parishes of Abbotsbury, Fleet, Langton Herring and Portesham in addition to the outlying hamlets.

Despite being part of Chesil Bank Parish the villages are very different from each other and each one may have very different expectations of what a Neighbourhood Plan can do for them. However, although challenging, it was decided to produce a Neighbourhood Plan which can successfully embrace the entire area.

The Plan has been prepared by a group of local volunteers based on your feedback via various consultations and supported by professional expertise from AECOM and Jo Witherden of Dorset Planning Consultant Ltd.

From the outset it was recognised by the Group that there were a number of challenges to be overcome as follows:

- Each village has unique characteristics, although from a demographic point of view there are a disproportionate number of elderly and/or retired people compared to national averages;
- The villages are geographically well separated with a spread of nearly 8 miles from East to West;

- Portesham is the only one with a Defined Development Boundary, and designated as sustainable by Dorset Council, by virtue of its GP Surgery, school etc.;
- Abbotsbury is an attractive tourist destination and has many small businesses. Most of the housing and businesses are owned or leased by Ilchester Estates. There is a mix of private and social housing stock as well as some second / holiday homes, a relatively high number of homes for rent;
- Langton Herring has a relatively high number of second / holiday homes;
- In Portesham and (anecdotally) Fleet there are very few second / holiday homes, although in Fleet there is a thriving tourist industry with the camping and caravanning sites and Moonfleet Manor Hotel;
- Almost all of the area is designated as AONB, and Conservation Areas at Abbotsbury, Portesham and Langton Herring, which means that there are some restrictions on permitted development;
- There are many areas designated for their wildlife / habitats or heritage importance.

As the Group's understanding of some of the issues surfacing from the early surveys grew, it was realised that there were a number of additional challenges which affected the Neighbourhood Plan and needed to be addressed:

- ⇒ The establishment of a new unitary Dorset Council in April 2019 combining the 6 previous authorities meant that work on reviewing the Local Plan was delayed, with a new Dorset Council Local Plan now anticipated to be adopted in 2026. It is assumed that the new Plan will not have a radical impact on the Neighbourhood Plan.
- ⇒ The latest census data available was that of April 2011 and although a census was carried out in 2021, data from that survey would not be available during the timescales for the Plan. Consequently, we have had to rely on survey data and other sources to determine estimates on population, type of housing and demand for new homes.



- ⇒ The average age across the Parish is around 47 years (compared with 40 or so nationally) and this has been rising slowly. The population growth has typically been between 1 and 2% annually.
- ⇒ The early surveys revealed that the majority of respondents had no intention of moving from their existing home in the next 10 years. About 12% of the housing stock has changed hands over the last 5 years.
- ⇒ The lack of affordable homes within the Parish makes it almost impossible for young people to purchase or rent properties in the area. Whilst this is a national problem, the situation is particularly acute in areas such as Chesil Bank Parish.
- ⇒ Although there is some social housing, primarily in Abbotsbury and Portesham with a smaller number in Langton Herring, without active intervention the shortfall of affordable homes across the Parish is unlikely to be addressed.
- ⇒ Many local businesses find it difficult to recruit workers since many people of working age cannot afford to live in the area on the wage levels that businesses can pay, and if they have to commute in from elsewhere they generally need their own transport (due to the lack of alternatives), making working here less attractive.
- ⇒ The primary areas for employment in the area are predominantly in agriculture, tourism and health and remuneration levels in those industry sectors remain relatively low and largely seasonal. However, the COVID pandemic has accelerated the growth of home working, and many of these "knowledge workers" will typically have higher levels of remuneration.

### *What's in the Neighbourhood Plan?*

We are privileged to live in one of the most beautiful counties in England and the NP describes the rich heritage, outstanding coastal and inland views, the history of the area and its natural environment. It then goes on to discuss the main findings from our consultations, the Local Housing need, Local Business needs,

Community, Leisure and Recreational aspects and our natural and historical environment. The NP also gives place specific design guidance for any new developments.

As a result of our consultations and surveys we have been able to compile a list of 31 policy statements. The scale of development / change in this area is anticipated to be low, given its sensitive location within the Heritage Coast and the limited size and dispersed nature of the existing settlement.

### *Community Surveys and Consultation*

Our first household survey was distributed to all households in October 2019, and it helped us to better understand current and possible future housing needs, and what sort of development local residents wanted to see in their area, as well as their concerns.

The second household survey, in February 2020, focused on employment in its widest sense, to include work, study, training or voluntary work. This was run at about the same time as the first business survey (aimed at local businesses).

The third household survey, in September 2020, sought to check the findings from the previous surveys in light of the Covid-19 pandemic, and dug a little deeper in terms of what people particularly valued about the local area.

## *ABOUT THE POLICIES IN THE PLAN*

### *Section 5 Housing*

Following an exercise to establish housing needs over the next 10 years, it was reasoned that some additional housing sites over and above windfall sites were needed. Whilst the amount of new homes proposed is very low, the broad aim was to achieve a more balanced mix of housing which could address the requirement for smaller homes for first time buyers and affordable homes for rent including those suitable for older residents. Following the Call for Sites exercise sites in Fleet (1), Langton Herring (2) and Portesham (1) have been taken forward into the draft Plan. Affordable homes would be allocated to people who have a local connection to the



Neighbourhood Plan area as a priority. In addition, policies have been developed to limit the size of extensions and the number of holiday/second homes. It was also recognised that provision for working from home is a priority.

### *Section 6 Businesses and Local Employment*

Based on the results of our surveys, the main sectors for local employment are in Hospitality/Tourism, Agriculture, Public Sector (Administration, Defence, Education, Healthcare). About half of those in work commute to jobs outside Chesil Bank Parish. Many local businesses had difficulty in recruiting staff citing either lack of appropriate skills or public transport for those living outside the area. The policy for Sustainable Business Growth generally supports small scale development of a size appropriate to the rural nature of the area, provided that there are safeguards against excessive noise, traffic and pollution. In addition, with the increasing trend for homeworking following the pandemic a policy on the provision of outbuildings for homeworking has been put forward.

### *Section 7 Community, Leisure and Recreation*

The area is fortunate to have a wide range of local services and facilities, many of which benefit from the additional income from tourism. It is vital that these services and facilities are retained and development proposals which would result in a loss of or reduction of a key facility will not be supported. Development proposals to expand existing community, recreational and leisure facilities will be supported in principle. Recreational access to the countryside is also an important amenity and the improvement and expansion of the existing public rights of way network, permissive paths and open access land will be supported.

### *Section 8 Our Natural and Historic Environment*

National Planning Policy allows communities to designate local spaces of value as "Local Green Spaces" and around 20 such spaces have been identified across the Parish area. The Policy states that no development will be permitted

within or immediately adjacent to these green spaces. Local views are also of vital importance and any proposed development should minimise any adverse impact and ideally preserve or enhance such views. Many residents value the dark skies and any development should ensure that light pollution is kept to a minimum. Policies have also been proposed which seek to protect and enhance our local wildlife and habitats. The Chesil Bank Area has many heritage features with Listed Buildings, Scheduled Monuments and Conservation Areas. The proposed policy seeks to ensure that any development makes a positive contribution to the conservation of these heritage assets. Any new development has the potential to increase flood risk, particularly in Portesham and any new development which would increase the surface water run-off would be subjected to a Flood Risk Assessment.

### *Section 9 Design Guidance*

Policy statements have been developed to ensure that any development delivers sustainable high quality design in a way which responds positively to the local area's identity, character and pattern of plots. There are detailed policies on Streets and Spaces, Settlement Patterns, Retention of views and landmarks, Materials, Building Styles, Parking and Sustainability Features.

### *WHAT IT MEANS FOR YOUR VILLAGE*

#### *Abbotsbury*

No new development sites have been identified for Abbotsbury, but a large part of the village comprises homes (both rental and leasehold) which are owned by Ilchester Estates. As part of the Neighbourhood Planning process Ilchester Estates were asked if there were plans for new developments and none were put forward.

The maximum size of any extension to existing housing stock should be limited to that typically allowed under Permitted Development Rights.

Alterations and extensions to existing buildings, should seek to minimise the carbon footprint of the development.

Development should deliver sustainable high-quality design. To be supported, it must respond positively to the local area's identity, character, scale and grain and create or reinforce local distinctiveness.

Ilchester Estates will be receiving a copy of the Neighbourhood Plan and be asked to comment as part of the consultation.

National planning policy allows communities to identify those places which are well related to existing settlements and hold a particular local value to be designated as "Local Green Spaces". The following spaces have been identified:

- Abbey Remains
- Allotments, Back Street
- Play Area and Recreation Ground
- Cricket Ground
- St Nicholas Churchyard
- Old Railway Track, Abbotsbury /Portesham

### *Fleet*

Land adjoining Stone Cottage, Fleet is allocated for one affordable dwelling, making use of the existing access to Stone Cottage. The size of any new home will preferably be limited to 3 Bedrooms but recognising the trend for working at home, should also provide space for a home office/workshop

Affordable homes for rent, purchase or shared ownership will be allocated to people who live or work in the parish.

New homes for residents only, not second homes or holiday homes

The maximum size of any extension to existing housing stock should be limited to that typically allowed under Permitted Development Rights

New buildings, and alterations and extensions to existing buildings, should seek to minimise the carbon footprint of the development. Sustainable technology (such as solar panels and heat pumps) should be clearly shown on the planning application drawings to demonstrate how these are successfully integrated into the property.

Development should deliver sustainable high-quality design. To be supported, it must respond positively to the local area's identity,

character, scale and grain and create or reinforce local distinctiveness.

National planning policy allows communities to identify those places which are well related to existing settlements and hold a particular local value to be designated as "Local Green Spaces". The following spaces have been identified:

- Holy Trinity Church grounds
- Old Fleet Church grounds

### *Langton Herring*

2 sites, one at Higher Farm and one adjoining 4 Court Close have been identified with the intention of building a single home on each site. These sites have been carried forward into the Draft Plan for the Pre-Consultation Phase, which invites the community to comment on the policies and proposals.

The size of any new home will preferably be limited to 3 Bedrooms but recognising the trend for working at home, should also provide space for a home office/workshop

New homes for residents only, not second homes or holiday homes

The maximum size of any extension to existing housing stock should be limited to that typically allowed under Permitted Development Rights

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National planning policy allows communities to identify those places which are well related to existing settlements and hold a particular local value to be designated as "Local Green Spaces". The following spaces have been identified:

- The Graveyard

- Children’s Play Area
- St Peters Churchyard
- The Pound
- Village Green / Amenity Area

### *Portesham*

Land east of North Mead Farm, Portesham is allocated for a mix of affordable and open market homes, with the affordable homes comprising at least 50% of the total dwellings. The total number of homes will depend on the detailed design, which will need to respect the character of the Conservation Area and local views across the site into and out of the village, including from the nearby public footpath. This site has been carried forward into the Draft Plan for the Pre-Consultation Phase, which invites the community to comment on the policies and proposals.

Recognising the potential for flooding in the village, a drainage scheme must be included that attenuates the surface water so that discharges from the site do not exceed existing greenfield runoff rates (including a climate change increase of 40% and a 10% allowance for urban creep).

The size of any new home will preferably be limited to 3 Bedrooms but recognising the trend for working at home, should also provide space for a home office/workshop

Affordable homes for rent, purchase or shared ownership will be allocated to people who live or work in the parish.

New homes for residents only, not second homes or holiday homes

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Development should deliver sustainable high-quality design. To be supported, it must respond positively to the local area’s identity, character, scale and grain and create or reinforce local distinctiveness.

As part of the preparation of the Plan, the settlement boundary for Portesham has been reviewed to include developments that have taken place since the Local Plan was adopted, and to exclude some Local Green Spaces and safeguarded community facilities with associated grounds. The main changes are:

- Inclusion of the second phase of Malthouse Meadows
- Inclusion of the permitted development of 5 dwellings at North Mead Farm
- Exclusion of the Duck Pond, Village Green and King’s Arms garden Local Green Spaces (as these adjoin the boundary).
- The proposed allocation at Portesham will remain outside the settlement boundary. If it is decided to go ahead with a development, then the boundary can be reviewed to include it when built.

National planning policy allows communities to identify those places which are well related to existing settlements and hold a particular local value to be designated as “Local Green Spaces”. The following spaces have been identified:

- Duck Pond
- Playing Field and Allotments, West Elworth
- St Peters Churchyard
- Village Green

### *CONCLUSIONS*

The intended outcome of these policies is that it allows us to work towards a more balanced community, having more young people and families living locally with smaller and more affordable homes. In addition, it will encourage small-scale development supporting a range of businesses, shops and community services including leisure and recreational facilities.





# 1 Introduction

## 1.1 What is a Neighbourhood Plan?

**1.1.1** A neighbourhood plan is a document that sets out planning policies for a local area. It is a legal document and forms part of the development plan. It is used to guide decisions on future development, and focuses on the use and development of land and buildings. It also takes account of the associated local social, economic and environmental issues. Once established as part of the development plan for the area, the Local Planning Authority, in our case, Dorset Council, is obliged to use it, although in due course revisions to the Local Plan may supersede elements of it.

**1.1.2** In recent years planning applications put forward in this area were mainly for minor alterations and extensions to existing buildings. A few applications were for new dwellings (including through conversions), some were tourism-related, and some were dealing with changes to the access / parking arrangements. The last major application was for the 22

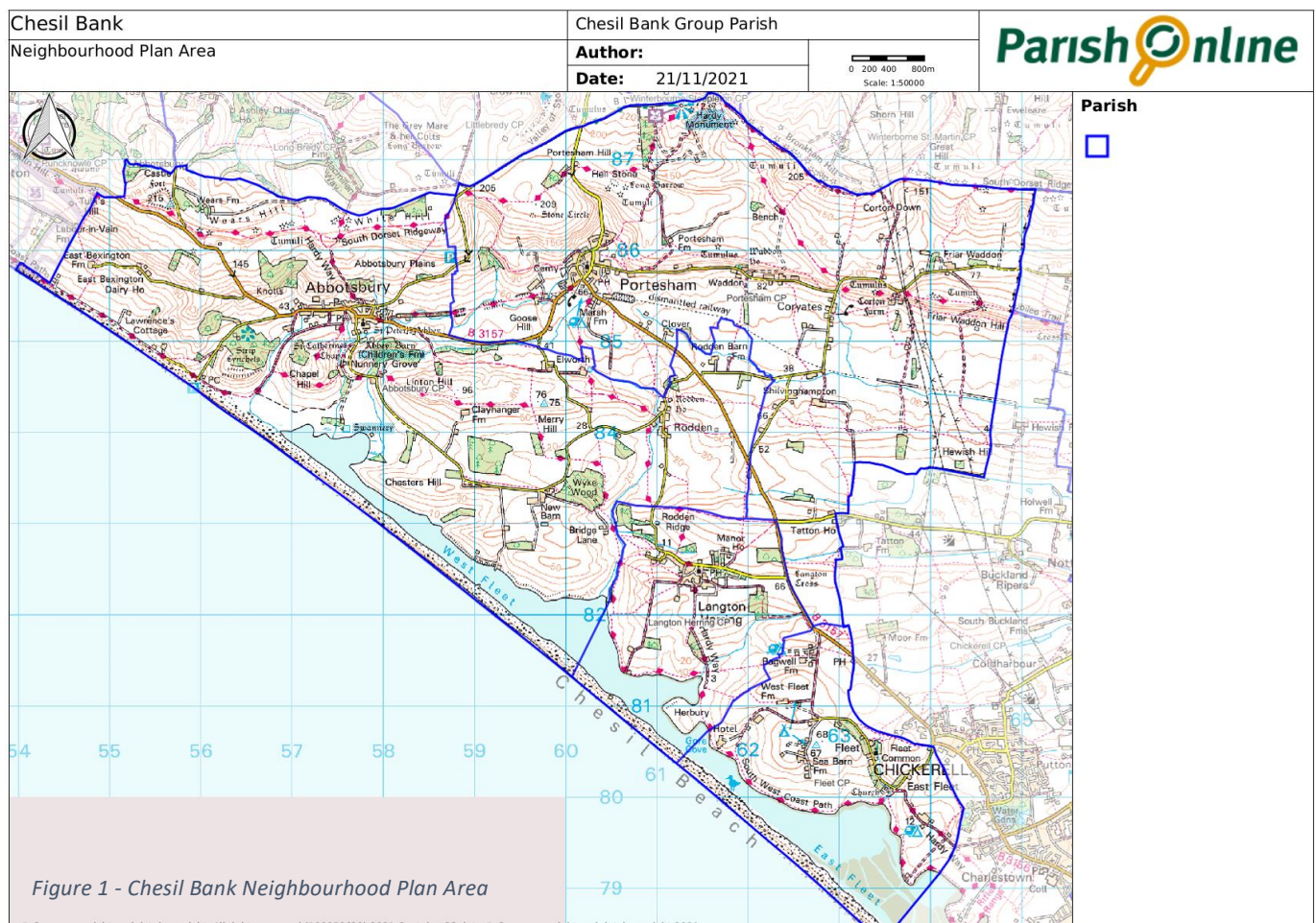
dwellings built on land adjacent to Malthouse Meadow, Goose Hill, Portesham.

**1.1.3** Planning applications are decided based on the development plan for the area, although other material considerations may be taken into account.

### *What might a Neighbourhood Plan cover?*

There are no set rules about what topics a Neighbourhood Plan must cover, but examples of what they can cover include:

- ⇒ House building - including the need for affordable housing;
- ⇒ Business premises - to create employment opportunities;
- ⇒ Community facilities and infrastructure – such as a new village hall or school;
- ⇒ Identifying issues around road safety & usage, cycling, public transport, walking and access for more inclusive communities;
- ⇒ Renewable energy projects;
- ⇒ The design of buildings;
- ⇒ Protection of the environment - including open spaces, nature reserves, play areas, parks and gardens and the planting of trees;



⇒ Protection of important buildings and historic assets.

## 1.2 The Neighbourhood Plan Area

**1.2.1** In most parished areas, it makes sense for the Neighbourhood Plan area (the area which the Plan covers) to align with the Parish Council area, as the Parish Council is the responsible body for preparing the Plan.

**1.2.2** Chesil Bank Parish Council covers the four parishes of Abbotsbury, Fleet, Langton Herring and Portesham. The Parish Council therefore requested for these four parishes to be designated as the Chesil Bank Neighbourhood Plan Area, and this was confirmed by West Dorset District Council on 10 January 2019.

**1.2.3** More information about the area is in section 2.

## 1.3 How the Plan was developed

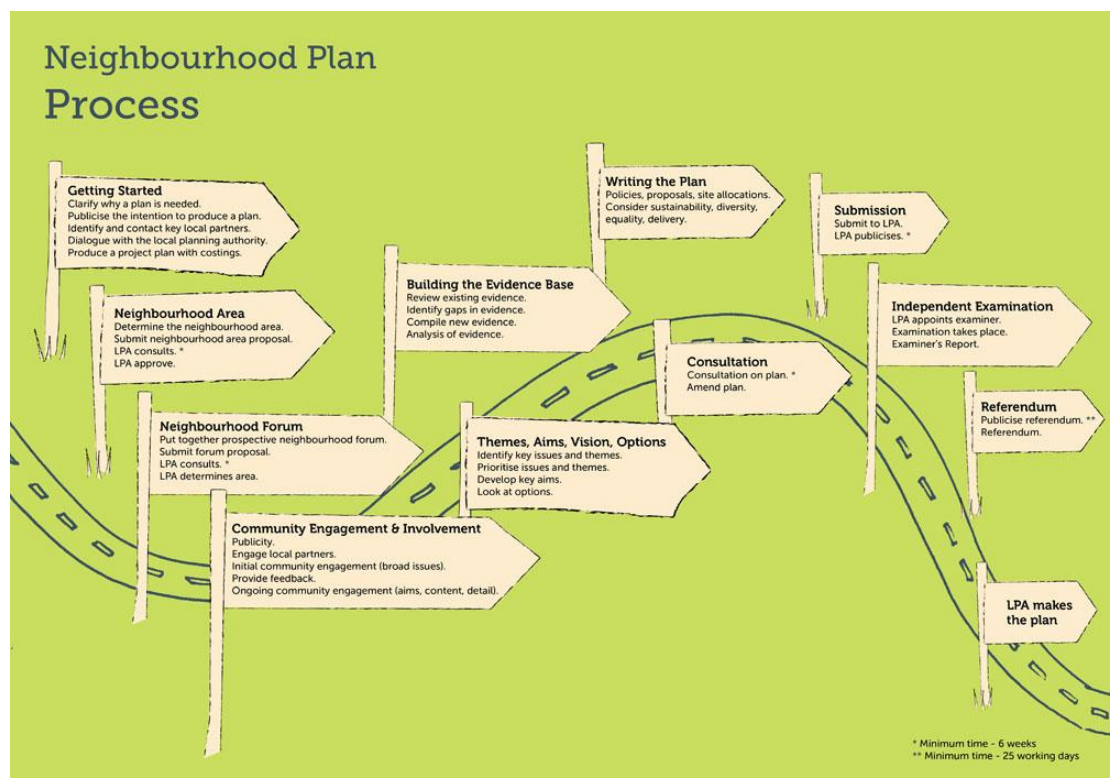
**1.3.1** The possibility of producing a Neighbourhood Plan for the area was first discussed at a Public Meeting held on 22 October 2018 in Portesham Village Hall. It was agreed that work on a Neighbourhood Plan should get underway, and a Steering Group was set up comprising volunteers from the four parishes and Parish Council Representatives. The first Neighbourhood Plan Steering Group was held on 10 December 2018, with the elected Chair being a member of the local community.

**1.3.2** The first stage was focused very much on gathering evidence to better understand the local needs and desires. This was done through raising awareness in 2019 (through briefing each Parish Meeting in the May, and a

stand at the Chesil Fayre in August 2019) followed by surveys of residents, local businesses, service providers and also working with technical experts to look at the pros and cons of the possible development sites and to develop bespoke design guidance for our area. This culminated in Autumn 2021 with the 'Options' consultation, which took a stock-check in terms of the work we had done and asked local residents to tell us what they felt about the options for development in the area. Whilst we need to make sure this plan delivers sustainable development, it also needs to have the full support of the community, which will be tested through a referendum. More information about these early consultations is in section 3.

### Pre-Submission Consultation

**1.3.3** The first complete draft of the Neighbourhood Plan was consulted on the second quarter of 2022. The consultation ran for more than 6 weeks, and was publicised locally as well as being sent to a wide range of statutory consultees such as Dorset Council, adjoining town and parish councils, Natural England, Historic England and a range of utility providers. All of the feedback from consultation was considered, and further changes made to the plan to respond to the issues raised.





## Next Steps – Examination and Referendum

**1.3.4** The updated draft of the plan (this Submission draft) is passed on to Dorset Council who appoint an Independent Examiner to check that the plan meets the “basic conditions” set out in the legislation. This includes sustainability checks, and testing whether it has had regard to national planning policy and is in general conformity with the strategic planning policies for the area as set out in the Local Plan. In most cases the Examiner will suggest some modifications (hopefully nothing too major) and will agree that it can proceed to referendum. The referendum is then organised by Dorset Council, and anyone on the electoral roll in the Neighbourhood Plan area can choose to vote for or against the Plan. This last stage is intended to make sure that the local community genuinely want this Plan to be used.

## 1.4 The relevance of the Local Plan

**1.4.1** The Local Plan sits alongside the Neighbourhood Plan, and sets out the overarching strategy for development across the area. As such, it sets different policies for the different ‘tiers’ of settlement in its area, as well as general policies for the countryside, and policies reflecting different environment designations as well as generic design and other guidelines. At the time of writing this plan, Dorset Council was in the process of drafting a new Local Plan, which it had anticipated would be adopted in 2023/24 (and more recently by 2026). This plan has therefore taken on board the existing policies in the 2015 adopted West Dorset, Weymouth and Portland Local Plan, as well as checking how these may change in light of the emerging policies.

**1.4.2** Although the law requires that the Neighbourhood Plan and Local Plan must be in general conformity, they can say slightly different things. Neighbourhood Plan policies give the opportunity to agree local priorities that are more detailed and this then carries weight in making planning decisions.

**1.4.3** There are also Minerals and Waste development plans for the area, and whilst Neighbourhood Plans cannot specifically cover these topics, it is important that they do not



undermine key minerals and waste development that is needed in the area. There are no significant minerals or waste sites operating in the area, although there is a planning permission relating to Oddens Quarry (south of Abbotsbury) that allows for occasional working of building stone, and potential for further building stone resources that could be worked (which should be considered before granting consent to build over this resource).

## 1.5 How long the Plan will last

The Plan is expected to last for 10 years, to cover the period 2022-2032. However the need for a review will be considered following the adoption of the Dorset Local Plan, in order to address any potential conflicts between the two plans. It may also need to be reviewed sooner in light of any national policy / legislative changes.

## 2 Chesil Bank – our area

### 2.1 Chesil Bank

**2.1.1** Chesil Bank comprises the four parishes of Abbotsbury, Fleet, Langton Herring and Portesham, each of which includes the respective villages of those same names. Abbotsbury parish also includes the outlying hamlets of Elworth, New Barn and Rodden, and Portesham includes Corton, Coryates, Friar Waddon, Shilvinghampton and Waddon.

**2.1.2** Each village has its own unique characteristics, which means that they may have different priorities and expectations from each other. This adds to the challenge of producing a Neighbourhood Plan which can successfully embrace the entire Parish Council area. For example, Abbotsbury is a prime tourist destination with many small businesses, village shops and tourist attractions. A large part of the housing stock and land is owned by Ilchester Estates with the residential homes being either rented or on a leasehold basis for owner occupiers. Portesham, on the other hand, is the largest community with a school, a thriving village hall and pub, a Doctor's surgery, plus a local shop / deli, and unlike the other villages has a defined development boundary in the Local Plan. Fleet is a much smaller village situated close to the Fleet lagoon and near to Weymouth. Most of its properties are spaced well apart along Fleet Road, culminating in Moonfleet Manor (Hotel) at the end of the road. It is also a thriving centre of tourism with a number of licensed camping parks and an equestrian facility. Langton Herring is a

comparatively small village near to the Fleet lagoon, with a church, village hall, blacksmith and pub but no shops.

**2.1.3** Almost the entire Parish is designated as an Area of Outstanding Natural Beauty, and the coastline is part of the Heritage Coast as well as a World Heritage Site. There are many other designations based on the area's wealth of historic features and wildlife interest. These are described in more detail in section 2.4.

### 2.2 History of the area

#### *Abbotsbury*

**2.2.1** Abbotsbury parish is the most western parish in the Chesil Bank group, lying between the South Dorset Ridgeway and the Chesil beach. The parish includes the outlying settlements of Rodden, New Barn and Elworth.

**2.2.2** The origins of the parish go back to 6000BC with the first evidence of hunters/gatherers around the Fleet lagoon. There are numerous Neolithic tumuli, a stone circle and long barrow on the Ridgeway above the village. In approximately 500BC the Iron Age hill fort was constructed on the hilltop to the north west of the present day village. There is a Roman signal post on this Celtic hill fort. The first documented evidence attributable to Abbotsbury is a charter dated 1023 when King Canute gave land, including Portesham and Abbotsbury to his 'huscarl', Orc. It was Orc who was responsible for building the Abbey in 1044 that he subsequently gifted to the Benedictine Order, together with his lands. Abbotsbury remained the property of the Abbey until the



Figure 2: Junction of Chapel Street and Rodden Row in Abbotsbury

dissolution of the monasteries during the reign of King Henry VIII, after which the Abbotsbury estate was purchased by Sir Giles Strangways. The descendants of the Fox Strangways family, now the Earls of Ilchester, still own much of Abbotsbury village and surrounding lands to this day.

**2.2.3** During the Civil War, Sir John Strangways and his retainers in Abbotsbury fought for the Royalists. In a fiercely contested battle, centred around the village church and the manor house that Sir Giles had built on the site of the destroyed Abbey, the manor house was fired and many of the historic Abbey documents were lost.

**2.2.4** Many of the cottages in the village were built from local stone during the seventeenth and eighteenth centuries, some of which have thatched roofs. The village has many significant buildings of note. The 14<sup>th</sup> century St. Catherine's Chapel on Chapel Hill above the village provides a landmark for sailors. The 14<sup>th</sup> century Grade 1 listed Great Tithe Barn is reputed to be the second largest tithe barn in Europe. The Grade 1 listed Abbey Gatehouse provided one of the gateways to the now demolished Abbey. 14<sup>th</sup> century St. Nicholas Church with suspected earlier origins shows bullet holes in the pulpit from the Civil War battle. The Granary and the old Dovecote together with Abbey House and Abbot's Walk provided evidence of the monastic settlement. The 17<sup>th</sup> century Ilchester Arms public house (formerly The Ship Inn) displays the arms of the Earl of Ilchester from the balcony. Other later buildings of note are the Old School House, the Strangways Hall, the Victorian reading room and the 19<sup>th</sup> century Congregational Chapel.

**2.2.5** Historically, Abbotsbury residents were extremely industrious; fishing, farming, reed harvesting together with the making of nets, baskets, stockings, buttons and candles, providing a prosperous economy. Other more nefarious industries included smuggling and reputedly wrecking!

**2.2.6** Abbotsbury today is still a thriving community with tourism and farming providing the mainstay economic wealth. There are major tourist attractions centred around the village;

the Sub- tropical gardens, great Tithe Barn and the historic Swannery, which in turn are supported by the many tea-rooms, public houses, shops and art and craft galleries. The village also has the benefit of a village hall, post office, playing fields and allotments, but like the other villages in the Chesil Bank group is disadvantaged by the lack of adequate public transport.

#### **JOSEPH HARDY, ESQ., KINGSTON RUSSELL, 1769**

LAT. 50 deg. 45' FUGIO FUGE

*Admiral Hardy was born at Kingston Russell, and his old home at Portisham is still in the possession of a descendant on the female side.*

*From Portisham a walk of four miles leads to Abbotsbury, situated at the verge of the Vale of Wadden and the Chesil Beach. The railway station is about ten minutes' walk from the ancient village, which consists of a few houses picturesquely dotted around the church and scattered ruins of the Abbey of St Peter. The abbey was originally founded in King Knut's reign by Arius, the "house-carl," or steward, to the king, about 1044, in the reign of Edward the Confessor. The building at the south-east corner of the church is part of the old abbey. It is now used as a carpenter's shop, but an old stoup can be seen in the corner. At the farther end of this building is a cell in which the last abbot is said to have been starved to death.*

*A gate-house porch and a buttressed granary of fourteenth-century architecture, still used as a barn, and a pond, with a tree-covered island, the ancient fish-pond of the monks, are all that remain to remind us of the historic past of this spot.*

#### **Fleet**

**2.2.7** Fleet is the most Eastern parish in the group, adjoining the rapidly growing town of Chickerell. A large number of Chickerell residents walk through the village, mostly using the coastal footpath. It is popular with local dog walkers which brings problems as wildlife is disturbed along the shores of the Fleet and in adjoining open fields.

**2.2.8** There has been a settlement in Fleet at least since the stone age and there are links to the roman invaders at Radipole Lake. Together with the Lagoon, Fleet takes its name



from the Anglo-Saxon word for an inlet or estuary. There was a church owned by “Bolla the Priest” at the time of the Domesday Survey, and other lands were owned by King William. The lands later passed to the church and then into private ownership.

**2.2.9** In 1566, Fleet House (Now Moonfleet Manor) was owned by the Mohun family and their ownership continued until 1758 when it was inherited by Sarah Mohun who married into the Gould family. It continued to be owned but let out by the extended family including the Goodens until 1867. One tenant was London solicitor Sir Henry Peto who established a reading room in Chickerell and a charity for the relief of the poor. It is the Gooden coat of arms that adorns the main gates to the village. The name “Moonfleet”, now adopted by Fleet House, was coined by the author Meade-Faulkner in 1858 when he wrote a fictional tale of smuggling set 100 years earlier in the year 1757.

**From the opening passage to John Meade Falkner's Book “Moonfleet”:-**

*The village of Moonfleet lies half a mile from the sea on the right or west bank of the Fleet stream. This rivulet, which is so narrow as it passes the houses that I have known a good jumper clear it without a pole, broadens out into salt marshes below the village, and loses itself at last in a lake of brackish water. The lake is good for nothing except sea-fowl, herons, and oysters, and forms such a place as they call in the Indies a lagoon; being shut off from the open Channel by a monstrous great beach or dike of pebbles.*

**2.2.10** In the early 17<sup>th</sup> century (in common with many wetlands across the country) an attempt to drain the Fleet and reclaim the land for agriculture had to be abandoned.

**2.2.11** In 1824, in common with many other coastal communities, Fleet was devastated by a storm surge that came over the top of Chesil Bank and this destroyed most of the church as well as several nearby cottages. After this, the Reverend George Gould built new houses and the new church further inland. This resulted in a new road being built past the houses and onwards to Fleet House. Previously the road

went below the old church and via Sea Barn Farm to get to Fleet House.

**2.2.12** During the first world war, Australian troops were stationed in the village as well as in Chickerell. During the second world war, thousands of American troops were stationed in Fleet and the surrounding area. Fleet House (now Moonfleet Manor Hotel) hosted a meeting between Winston Churchill and General Eisenhower where details of the D-Day landings were discussed.

**2.2.13** Holy Trinity is the Memorial Church for the 383<sup>rd</sup> Engineer Battalion (Separate) of the US Army. Separate indicates that the troops were Afro-American and segregated from the rest of the US army. They later became integrated as the 1349<sup>th</sup> Engineer General Service Regiment but suffered much discrimination both in the US army and in the UK. The unit was stationed in Fleet from 1943 until 1944 preparing engineering works for D-Day, before taking part in the North-West Europe Campaign.

**2.2.14** Other than independent wealth, farming and fishing were once the most important activities in Fleet, and this expanded to ancillary trades as the village grew and these included wheelwrights and shopkeepers and a schoolmistress. Dairy, arable and poultry farming have all been important employers, but in recent decades farming has suffered a substantial decline; four farms in the parish have ceased dairy production, two in the last decade.

**2.2.15** Fleet’s farmers still produce wheat and beef to feed the population with local produce but have had to diversify into equine businesses and tourism. Fleet is now a significant tourist



Figure 3: Cottages in Butter Street, Fleet

destination catering for upwards of 4,000 visitors per night. This creates an ancillary spend worth approximately £2.5m to the local economy, supporting restaurant, cinemas, tourist attractions and other facilities in and close to the parish. Tourism is an added incentive to farmers to preserve and restore the heritage landscape including old stone walls and hedges.

**2.2.16** Many parish residents now derive their income from work outside the village or have retired to the area. The lack of broadband coverage makes home working difficult, although at the time of writing it is understood that fibre broadband is being installed. There is no village hall. The hotel and camping parks provide some facilities including shops but these lie towards the extremities of the parish and are less convenient for residents. The nearest post office and schools are in Chickerell.

#### *Langton Herring*

**2.2.17** There are local archaeological finds around Langton Herring dating from Mesolithic to Roman times, but the earliest written records of a settlement here are of 'Langetone' during the reign of Edward the First in the 11<sup>th</sup> century, and its mention in the Domesday Book as part of the Saxon Hundred of Uggescombe. Some time after the Norman conquest, the village belonged to the French Sarmunville family and became known as Langton Sarnville. Around 1269 a Philip Harang was granted land and the manor at Langton, and by 1315 the village had become known as Langton Herring, as it is named today. After the Enclosure Act in 1760, common lands and waste grounds were



Figure 4: Lower Farm House, Langton Herring

annexed by local landowners, primarily the Sparks family and Duchy of Cornwall, who erected field walls, drainage ditches and plantations, many of which are still in place today.

**2.2.18** Langton Herring has several buildings of note. The church dates back to the 13<sup>th</sup> century, although it was extensively renovated in the early 19<sup>th</sup> century. The village school opened in 1857, but closed in 1943 and became the Church Hall and subsequently the current Village Hall. The recently refurbished Elm Tree Inn fascinates with tales of smugglers, tunnels and secret liaisons, and is now a registered Asset of Community Value. The Coastguards buildings were originally built to prevent smuggling in Georgian times. At the junction of the B3157 to Langton Herring, the 14<sup>th</sup> century cross is believed to have been a waymark for pilgrims travelling to the Abbey at Abbotsbury.

**2.2.19** There is no war memorial in the village as the village is 'Doubly Thankful', having suffered no loss of service men or women during either of the two world wars. During WW2 the Coastguards Road offered access to the Fleet for Barnes Wallis' team to test the 'bouncing bombs'.

**2.2.20** The centre of the village today remains largely unspoilt, many of the dwellings dating back to the 18<sup>th</sup> Century, and local limestones predominate, which led to Conservation Area status.

**2.2.21** The main uses of land and the main providers of employment in the parish are from the parish's two farms, fishing, the recently re-opened village forge, holiday cottages and the public house. The small village hall provides a thriving community centre that has immense resident support. The village also hosts an annual charity music festival, and has good links with activities in neighbouring parishes. However, there is no shop or post office or any public transport.

**2.2.22** Incredible as it may seem now, in the early eighties the CEBG, as it was then known, identified Herbury, a small peninsula jutting out into the Fleet south of Langton Herring, as a potential site for a Nuclear Reactor. Fortunately

### From the book Thomas Hardy's Dorset:-

*Portisham, under the bold, furzy hills that rise to the commanding height of Black Down, appears in "The Trumpet Major" as the village to which Bob Loveday (who was spasmodically in love with Anne Garland) comes to attach himself to Admiral Hardy for service on HMS Victory.*

*Notwithstanding the fact that Robert Loveday is merely an imaginary character, the Admiral was a renowned hero in real life, and no less a personage than the novelist and poet Thomas Hardy. He lived here, in a picturesque old house just outside the village, and the chimney-like tower on Black Down was erected to his memory.*

for both the local wildlife and nearby residents, an alternative site was chosen.

### Portesham

**2.2.23** The village of Portesham lies in a valley south of the Dorset Ridgeway about two miles from the sea. The parish includes the outlying settlements of Corton, Coryates, Friar Waddon, Shilvinghampton, Tatton and Waddon.

**2.2.24** The first documented mention of 'Porteshamme' comes from the Anglo Saxon charter of 1024; the name translated from the Old English means 'an enclosure belonging to a town'. The settlement of 'Old Possum' that used to be up on the top of the hill above the present day village, was described by the monk Nicholas of Guildford as a 'town' in the year 1250.

**2.2.25** Archaeological excavations in 2000 at Manor Farm, just north of the village church, revealed human presence/activity on the site covering some 4,000 years from the Late Neolithic to the present; further evidenced by the numerous prehistoric sites scattered throughout the parish. Roman burials and pottery have also been found in the parish.

**2.2.26** The Manor Farm excavations further suggested that there may have been a Minster in Saxon Portesham pre-dating the existing medieval church; there was certainly a rare late 7<sup>th</sup> to early 8<sup>th</sup> century cemetery.

**2.2.27** The Domesday Book (1086) lists Portesham as an estate of twelve hides belonging to Abbotsbury Abbey, which it held

until the dissolution in 1539 after which it belonged to William Paulet.

**2.2.28** There was a mill on the stream on or close to the site of the current Millmead House near Malthouse meadows. From the hillside above Winter's lane, Purbeck limestone was quarried to build the medieval church and later the 18<sup>th</sup> to 19<sup>th</sup> century cottages which still form the historic core of the village. Notable buildings within the village include St. Peter's church, Methodist Chapel (1867) and schoolroom, Portesham House (once home of Admiral Sir Thomas Hardy), Trafalgar House and Temperance hall.

**2.2.29** Farming, quarrying and home braiding of nets for the Bridport industries historically provided the economy of the village. Today many of the residents travel to work in neighbouring towns although farming still continues, albeit at a decreased level of employment opportunity.

**2.2.30** Today, Portesham has the benefit of having the local village school and also the Doctor's surgery in the village as well as a superb village hall and a public house. There is a bus service from Portesham to the county town



Figure 5: Portesham House

of Dorchester requiring a transfer at Weymouth but it only runs every 4 hours and travel time is excessive. The village is also disadvantaged by the lack of affordable housing for local families.

## 2.3 Population and key statistics

### Abbotsbury

**2.3.1** The population of Abbotsbury parish including Rodden is estimated to be around 470 people. The total population has shrunk from



Table 1

2011 Census Tables KS101EW, KS401EW, QS405EW	Portesham	Abbotsbury	Fleet and Langton Herring	Chesil Bank NP area
All usual residents	685	481	240	1,406
[2001 Census]	708	503	236	1,447
[2020 estimates]	750	468	227	1,445
Density (persons / ha)	0.4	0.3	0.3	0.3
Average age (mean - years)	51.1	45.9	46.6	48.6
Average household size (persons)	2.17	2.20	2.36	2.21
All dwellings	344	256	132	732
Vacant dwellings / holiday lets *	28 (8.1%)	37 (14.5%)	32 (24.2%)	97 (13.3%)
Average size (bedrooms / all rooms)	3.1 / 6.2	2.9 / 5.8	3.4 / 7.0	3.1 / 6.2
Home owned (incl. a mortgage)	236 (74.7%)	86 (39.3%)	86 (86.0%)	408 (64.3%)
Private rented	35 (11.1%)	80 (36.5%)	9 (9.0%)	124 (19.5%)
Affordable rent / ownership	30 (9.5%)	43 (19.6%)	2 (2.0%)	75 (11.8%)
Average House Price (2015-2021)	£375,000	£505,000	£540,000	£435,000

\* includes homes used as second addresses, short-term rentals / holiday lets and properties which were otherwise vacant on the night of the Census.

the time of the 2001 Census, and the latest (2020) population estimates suggest that this downward trend is continuing. The village has a higher number of vacant homes than typical of the wider West Dorset area (and more than a quarter of homes are registered as second homes for Council Tax). There are a relatively high number of private rented homes due to the influence of the Ilchester Estates, as well as affordable homes.

### *Fleet and Langton Herring*

2.3.2 The parishes of Fleet and Langton Herring are deemed to be too small to be reported separately, so the figures are combined in the Census publications. It is estimated that around a third are residing in Fleet and two-thirds in Langton Herring (based on the households on the Electoral Roll in December 2019). The total population has remained reasonably steady at around 230 people in total. The area has a comparatively high number of vacant homes (holiday / second homes), and this is corroborated by more recent data from the electoral roll. There are very few, if any, affordable homes in either parish.

### *Portesham*

2.3.3 The population of Portesham, including the hamlets of Corton, Coryates, Friar Waddon,

Shilvinghampton and Waddon is estimated to be in the region of 750. Housebuilding in the last 10 years, has helped to reverse the population decline seen in the previous decade. This include 8 more affordable homes built in the last 10 years, with the completion of Malthouse Meadows. The area has a slightly older age profile than the rest of the area, and marginally lower house prices.

## 2.4 Environment

### *Landscape*

2.4.1 Most of the Neighbourhood Plan area is within the boundaries of the Dorset Area of Outstanding Natural Beauty (AONB). The West Dorset Heritage Coast covers much of Fleet, Langton Herring and Abbotsbury, extending about 2km inland, and the entire coastline is part of the Dorset and East Devon Coast World Heritage Site ("the Jurassic Coast") because of its geological interest.

2.4.2 The Plan area sits largely within the South Dorset Ridge and Vale landscape, with the chalk escarpment to the north leading onto the chalk uplands on the northernmost edge of the Neighbourhood Plan area. The very western end of the area lies within the Bexington Coast landscape. These landscapes are characterised by:



- ⇒ **Coastal grasslands / wetlands / lagoon** - a distinctive mix of tidal mudflats, marshland, reed bed, open water, and shingle bank; indented and shallow shorelines, home to an important range of habitats of significant conservation value and a popular recreational area. Further north, the area becomes more dominated by coastal grazing marsh and reeds, rough grasslands and patches of scrub. The coastline has a strong undeveloped rural character.
- ⇒ **Ridge and vale** – makes up the majority of the area, and is mainly mixed farmed with a patchwork of fields divided by stone walls and stunted hedges and occasional hedgerow trees. Small broadleaved woodlands are found along the lower slopes, and the landscape becomes more open towards the ridge tops.
- ⇒ **Chalk ridge / escarpment** – found to the north side of the area, on rising ground above Portesham, this is a dramatic and exposed escarpment providing extensive and uninterrupted panoramic views from higher ground. Ancient sunken, winding lanes take us through this landscape, with the fields generally larger, and more regular on the higher ground, and numerous prehistoric barrows and prominent hilltop forts along the ridges, all of which contribute to the area's rich historic legacy.

2.4.3 Intensive farming practices, recreational pressures and associated signage / infrastructure and urban fringe land uses such

as pony paddocks (particularly close to Chickerell / Weymouth) threaten the beauty of these landscapes. Masts, modern barns, powerlines and camping and caravan touring parks can have a major landscape impact on the exposed landscapes. Farming practices are now less intensive, and whilst some of the distinctive dry stone walls have fallen into a state of disrepair, many landowners have maintained or restored them. The AONB Management Plan acknowledges the huge contribution that tourism makes to the local economy, including supporting local services, and the importance of managing the impact of visitors so that the AONB retains its natural beauty and special qualities.

2.4.4 Pollution from agricultural run-off into water courses is also a concern, particularly due to the impact upon the Fleet lagoon. Toward the west where development pressures are fewer and much of the land is in good estate management, the landscape is in better condition.

2.4.5 The area enjoys particularly dark skies and a general lack of light pollution  
<https://nightblight.cpre.org.uk/maps/>.

#### *Wildlife and Habitats*

2.4.6 Chesil Beach and the Fleet SSSI is an internationally important designated wildlife site (SPA, RAMSAR and SAC) – which is therefore given the highest level of protection. The designated area extends beyond the Chesil Bank parishes, and is internationally important for its coastal geomorphology.

2.4.7 The designated area is also internationally important for wintering ducks, geese, and swans, and nationally important for breeding birds.

"On Chesil Beach" written by Ian McEwan, tells of the experiences of a newly married couple on honeymoon, and was adapted for a film in 2017. The story goes that the author "borrowed" some of the pebbles when he was writing the novel. Following cries of outrage from conservationists, the Borough Council "invited" him to return the stones "or face a £2,000 fine". The pebbles were returned. "I was not aware of having committed a crime," he said, "Chesil Beach is beautiful and I'm delighted to return the shingle to it."

A passage of the book reads:

*A way lined by weeds of extravagant size-giant rhubarb and cabbages they looked like, with swollen stalks more than six feet tall, bending under the weight of dark, thick-veined leaves. The garden vegetation rose up, sensuous and tropical in its profusion, an effect heightened by the fray, soft light and a delicate mist drifting in from the sea, whose steady motion of advance and withdrawal made sounds of gentle thunder, then sudden hissing against the pebbles. Their plan was to change into rough shoes after supper and walk on the shingle between the sea and the lagoon known as the Fleet*

2.4.8 Based on the most recent assessments available, about one-third of the SSSI within the Neighbourhood Plan area is in an unfavourable condition. In 2018 Natural England classed the Coastal Lagoon feature as 'unfavourable / declining' due to seagrass die-back that occurred in 2016 / 2017. Reasons for the dieback were unclear – it might be due to nutrient input to the Fleet from the surrounding land or be related to the winter storms in 2014. The latter could have washed seagrass seed out of the Fleet. Some recovery has been observed since 2018 and monitoring continues. Other potential issues noted relate to recreational pressures (particularly off-lead dog-walking that is more likely to disturb vulnerable wildlife).

2.4.9 Off-shore areas have also been designated for their national importance. The Chesil Beach and Stennis Ledges Marine Conservation Zone runs along the length of Chesil Beach from the Isle of Portland to Abbotsbury, and includes a

wide range of seabed habitats that support a great variety of species. The area joins onto the Lyme Bay and Torbay SAC, which is of conservation significance because of the range and diversity of the reef and sea cave habitats.

2.4.10 Other Sites of Special Scientific Interest include Abbotsbury Castle (which includes the Iron Age / neolithic hill fort which is also a scheduled monument), designated for its biological interest, and Blackdown (Hardy Monument), designated for its geological and biological interest. These sites are generally in a favourable condition.

2.4.11 There is an extensive network of locally important nature conservation sites and areas of priority habitats area, including areas of deciduous woodland, coastal vegetated shingle, saline lagoons, good quality semi-improved grassland, lowland calcareous grassland, lowland dry acid grassland, and ancient woodland.

### *Historic Buildings and Features*

2.4.12 The Neighbourhood Plan area has a rich historic environment, recognised through its many designated heritage assets and areas. This includes 21 Grade I and II\* listed buildings, 131 Grade II listed buildings, three conservation areas, Abbotsbury Gardens Registered Park and Garden and 27 scheduled monuments.

2.4.13 The Grade I and II\* Listed Buildings include:

- Abbott's Walk, Abbotsbury
- Chapel of St Bartholomew, Friar Waddon
- Chapel of St Catherine, Abbotsbury parish
- Manor House and Stables, Portesham
- Manor House, Abbotsbury
- Old Parish Church, Fleet
- Parish Church of St Nicholas, Abbotsbury
- Parish Church of St Peter, Portesham
- Parish Church of the Holy Trinity, Fleet
- Pigeon House, Abbotsbury,
- Rodden House, Rodden
- The Abbey Dairy House, Abbotsbury
- The Abbey Malthouse, Abbotsbury
- The Tithe Barn, Abbotsbury
- Waddon Manor, Waddon



2.4.14 Conservation Areas have been designated covering much of Abbotsbury, Portesham and Langton Herring. A Conservation Area Appraisal, completed in 2007, provides a detailed description of the character of the area including locally important buildings, spaces and views. The appraisal concludes that “The villages are characterised by a general good condition of the building stock, boundaries and the public realm. The Old Rectory, Church St and several farm buildings near Abbey House in Abbotsbury give some cause for concern.”

2.4.15 Scheduled monuments include extensive areas to the south side of Abbotsbury village, relating to: St Peter’s Abbey (which includes many well-preserved structures, such as the tithe barn (reputedly the largest in England), a dovecote, watermill and well-preserved earthworks representing fishponds and buried foundations) and St Catherine’s Chapel and its related field system and quarries. A number of these are on the ‘at risk’ register , including barrows on the ridge to the north side of Abbotsbury, structure relating to St Peter’s Abbey, Abbotsbury Castle (Camp), an Iron Age / neolithic hill fort, and many of the barrows on the northern boundary of the Neighbourhood Plan area along the Ridgeway.



Figure 8: Church of Saint Nicholas, Abbotsbury

Figure 7: Parish Church of the Holy Trinity, Fleet



## 3 Main Findings from our Consultations

### 3.1 Residents' Surveys, Autumn 2019

#### *What we did*

**3.1.1** Our first household survey, this was distributed to all households in October 2019, helped us to better understand current and possible future housing needs, and what sort of development local residents wanted to see happen in their area, as well as their concerns. This elicited just over 300 responses.

**3.1.2** The second household survey, in February 2020, focused on employment in its widest sense, to include work, study, training or voluntary work. This was run at about the same time as the first business survey (aimed at local businesses) and had just over 130 responses.

**3.1.3** The third household survey, in September 2020, sought to check the findings from the previous surveys in light of the Covid-19 pandemic, and dug a little deeper in terms of what people particularly valued about the local area. We received about 170 responses to this consultation.

#### *What we found out*

**3.1.4** Most people responding to our surveys agreed that the Neighbourhood Plan should attempt to influence the location and appearance of any future development.

**3.1.5** 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.

**3.1.6** The survey results indicated that the main jobs were in either hospitality (including accommodation and catering), tourism (including recreation and other activities), manufacturing, and working for the public sector (administration and defence). Just

slightly more than half of those responding travel to work outside the area (generally by car or van). About a third worked from home, for which reliable and speedy broadband and mobile phone connection was critical – and this was particularly important in light of the challenges during the pandemic. There was generally good support for small-scale businesses (including workshops) and further tourism enterprises, but no real appetite for attracting larger scale enterprises to the local area.

**3.1.7** Some of the top concerns were about the prospect of increased traffic, affordability of housing – particularly for younger people, an increasingly 'older' or absent community, loss of village identity and adverse impact on views and outlook. Although highway safety issues were raised during the community consultations, they are not something that the Neighbourhood Plan can readily address unless they are directly related to development – so we would encourage any residents to raise their concerns through the Parish Council who will liaise with the Highways department in Dorset Council to see what, if anything, can be done.

**3.1.8** Access to the countryside and coast, the views and vistas, the local wildlife, the peacefulness, the low crime rate, the sense of community (and the various village amenities where they exist), the history of the area were all important factors that made the area a great place to live. Various suggestions were put forward in terms of the most important views and spaces in the area.

**3.1.9** Most respondents said that they would be in favour of renewable energy schemes to make our villages more self-sufficient and reduce the cost of energy supply – particularly if these could be community-led.

*The full reports on the findings of the consultations can be found at*

<https://vision4chesil.org/plan-documents/>

### 3.2 Business Survey, Spring 2020

#### *What we did*

**3.2.1** A business survey was undertaken in early 2020, the idea at that time being for the larger





Figure 9: Example of one of the many Consultation Drop-in Events

businesses to be contacted with the survey, followed up with a face-to-face meeting. With the lockdowns relating to the Covid-19 pandemic coming back into force, this level of engagement was curtailed, and this was reflected in the more limited level of responses received. A further follow-up survey (using the same questions by and large) was run in late 2021 to check the results. We received about 40 responses altogether.

### *What we found out*

**3.2.2** In terms of the type of jobs people were working in, this varied greatly. The four 'top' jobs were in either hospitality (including accommodation and catering), tourism (including recreation and other activities), manufacturing, and working for the public sector (administration and defence). This is broadly similar to the 2011 Census findings, where tourism was notably more important in Abbotsbury and the smaller settlements than it appears to be in Portesham.

**3.2.3** The response from local businesses, in terms of their own staff, suggested that about two thirds of the businesses were either sole traders or micro businesses (employing fewer than 10 staff). The vast majority (84%) had their own (dedicated) business premises. Just over a third of people responding to our household

survey either work from home or within a mile of their home, and about half commute to work outside the area.

**3.2.4** About half of all businesses said that they did have difficulty recruiting staff, the main reasons being the lack of appropriate skills and transport (for staff coming to work but living outside the area).

**3.2.5** The key factors suggested as being important for business success included:

- Attractive premises / location, and good weather
- Good internet / broadband
- Local reliable employees
- Good customer service, and being open 7 days/week
- Good product / reputation / range of services.

**3.2.6** We asked local businesses what changes, if any, they foresaw making to their business in the next 5 years. Most were looking to improve their current premises through repairs and internal alterations, rather than making external changes, or to move. This suggests little pressure for change / new employment sites from existing businesses.

**3.2.7** We also asked through the residents' survey whether anyone was looking to establish



a new business in the parish or relocate an existing business to here within the next 5 years. Of those responding to our survey, a total of 4 people answered 'yes'. Whilst they did not indicate the type of business, the type of premises required included studio and old barn / redundant buildings.

**3.2.8** Our follow-up business survey found that over the time of the Covid-19 pandemic and Brexit, supply chains had become more unreliable and costs had increased, and more businesses than not had seen a decline in revenue. However most were confident that their businesses would 'bounce back', helped by more local spending and UK-based tourism, but there was still a lot of uncertainty. Most businesses had not seen a shift towards more home working, but did agree that broadband capability and affordable homes locally were more important than ever.

### 3.3 Young Persons' Survey, Autumn 2020

#### *What we did*

**3.3.1** An online Young Person's Survey was done in September / October 2020 and was publicised through the Newsletter. All residents were asked to encourage their children to respond. The survey was made available on Survey Monkey in late September 2020 for them to complete online only. The level of response was disappointing, with responses from 12 young people – but nonetheless gave some useful insights.

#### *What we found out*

"We like the beautiful place we live and it is really good for families. I like the history of my village. I really like being outdoors and riding my horse, just enjoying the fresh air where I live. Most people are very friendly in my village and this is good for the community. I think it is important that we are always a welcoming community. We like going to the village shop and having some independence as we are growing up. My parents like the pub but I don't - I think adults rely on it too much. I liked the play area in my village when I was younger. We like the peaceful village and it's nice to go home after a busy day at school."

**3.3.2** Our young people appreciate the beautiful countryside, the peace and quiet, and the

friendliness of neighbours, but the rural nature of the area does mean that they generally feel more isolated from their friends and activities (many of which are based in the town), and the internet / broadband reception is also poor (which has been particularly difficult for home schooling and for socialising).

**3.3.3** Most sporting activities young people get involved in take place outside the village they live in, but they do like to socialise with friends locally. The 'lack of available activities' was the main reason why they did not participate locally. Ideas for new activities were quite varied, although the possibility of a gym was raised by nearly half of those responding. Linked to this, was the issue of road safety for cyclists.

**3.3.4** Environmental issues were clearly of some significant interest to young people, and also natural history, with some, but more limited, interest in the history of the area. In terms of new homes, most young people felt strongly that these should be eco-friendly and energy efficient (although many also felt this should ideally be in keeping with local character) and have good garden space.

### 3.4 Options Consultation, Summer 2021

#### *What we did*

**3.4.1** In order to prepare for the Options Consultation Meetings a number of documents and material were produced and published:

- Potted history of NPSG work to date
- Call for Sites Submissions by Landowners
- AECOM Report on Site Assessments, plus comments from Landowners on AECOM Assessments
- AECOM Report on Design Codes
- Photos of important views and green spaces

**3.4.2** In addition to publicising the consultation online, open sessions of 2 hours were advertised and held in each of the villages starting with Abbotsbury on Friday 10th September and culminating with Portesham on the 25th September, with each village hosting 2 separate sessions, one in the evening and one in the daytime. People were free to attend any session they chose, not just the one in their own village. Attendance was varied and in some

instances disappointing but just over 70 surveys were completed either at the venue or subsequently on line and the results of these were fed into our ongoing analysis.

**3.4.3** It was felt by the Steering Group that we should seek additional input from the residents of Portesham, mostly since there were very few surveys returned and there was a particular site that could possibly go forward into the Neighbourhood Plan. Consequently it was decided to re-open the survey, primarily to give the residents of Portesham Parish another opportunity to complete it, and fliers were posted through each letterbox in that village to raise awareness of the need to comment. This did result in a number of additional responses.

**3.4.4** Further consultation on the additional housing options sites put forward for Fleet (in responding to the need for clarity on the location of FL11 at Bagwell Farm) was not considered necessary given that the site option assessment suggested none of the possible sites would be suitable for allocation.

### *What we found out*

**3.4.5** Whilst the results were not conclusive about local residents' views on the different site options, it was clear from the feedback that a number of the site options were unlikely to be supported, given the high proportion of strong negative responses.

*Figure 10: Banner used to advertise the open event*



**3.4.6** In deciding which sites to take forward as site allocations in the draft plan, the site assessment ratings, together with the results of this consultation including the comments made against each site, were all taken into account. Where issues were raised that might be possible to resolve, further discussions were held with the landowners.

**3.4.7** In addition to feedback on the site options, the consultation also sought to gauge the importance of the Local Green Spaces and Important Views identified from earlier work. This confirmed that all of the Local Green Spaces (considered individually) were important to the majority of respondents, with on average 60% of those responding stating that they were "very important". The Abbotsbury sites tended to score lower, reflecting the lower turnout from that area. The views were even more highly supported, with on average 82% of those responding stating that those selected were "very important".

**3.4.8** The consultation also invited feedback on the design guidance, with the majority of respondents supporting the guidance for each of the areas (less than 5% felt that it was not important), and more detailed comments were reviewed prior to drafting the plan.

## 4 Vision and Objectives

### 4.1 Vision

4.1.1 The following vision was developed to act as a shared vision for the community for the next 15 years, on the understanding that this should be used to influence the policies, decisions and actions of others:

*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.*

### 4.2 Objectives

4.2.1 The following objectives set out the main ways in which we hope the vision can be achieved:

- a) Through consultation with local people gain an understanding of housing provision, housing mix and design principles for any new developments.
- b) 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.
- c) 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.
- d) To identify and encourage the provision of leisure and recreational activities according to the various needs of the community.
- e) To identify key aspects of the natural and historical environment which local people are seeking to preserve.

Figure 11: The Coastguard Cottages, Langton Herring from West Fleet





## 5 Housing

### 5.1 Local Housing Need

5.1.1 It is difficult to put an exact number on the projected local need, and this would very much be guided by the availability of suitable sites. The Dorset Council Local Plan will include a housing target for the Neighbourhood Plan area, and the 2021 draft suggested that this could be 33 dwellings for the period 2021-2038, as shown in Table 2. Adjusting this to the shorter Neighbourhood Plan period (2022 – 2032) would give an indicative target of 19 homes.

Table 2

Source	Total	Notes
Completions	0	Starts 2021
Extant permissions	5	based on data up to 1 April 2020 <sup>1</sup>
Strategic Allocations	0	
Major sites within development boundaries	0	no such sites evidenced through the SHLAA
Windfall allowance	28	monitoring data on minor sites = 2dpa
<b>TOTAL</b>	<b>33</b>	<b>over 17 years</b>

5.1.2 A Housing Needs Assessment was done in 2021 based on a range of available information:

- The indicative Housing Requirement Figure (in the emerging Dorset Council Local Plan)
- Key statistics (2011 Census data, recent population estimates and the latest household / population projections and house price data)
- Evidence of local need (through the Household Survey and Dorset Council Housing Register data, and also discussions with housing providers)
- Past rate of development.

5.1.3 This concluded that it would be prudent to provide some additional housing sites to increase the housing provision over and above that which would come through windfall sites (which would normally comprise conversions / replacement buildings for housing, houses for rural workers who need to be on-site, and infill within Portesham's defined settlement boundary). This could enable a better mix of housing that could address some of the imbalance / needs identified.

5.1.4 In particular, there is likely to be a need for smaller dwelling types / apartments, homes for first time buyers and affordable homes for rent – including those suitable for older residents. The cost of open market housing in the area during the period 2016-2021 averaged around £385,000, with the 'first quartile' house price (indicating the cost of the average house in the bottom half of the housing market) about £285,000 – a reasonable guide price for first time buyers. In comparison the average household income for the area during that time was approximately £42,000 – meaning that most first time buyers would be unable to afford to buy on the open market based on a 4x mortgage multiplier. The latest published housing market assessment for the wider area<sup>2</sup> suggests that, based on demographic projections and existing stock, larger (4+bedroom) houses should only make up about 15% of the open housing mix. The following policy therefore suggests that the mix should 'primarily' be for smaller and more affordable dwellings, accepting that a small proportion of larger homes may be allowed.

5.1.5 It is expected that homes built should therefore fall within the types listed in Policy CBNP1, unless there are sound reasons such as constraints that would suggest otherwise. The potential for residents to work from home should also be taken into account, in light of the experience of the Covid-19 pandemic and high degree of home working that already takes place. The need for homes to be designed to

<sup>1</sup> This erroneously includes a permission for 3 units at Rodden Barn Farm (WD/D/17/002752) that has a holiday let condition on and would not therefore count towards the demand or supply.

<sup>22</sup> Dorset and BCP Local Housing Needs Assessment, November 2021 – with particular reference to Table 9.23

enable home working is therefore expected to apply to all new homes where practical, accepting that this may require homes to be larger than standard or potentially accommodate such provision through suitable space for an outbuilding.

### **CBNP1. Dwelling Types**

The type and size of housing permitted should primarily provide:

- > affordable homes for rent, based on the current local need identified in the affordable housing register;
- > starter and shared-ownership affordable homes suitable for single adults, couples and young families;
- > one, two and three-bedroom open market homes (including semi-detached and terraced properties);
- > homes specifically designed for residents with more limited mobility and requiring an element of care.

Homes should be designed to enable working from home, with space that can be utilised as a home office / workshop.

5.1.6 Given that the potential for windfall together with site allocations in this Plan is limited (because the area is highly constrained), it makes sense to ensure what is built genuinely helps to meet local needs as far as possible. As such, we have drafted policies to:

- reduce the propensity for homes to be extended beyond permitted development rights, where this has been contributing to a lack of smaller (and therefore more affordable) homes
- ensure that any open market housing is occupied as a main residence rather than bought for use as a second home, and,
- ensure a local connection criterion is included on any affordable housing.

5.1.7 House sizes (in terms of the average number of rooms) are generally higher than elsewhere in the former West Dorset area,

which means they are generally less affordable. This is particularly evident in the more rural parishes of Fleet and Langton Herring, and in the hamlets, but also applies to Abbotsbury and Portesham. What is also noticeable, is that many such properties have been extended in recent years, making them even less affordable to local residents on average wage levels<sup>3</sup>. Whilst the 2015 adopted Local Plan policy HOUS6 requires that any extensions of an existing lawful dwelling-house located outside the defined development boundaries should be subordinate in scale and proportions to the original dwelling, the supporting text advises that “the volume of cumulative extensions to existing dwellings should generally be no greater than 40% of the original dwelling”. A more stringent approach is therefore proposed, to seek to retain the stock of smaller open market dwellings in the area, by restricting size of extensions to the scale allowed under Permitted Development Rights for houses in an Area of Outstanding Natural Beauty, i.e.

- single storey only;
- projecting no more than 3m out to the rear (4m for detached home);
- adding no more than half the width of the original house if extending to the side.

5.1.8 It is accepted that there may be occasions where an extension is justified that is aligned to the housing needs of the area – for example the need for annexe accommodation to provide care facilities for a relative, or working from home where the existing property is too small. Such reasons should be fully articulated within a planning application in order to justify an exception to this policy.

### **CBNP2. Dwelling extensions**

The maximum size of any extension to existing housing stock should be limited to that typically allowed under Permitted Development Rights, unless there is clear evidence that the proposed change is to provide for a clearly established local need aligned with Policy CBNP1.

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<sup>3</sup> In 2001 the average number of rooms in a house was 18% higher in Fleet / Langton Herring than in West Dorset, rising to 28% higher by 2011 despite the

relatively low level of new build, indicating that many of the properties had been extended.

5.1.9 Policy ECON6 of the 2015 Local Plan supports new built tourist accommodation within an established settlement of more than 200 population (i.e. Portesham and Abbotsbury, but not Fleet or Langton Herring) and through the re-use of an existing building.

5.1.10 Whilst former farm buildings have been converted into small holiday properties for short term lets, and thereby increased the potential for tourism income, it is important that the number of holiday homes does not become excessive, particularly within the settlements where a higher level of vacancies and transient resident population has a more noticeable social impact. In Abbotsbury, Fleet and Langton Herring, the latest available data (shown in Table 3<sup>4</sup>) suggests that about 1 in 4 homes are in use as second homes or holiday lets, which significantly reduces the number of local residents that live in the community year-round. It therefore makes sense to limit the number of new homes being used as holiday / second homes within these settlements, if we are to retain a reasonable balance between the local residents and more seasonal holidaymakers. The conversion of holiday lets to use as a main residence within these settlements<sup>5</sup> will also be supported to help address this imbalance.

*Table 3*

Parish	% Vacant homes	% Second homes
Abbotsbury	14.5%	28.6%
Fleet and Langton Herring (combined data)	24.2%	18.9%
Portesham	8.1%	8.8%

5.1.11 The data does not indicate that the level of second / holiday homes ownership in Portesham is significantly different to the rest of Dorset to justify special measures. However this should be monitored, and the Parish Council will keep under consideration the need to include Portesham, including its outlying

hamlets, within this policy in a future review of this Plan.

### **CBNP3. Holiday / second home restrictions**

In the parishes of Abbotsbury, Fleet and Langton Herring, any new dwelling (including through conversion or replacement of existing buildings, or lifting of holiday let conditions) must be used as the principal residence. This can be achieved by the use of a legal agreement that will restrict its occupancy to that of a principal residence; defined as the sole or main residence of the occupier for the majority of their time. Occupiers will be required to keep verifiable proof that they are meeting this obligation and make it available when requested for inspection by the Local Planning Authority.

The lifting of holiday let restrictions within the settlements of Abbotsbury, Fleet and Langton Herring will be supported provided that the accommodation would be suitable for full time occupancy. New built holiday accommodation will not be supported in these settlements.

5.1.12 The justification for building affordable homes is to meet local needs, in line with the 2015 Local Plan policy HOU2. As such, the allocation of affordable housing will be prioritised to those with a housing need and a local connection (i.e. an established residency or employment connection to Chesil Bank). The housing provider will be expected to undertake their initial marketing aimed exclusively to applicants with a local connection, whether for rental-only properties or for those with a purchase element, and for subsequent re-lets/sales.

5.1.13 The Local Plan makes clear that the provision of affordable housing should be 'tenure blind' i.e. not differ in style and design so as to be obvious which homes are provided as affordable housing and which are open market. This point is included in our policy for the avoidance of doubt.

<sup>4</sup> Data was sourced from the 2011 Census and Dorset Council's Second Homes Background Paper (undated but published early 2021) Appendix 1.

<sup>5</sup> As there are no defined development boundaries, what is within the settlement will be a matter of planning

judgement but should in all cases be clearly related to the main settlement and not to isolated clusters of development in the wider countryside.



#### **CBNP4. Affordable Housing – Local Connection**

Where affordable housing is provided, this should be tenure-blind and made on the basis of prioritising people in housing need who have a local connection to the Neighbourhood Plan area (based on the local connection criteria of the Dorset Housing Allocations Policy), and should be subject to a suitably worded condition or legal agreement to ensure that the housing will remain affordable in perpetuity for such people.

### **5.2 Sites for Development**

**5.2.1** The independent site options assessment identified five potential housing sites that were considered “possible” for allocation, subject to certain issues being resolved or mitigated.

**5.2.2** Of these, our consultation on the site in Portesham east of North Mead Farm (PO-03), which would deliver some affordable homes, indicated that there was a reasonable level of local support for this proposal, although there were some concerns raised regarding surface water flooding and access and traffic onto Front Street, and the impact on the setting of Trafalgar House (a Grade II Listed Building to the north side of North Mead Farm). There was also a reasonable degree of local support for the site in Fleet adjoining Stone Cottage (FL-05) which was being promoted for a single dwelling (and the landowner has subsequently indicated that this would be for affordable rent).

**5.2.3** The three “possible” sites in Langton Herring had a more mixed level of support locally. The site adjoining 4 Court Close (LH-02) had a significant number of people who were neither for nor against it, and the main concerns relating to parking and design, so this has been included as an allocation with these issues to be addressed through the planning application process. Whilst respondents did raise concerns regarding the site at Higher Farmhouse (LH-01), these mainly reflected the scale of development proposed, with many indicating that a smaller number would be better. The landowner has since confirmed that they now intend to build

just 1 dwelling, and this is reflected in the proposed allocation. There was a very high degree of local concern regarding the site between Shop Lane and Roses Lane (LH-04) primarily due to the impact development here would have on the entrance to and character of the village. Recognising the sensitivity of this site (within the Conservation Area and visible to Grade II listed Village Pound.), it has not been included as an allocation.

#### *Land east of North Mead Farm, Portesham*

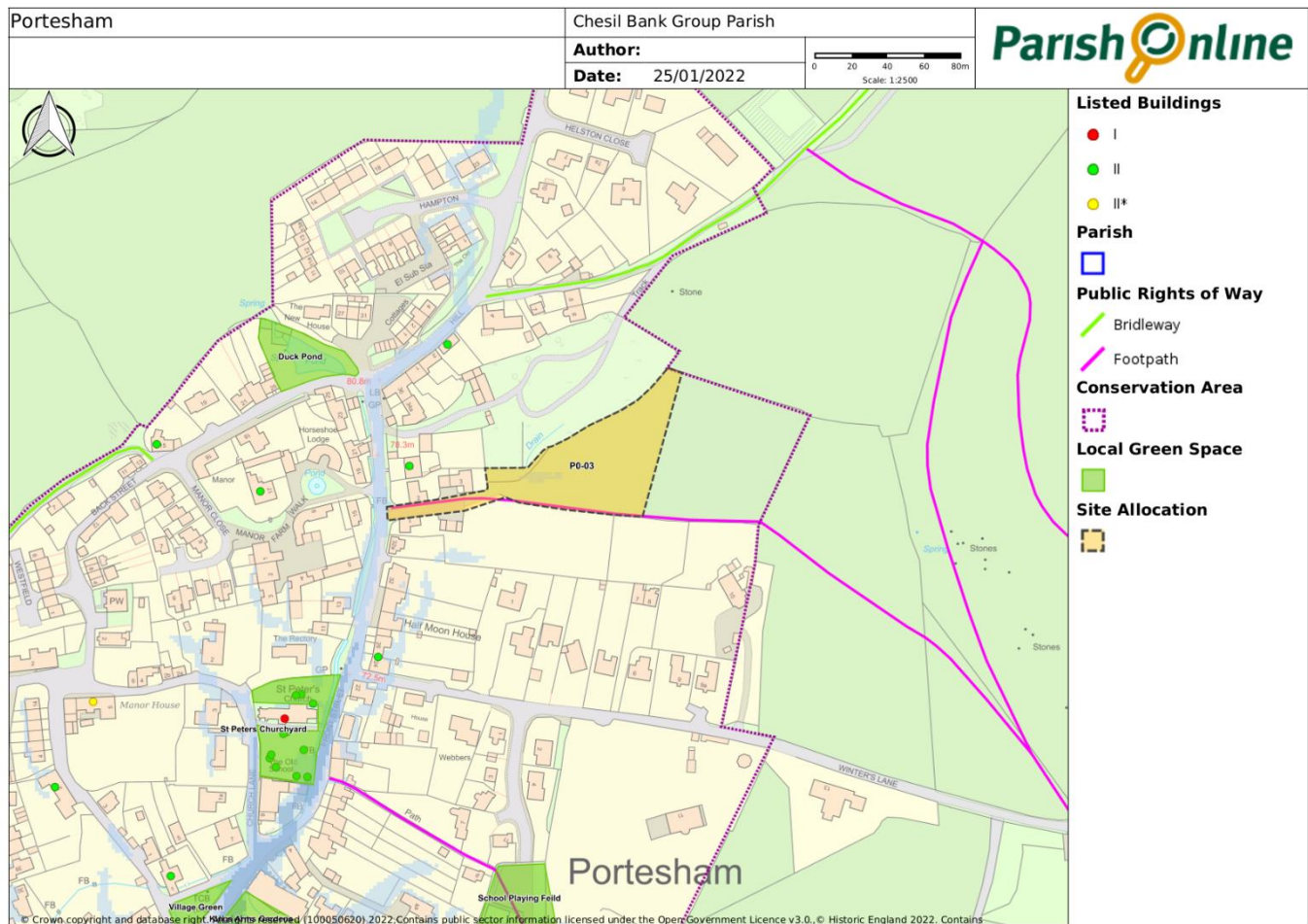
**5.2.4** The site falls outside Portesham’s defined development boundary. Land to the south was given outline planning approval for 5 dwellings in September 2020, with the need for housing (in the absence of a 5 year housing land supply) weighing heavily in favour of that site’s development. The officer report for that site recognised the need for the site to deal with surface water run-off, and therefore a requirement for a surface water drainage scheme was included within the approval. In any event, safe access and escape routes should be designed into the scheme to avoid possible difficulties in accessing the site at times of heavy rainfall and surface water run-off.

**5.2.5** This site is located within the conservation area and forms an important component of the open perspective of this part, sloping up to the east. Archaeological evaluation in the area has also highlighted the potential for Iron Age, Romano British and medieval finds, with a possible 7th Century cemetery located in the wider area<sup>6</sup>.



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<sup>6</sup> More details on local heritage are available in the Dorset Historic Environment Record



5.2.6 A public footpath (S37/4) runs along the southern edge of the site, heading east and then south to connect to Winter's Lane. Given these factors, it is considered that some development may be suitable on the western part of the site (assessed as between 3 – 6 dwellings), but the exact number will depend on more detailed design work, with attention paid to how development can be successfully integrated into the landscape and settlement form.

5.2.7 The design will also need to address the removal of the existing spoil heap (which is believed to be a legacy from the construction of the houses to the front), and surface water drainage issues that apply to this site (as if not addressed this could increase flooding within the village) – with reference to the Flood Investigation Report for Portesham that was

drawn up in response to the serious flooding in January 2019.

5.2.8 The site was put forward by the landowners to deliver affordable housing, with some open market housing. Given that no affordable housing was delivered as part of the previous development on the land to the south (which was in the same ownership) but would have been included had this site been considered at the same time<sup>7</sup>, it would be appropriate to require 50% of the new homes to be affordable. The landowner has also indicated that they wish the open market homes to be prioritised to people with a local connection to the area, which they will be able to secure through a suitable legal covenant (but is not something that can be made a planning obligation as 'necessary').

**CBNP5. Land east of North Mead Farm (PO03)**  
Land east of North Mead Farm, Portesham (PO-

<sup>7</sup> The planning application on the site to the south (WD/D/19/001849) was not required to provide affordable homes due to the limited size (National

Planning Policy suggests that in AONBs affordable housing should not be sought on sites of 5 or fewer units), but would have had to (at a rate of 35%) had the combined site been considered.

03) is allocated for a mix of affordable and open market homes, with the affordable homes comprising at least 50% of the total dwellings.

The total number of homes will depend on the detailed design, which will need to respect the character of the Conservation Area and local views across the site into and out of the village, including from public footpath S37/4. The type and size of homes will accord with Policies CBNP1 and 4, and designed in accordance with Policies CBNP22 to 31.

Any development proposals for this site are to be accompanied by the results of an archaeological evaluation, to be carried out in accordance with a Written Scheme of Investigation to be agreed in advance with the Council's Senior Archaeologist.

The existing spoil heap should be removed and the design based on underlying contours.

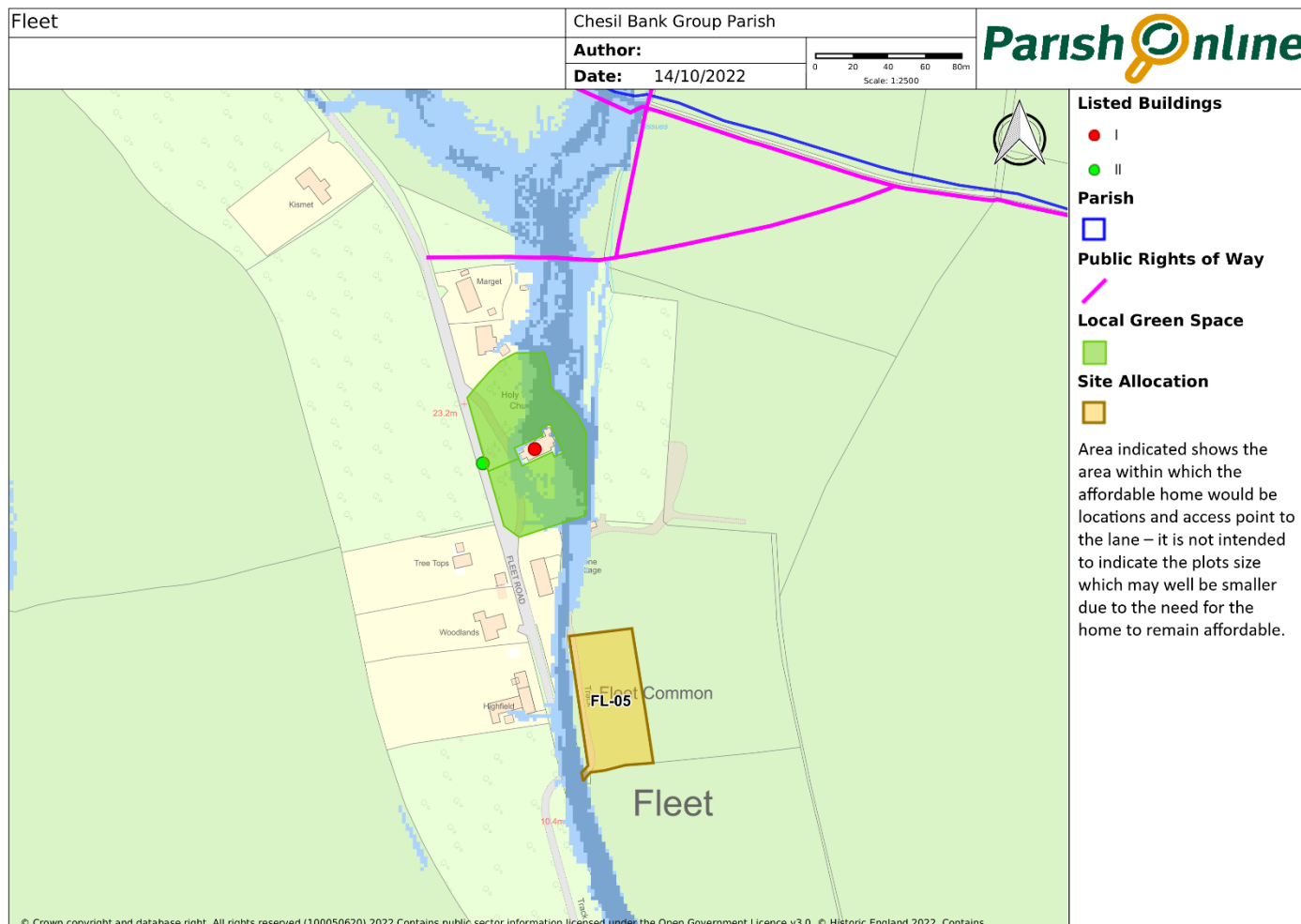
A drainage scheme must be included that attenuates the surface water so that discharges from the site do not exceed existing greenfield runoff rates (including a climate change increase

of 40% and a 10% allowance for urban creep), and ensures safe access and escape routes at times of heavy rainfall and surface water run-off, in accordance with Policy CBNP20.

#### *Land adjoining Stone Cottage, Fleet*



**5.2.9** Area indicated shows the area within which the affordable home would be located and access point to the lane – it is not intended to indicate the plot's size which may well be smaller due to the need for the home to remain affordable. Fleet does not have a defined





development boundary, but this site does adjoin the largest cluster of homes along Fleet Road. The site is some distance from the Grade I Listed Church of the Holy Trinity, but is within an area identified as having upstanding medieval strip lynchets (and therefore of some archaeological and historic interest). There is also an area at risk of flooding adjoining the stream (which runs between Fleet Road and the access track to Stone Cottage).

5.2.10 The landowner has indicated that it is their intent to retain the site in their ownership and provide the dwelling as an affordable home for rent (with rents set at least 20% below local market rents and made available to people in affordable housing need with a local connection) – which would fall within the definition of affordable housing. It therefore accords with the policy approach for rural affordable housing exception sites, and the policy has been drafted to reflect this.

5.2.11 In order to minimise the impact on the lane, the existing access should be used, although it is likely that the hedges will need to be trimmed to accommodate the required vehicular visibility splays. Given the topography and need for set-back to avoid the area at risk of flooding, care should be taken with the position and height of the dwelling (comparative to the road) to avoid appearing out of character. Any new buildings must avoid areas within the site that are shown to be at risk of surface water flooding and clarify measures to enable safe access / egress to the road network.

5.2.12 The allocation area shown on the map has been drawn larger than the area of land that should form the plot. This is to indicate the appropriate location for a dwelling within the field, and does not mean that the entire area should become part of the residential curtilage, as this would clearly reduce its affordability. The actual location of the affordable dwelling and extent of its residential curtilage will be determined through the planning application process, where consideration will be given to ensuring its affordability and reducing the wider visual impact of the development through limits

placed on the scale and siting of any building and boundary treatments.

#### **CBNP6. Land adjoining Stone Cottage (FL-05)**

The development of land adjoining Stone Cottage, Fleet (FL-05) will be restricted to one affordable dwelling, to be accessed from the existing access to Stone Cottage.

The type, size and affordability of the dwelling will accord with Policy CBNP1 (with reference to affordable housing types) and CBNP4, and designed in accordance with Policies CBNP22 to 31.

Any new buildings must avoid areas within the site that are shown to be at risk of surface water flooding, and information submitted with the application to clarify the measures that will be incorporated to enable safe access / egress to the road network at times of heavy rainfall and surface water run-off. The development proposals should be accompanied by the results of an archaeological evaluation carried out according to a Written Scheme of Investigation agreed with the Council's Senior Archaeologist.

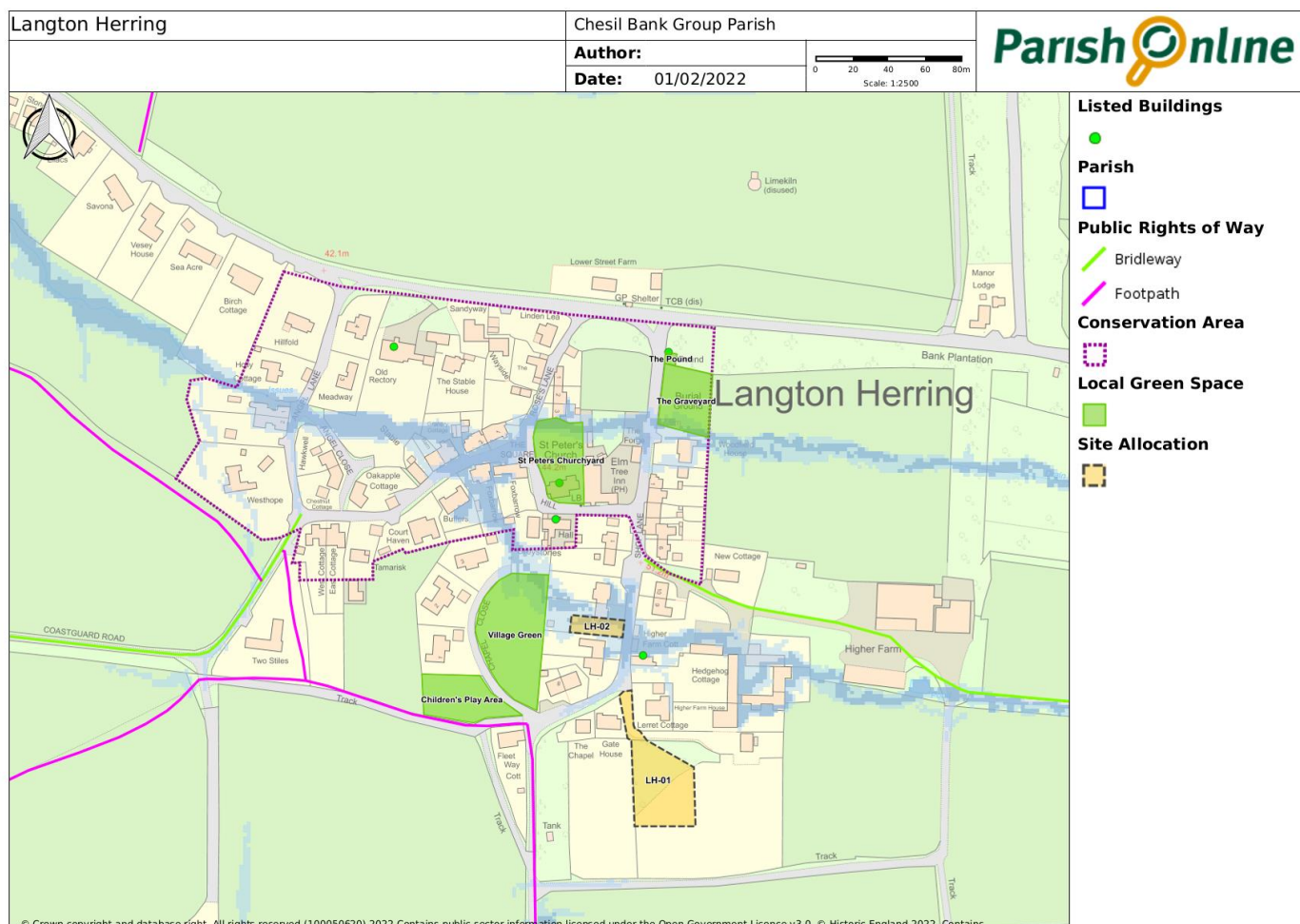
#### *Land at Higher Farmhouse, Langton Herring*

5.2.13 This site is well related to the existing settlement of Langton Herring, as it falls within the grounds of Higher Farmhouse on the south-eastern edge of the village. It is some distance from the historic core of the village and associated Conservation Area, and not visible from the Listed Higher Farm Cottage on Shop Lane due to intervening development, but would be visible from the footpath to the south. However the site is on an area of recorded earthworks relating to part of the shrunken settlement of Langton, most likely it is on or around the site of the medieval manor house<sup>8</sup>.

5.2.14 There are a number of trees within the proposed site - aerial photographs indicate that these were planted between 2002-2005, with space for a vehicular track through. The south-eastern portion of the site is not treed and it is anticipated that the dwelling would be located in that position, enabling most of the trees, particularly along the site perimeter where the

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<sup>8</sup> Dorset HER ref: MDO1327



root zones can be protected, to be retained.

5.2.15 Access would be via a narrow, single lane track to the existing dwelling which could not easily be widened due to existing properties, and the landowner has agreed to limit development to 1 additional dwelling.



### CBNP7. Land at Higher Farmhouse (LH-01)

Land within the grounds of Higher Farmhouse, Langton Herring (LH-01) is allocated for one dwelling, to be accessed from the existing access to Higher Farmhouse (improved as necessary to meet highways standards).

Any development proposals will need to be accompanied by the results of an archaeological evaluation carried out according to a Written Scheme of Investigation agreed with the Council's Senior Archaeologist.

The layout and design of the development should enable the retention of most of the tree cover, particularly along the site perimeter.

The type and size of dwelling will accord with Policies CBNP1 and 3, and designed in accordance with Policies CBNP22 to 31.

Care should be taken to consider the impact of the dwelling and any outbuildings in views from the public footpath to the south (S26/6), with the scale, massing and materials used to ensure that any new building is not prominent in the view.

### *Land adjoining 4 Court Close, Langton Herring*

**5.2.16** This site is an infill plot located within the village of Langton Herring. It lies diagonally opposite the Grade II Listed Higher Farm Cottage, and could potentially impact on the significance of its setting, but as the plot is created through the subdivision of a larger plot in a row of semi-detached houses it would be seen in this context. There is also evidence of a deserted settlement site with earthworks and possible fishponds in the vicinity.



**5.2.17** Given the group character of this row of dwellings, it is important that the built form continues to the side of the existing dwelling, rather than behind, in order to retain the characteristic building line and form of the street, and also the relationship of the rear gardens with the green space to the rear. In doing so it will also be important to ensure that there is enough parking provided for both homes, given the limited width and problems with on street parking along Shop Lane. Impacts on neighbouring properties including privacy/ overlooking and loss of daylight will also need to be considered as part of the detailed design.

**5.2.18** Whilst the Environment Agency maps indicate the potential for surface water flooding through the site (from east to west) there is an existing surface water drain to the front of the site (which will need to be maintained) and it is understood that the surface water modelling has not been updated to reflect this. There is no local knowledge of any recent flooding in this location.

### **CBNP8. Land adjoining 4 Court Close (LH-02)**

*Land adjoining 4 Court Close, Langton Herring*

(LH-02) is allocated for one dwelling, to be accessed from Shop Lane.

The type and size of dwelling will accord with Policies CBNP1 and 3, and designed in accordance with Policies CBNP22 to 31. In particular the building line should be respected with the dwelling inline rather than to the rear of the existing housing row, and adequate parking provision incorporated within both plots, without dominating the street scene. In addition the height should not exceed the height of the buildings to either side.

Any development proposals should demonstrate that harm to the setting of potentially affected designated heritage assets, such as Grade II-listed Higher Farm Cottage and the Conservation Area, has been avoided or minimised.

Any development proposals for this site are to be accompanied by the results of an archaeological evaluation, to be carried out in accordance with a Written Scheme of Investigation to be agreed in advance with the Council's Senior Archaeologist.

A drainage scheme should be included that ensures the existing surface water drain remains adequate to deal with the potential for flood risk.

## **5.3 Ensuring Nutrient Neutrality**

**5.3.1** In March 2022, at a late stage of drafting this plan, Natural England identified a new requirement for nutrient neutrality that would impact on our Neighbourhood Plan area, which relates to the Chesil and The Fleet SAC and SPA which is understood to be suffering from excessive nitrogen and phosphorus levels. This has been considered through the Habitat Regulations Assessment, and it is recommended that we include a policy to cover this matter.

**5.3.2** In Natural England's view any further release of nutrients from development, through discharge of treated sewage effluent, will in combination with other factors harm this important wildlife area. This is an important consideration since a plan cannot legally be adopted, or a project consented, if it will have an adverse effect on the integrity of a European site 'in combination' with other plans and projects. While the amount of growth in the



Neighbourhood Plan is very small (so small that it may not translate at all into an actual net change in the local population) it is nonetheless captured by the new requirement to undertake calculations to determine if the growth it is allocating is likely to be nutrient neutral.

5.3.3 Advice on how to achieve nutrient neutrality in relation to developments within this area is likely to be worked up by Dorset Council in consultation with Natural England, as they have previously when a similar issue arose in relation to Poole Harbour. With the following policy requirement in place, the Neighbourhood Plan will contain a sufficient policy framework to protect the SAC / SPA from nutrient pollution.

#### **CBNP9. Ensuring Nutrient Neutrality**

Applications for net new residential development within the Neighbourhood Area will only be supported if they are able to demonstrate nutrient neutrality and, where necessary, deliver appropriate mitigation to ensure this requirement is met'..

#### **5.4 Identifying further sites to deliver affordable housing**

5.4.1 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 these forward in a way which will deliver affordable housing for use by local people.

5.4.2 Having explored this issue and met with the Housing Enabling Team at Dorset Council, an obvious first step would be to see if we can get enough interest to set up a Community Land Trust. This would be a not-for-private-profit organisation that is:

- Set up to benefit Chesil Bank community
- Open to membership by anyone supporting its aims

- Owning assets which are important to a community – starting with affordable housing – and holding those assets for future generations.

5.4.3 Once a suitable site is identified by the Trust in agreement with a local landowner, the Trust could then partner with a Housing Association to bring forward the homes. But the land would belong to the Trust, who could set the criteria or be involved in how the homes are allocated. There are examples of similar projects elsewhere in Dorset, including Bishops Caundle, Buckland Newton and Toller Porcorum.

5.4.4 If the site would be for 100% affordable housing then it may be possible to bring this forward under the existing Local Plan policies as a rural exception site. If it could only be developed with a mix of affordable and open market housing then it could be considered through a future review of this Neighbourhood Plan.

#### **Project 1.**

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.

## 6 Businesses and local employment opportunities and infrastructure

### 6.1 Local Business Needs

**6.1.1** Based on responses to our local surveys, many local residents work within the hospitality / tourism business and in public sector jobs (administration and defence). About one half of those in work commute to jobs outside Chesil Bank – predominantly Weymouth and Dorchester. About 8% of those in work or of working age were either looking for a different job or more working hours. The main barrier they told us about was, simply, the lack of suitable opportunities.

**6.1.2** Many local businesses are relatively small in scale (sole traders or micro businesses), some of which are based from home, and others in premises ranging in size from around 20sqm up to over 300sqm. The business owners had generally set up business here because they already lived or owned land here (or had taken over a family business), or because of the natural environment and quality of life that suited their needs. Local tourism businesses tend to provide the most jobs, but this includes a significant level of seasonal work. As a result of the Covid-19 pandemic there has been greater use of ‘pop-up campsites’ under permitted development rights. Whilst this has provided a welcome income stream in difficult times, it has also highlighted concerns about tourist-related traffic and the visibility of such sites within the much loved views spanning across the AONB and Heritage Coast.

**6.1.3** About half of all businesses (48%) said that they did have difficulty recruiting staff, the main reasons being the lack of appropriate skills and transport (for staff coming to work but living outside the area).

**6.1.4** As part of the call for sites, Sea Barn Farm, West Fleet Farm and Bagwell Farm Touring Park in Fleet put forward proposals to improve the existing caravan and camping sites, to enhance

the facilities and infrastructure to further improve the offering of the camping park during the shoulder season. They explained that improvements could include the addition of a café/ parking and recreation areas, provision for electric vehicle charging, solar energy harvesting, more energy efficient shower blocks, introduction of wildlife observation “hides”, eco-lodges, more indigenous hedges, the reorganisation of the site layout to reduce density, and additional storage and staff accommodation. Whilst such improvements were generally supported by those responding to the consultation, without further detail it would be difficult to be sure that there would be no harm to the special character of the area, given the sites’ location in proximity to Chesil Bank and the Fleet. As such, it is proposed that the Local Plan policy ECON7, which relates to camping and caravan sites, should be used to consider such proposals.

**6.1.5** No specific sites were put forward by landowners seeking to develop land for more general employment, and there was limited evidence of demand for new premises from existing businesses. Local residents would welcome additional small-scale businesses (including workshops and tourism enterprises<sup>9</sup>) locating to the parish. Larger scale enterprises were not considered to be suitable.

**6.1.6** It is feasible that new businesses could be attracted to the area – either set up by people already living locally, or those moving into the



Figure 12: Camping and Caravanning Sites

<sup>9</sup> Most of which should fall within Use Class E – which includes retail, restaurants / cafes, financial and professional services, indoor sport / recreation,

healthcare, creche / nursery and other office / industries that can be carried out in a residential area without detriment to its amenity.



Figure 13: Dandel Gallery, Abbotsbury

area. This may be for specific enterprises, or could be developed to rent in whole or part as more flexible workspace. It is clear that any new premises should have reliable and speedy broadband connection, and that any businesses that are dependent on good access for deliveries / customers are well located to the main road network.

**6.1.7** New small business enterprises are regularly attracted to the area, and more should be encouraged and as an example of inward investment from existing businesses, Abbotsbury Tourism has closed down and is now re-configuring its Children's Farm site into a craft-centre, with between 3-6 units opening in the next two to three years.

**6.1.8** The following policies have therefore been drafted to guide new business investment such as workshops and service-based enterprises, tourism and care-related accommodation. It links with the policy on holiday lets and principal residency restrictions (CBNP3) which is intended to ensure that where new homes are built in the parishes of Abbotsbury, Fleet and Langton Herring, these are used as the principal residence, to better support the balance of those living full time in the community and second home owners / holiday-makers.

**6.1.9** The second policy supports the continuation of homeworking opportunities, to allow people to be able to start up and grow businesses, or avoid the need to commute into nearby towns, through working from home, provided that this would not have an adverse impact on the local area and neighbouring residents. In many cases a modest sized office



Figure 14: Ducks Deli and Farm Shop, Portesham

outbuilding may be possible under permitted development rights, and the policy is intended to support such development where planning permission is needed. Permitted development rights do rule out further outbuildings where this would result in more than 50% coverage of the residential curtilage, and this is considered to be a useful guide to ensuring that there is sufficient garden area remaining for typical household use.

## **CBNP10. Sustainable Business Growth**

Small-scale employment development (Use Class E) of a size appropriate to the rural nature of the area will generally be supported within or adjoining the settlements of Abbotsbury, Portesham, Langton Herring and Fleet or through the re-use or replacement of an existing building. Elsewhere, in the wider countryside, including in and around Fleet, opportunities for new and expanding businesses will be limited to: existing premises (including their possible replacement or small-scale extension); as part of a farm diversification scheme; or justified on the basis that a rural location is essential for that type of business.

New built tourist and care-related accommodation will be supported within Portesham, or through the re-use and adaptation of an existing building.

All employment development should respect the character of its surroundings by way of its scale, massing, design and landscaping. It should avoid harming the intrinsic qualities of the surrounding area by including appropriate mitigation against excessive noise, traffic, light pollution and similar problems, and safeguard residential amenity.



Sites that are particularly sensitive due to their heritage, biodiversity of landscape contribution should be avoided.

### **CBNP11. Homeworking**

The provision of outbuildings for home working should be supported, provided:

- a) the scale and design is sympathetic to the character of the existing buildings and surrounding area and there is sufficient garden area remaining for typical household use;
- b) the outbuilding will remain available for business use ancillary to the primary use as a dwelling;
- c) the nature of the business run from home would not result in a significant adverse impact on the environment, residential amenity or cause harm by increased traffic movements.

## **6.2 Community renewable energy schemes**

**6.2.1** Our resident's survey showed a good deal of support for developing a renewable energy scheme to make our villages more self-sufficient and reduce the cost of energy supply. Given a

choice, more people would favour the type of schemes that would be less visually intrusive (i.e. not onshore wind or commercial scale solar farms).

**6.2.2** The 2015 adopted Local Plan policy COM10 supports renewable energy schemes, providing that the benefits of the development, such as the contribution towards renewable energy targets, significantly outweigh any harm, and that the adverse impacts can be satisfactorily mitigated. Given that no specific sites or projects have been identified as yet, it is proposed that the general Local Plan policy provides an adequate framework at this time, and the Parish Council will help set up a project group of local volunteers to investigate whether a suitable scheme and site can be identified.

### **Project 2. Investigating the feasibility of a community renewable energy scheme**

The Parish Council will support local volunteers to set up of a Community Renewable Energy Scheme Project to investigate whether a suitable scheme and site can be identified.

*Figure 15: Example of Solar Farm in Woodcote, Devon*



cc-by-sa/2.0 - Photovoltaic array, Woodcote by Richard Webb - [geograph.ie/p/4485874](http://geograph.ie/p/4485874)

## 7 Community, Leisure and Recreation

### 7.1 Important community, recreational and leisure sites

**7.1.1** The area is fortunate to have a good range of local services and facilities, many of which benefit from the added income from tourism and visitors to the area. Some are owned and managed by the Parish Council, by community groups or are run commercially (such as in the case of the local village shops and pubs). Key facilities are:

#### *Abbotsbury:*

- *Cemetery:* grounds of St Nicholas Church
- *Community halls:* Strangways Hall
- *Education services:* Chesil Bank Pre-School (at Strangways Hall)
- *Leisure and recreation:* allotments, childrens' play park, recreation ground, cricket pitch and pavilion
- *Local convenience shops:* Spar shop/Post Office, Farm Shop
- *Places of worship:* St Nicholas Church
- *Pubs:* Swan Inn, Ilchester Arms

#### *Portesham:*

- *Cemetery:* Portesham Cemetery
- *Community halls:* Portesham Village Hall
- *Education services:* Portesham Primary School and Sports Field
- *Healthcare services:* Portesham GP Surgery
- *Leisure and recreation:* allotments (West Elworth), play park, playing fields (West Elworth) which include a pavilion, tennis court and recreation area
- *Local convenience shops:* farm shop (and a part time post office was run from the village hall).
- *Place of worship:* Portesham Methodist Church, St Peter's Church
- *Pub:* The Kings Arms

#### *Langton Herring:*

- *Cemetery:* Langton Herring Cemetery
- *Community halls:* Langton Herring Village Hall

Figure 16: Spar Shop, Abbotsbury



Figure 17: Portesham Village Hall

- *Leisure and recreation:* childrens' play area, Langton Herring amenity area
- *Places of worship:* St Peter's Church.
- *Pub:* The Elm Tree Inn (designated as an Asset of Community Value)

#### *Fleet:*

- *Cemetery:* grounds of Holy Trinity Church
- *Places of worship:* Holy Trinity Church.

**7.1.2** Through the various consultations, there appears to be general consensus that additional facilities / activities for young people would be welcomed, for example a skate park or local gym / trim trail, and organised opportunities for martial arts and football training.

**7.1.3** The Parish Council has been investigating how the pavilion and recreation facilities in West Elworth could be improved. A waterless toilet was installed on the site in 2017, with works done to improve the water and sewerage in preparation for further works. In Summer 2022 new portable goal posts were installed, the tennis court was refurbished and the allotments expanded. The next phase planned



is the replacement of the pavilion. As it is outside of the village it is also not particularly accessible for those without a car, so another project could be to see whether a safer pedestrian / cycle link to playing fields might be possible.

### **CBNP12. Community and recreational facilities**

Development proposals to expand existing community, recreational and leisure facilities for local residents will be supported in principle. The provision of new facilities will be supported within or adjoining the settlements of Abbotsbury, Portesham, Langton Herring and Fleet, provided that it can be accommodated without unacceptable impact on the environment, local amenity and any resulting vehicular movements can be safely accommodated on the rural road network. The design of any such facilities should include access and car parking provision that caters for disabled users.

Development proposals that would result in the loss of, or a reduction in, a key facility (as listed) will not be supported, unless:

- a) secure arrangements are in place to ensure that the service or facility will be replaced by a similar one of equal or greater value to the community, or
- b) the service or facility is no longer needed by the community and the premises / site would not be appropriate for alternative community use, or
- c) in the case of privately-owned services and facilities, a financial viability report has been submitted and steps have been taken over at least a six month period to secure alternative business, community or social enterprise use.

Any anticipated change, closure or expansion should be discussed with the Parish Council at the earliest opportunity.

### **Project 3. Youth Facilities project**

The Parish Council will support local volunteers, including young people, to investigate what additional facilities / activities for young people would be welcomed, how existing facilities can be made easier to access by young people, and how these improvements can be funded.

## **7.2 Recreational access to the countryside**

**7.2.1** Being on the coast and within the Dorset AONB, it is perhaps no surprise that there are also many opportunities for leisure and recreation. There are plenty of opportunities to go walking in the countryside using the extensive rights of way network, including the South West Coast Path, Ridgeway Walk, Macmillan Way and Hardy Way. Some parts of these routes are designated as bridleways and can also be used by equestrians.

**7.2.2** The network brings multiple benefits for health (both in terms of people's physical and mental well-being) and the local economy (as a major resource and attraction for visitors who may stay locally or use the local services). The routes are also important in providing access to some of the most spectacular views in the area. However due to their popularity some of the paths are vulnerable to over-use, and therefore the provision of alternative routes that can help divert pressure from the 'hotspots' is something to be encouraged.

### **CBNP13. Recreational access to the countryside**

The improvement and expansion of the existing public rights of way network, permissive paths and open access land will be supported, and should focus on:

- creating a joined-up network of paths and spaces that provide a wide variety of options in terms of circular routes;
- providing effective management for visitor and wildlife benefit, and reducing the pressure on those paths and sites that are most vulnerable to over-use.

Development that would adversely impact on access to the public rights of way network in the parish will not be supported unless this is necessary to avoid harmful recreational pressure on adjoining wildlife sites.

Where new development would generate an adverse level of demand on the existing recreational network of accessible green spaces and rights of way, additional provision will be sought in order to mitigate any substantial cumulative harm, at a level appropriate to the scale and likely impact of the development.



## 8 Our Natural and Historical Environment

**8.1.1** Chesil Bank has a diverse range of landscapes, coastal areas and habitats, buildings and other historic features that are important from an environmental, social and economic perspective. Not only is much of the landscape of national importance, and the coastline of international geological importance, it is also rich in terms of its historic features – the South Dorset Ridgeway is known by archaeologists as an internationally-important “prehistoric ceremonial landscape” for its concentration of archaeology, particularly from the Neolithic and Bronze Age (6,000-2,300 years ago)<sup>10</sup>.

**8.1.2** These fantastic environments provide social and economic benefits. From a social perspective, contact with nature is good for our physical and mental wellbeing - outdoor activities are shown to benefit patients suffering from debilitating mental health illnesses. Across the whole of the Dorset AONB, Tourism supports nearly 13,000 full time equivalent jobs and visitor spend contributes £860 million to the local economy (2016 figures)<sup>11</sup>.

**8.1.3** Much of the attributes of our natural and historic environment have been very well-

protected by current national and Local Plan policies. This Neighbourhood Plan assumes that such protections will continue, and that this Plan does not need to duplicate these policies. This Plan has therefore focused on highlighting particularly local characteristics that may be overlooked by those not familiar with our area.

### 8.2 Local Green Spaces

**8.2.1** National planning policy allows communities to identify those places which are well related to existing settlements and hold a particular local value to be designated as “Local Green Spaces”. This designation provides strong protection against development, that should last well beyond the Neighbourhood Plan period. Many of these spaces may be in public ownership, but the designation can be applied to privately owned land provided that it is clearly valued by the community and of obvious importance for its recreational, landscape, historic, cultural or wildlife value.

**8.2.2** The areas identified for designation as Local Green Spaces in the various settlements are listed and described in Table 3, and locations maps are shown in the Appendix.

Figure 18: The Tithe Barn, Abbotsbury



<sup>10</sup> For more information see: <https://www.dorsetaonb.org.uk/project/south-dorset-ridgeway/>

<sup>11</sup> Data source: <https://www.dorsetaonb.org.uk/project/tourism-and-visitor-management/>

Table 3

Local Green Space	Size	Local Value (Landscape, History, Recreation, Wildlife etc)
Abbey Remains, Abbotsbury	0.7ha	Historic value dating back to the 13 <sup>th</sup> century. Publicly accessible part of the landscape of the Benedictine Abbey/Church and Tithe Barn.
Abbotsbury Allotments, Back Street	0.2ha	Allotment plots available to rent, with views to St Catherine's Chapel and also providing wildlife and ecological value.
Abbotsbury Play Area and Recreation Ground	1.1ha	A large, well equipped gated facility, popular with villagers and tourists. Initially a local village initiative, now managed by the Parish Council.
Abbotsbury Village Green	0.1ha	The Village Green is a small triangle of land surrounded by railings, a place where walkers, cyclists and villagers stop and rest to have their lunch at times. It is owned by Ilchester Estates and the Parish Council maintains the grass.
Cricket Ground, Abbotsbury	2.0ha	Owned and managed by Ilchester Estates, but important to local residents for its recreational value, regularly used for cricket matches, dog walking and with local landscape views.
St Nicholas Churchyard, Abbotsbury	0.3ha	Publicly accessible heritage amenity site, historic gravestones, sarcophagi and memorials, also with local wildlife and ecological value. Remains of parts of the old Abbey, and landscape views of Tithe Barn and Abbey ruin.
Old Railway Track, Abbotsbury / Portesham	3.6ha	Heritage amenity on the historic Abbotsbury line, publicly accessible bridleway, used for recreation, part of established cycling routes and walks, but also valuable for wildlife and level access to view the ridgeway and local landscape.
Holy Trinity Church grounds, Fleet	0.4ha	Publicly accessible heritage site and burial ground historic gravestones and memorials with ecological and wildlife value. Historic association with Moonfleet novel.
Old Fleet Church grounds Fleet	0.1ha	Publicly accessible heritage amenity site and listed building, historic gravestones and memorials, associated with the great storm and floods of 1824.
The Graveyard Langton Herring	0.1ha	A special place with seating for quiet reflection and contemplation forming an important green space in the centre of the village opposite the Elm Tree Inn.. It serves as an historical record of some of the long serving inhabitants of the village over the years, is publicly accessible, contains historic gravestones and memorials and also mature trees and grassland of some wildlife value.
Children's Play Area Langton Herring	0.1ha	A publicly accessible grassed amenity area on the southern edge of the village with drystone wall and established trees, and includes a play area that is a valued amenity for local and visiting children.
St Peters Churchyard Langton Herring	0.1ha	Listed heritage amenity in the centre of the Conservation Area which is publicly accessible, with historic gravestones and memorials but also has mature trees and grassland of some wildlife value, including house martins and swallows.
The Pound, Langton Herring	0.0ha	The Pound with its old Stone Walls is of historic interest (it is a Grade II Listed Building). Such structures were used to house stray livestock when they were impounded until claimed by their owners. The term "Pound" is Saxon in origin meaning an enclosure. This amenity was gifted to the Parish, and is publicly accessible, adjacent to the graveyard with important gateway views into the Conservation Area.

Continued on next page

*Table 3 continued*

Local Green Space	Size	Local Value (Landscape, History, Recreation, Wildlife etc)
Village Green, Langton Herring	0.2ha	The Village Green is used as a recreational area for the village and historically has been used for the Annual Village Fete and for other village events and activities. It provides a welcome green space for villagers to use. It forms an important space on the edge of the village, with mature trees, and is of some wildlife value. It is owned by the Parish Council.
Duck Pond, Portesham	0.1ha	A spring fed pond which feeds an enclosed stream that runs down Front Street. Local landscape feature of historic and wildlife interest, owner by Ilchester Estate.
Portesham Playing Field and allotments, West Elworth	1.8ha	This publicly accessible open area alongside the main road was gifted to the Parish Council in 1938, there is a pavilion, tennis court and area that can be used for football, fetes and open-air events. The adjacent allotments were set up in 2009.
St Peters Churchyard, Portesham	0.2ha	The immediate setting of St Peter's Church (Grade II Listed), with sarsen stones and historic gravestones and memorials, this green space is publicly accessible, but also has mature trees and adjacent stream and is of some wildlife value.
Village Green, Portesham	0.0ha	A well-used meeting and resting place, particularly in the summer months. It includes an old Telephone Box, painted green, now used as a book exchange, and a map of the village Map on a stone plinth, and a stream running through.



Figure 19: Village Green, Langton Herring



Figure 20: Kings Arms Garden, Portesham

8.2.3 Other areas also frequently mentioned, but which did not meet the “local” requirements for designation of a local green space, included:

- Chapel Hill, Abbotsbury (already protected as a Scheduled Monument and as the setting of the Listed Building);
- the Swannery, Abbotsbury (already protected as part of the AONB, Heritage Coast, internationally protected wildlife site)
- the Tropical Gardens, Abbotsbury (already protected as part of the AONB, Heritage Coast, and a nationally registered Historic Garden);
- The environs of the Fleet lagoon (this area is too extensive in size to be designated as a

- local green space, and already has significant protection as part of the AONB, Heritage Coast, and by virtue of being an internationally protected wildlife site and part of the South West Coast Path);
- the Lime Kiln, Langton Herring (suggested as a possible Local Green Space, but it is some distance outside of the village and already protected as a scheduled monument)
- The School Sports Field, Portesham (used exclusively by the school – its importance mainly based on this factor and its retention should be secured through policy CBNP12).

#### **CBNP14. Local Green Spaces**

The sites listed in Table 3 (and as shown on the Policies Map) are designated as Local Green



Spaces, and, other than in very special circumstances, no inappropriate development will be permitted that would harm their reason for designation.

### 8.3 Locally important landscape characteristics / features

8.3.1 The Landscape Character Area appraisals for the area include detailed descriptions of the key characteristics of the area. These features can come under threat from both natural and human causes.

8.3.2 The following policy does not seek to prevent development but to ensure that it integrates successfully within the area. In some cases, this may mean that alternative locations for development should be considered, particularly where the degree of harm to features of local landscape character would be substantial and cannot be avoided through sensitive design or mitigation.

8.3.3 The potential impact of Ash Dieback is an example of a natural cause, and rather than seeking the replacement with a younger Ash tree, the potential use of suitable native broadleaf species that will be resilient and appropriate to the soil type and weather conditions should be favoured.

#### **CBNP15. Local Landscape Features**

Development, including associated hard and soft landscaping, should reinforce the local landscape character and its typical features, as listed below. Development that would result in the removal or degradation of these features without mitigation, will be resisted.

- a) Extensive and uninterrupted panoramic views from higher ground, providing the opportunity to look across the surrounding collection of landscape and seascape character areas and appreciate their unique sequence and structure.
- b) Coastal features area a significant element within views.
- c) Exposed shingle bank and saline lagoon of the Fleet, providing a remote and tranquil experience.
- d) Continuous patchwork of planned enclosures of neutral and acid grasslands,

small-scale pastoral fields on lower slopes with scattered farmsteads at gaps in the escarpment and along the spring line, becoming larger and open towards the ridge tops.

- e) Mixed boundaries of stone walls and stunted hedges and occasional hedgerow trees.
- f) Small broadleaved woodlands of oak and ash along the lower slopes and vales with occasional hazel coppice.
- g) Settlements of local limestone located along the Chalk escarpment base, expressing the area's rich historic and built heritage.
- h) Numerous landmarks including prehistoric barrows and prominent hilltop forts, which contribute to the area's rich historic heritage.
- i) Ancient sunken, winding lanes with an open character towards the top.

### 8.4 Important Views

8.4.1 We took the opportunity to ask local residents what they felt were the most iconic or important views within the area. Whilst there was some variation depending on where people lived (for example, those living in Portesham were more likely to identify the views from Portesham Hill and Winters Lane, and those in Langton Herring suggested views from Rodden Ridge and the Coastguard's Track), there was almost universal endorsement of the following views:

- Views to St Catherine's Chapel as an important local landmark, and from the Chapel towards Abbotsbury and the coast
- Views from Abbotsbury Hill towards Chesil Beach and The Fleet
- Views to Hardy's Monument as an important local landmark, and from the monument towards Chesil and The Fleet
- Views to / along Chesil Beach and Fleet Lagoon
- Views towards Lyme Bay
- Views from Portesham Hill towards the coast

Figure 21: St Catherine's Chapel and the Milky Way



- Views of the Tithe Barn in Abbotsbury, as an important local landmark
- Views from the South Dorset Ridgeway towards the coast
- Views from Bishop's Road descending into Abbotsbury and towards the coast

8.4.2 A full description of these views and the landmarks that can be seen from them is included in the Appendix.

#### **CBNP16. Local Views**

The design and layout of development should minimise adverse impacts on views from public rights of way over open countryside and coast, particularly towards local landmarks, and preserve and enhance such views where possible. Views which have been identified as of local significance are described in the Appendix.

### **8.5 Dark skies**

8.5.1 The 'dark skies' character of the countryside should be protected. The majority of those responding to our third household survey considered the lack of light pollution to be 'very important', with less than 10% saying it was not important to them. There is no street lighting in Abbotsbury, Fleet or Langton Herring or any of the outlying hamlets.

8.5.2 Dark skies are a key characteristic of the area, allowing people to see the stars at night and also helping nocturnal and migrating wildlife such as bats, migrating birds and owls.

8.5.3 Any new development should minimise light pollution that disrupts the natural habitat and human health and would be clearly visible in the wider landscape. This may mean including conditions to ensure lighting is directed downwards, movement / time-

sensitive controls are used, and shutters or other means of reducing light spillage are included on Velux and large windows.

#### **CBNP17. Dark Skies and Lighting Schemes**

Consideration should be given to minimising light pollution.

New external lighting should be avoided unless there is a significant safety issue, and any lighting schemes kept to the minimum necessary for safety and security reasons. Low level footpath lighting may be introduced within the villages and tourism sites if considered necessary for pedestrian safety.

Where lighting schemes are necessary, they should be designed to project downwards and be turned off or dimmed when not actively needed. Light fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting are preferred; full-height lighting should be avoided.

The design of new buildings in the countryside should take into account the need to minimise light projected from windows and doors, particularly from skylights and large, unshielded expanses of windows.

### **8.6 Encouraging wildlife**

8.6.1 Whilst we are fortunate to have designated wildlife areas in Chesil Bank, we should not overlook the fact that our villages have become increasingly important for wildlife. Gardens in our villages make up a significant area, and there is much interest these days in wildlife gardening and there are many books and articles as well as nature conservation organisations giving tips on how best to do this.

8.6.2 Climate change is likely to have an increasing influence on our wildlife. For example

we are now seeing increasing numbers of Little and Cattle Egrets in our area. These birds are now colonising our countryside and this has only been happening within the last few years. Our south coast location means that we do see migrant birds and insects in our gardens. Over the next decade and thereafter we may well see other colonists.

**8.6.3** Roadside verges present an opportunity for the planting of wildflowers. This is an area where an increasing effort could well prove fruitful if continued over several years. Hedgerows, particularly older hedgerows which have a variety of native species, and area of unimproved grassland, may not be specifically designated for conservation but nonetheless provide important habitats and foraging areas. It is important that these wildlife corridors are maintained and enhanced.

**8.6.4** New houses can incorporate features to encourage wildlife. For example at the Malthouse Meadow estate extension developed in 2016 or thereabouts each house incorporated a swift brick at the eaves which enables swifts to nest. This sort of initiative needs to be encouraged.

### **CBNP18. Local Wildlife and Habitats**

Development must protect and, where practicable, enhance biodiversity to secure an overall biodiversity gain, taking into account the existing wildlife interest and habitats in the local area, and how these are under threat (for example through recreational pressures and climate change).

Measures to support the ecological improvement of wildlife habitats, including their climate change resilience, will be supported. This could include:

- wildlife -friendly and climate-resilient farming practices;
- inclusion of hedgehog friendly boundaries, swift nesting boxes, bee bricks etc within homes and gardens;
- improvement and expansion of the network of wildlife sites, corridors and stepping stones, including their management.

To ensure resilience and increase visual interest, a variety of tree species should be incorporated

into new developments. Tree species should be chosen to reflect the prevailing character of the landscape, soil conditions and the associated mix of native species, but should also have regard to climate change.

Existing hedges, hedgerows and trees should be retained as far as possible. Additional or replacement hedges, hedgerows and trees should be planted to enhance the coverage and connectivity of these habitats. Native species are to be preferred.

## **8.7 Locally important (unlisted) historic buildings and features**

**8.7.1** The statutory designation of Listed Buildings and Scheduled Monuments means that these features are clearly recognised and protected through planning, with great weight given to their preservation. Conservation Areas cover much of Abbotsbury, Portesham and Langton Herring, and these too have statutory protection as areas of special architectural and historic interest. Their important and contributing features are described in detail in the 2007 Long Bredy, Portesham, Chickerell, Abbotsbury & Langton Herring Conservation Area Appraisal.

**8.7.2** The following therefore focuses on those heritage features that have been identified as part of the work on this Neighbourhood Plan, but may not be obvious at first glance because they are not designated in their own right. As these are considered to make an important contribution to the unique character and history of our area, they are likely to be considered as non-designated heritage assets in any planning applications affecting them or their settings. This list is not intended to be exhaustive and other non-designated heritage assets could be identified, or more information on their significance discovered, through further research.

### **Abbotsbury**

**8.7.3** The village has a significant range of heritage assets reflecting its rich and complex history. It has seen some very prosperous times, including the establishment of the monastery of Saint Peter, with the Swannery and the Abbey Great Tithe Barn obvious





Figure 23: Coastguard Cottages, Langton Hive

symbols of its wealth. It has also seen some very turbulent times: the dissolution and destruction of the Abbey and dispersal of its monastery lands; its association with Royalists at the time of the Civil War in the mid 1600's; and a great fire in the early 1700's. Its location on the main road between Bridport and Weymouth (turned into a turnpike) helped reinforce its importance as a local market place. The opening of the railway line from Portesham in 1885 contributed further to its importance, although the iron-ore deposits in Red Lane were not of good enough quality to change the character of the village away from its eclectic mix of cottage industries.

8.7.4 Examples of heritage features that are not always clearly identified through statutory designation include:

- The importance and bustling nature of **Market Street**, that enabled the weekly markets and the fairs on feast days of Saint Peter;
- The **high pavements** spread throughout the village reputedly to hold load and unload the many farm carts and traders vehicles;
- The **stones of the wrecked monastery that are scattered throughout the village** and the fact that numerous cottages have identifiable pieces of older masonry built into them;
- The **old railway track** is a reminder of the brief revival of the village in the middle of the nineteenth century.

8.7.5 Table 4 includes a list of important local buildings listed within the 2007 Conservation Area Appraisal. In addition to these, the four 18<sup>th</sup> century **Coastguard Cottages** on the edge



Figure 23: Old Telephone Box, Langton Herring

of the parish are also of local interest, named after the four apostles, Matthew, Mark, Luke and John.

### *Fleet*

8.7.6 In Fleet, both the Coastguard and Butter Street Cottages in East Fleet have been identified of local historic importance – neither are Listed but are of some interest, both being shown on the 1860s Ordnance Survey maps.

8.7.7 The **Coastguard Cottages** are a row of white-washed cottages in an elevated location overlooking the Fleet, and their presence on the landscape is important, as well as being an indicator to Fleet's maritime past.

8.7.8 The origins of the **Butter Street Cottages** date back hundreds of years, were subject to a fire in the 1700s after which they were rebuilt, and one of the cottages is known to have been destroyed by the great storm of 1824. They have also been linked to the history of smuggling in this area. The majority of the terrace retains its authenticity and is important in the local street scene.

### *Langton Herring*

8.7.9 **Traditional dry stone walls** are a particularly significant feature of the area around Langton Herring, both within and well beyond the Conservation Area.

8.7.10 - There is a **WW2 Pill Box** at Ivy Farm, on which there is a WW1 Soldier sculpture, that is of local historic interest, and another at Langton Hive Point. There is also a traditional (but now redundant) **old telephone box** in Rodden Lane (K6) just outside the Conservation Area.

8.7.11 Table 4 includes a list of important local buildings listed within the 2007 Conservation Area Appraisal. Outside of the Conservation Area four more buildings have been identified as of local historic interest:

- The old **Methodist Chapel** in Shop Lane, described in the Conservation Area Appraisal, and dated 1909, red brick and slate; simple gable end with Gothic-arched door, date stone and slight ornamentation in wooden barge boards with pierced trefoils and a horizontal tie and turned vertical post and finial at the apex
- **Lilacs**, Rodden Lane – mid-19<sup>th</sup> century building, natural stone under clay tiles, decorative ridge tiles, since extended, the old post office,
- The **Manor House**, which was developed by the Sparks family, local landowners, at the bottom of the valley to the north of the village. Mid-19<sup>th</sup> century, natural stone under a slate roof. Its substantial walled garden was used for many local events and village activities.
- The **Coastguard Cottages** at Langton Hive – the buildings now known as the Coastguard Cottages were originally called the Preventive Houses and built at the end of the 18<sup>th</sup> century at Langton Hive Point - a key crossing point to and from Chesil Beach. They were part of the Customs Service and used for the prevention of smuggling, becoming more important in later years for maritime defence and rescue. Given this role, it is not surprising that the views from these cottages are extensive, from Portland Bill across the whole of Lyme Bay. The Boathouses at Langton Hive Point and on Chesil Beach were also part of the old Coastguard service.

### *Portesham*

8.7.12 Whilst the days of milk churns are long gone, there would have been various **milk churn stands** around the village. The remains of one can be seen on the wall close to Yard House in Winters Lane, Portesham.

8.7.13 The roadside stream in Portesham is a particularly noted local feature, and includes **Sarsen Stones** in the section alongside the

Church boundary wall. Another location where these remnants from the Ice Age can be seen is at the cottage Old Shep in Portesham Hill.

8.7.14 There are several **old telephone and letter boxes** around the villages. These include the telephone box on the Village Green in Portesham, an old letter box dating from the reign of Queen Victoria in stone wall running westwards from the vicinity of Portesham House, and close to this is a recess at the base of the wall which is thought to have once been the site of a communal village tap.

8.7.15 Table 4 includes a list of important local buildings listed within the 2007 Conservation Area Appraisal.

### **CBNP19. Local Heritage Assets**

Development should make a positive contribution to the conservation of heritage assets in the Neighbourhood Plan area, and pay particular regard to understanding and preserving their settings.

Development should conserve non-designated heritage assets in the Neighbourhood Plan area, including those identified below and in Table 4, in a manner appropriate to their significance. Development affecting such non-designated heritage assets should be accompanied by a Heritage Statement, which assesses their significance and any contribution made by their setting and demonstrates that harmful impacts have been avoided or minimised. These include:

- a) Market Street, Abbotsbury;
- b) The high pavements in Abbotsbury;
- c) The stones of the plundered monastery that are scattered throughout the village of Abbotsbury;
- d) The old railway track between Abbotsbury and Portesham.
- e) Coastguard Cottages, Abbotsbury
- f) Coastguard Cottages, Fleet
- g) Butter Street Cottages, Fleet
- h) Coastguard Cottages, Langton Hive
- i) Traditional dry stone walls, Langton Herring
- j) WW2 Pill Boxes at Ivy Farm and Langton Hive Point in Langton Herring parish
- k) Methodist Chapel, Langton Herring

- l) Lilacs, Rodden Lane in Langton Herring
- m) The Manor House, Langton Herring
- n) Old telephone and letter boxes in Langton

- Herring and Portesham
- o) Milk churn stands in Portesham
- p) Sarsen Stones in Portesham

Table 4

Important Local Buildings	Description
	<b>Abbotsbury</b>
<b>No. 3 Back St</b>	Large areas of white limestone, slate, symmetrical front, casements, early C19
<b>Former Congregational Church, Back St</b>	Late Victorian, lancet style, simple but impressive
<b>No. 1 Rosemary Lane</b>	Slate, mid-C19, former bakery, casements, although it has lost its loading door;
<b>Barn on Rosemary Lane</b>	Barn at corner of Rodden Row and Rosemary Lane (east side), double hipped slate roof, single storey, unspoilt
<b>No. 2 (East Farm) and attached barn</b>	Slate, casements, porch, regular pattern of openings, looks to be early C19 but could be older in view of its possible origin as a longhouse
<b>Swan Inn, Rodden Row</b>	Late C19 Tudor, attractive and a real entry feature from the east
<b>Nos. 3 &amp; 5 Rosemary Lane</b>	Thatch, casements, late C18
<b>Nos. 3 &amp; 5 Rodden Row</b>	Semi-detached c.1850 Tudor Revival, gablets and diamond paned iron casements; attractive entry feature
<b>Former Surgery, Market St</b>	Single storey, at right angles to the road, loading door in gable, sashes, seen at end of vista from Rodden Row
<b>No. 2 Market St</b>	Set-back from the road and attached to the butcher's shop, mid-C19, slate, central porch
<b>Building next to No. 19 Market St</b>	Currently Artisan Flowers and Gardens - slate, single storey, at right angles to road, although much altered
<b>Nos. 7-11 Rodden Row</b>	Including the former Reading Room, 1890 Tudor, picturesque, telling contrast to the organic thatched cottages opposite
<b>West Farm Barn</b>	Thatch, half-hip at west end, a clever conversion to a house in 1980
<b>Barn at No. 9 West St</b>	C19 slate with hipped end, plain but contains VR wall post box
<b>No. 10a West St</b>	Middle Farm Barn - single storey stone and brick trim, slate, C19
<b>Nos. 14 &amp; 15 West St</b>	Slate and render, attached lean-to end unit, fairly plain
<b>No. 17 West St</b>	Detached early C19 house, slate, casements and porch, set back behind a garden; attractive and an entry feature from the west
<b>Stone building at south side of West Yard</b>	Slate, two storey, converted to office use and meeting room; mid-C19, encloses yard
<b>No. 18 West St</b>	Simple symmetrical front, thatched, part of a Listed row but not, apparently, Listed
<b>Nos. 38-42 West St</b>	Three blocks of late Victorian semis, Tudor revival with bold gables, porches and tall chimneys; could be viewed as rather tall and insensitive but characterful and an example of late Victorian Estate housing
<b>Nos. 1, 2, 4 - 7 Grove Lane</b>	All mid-C19, slate and casements; part of a minor group around the Mill
<b>No. 3 Grove Lane</b>	Adjacent to the former Abbotsbury Mill, three storey render and slate, a barn with two added floors, possible C17 origins; part of a group around the Mill
<b>Farm buildings north of Tithe Barn</b>	Fronting the village pond, slate, single storey, possibly late-C18;
<b>The former Piggery opposite Abbey Dairy</b>	Slate, late-C18/early-C19, one-and-a-half storeys, with pig pens at base



Table 4 continued

Important Local Buildings	Description
	<b>Langton Herring</b>
<b>The Elm Tree</b>	Large late Victorian detached public house, render and slate, with smaller stone buildings at either side.
<b>Cobblers and Bakehouse Cottage (3 &amp; 6 Shop Lane)</b>	A good group, with No. 3 thatched and of stone rubble, and No. 6 rubble with a slate roof, set back behind a particularly good stone boundary wall.
<b>Foxbarrow House, The Square</b>	Striking Victorian house, stone rubble and brick quoins, clay tile roofs.
<b>Nos. 1-3 Rose's Lane</b>	Rubble with brick quoins late C19 houses, with No. 3 a very simple stone and slate cottage with casements and a wooden trellised porch, of group value;
<b>East and West Cottages, at the Church Hill/Angel Lane junction</b>	A pair of large stone and brick semidetached Mid-Victorian estate cottages (the WS monogram in the twin gables refers to William Sparks, owner until, at least, 1867), and a good stone boundary wall with twin steps at front entrance.
	<b>Portesham</b>
<b>Kings Arms public house, Front St</b>	Late C19, stone, tile hanging, false half timber and concrete pantiles; a strong entry feature.
<b>The former School House, Front St and Church Lane</b>	Mid-C19, Portesham Stone, casements and three distinctive narrow gables facing south, down Front St.
<b>The Well House, Half Moon House &amp; 32 Front St</b>	A row of stone C19 cottages (one a former pub), pantiles, slate, details such as canted bays and porches.
<b>Nos. 11 and 13 Front St</b>	A pair of mid-Victorian stone and brick cottages, forming an L to the Street.
<b>Nos. 23 and 25 Front St</b>	Long thatch and stone row, casements (mostly renewed), in an important position on the corner with Back Street.
<b>Methodist Chapel</b>	Twin gabled units of differing dates, rather blunted by pebble dash.
<b>No. 4 Front St</b>	A long stone house, with brick window heads, coped stone gables with kneelers, casements, set at an angle to the road.
<b>No. 15 Front St</b>	Stone and slate, mid-C19, central porch, large stone lintels to windows and keystones, altered but still of value.
<b>Nos. 19 and 21 Front St</b>	No. 19 the former forge, still with existing furnace.
<b>Nos. 34a and 36 Front St</b>	Former Post office and neighbouring cottage; stone and slate, coped gable end to St forms an important townscape feature, later red brick, lower shop unit.
<b>Nos. 1 and 2 Portesham Hill</b>	C19 Portesham and Abbotsbury Stone, brick and slate; No. 1 has twin gables, casements and wooden porch, No. 2 has casements and bracketed porch.
<b>The former Vicarage, Church Lane</b>	A large early C19 block, render and slate, with sashes, difficult to see but of some quality.
<b>Nos. 4 and 6 Church Lane</b>	Stone and thatch, eyebrow dormers, half hip to west end, porch; attractively picturesque.
<b>Nos. 8-12 Cemetery Lane</b>	Victorian stone and brick group, sashes and big lintels to openings, having group value;
<b>No. 1 New Rd</b>	Mid-Victorian brick, sashes and symmetrical front; complements Tudor Cottage.
<b>Nos. 16 and 18 Front St</b>	Both stone C19 cottages, grouping well with the church and former school but their uPVC windows reduce their overall interest.

## 8.8 Flood Risk in Portesham

8.8.1 Following significant flooding in Portesham in January 2019, when nine

properties were recorded as flooded and the B3157 Coast Road closed for an extended period, Dorset Council produced a Flood Risk Investigation Report, in order to identify actions

to reduce the risk of such an event recurring in the future. The flooding occurred following heavy rainfall, with surface water, silt and gravel from the surrounding hills adding to the localised problems, reducing capacity within the watercourses and blocking up the highway drainage systems.

8.8.2 The report identifies a number of potential actions in relation to reducing flood risk in various parts of the village. Some of these were undertaken as the report was progressed, such as agreement on sand-bag store locations and the installation of a rain gauge to provide real time rainfall data. Further actions included:

- identifying critical structures in Portesham to reduce the risk of these being altered or removed (Dorset Council);
- exploring the feasibility of a flood alleviation scheme that would intercept flows at Goose Hill (Dorset Council);
- de-silting watercourses and drains (Dorset Council and property / land-owners);
- exploring options for natural flood management interventions e.g. silt traps and cross drains to reduce run off and silt deposition for Portesham Hill, Rocky Lane and Winters Lane (Dorset Council).

8.8.3 It is imperative that any further development is considered in light of the flood risk issues and that the measures identified in the Flood Risk Investigation Report are taken into account in assessing the proposals and ensuring that the risk of flooding is not inadvertently exacerbated by reducing the effectiveness of the measures that have or are to be put into place.

8.8.4 Wessex Water has advised that development proposals must demonstrate satisfactory disposal of surface water. Sustainable Drainage Systems should maximise opportunities for green infrastructure and aim to achieve greenfield run off rates with surface water run-off managed as close as possible to its source. Surface water drainage must not be connected to the foul sewer.

#### **CBNP20. Local Flood Risk in Portesham**

A site specific and proportionate Flood Risk

Assessment (FRA) is to be submitted in support of all development proposals within the catchment area (as shown on the Policies Map) that would result in increased surface water run-off in Portesham village or impact on infrastructure related to flood prevention measures, as referenced in the 2019 Flood Investigation Report.

Development should not impact on the effective operation of the local flood prevention measures, or increase the risk of flooding within the village.

#### **8.9 Settlement Boundary Review**

8.9.1 As part of the preparation of the Neighbourhood Plan, the settlement boundary for Portesham has been reviewed in order to include those developments that have taken place since the Local Plan was adopted, and to exclude areas relating to Local Green Spaces and safeguarded community facilities with associated grounds. The main changes have therefore been:

- Inclusion of the second phase of Malthouse Meadows (built
- Inclusion of the permitted development of 5 dwellings at North Mead Farm
- Exclusion of the Duck Pond, Village Green and King's Arms garden LGS (as these adjoin the settlement boundary).

8.9.2 The proposed allocation at Portesham (CBNP5) will remain outside of the settlement boundary until it is built, following which the boundary can be reviewed to include the extent of the built up area. The revised boundary is shown on the Policies Map at the end of this document.

8.9.3 There are no defined settlement boundaries at the other settlements, and there are no proposals for this to change.

#### **CBNP21. Portesham's Development Boundary**

The defined development boundary (DDB) for the village of Portesham, which establishes the extent of the settlement (beyond which is countryside) for planning purposes, is amended to that shown on the Policies Map.

## 9 Place-specific Design Guidance

**9.1.1** The four villages within the parish each have a different character. Understanding that character can help to generate design cues for future development to follow. This section outlines the broad physical contextual characteristics of the villages, and is helpful in identifying what is special and distinctive about each place, and what elements are common or differ between the villages. These character traits and patterns inform the design guidance that follows.

### 9.2 Abbotsbury

#### *Key routes and settlement pattern:*

**9.2.1** The B3157 is the main road running through the village. The village of Abbotsbury lies in a valley, surrounded by hills on all sides, except to the east.

**9.2.2** Plots, typically, vary in size and orientation, and building footprint is generally shallow, running parallel to the road.

**9.2.3** The character of the streets varies within the village. The area around West Street and Back Street is characterised by:

- two-storey buildings usually without any set backs or front gardens, and back gardens based on medieval tofts;
- narrow footpaths on both side of the road, with one raised up higher than the adjacent roadway;
- properties generally align quite closely with the orientation of the roads.

**9.2.4** Development on the eastern edge of the village, around Hands Lane and Glebe Close, is characterised by:

- semi-detached properties with deep front gardens and on-plot parking along Hands Lane;
- terraced houses in Glebe Close and along St Catherine's Terrace with either no or very narrow front gardens.

**9.2.5** Along New Barn Road and Grove Lane:

- properties are scattered and have a more rural setting:

- properties generally align along the road layout, with no set back and narrow front gardens.

#### *Views and landmarks:*

**9.2.6** The Conservation Area report identified a series of townscape views which are shaped and formed by the undulating topography, trees and consistent quality buildings within the built environment.

**9.2.7** There are a number of landmarks such as the Church tower, the Tithe Barn and St Catherine's Chapel which intrude in views from the surrounding countryside and out of the village, providing a sense of place and a degree of legibility to aid wayfinding.

**9.2.8** The Ilchester Arms and Strangways Hall on the Market Square are important focal points within the village core.

#### *Public streets and spaces:*

**9.2.9** Streets are narrow and organic in their arrangement, with buildings often arranged close to the back of footpaths. The majority of streets are continuously enclosed by built form, and have no green verges or trees, which contributes to a very particular character and sense of place. That said, there are some locations where plots have their buildings set back from the front or side boundary, which is bordered by stone walls, hedges, shrubs and larger trees, all of which combine to create a softer sense, greener of place.

**9.2.10** There are a number of green spaces that help define the village character. The White Hill escarpment and the green area of Chapel Hill dominate the immediate landscape. These can be seen in many significant views. Areas of pasture, the cricket ground and the playing fields south of West Street to Seaway Lane and beyond up to the slopes of Chapel Hill are other important green spaces within the area.

**9.2.11** Random rubble stone low walls are typically used as boundary treatment together with hedges.

#### *Building styles, materials and detailing*

**9.2.12** The village of Abbotsbury comprises a long street of stone houses, a number of which are thatched, with some dating from the 16<sup>th</sup>



century. Parts of the street have a raised pavement. The village is surrounded by hills on all sides, except to the east.

9.2.13 The majority of buildings do not exceed two storeys in height.

9.2.14 Some of the detailed elements which help to underpin the special architectural character and quality of built-form within Abbotsbury are:

- coursed and dressed ironstone and grey limestone walls, and rubble-stone walls,
- slate roof, with boxed eaves
- brick stacks at each gable end,
- dressed stone voussoirs (the wedge-shaped or tapered stone used to construct an arch),
- light wooden casement, with wooden cills, cast-iron casements with glazing bars,
- plank doors
- retaining walls with a variety of copings and slate and thatched roof.

### 9.3 Fleet

#### *Key routes and settlement pattern*

9.3.1 The Parish consists of the small settlements of East Fleet, West Fleet, Fleet House and Fleet Common, that are found along the valley bottom.

9.3.2 Fleet Road is the main route through the area – it branches off from the B3157 and runs along the valley line. The majority of the settlement is set in a linear pattern along Fleet Road, distributed unevenly to either side. Fleet Common is the principal settlement, concentrated around the Parish Church.

#### *Views and landmarks*

9.3.3 The undulating topography, mature trees and characterful dwellings offer scenic countryside views. Holy Trinity Church is the dominant feature within the village.

9.3.4 Historic Listed gate-piers on the Fleet - Chickerell parish boundary, immediately north of the Fleet Lodge, are an important gateway feature.

#### *Public streets and spaces*

9.3.5 The village is surrounded by open fields. Tree and hedge planting along Fleet Road are

redolent of the character of lanes throughout this part of Dorset.

9.3.6 The churchyard is a valuable green space in the village.

9.3.7 Buildings face the roads with a wide range of setbacks. Fleet Road is narrow without any footpath on either side. The other, smaller settlements are characterised by buildings arranged in clusters away from the road.

9.3.8 Dwellings are typically provided with on-plot parking. Whilst many buildings front directly onto the pavement, boundary treatments where they do exist are usually hedges or low Ashlar stone / stone rubble walls with vertical stone on top.

#### *Building styles, materials and detailing*

9.3.9 Buildings with layers of alterations and attractive steeply sloped roofs are typical of the village.

9.3.10 The majority of buildings do not exceed two storeys in height.

9.3.11 Many buildings have casement windows which gives a certain aspect and quality to the building façades. Some buildings have red brick quoins at corners and around some windows red brick is used to add detail.

### 9.4 Langton Herring

#### *Key routes and settlement pattern:*

9.4.1 The main route that branches off from the B3157 runs along the edge of a ridge, providing scenic views to the main Ridgeway to the north. Angel, Rose's and Shop lanes run off the main route, heading south to the historic core of the village.

9.4.2 The principal part of the settlement is situated at the south of a ridge, sloping down to the south-west. The undulating topography, combined with subtle changes in the building alignment, provide varied and attractive street views.

9.4.3 The historic core of the village is in nucleated plan form. Buildings are clustered around the small Parish Church, Hall and pub. More recent developments have built along the

main route to the north of the historic core in the form of ribbon development.

9.4.4 The character of the streets varies within the village. The historic core is generally compact with variety in plot pattern and the orientation of buildings. Rodden Lane is a quiet, narrow lane without a footpath and, typically, development only on the southern side. Properties tend to face the roads, but the spacious front gardens, trees and hedges reduce the visibility of many of the buildings. The South edge of the village has a more scattered layout, with plots that are generally bigger compared with conservation area, deep front gardens with low wall and hedges as boundary treatment.

#### *Views and landmarks:*

9.4.5 There are many important views within the village, as identified in the Conservation Area Appraisal. The Church tower is the most obvious landmark.

#### *Public streets and spaces:*

9.4.6 The churchyard and graveyard are two valuable green spaces within the village.

9.4.7 A larger green space between Shop Lane and Chapel Close gives a sense of openness in the south part of the village.

9.4.8 Group of mature tree groups are of great importance to the character the village. These mature trees, combined with shrubs and hedges in private gardens and other open spaces, combine to create the green lanes that help define the character of Langton Herring.

9.4.9 Horizontal stone boundary walls with upright cock-and-hen copings are characteristic feature of the village.

#### *Building styles, materials and detailing*

9.4.10 Some of the detailed elements which help to underpin the special architectural character and quality of built-form within Langton Herring are:

- local limestone and forest marble are used in construction and to face a number of buildings;
- brick as dressing/detail, in conjunction with stone rubble walls; and

- the arrangement and sizing of chimneys and dormers.

9.4.11 The majority of buildings do not exceed two storeys in height.

## 9.5 Portesham

### *Key routes and settlement pattern:*

9.5.1 Portesham is the most northern settlement in Chesil Bank Parish, about two miles from the sea.

9.5.2 Portesham is a nucleated settlement. Roads and streets in the village are generally narrow and meandering with organic layouts. The main street (Front Street) runs north to south and meets the bend (Goose Hill) in the B3157. New Road, Church Lane and Back Street run west off Front Street, forming the historic core of the village, with Winter's Lane running east as the main link to the outlying hamlets of Waddon, Little Waddon, Coryates, Shilvinghampton and Friar Waddon.

9.5.3 Modern housing has been developed on the outskirts of Portesham village, in the form of cul-de-sacs.

### *Views and landmarks:*

9.5.4 The Conservation Area report identifies many important views along Front Street and from the lower slopes of Portesham Hill, including views of Trafalgar House, the Kings Arms, the former School, St Peter's Church and tower and the Manor House, which are key landmarks within the village.

### *Public streets and spaces:*

9.5.5 The stream - Millbrook, which flows down Front Street and then splits into the Mill leat and another artificially elevated channel, is a particularly distinctive feature of Portesham. Other key spaces are the churchyard, and the Village Green, which is a focal point of the village with the pub garden opposite. The recreation ground and allotments stand apart from the village at West Elworth.

9.5.6 The village is a mix of houses from various historic periods and styles. Plot sizes vary in size and form, as does building massing and setbacks, which results in an informal and dynamic building line and façade rhythm.

9.5.7 Within the Conservation Area, streets are typically narrow, and most of older buildings - cottages and terraced houses – sitting immediately to the back of the footpath, although some have a small front garden or planting strip; with the larger houses stand in large plots set back from the street in a more spacious garden. On-street parking solutions undermine the streetscape in places.

9.5.8 Distinctive trees and groups of mature trees are present around the village green and also along Winter's Lane.

9.5.9 From the mid-20<sup>th</sup> century, Portesham saw housing developments gradually expanding outwards to the northern and southern end of the village, which tend to have regular building lines, generous front gardens and reasonably large rear garden.

#### *Building styles, materials and detailing*

9.5.10 Within the Conservation Area the diversity of buildings styles is balanced by the commonality of the simplicity in the detailing and use of traditional materials.

9.5.11 The majority of buildings do not exceed two storeys in height.

9.5.12 The use of stone walls, clay pantiles and slate for roof coverings, and a mix of sash and casement windows, are prominent features in the village

## 9.6 Design Guidance

9.6.1 Based on the character assessments and design code guidance undertaken for the Chesil Bank area, the following design policies have been produced. This seeks to reinforce the area's unique character, but in a manner that will support improved energy efficiency and sustainability requirements through the potential use of modern materials and techniques where practical and appropriate.

### **CBNP22. Chesil Bank Design Guidance**

Development should deliver sustainable high-quality design. To be supported, it must respond positively to the local area's identity, character, scale and grain (or, pattern of plots), and create or reinforce local distinctiveness. Applicants are expected to demonstrate how their proposed

development has followed the design guidance specific to the Neighbourhood Plan area (contained in Chesil Bank Neighbourhood Plan Design Codes, July 2021) and has had regard to the National Design Guide.

### **CBNP23. Settlement pattern**

Development should reinforce the settlement pattern by maintaining the continuity of built form along the main routes through each settlement. Development outside the central areas should be well-connected to the centre and should respect the primacy of the core in terms of density, scale and design.

Within the outlying hamlets, development should respect the prevailing form and character of the hamlet.

Large scale developments that would notably change the settlement form of the villages or the hamlets are unlikely to be appropriate.

### **CBNP24. Streets and spaces**

Development within or adjoining one of the villages should include shrubs, trees, hedges and boundary walls typical to the village (and usually made of random stone rubble, with a variety of copings or iron railings) to increase the sense of enclosure and linear form along the main road. Buildings should face towards the main road and reinforce the linearity of the street, where possible.

Development density should allow for spaces between buildings to preserve views of countryside setting and maintain the perceived openness of the settlement.

Visually permeable boundaries (e.g. low hedge/wall) with the front and rear of properties should be encouraged to form a gradual transition from built form to open countryside. Soft, irregular landscaped edges should be incorporated on the periphery of the villages and hamlets - abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided. Native species should be used. Panel fencing should be avoided.

Existing mature trees should be incorporated into the landscape design, and used as accents and landmarks where appropriate.

Positioning of the building within a plot should





Figure 24: new build examples - left - Back Street, Portesham, right - Entrance to Glebe Close, Abbotsbury

reflect the prevailing pattern, with front gardens, shallow setbacks or buildings located immediately to the back of the footway / highway, as appropriate.

The layout of new development should also seek to optimise the benefits of daylight and passive solar gain.

On sites adjoining key spaces and features, buildings should have a positive aspect onto that space or feature.

If placed on the property boundary, waste storage should be integrated as part of the overall design. Landscaping may also be needed to minimise the visual impact of bins and recycling containers.

#### **CBNP25. Views and landmarks**

Applicants are expected to demonstrate how existing views and vistas between buildings and along view corridors have been considered, with the aim that they are retained, wherever possible. New developments should seek to frame new views and vistas towards the wider countryside and maintain the perceived openness of the settlement.

Development should be designed to frame views of existing landmarks, helping with legibility, and incorporate landscape and built features to provide new landmarks if appropriate to the location and importance of the building within the settlement.

New trees should be included within development sites to strengthen vistas, focal points and movement corridors, while retaining clear visibility into and out of amenity spaces. They should, however, not block key view corridors and vehicular circulation sight lines.

If a gateway plot is developed, the corner of the site should act as a local landmark. The corner

building could be slightly taller or display another built element, signalling its importance within the grouping. It should also respond to existing development / landscape on the opposite side of the main route into the settlement.

#### **CBNP26. Building Styles**

The recurring and rich mix of architectural forms and features provides a solid basis for design development and should be the starting point of reference in developing site proposals.

Developments should respect the variety of building types and design, with coherent scale, massing and detailing, and use of local and regional vernacular where appropriate to enhance character and sense of place. The inclusion of a uniform building type throughout a development must be avoided.

Exposed, blank gable end buildings with no windows fronting the public realm should be avoided.

Buildings should not normally exceed two storeys in height, and should have due regard to the tree canopy.

Subtle variations in height, such as altering eaves and ridge heights, should be used to add visual interest, unless a more cohesive and regular arrangement is the dominant characteristic in that locality.

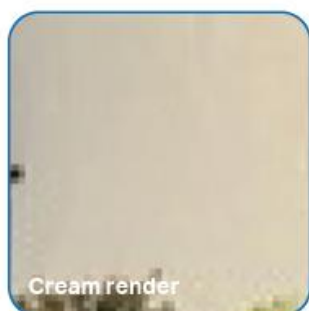
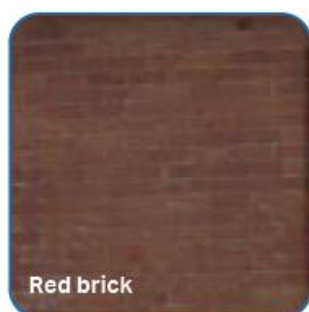
Infill development should complement the street scene into which it will be inserted. It does not need to mimic the existing styles but its scale, rhythm, massing and layout need to be in general conformity with the existing (particularly for ridge/eave heights and for terraced or dense groupings of buildings).

#### **CBNP27. Materials**

Any development should use a simple and local

material palette. This should be drawn from:

- Natural stone, in both rubble and, less often, ashlar form. Corallian limestone, sourced in the Abbotsbury area and Portland/Purbeck oolitic limestone, sourced in Portesham, are the most common types and inform the basic colour tones and fundamental built character of the villages. Marnhull stone is also found in Abbotsbury. When building in stone, careful consideration should be given to the choice of material, its colour, coursing, and block size, and existing buildings within the settlement should be referred to for examples and precedents.
- Red bricks are either used as the main materials or as dressing materials in a number of rubble-walled properties, such as quoins and door and window heads.
- Render - applied in a smooth floated finish in a limited range of naturally occurring (generally white or cream) colours.
- Weatherboarding – generally to be used on barns and sheds



## CBNP28. Doors and Windows

The style of doors and materials used should respect local character, including how doors vary with the type and status of the property in Chesil Bank. Doors with vertically boarded and horizontal, ledged details, with or without a small top light, are common. Other door types include half-glazed doors, planked doors and panelled doors. Porches and door canopies are fairly common in Chesil Bank, and are generally of stone or wood porches, either with pent roofs or gabled/hipped roofs, tiled or thatched. Porches and canopies should respond to roof types and materials, as well as wall materials.

The style of windows and materials used should respect local character, with white casement and sash windows with glazing-bars being characteristic of traditional houses in the area, and therefore similar styles will normally be appropriate. Most main road properties tend to avoid deep recesses on doors or windows. Consideration should be given to whether the ground floor windows should be larger and deeper than upper floor windows, as this adds more animation to the streetscape and allows greater light penetration. Whilst traditional styled windows are generally painted white, other colours may be appropriate to add interest



to the street scene.

## CBNP29. Roofs and chimneys

Variety and interest should be created in the roofscape, through subtle changes in roofline,



traditional use of local materials, such as thatch, slate and clay plain tiles and pantiles, and the potential inclusion of gables and dormers. Overly complex roofs should be avoided. If included, the choice of dormer should fit with the prevailing character of the building and in terms of proportion, relative to the size of the roof, and vertically aligned to the windows.

The scale and pitch of the roof should be in proportion with the dimensions of the building itself.

Stone and brick buildings with incorporated eaves details, and gable decorations are encouraged. Buildings with clipped eaves and minimum verge detail should be avoided.

Traditionally, buildings display simply-shaped brick/stone chimneys, which should be included in new buildings to generate visual interest in the roof line and the streetscape, and when on an end elevation should connect to the ground. Chimneys should be positioned on the ridge of the roofs, and should have pots.



## 9.7 Parking

**9.7.1** Parking areas will be needed in most forms of new development. Due to the rural nature of many of the roads and lanes, reliance on on-street parking should be avoided with suitable provision made within the plot. For small scale infill sites, the Dorset residential parking guidance suggests:

- 1 bedroom homes            1 parking space
- 2 bedroom homes           1-2 parking spaces
- 3 bedroom homes           2 parking spaces
- 4 bedroom homes           2-3 parking spaces

Plus 1 visitor parking space (which can be shared with up to 5 dwellings).

**9.7.2** It is important that the design and layout of development ensures that parked cars or large expanses of tarmac do not dominate in views. This can be achieved by means of walls, hedging, planting, the use of quality paving materials and by careful use of space around the home. For family homes, cars should preferably be placed at the side. However reliance on tandem parking and garaging should be avoided as these are not convenient and encourages on-street parking.

**9.7.3** Consideration will need to be given to the inclusion of electric vehicle car charging points within the layout. The need for such charging points is now a requirement under Building Regulations (updated in December 2021) which applies to all new homes with on-site parking, and also other development projects with more than 10 parking spaces. In addition to electric vehicle car charging points, parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving. Parking bays / courtyards should be limited to groups of 4 spaces as a maximum, interspersed with trees and soft landscaping to provide shade and visual interest.

### CBNP30. Parking

Reliance on on-street parking should be avoided. Where on-street parking is limited, or the layout relies on the use of garages or tandem parking to provide the optimal number of car parking spaces set out in the adopted car parking



standards, development should be designed to include user and visitor parking within the plot.

Parking areas should be designed to minimise visual impact including the use of boundary treatments and landscaping to minimise the presence of vehicles.

Areas of hard standing including driveways and patios must be constructed from porous materials.

## 9.8 Sustainability Features

**9.8.1** Energy efficient technologies can be more successfully incorporated into a building if considered early in the design process, rather than retrofitted. This might include:

- Solar shingles and photovoltaic slates or tiles used as a roofing material in their own right. If possible, covering the whole roof or one gable end is often advisable.
- Ground source heat pumps may need to be installed vertically if there is limited garden space. It is therefore worth checking the prevailing ground conditions and considering the placement of any underground obstructions and/or utilities lines.
- Air source heat pumps should be placed in a location where it is not visually intrusive to minimise its effect on the external appearance of the building, or likely to cause disturbance to neighbouring occupied buildings.
- Bioretention water management systems, including greywater recycling, soak-aways and rain gardens, designed to enable water to infiltrate into the ground

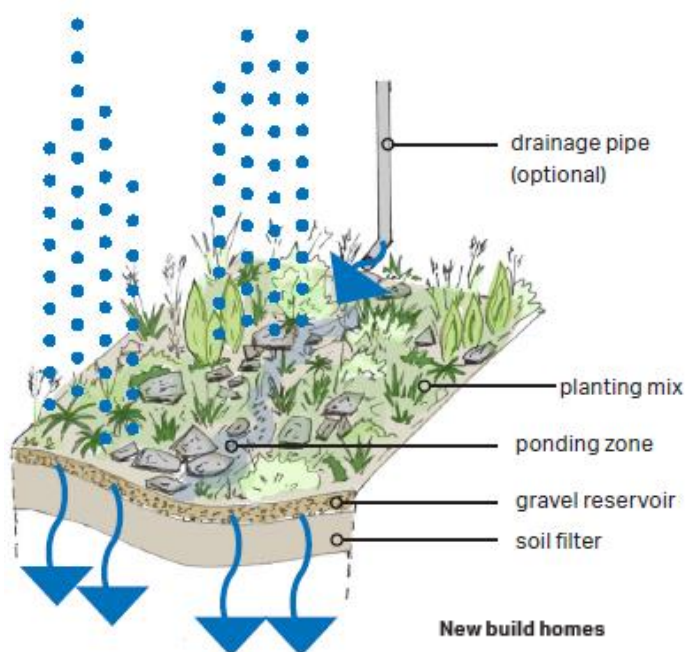
### CBNP31. Sustainability Features

New buildings, and alterations and extensions to existing buildings, should seek to minimise the carbon footprint of the development.

Sustainable technology (such as solar panels and heat pumps) should be clearly shown on the planning application drawings to demonstrate how these are successfully integrated into the property. A sustainability statement should be submitted with applications to provide details of the sustainable design and construction measures included within the proposal, detailing in particular how design, construction and

operation has sought to:

- a) Reduce the use of fossil fuels.
- b) Promote the efficient use of natural resources, the re-use and recycling of resources, and the production and consumption of renewable energy.
- c) Adopt and facilitate the flexible development of low and zero carbon energy through a range of technologies.
- d) Adopt best practice in sustainable urban drainage.



**High levels of airtightness**



**More fresh air with the mechanical ventilation and heat recovery, and passive cooling**



**Triple glazed windows and external shading especially on south and west faces**



**Low-carbon heating and no new homes on the gas grid by 2025 at the latest**



**Water management and cooling more ambitious water efficiency standards, green roofs and reflective walls**



**Flood resilience and resistance e.g. raised electrical, concrete floors and greening your garden**



**Construction and site planning timber frames, sustainable transport options (such as cycling)**

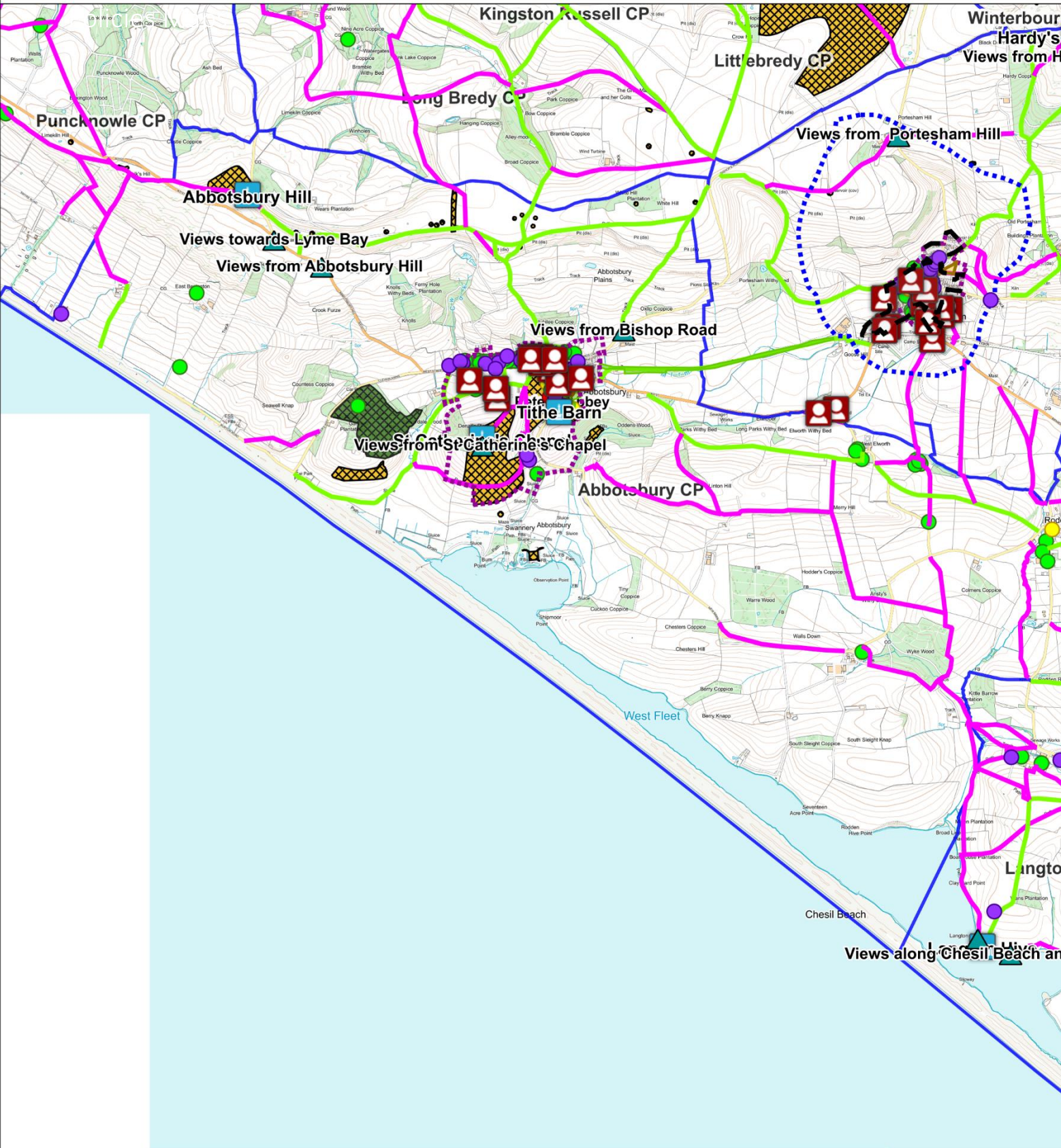


**Solar panel**

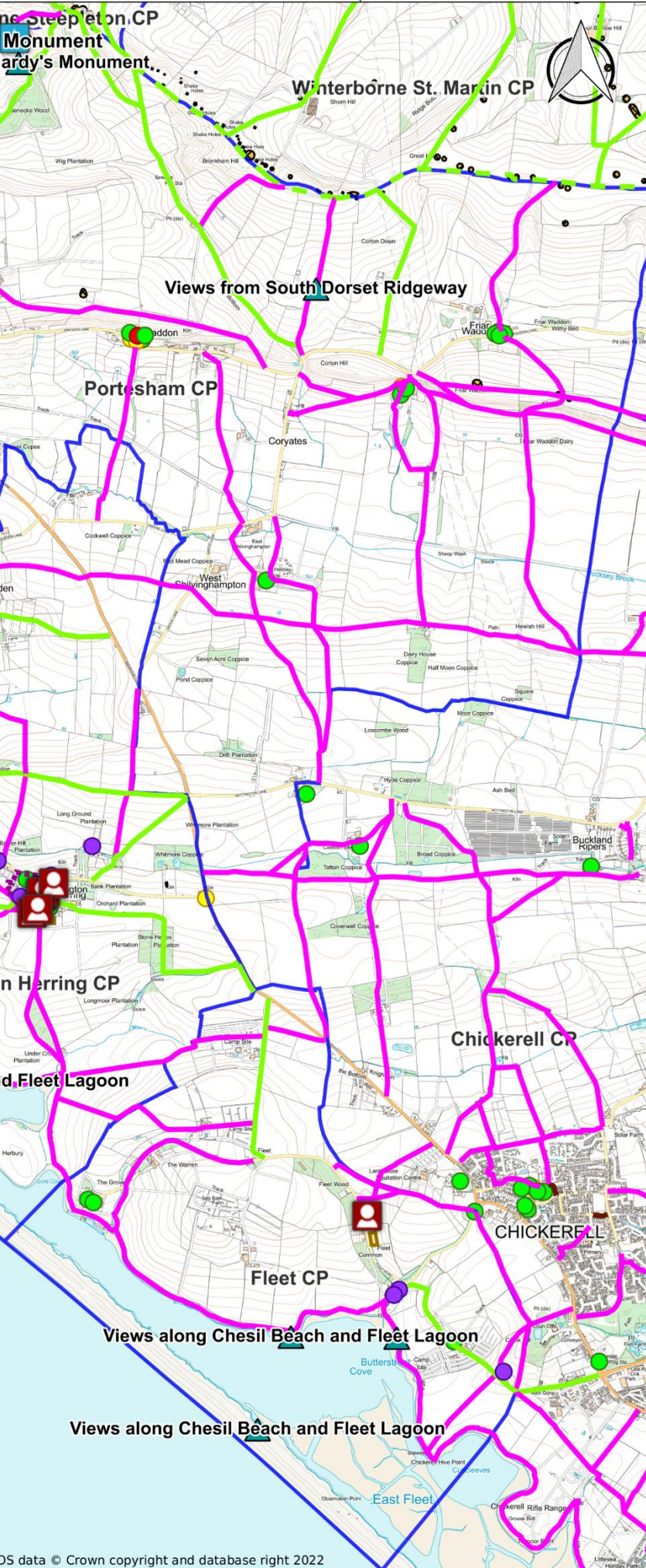


**Electric car charging point**

Policies Map





**Scheduled Monuments****Parks and Gardens****Listed Buildings**

I



II



III\*

**Parish****Public Rights of Way**

Bridleway



Byway open to all traffic



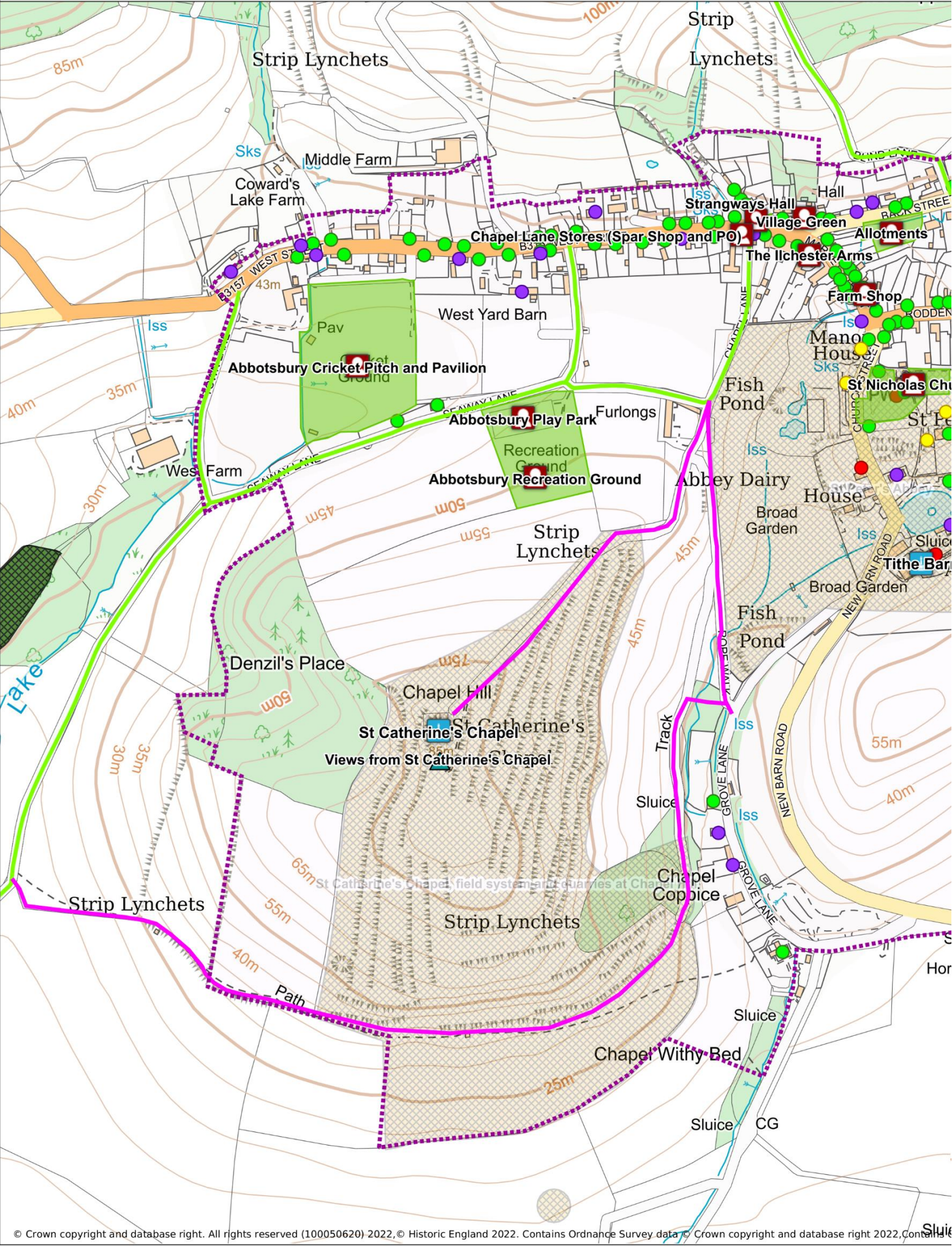
Footpath



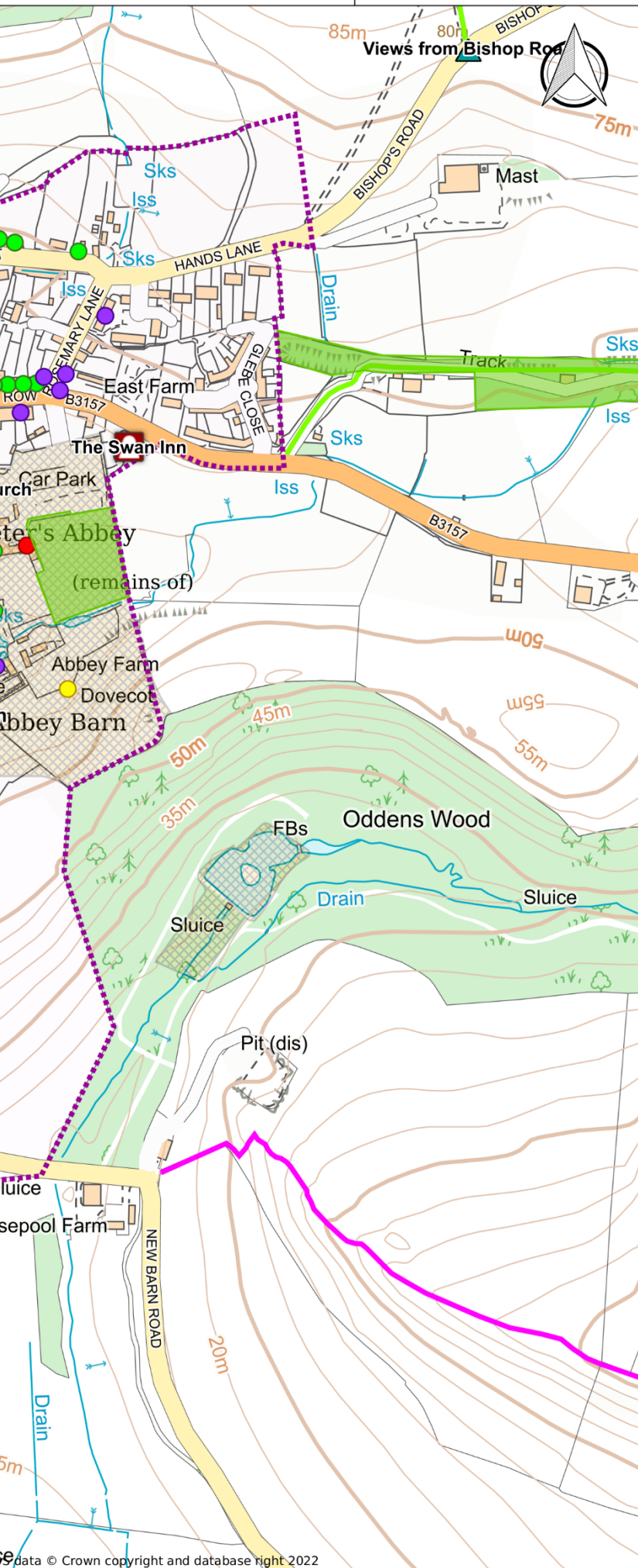
Restricted Byway

**Portesham Catchment****Local Green Space****Conservation Area****Site Allocation****Locally Important Building****Local Landmark****Community Facilities****Key viewpoint****DDB**









## Scheduled Monuments



## Parks and Gardens



## Listed Buildings



I



II



II\*

## Parish



## Public Rights of Way



Bridleway



Footpath

## Local Green Space



## Conservation Area



## Locally Important Building



## Local Landmark



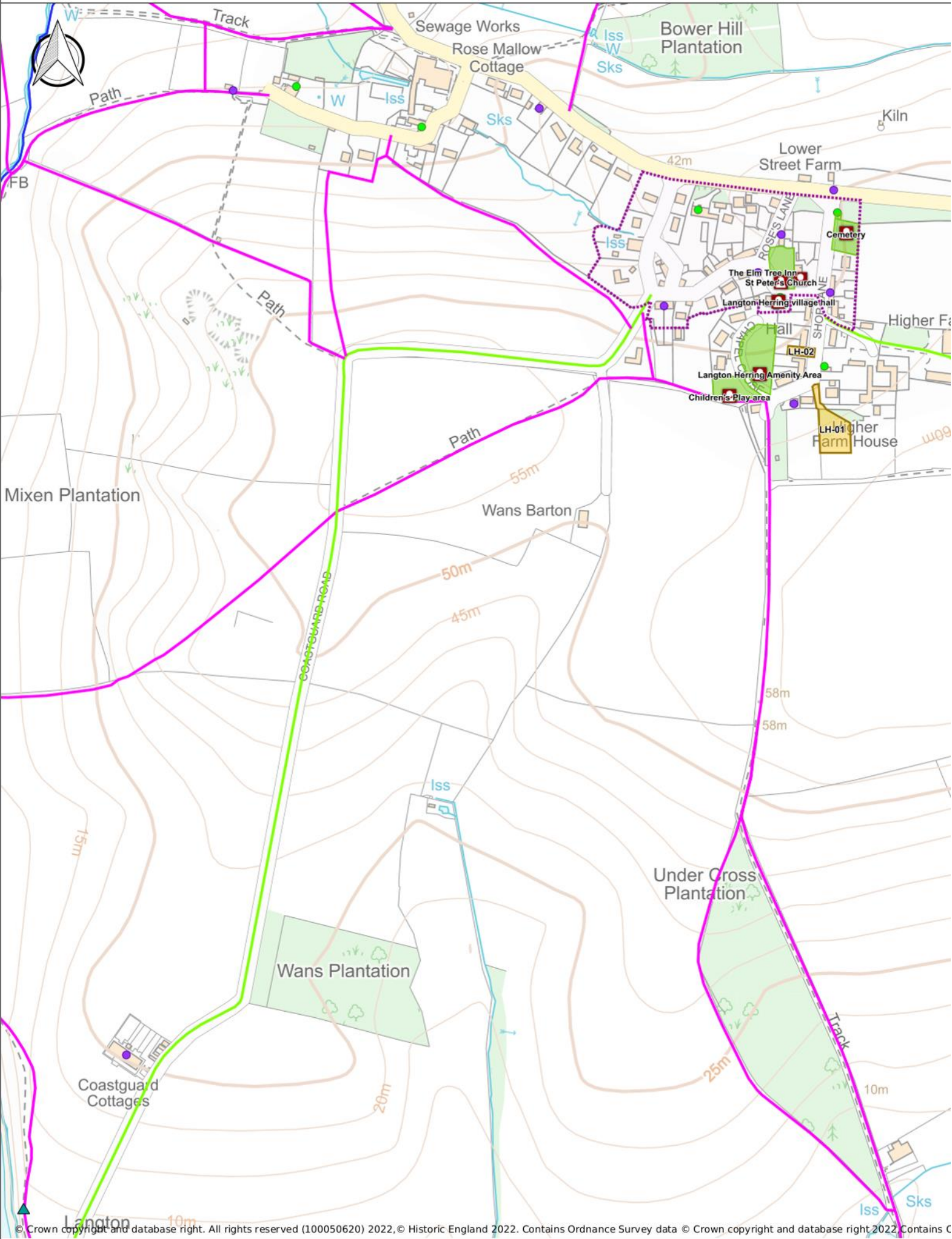
## Community Facilities



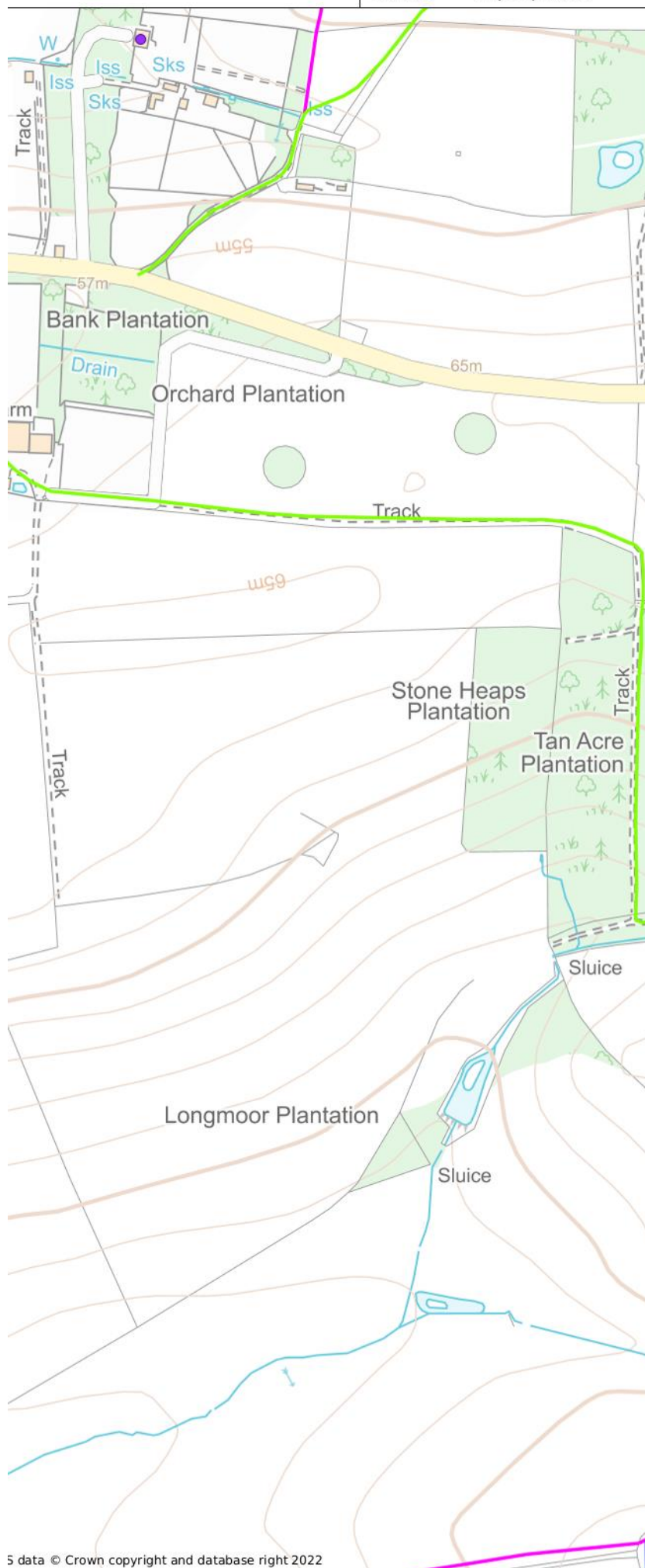
## Key viewpoint



Policies Map - Langton Herring Area





**Scheduled Monuments****Listed Buildings****Parish****Public Rights of Way**

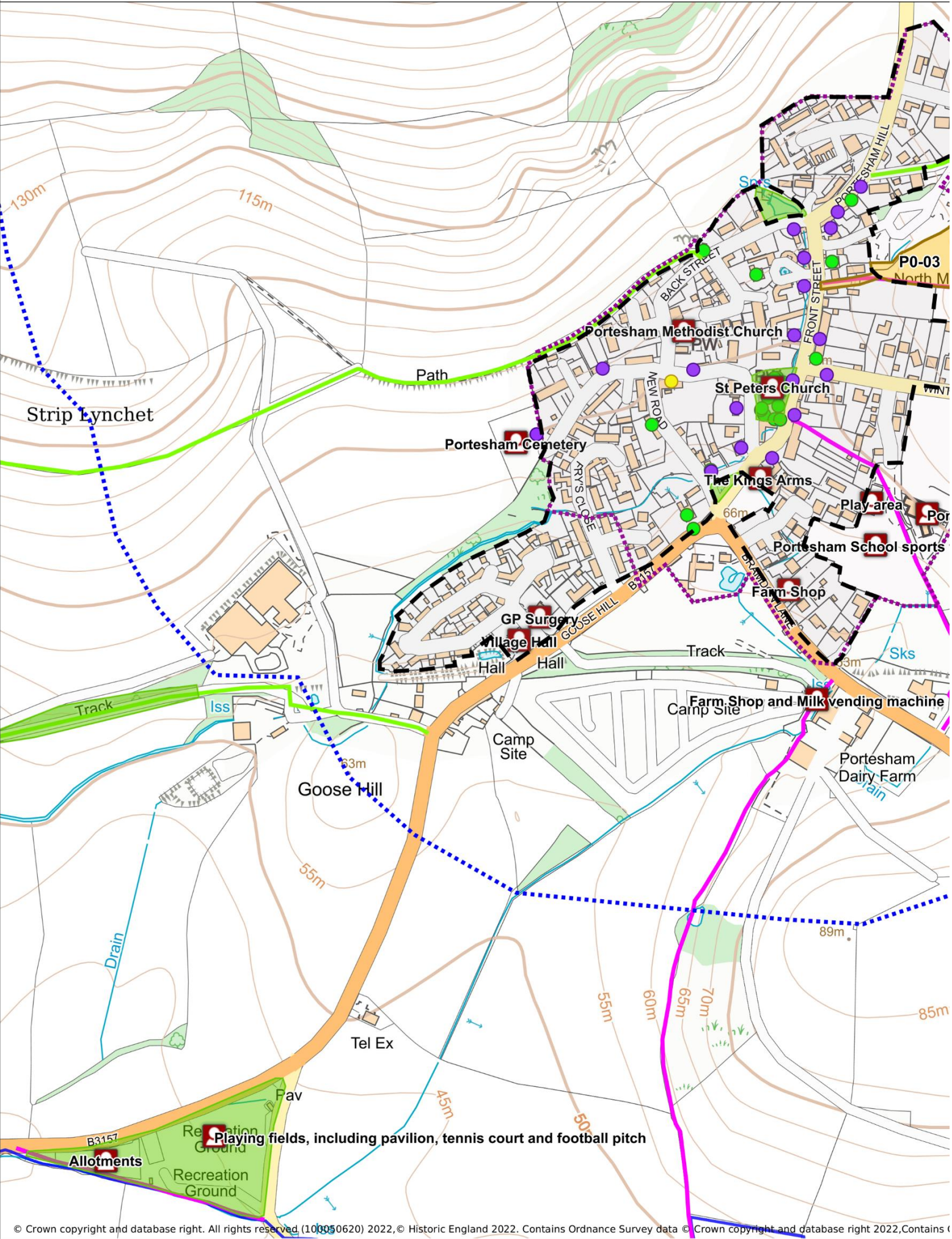
Bridleway



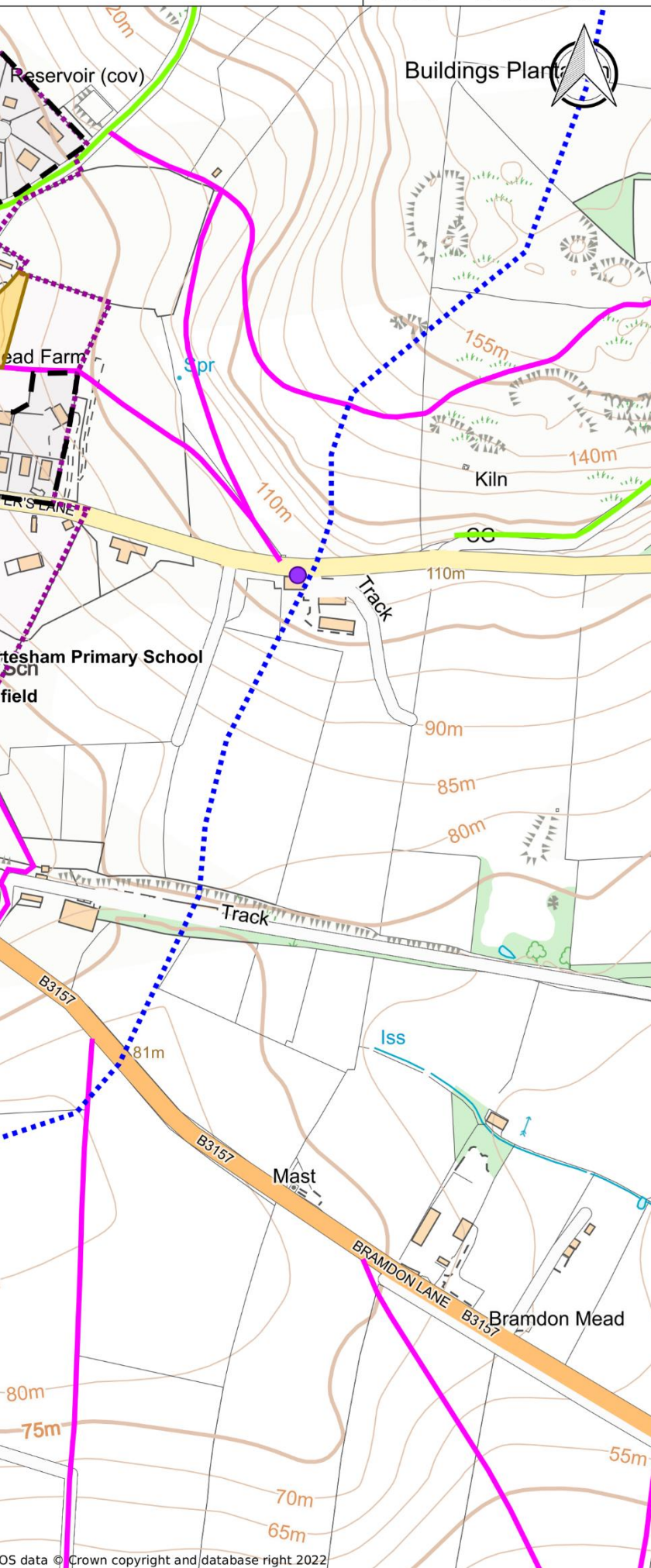
Footpath

**Local Green Space****Conservation Area****Site Allocation****Locally Important Building****Community Facilities****Key viewpoint**









## Listed Buildings

- |  
● ||  
● ||\*

## Parish



## Public Rights of Way

-  Bridleway  
 Footpath

## Portesham Catchment



## Local Green Space



### Conservation Area



## Site Allocation



### Locally Important Building



## Community Facilities



**DDB**



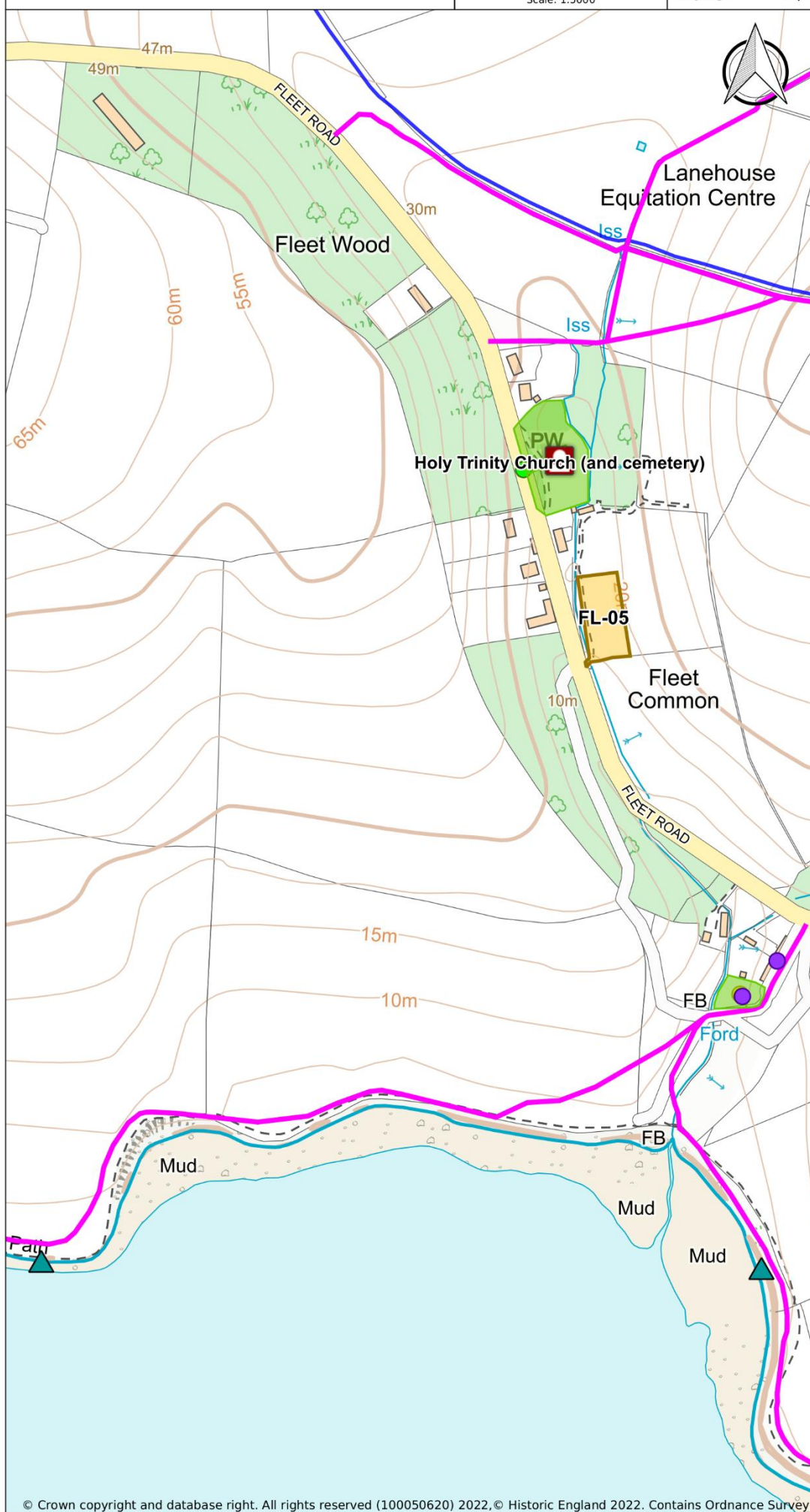


0 20 40 60 80m  
Scale: 1:5000

Author:

Date: 14/10/2022

ParishOnline

**Listed Buildings**

- I
- II
- II\*

**Parish****Public Rights of Way****Local Green Space****Site Allocation****Locally Important Building****Community Facilities****Key viewpoint**

This map shows the western part of Fleet where the site allocation and Neighbourhood Plan designations are located. There are no such allocations in the eastern part of Fleet.

## Appendices

### Glossary

#### *AECOM*

Consultancy providing technical support for Neighbourhood Plans

#### *AONB*

Area of Outstanding Natural Beauty – nationally important landscape (of the same status as a National Park) designated by Natural England

#### *Affordable Homes*

Affordable housing is defined in the National Planning Policy Framework, but in layman's terms includes:

- a) Social rented housing;
- b) Intermediate housing for rent; such as private rented accommodation that is set out below market value; and
- c) Intermediate housing for sale, such as shared ownership or starter homes.

Those able to rent or buy must be unable to afford adequate housing locally on the open market, and may need to prove a local connection to the area. In most cases there are provisions in place to ensure that affordable remains affordable.

#### *Conservation Area*

An area designated under Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.

#### *DDB (Defined Development Boundary)*

A defined development boundary is a line that is drawn on a plan around a village, which reflects its built form. It is used as a policy tool reflecting the area where a set of plan policies are to be applied. Areas outside this boundary or settlement line are considered to be countryside, where there are greater controls to prevent unnecessary development.

#### *Eutrophication*

Eutrophication is the process by which an entire body of water, or parts of it becomes

progressively enriched with minerals and nutrients. This can become a problem in marine habitats such as lakes as it can cause algae blooms which could produce toxins harmful to higher forms of life

#### *Geomorphology*

Geomorphology is the study of landforms. Their processes, form and sediments at the surface of the earth

#### *Listed Building*

Buildings and other features of special architectural or historic interest listed by the Secretary of State for Culture, Media and Sport on the advice of Historic England. Graded I II\* and II to indicate their relative importance.

#### *Local Plan*

The main development plan document that sets planning policy for the area (in this case Dorset Council), which provide the framework for making decisions on planning applications.

#### *NPPF (National Planning Policy Framework)*

The main document containing national planning policy set out by Government

#### *Nucleated*

A nucleated village is formed or gathered around a central area.

#### *RAMSAR*

An international treaty for the conservation of and sustainable use of wetlands. It is named after the city of Ramsar in Iran where the convention was signed in 1971, and came into force in 1975.

#### *SAC (Special Areas of Conservation)*

These are internationally recognised wildlife areas, designated under the Habitats Directive by the UK Government, with the aim of which is to conserve natural habitats and wild flora and fauna.

#### *Scheduled Monuments*

Scheduling is the oldest form of heritage protection used by Historic England. Protection Act. It began in 1913 although its roots go as far back as the 1882 Ancient Monuments Protection Act, when a "schedule" of prehistoric

monuments deserving of state protection was first compiled.

### *SEA (Strategic Environmental Assessment)*

A formalised, systematic and comprehensive process of evaluating the environmental impacts of a policy, plan or programme and its alternatives.

### *Setback*

The term Setback usually refers to the distance a house or structure must be from a property line. For example a local planning rules might require a house to be no closer than 5 metres from the front property line

### *SPA (Special Protection Areas)*

These are internationally recognised wildlife areas, designated under the Birds Directive by the UK Government, to protect sites which are particularly important for birds. Chesil Beach and the Fleet is a Classified SPA

### *SSSI (Site of Special Scientific Interest)*

A Site of Special Scientific Interest is a formal conservation designation. Usually it describes an area that's of particular interest to science due to the rare species of fauna or flora it contains or perhaps important geological or physiological features it contains within its boundaries.

### *Toft*

A medieval homestead, which generally means that it is an isolated farmhouse along with its outbuildings.

### *Voussoirs*



A voussoir is a wedge shaped element typically of stone which is used in building an arch or vault. Each voussoir must be precisely cut so that it presses firmly against the surface of adjacent blocks. The central voussoir is called a keystone.



## List of Supporting Documents



- Basic Conditions Statement, Dorset Planning Consultant Ltd, 2022
- [Bournemouth, Poole and Dorset Residential Car Parking Study](#), Dorset County Council, 2011
- Chesil Bank Neighbourhood Design Codes Final Report, AECOM, July 2021
- Consultation Statement, Chesil Bank Neighbourhood Plan Group, 2022
- [Dark Skies Map](#), CPRE
- [Dorset AONB Landscape Types and Character Areas](#)
- [Dorset AONB Management Plan 2019-2024](#), Dorset AONB Partnership, 2019
- [Dorset Explorer mapped constraints](#), Dorset Council
- [Flood Investigation Report - Portesham](#), Dorset Council, October 2019
- Housing Needs Assessment, Dorset Planning Consultant Ltd, 2021
- [Long Bredy, Portesham, Chickerell, Abbotsbury & Langton Herring Conservation Area Appraisal](#), West Dorset District Council, 2007
- [National Heritage List for England](#)
- [National Planning Policy Framework and relevant planning practice guidance](#)
- Strategic Environmental Assessment for the Chesil Bank Neighbourhood Plan, AECOM, 2022
- [West Dorset Landscape Character Assessment](#), February 2009, West Dorset District Council
- [West Dorset, Weymouth & Portland Local Plan](#), October 2016, jointly prepared and adopted by West Dorset District Council and Weymouth & Portland Borough Council



Table 5

View	Description
<p>Views to St Catherine's Chapel as an important local landmark, and from the Chapel towards Abbotsbury and the coast</p> <p><i>Referenced in Conservation Area Appraisal - from St Catherine's Chapel looking north and NE over the village to Wears and White Hills, with the Church tower and Tithe Barn particularly prominent and, behind to the south, extensive views of The Swannery, Fleet and Chesil Beach</i></p>	<p>Travelling in an easterly direction <b>as you approach Abbotsbury on the B3157</b> from Burton Bradstock, <b>St Catherine's Chapel</b> is very prominent set high on a hilltop overlooking Chesil Beach and the Isle of Portland. This 14<sup>th</sup> century chapel was built by the monks of the nearby Abbotsbury Abbey as a place of pilgrimage and retreat, and is likely to have been used as a beacon or sea-mark after the Dissolution, helping to may have ensure its preservation.</p> <p>The chapel is open to the public and it is a popular destination amongst walkers. Many visitors seek out the "wishing holes" where local women used to pray to St Catherine and ask her to find them a husband.</p> <p>The walk up to the Chapel provides spectacular views of not only <b>Chesil Beach</b> and <b>The Fleet</b>, but also of the <b>village of Abbotsbury</b> and the <b>Abbey ruins</b>. To the east you can see the <b>Isle of Portland</b> and see how it curves downwards like a giant wedge. Look west and observe the rolling cliffs of <b>West Bay, Golden Cap</b> and beyond.</p> 
<p>Views from Abbotsbury Hill towards Chesil Beach and The Fleet</p> <p><i>Referenced in Conservation Area Appraisal - from the slopes of Wears Hill, looking SE on the B3157: the classic view, much photographed and used in publicity material, of the sweep of the escarpment, Chapel Hill and Chapel, coast as far as Portland and Weymouth Bay, and the village tucked into its undulating terrain</i></p>	<p>Travelling in an easterly direction from Burton Bradstock <b>on the B3157 towards Abbotsbury</b>, there lies one of the most spectacular <b>coastline</b> views in England. From the layby, before you start the descent into Abbotsbury, you are drawn initially to the sight of <b>Chesil Beach</b>, which is a long pebble barrier that stretches for 18 miles along the Dorset coast between Bridport and Portland. On the far side of the beach are the waves of the English Channel and on the near side, the body of water known as <b>The Fleet</b>. The Fleet is the UK's largest saltwater lagoon. It is a sanctuary from wild coastal weather allowing wildlife to thrive. In the foreground lies the <b>Swannery</b>, whose existence can be traced back to the monastery. The monks farmed a population of swans here in their natural habitat, which provided a source of income and food for their banquets. Mute swans have lived naturally on The Fleet for hundreds of years, the sheltered waters and eel grass offering an ideal habitat. Today, the Swannery welcomes thousands of visitors annually, particularly during the breeding season in May and June.</p> <p>The calm water that suits the wildlife also attracted the military. With its rural setting and just nine miles from Portland's old naval base, the Fleet's length and calm waters made it the ideal location for testing Barnes Wallis's bouncing bombs during the second world war, which were eventually used to destroy a series of dams in Germany's Ruhr valley.</p> 

<p>Views to Hardy's Monument as an important local landmark, and from the monument towards Chesil and The Fleet</p>	<p>Located on the northernmost part of the Neighbourhood Plan area, on Black Down some 170m above Portesham village, is Hardy's Monument. The monument has been used as a landmark for shipping and is visible from a distance of 60 miles and is open to the public during the peak season, where visitors can climb 120 steps to the viewpoint at the top. From the top of the monument it is possible to see the coast from Start Point, Devon to St Catherine's Point on the Isle of Wight, both of which are 56 miles away, as well as the remarkable panorama of <b>Chesil Beach</b> and <b>Fleet Lagoon</b>. In the whole of that view there is nothing of any significance which indicates that the viewer is living in the 21<sup>st</sup> century.</p> <p>This monument is not dedicated to the famous Dorset author, but is a monument to the memory of Vice-Admiral Sir Thomas Masterton Hardy, Flag Captain of HMS Victory at the Battle of Trafalgar built in 1844. Admiral Hardy lived in Portesham and his family owned the Portesham estate which stretched from the middle of Portesham to Black Down. It was in Hardy's arms that Lord Nelson died, saying the immortal words "Kiss me Hardy".</p> <p>Perhaps Thomas Hardy had this view in mind when he wrote the following lines in his poem 'Wessex Heights'</p> <p><i>"There are some heights in Wessex, shaped as if by a kindly hand For thinking, dreaming, dying on"</i></p> 
<p>Views to / along Chesil Beach and Fleet Lagoon</p>	<p>Chesil Beach is not nationally known by the layman for what it is, one of the wonders of Britain. The Fleet itself is too important in natural history terms for boating to be permitted within it. Having no road along its shore it is not easily visited. That makes the area all the more valued for quiet recreation for those who do find it.</p> <p>Viewed from <b>the sea shore</b>, this sense of timelessness is no less complete. The Beach forms a sweeping and totally undeveloped foreground to the Dorset hills. Viewed from <b>Hardy's Monument</b>, the Fleet forms part of a remarkable panorama from Portland to Golden Cap.</p> 
<p>Views towards Lyme Bay</p>	<p>Dorset is renowned for its beauty with the perfect mix of countryside and coast and the views to the west towards Lyme Regis Bay from a number of viewpoints in the parish offer stunning views of the rolling hills, dramatic coastline and cliffs, which surround us. In the foreground before Lyme sits Golden Cap, and at 191m above sea level is the highest point on the South Coast of England.</p> <p>Lyme Bay can be viewed from several viewpoints within the Parish, most notably from <b>Bishop's Road, Portesham Hill, Hardy's Monument</b> and <b>St Catherine's Chapel</b>.</p>

<p>Views from Portesham Hill towards the coast</p>	<p>Portesham Hill runs steeply due south <b>from Black Down Hill into Portesham</b> and offers a bird's eye view of the <b>Fleet Lagoon</b> and <b>Chesil Bank</b>. For the visitor who might be taking the road for the first time it comes as a pleasant surprise and for those who live here it offers a spectacular welcome as you get that first glimpse of the coast that signals you are back home!</p>	
<p>Views of the Tithe Barn in Abbotsbury, as an important local landmark</p>	<p>The Tithe Barn was formerly part of Abbotsbury Abbey and dates back to 1400. It is thought to be the largest thatched building in the world, 272 feet long by 31 feet wide. The huge bulk of the barn dominates the outlook from the isolated ruins of the Abbey. As the only remaining building of the Benedictine monastery it is a treasured part of Abbotsbury's landscape.</p>	
<p>Views from the South Dorset Ridgeway towards the coast</p>	<p>The South Dorset Ridgeway offers not only fantastic views of the Jurassic Coast, but also of the inland scenery of river valleys, chalk downs, villages and farmlands. The route runs to the north of the Chesil Bank Parish offering views towards the outlying hamlets of <b>Friar Waddon</b> and <b>Coryates</b> and the villages of <b>Portesham</b> and <b>Abbotsbury</b>.</p>	
<p>Views from Bishop's Road descending into Abbotsbury and towards the coast</p> <p><i>Referenced in Conservation Area Appraisal - from Hands Lane SW over Church St, the Church tower and Tithe Barn, with the strongly contoured Chapel Hill and Chapel forming a backdrop</i></p>	<p>Bishops Road is a single track road which descends <b>from the top of Portesham Hill to the village of Abbotsbury</b> (and becoming Hands Lane at the Abbotsbury end). The road is extremely steep in places and twists and turns in others. For those who choose to take this route into Abbotsbury, whether by car, on foot or cycle, they are rewarded with breathtaking views of the coast and Abbotsbury itself. It is not the easiest road to negotiate by car and it is hard to keep your eyes on the road rather than on the view! The view is even more spectacular if taken just as the sun is setting, not to be missed.</p>	