

Neighbourhood Plan Consultation – Residents' Survey – Options

Overview

The Options Consultation followed the Call for Sites exercise that was carried out in 2020. The consultation was unfortunately delayed by the COVID Pandemic, as the Neighbourhood Plan Steering Group felt that face to face communication was a vital part of the process, not only for the proposed sites but also the Design Code, and discussions on potential Green Spaces and Important Views.

The AECOM reports on Site Assessments and Design Codes were made available at the open sessions as well as on the vision4 chesil web site. This was the first opportunity for the community to discuss and give feedback on the potential site allocations. One site was proposed in Portesham, there were no sites proposed in Abbotsbury itself, apart from a single site in the outlying hamlet of Rodden, and several sites proposed in Langton Herring and Fleet. In total there were 11 sites included in the consultation, of which 6 had been assessed by AECOM as unsuitable, and the remaining 5 as potentially suitable subject to overcoming the identified issues.

The levels of attendance and the number of survey responses varied from village to village. The Steering Group became concerned that, given that there were site proposals in Portesham, the level of interest and lack of feedback from that village was low, so the consultation was extended (and readvertised in Portesham) to ensure that everyone who wanted to comment had plenty of opportunity. A further meeting was also held with residents in Fleet given the level of concerns raised about the consultation and clarity on the site proposals.

The results of these interactions with the community and the comments made in the surveys received have influenced the decision on the content of the draft Neighbourhood Plan, which itself is subject to further consultation.

How the Consultation was Run

This consultation commenced in September 2021 and focused primarily on the site options that had been assessed, but included other areas of work that the Neighbourhood Plan group had been progressing. A number of documents and material were produced and published, including:

- 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

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.

The closing date for the consultation was publicised as Friday 1st October 2021.

A supplementary meeting was held in Fleet on the 9th October, in response to concerns raised by local residents about the site options. The purpose of this session was to allow the landowner to clarify the proposals that they had intended to be considered as part of this consultation (given the discrepancies identified in the site options report), and to hear any additional thoughts on the sites.

Following consideration of the volume of responses by the Steering Group, and in particular the low response level from residents of Portesham in relation to the main development site in that village, it was decided to re-open the survey. Fliers advertising the extension of the consultation were posted through each letterbox in that village to raise awareness of the need to comment, as well as updates to the website. This did result in a number of additional responses.

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 updated site option assessment suggested none of the possible sites would be suitable for allocation. The supplementary report on the site assessment also reclassified one of the sites in Langton Herring based on further information provided by the landowner.

In total 89 consultation responses were received. Whilst these were disproportionately represented by Langton Herring respondents (who accounted for about half of the survey responses), the responses were also considered by area to ensure that there was no significant bias / differences apparent depending on where the respondents lived.

Main Findings

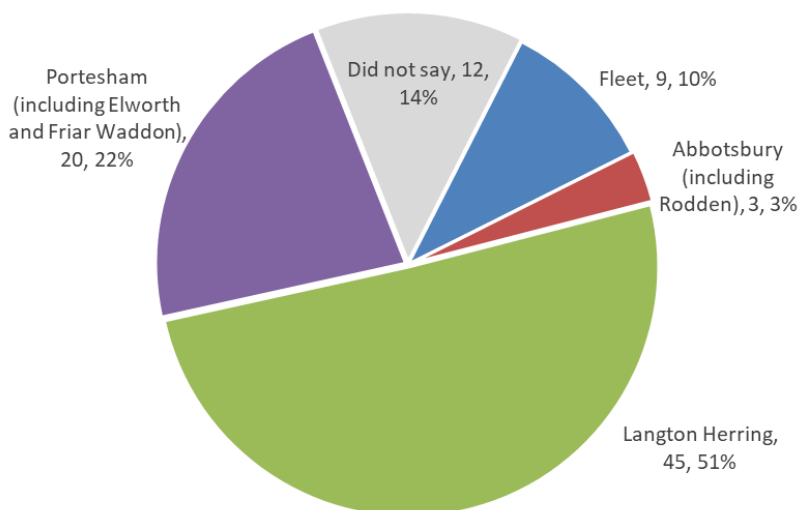
Site Options

The following sites were assessed, with respondents given the option to ‘score’ the sites (on a scale of 1 to 5, with 1 being negative and 5 positive) and to add any comments they may have. The findings of the site assessment report were summarised and available as part of the consultation.

- FL05: Stone Cottage – 1.6ha for 1 dwelling (page 74 of sites report)



Location of respondent's home address



- FL09: West Fleet Farm – tourism improvements (pages 28 - 30 of sites report)
- FL10: Seabarn Farm – tourism improvements (pages 28 - 30 of sites report)
- FL11: Bagwell Farm – tourism improvements / housing (page 106 of sites report)
- LH01: Higher Farmhouse – 0.56ha for 4 – 9 dwellings (page 42 of sites report)
- LH02: 4 Court Close – 0.07ha for 1 dwelling (page 50 of sites report)
- LH04: Between Shop / Roses Lanes – 0.07ha for 1 dwelling (page 68 of sites report)
- LH06: Field at Lower Farm – 0.3ha for 3 - 5 dwellings (page 82 of sites report)
- LH07: Paddock in Rodden – 0.03ha for 1 dwelling (page 90 of sites report)
- LH08: Langton Hill – 0.23ha for 2 - 4 dwellings (page 98 of sites report)
- PO03: East of North Mead Farm – 0.34ha for 3 - 6 dwellings including affordable housing (page 58 of sites report)

The following table and graph indicates the level of support for each of these sites.

	FL05	FL09	FL10	FL11	LH01	LH02	LH04*	LH06	LH07	LH08	PO03
Rating (AECOM)	Amber	Red	Red	Red	Amber	Amber	Amber	Red	Red	Red	Amber
% in favour	48.2%	24.6%	27.3%	31.7%	25.3%	26.6%	27.3%	17.9%	31.8%	18.2%	52.4%
% against	25.0%	36.8%	38.2%	44.4%	60.8%	32.9%	57.1%	73.1%	48.5%	77.9%	25.4%
comparing +ve / -ve	+ve	-ve	-ve	-ve	-ve	-ve	-ve	-ve	-ve	-ve	+ve
% in favour / neutral	75.0%	63.2%	61.8%	55.6%	39.2%	67.1%	42.9%	26.9%	51.5%	22.1%	74.6%

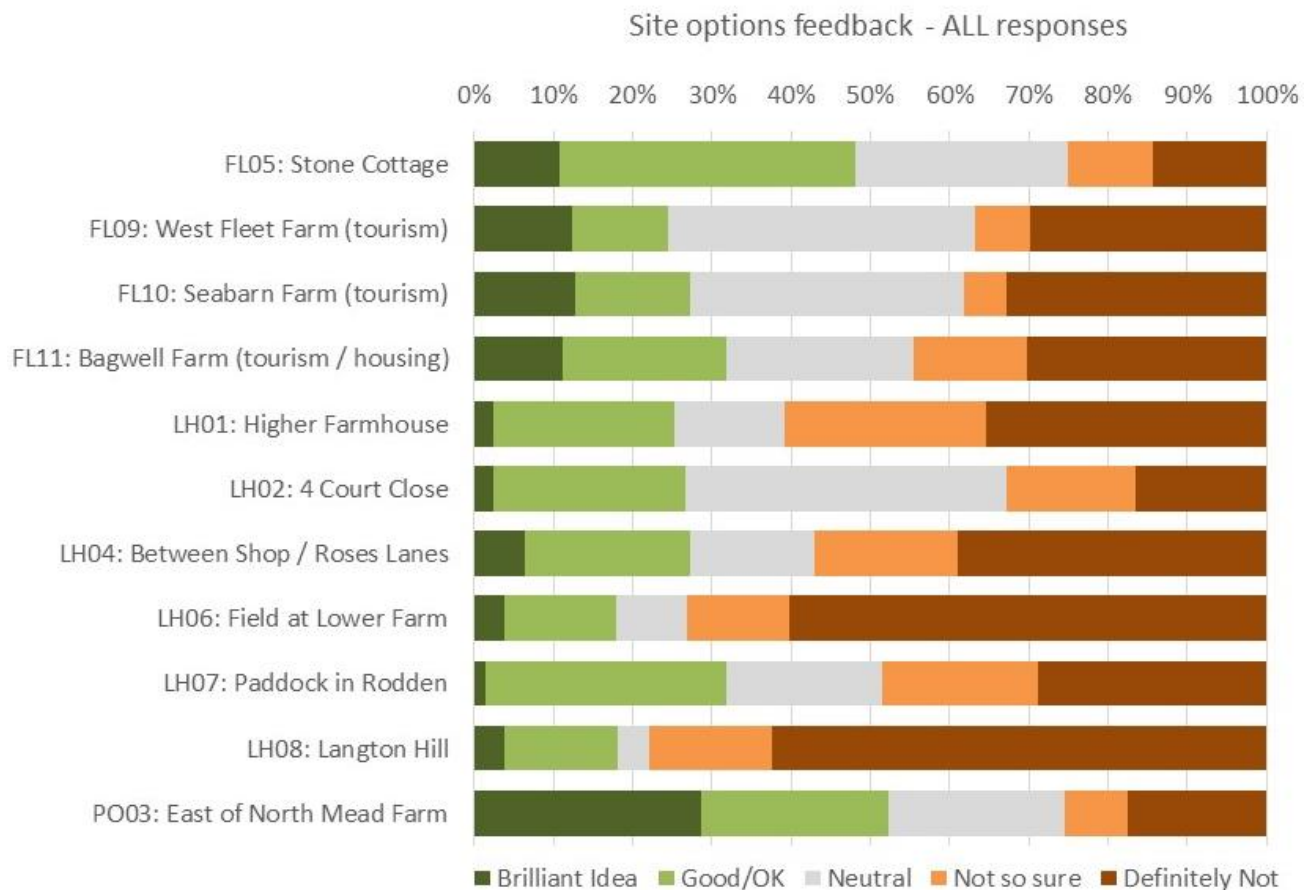
* as reclassified in the supplementary report

Only the site at Portesham (PO03) had a clear majority support (at least 50% in favour), although very few Portesham respondents commented. The pattern of responses was similar if based on Portesham residents only, although the proportion of those opposed was slightly higher at 35%.

The site in Fleet at Stone Cottage (FL05) was also broadly supported with significantly higher numbers in support than against this site. The other sites in Fleet (FL09-11) had a lot of ‘neutral’ responses indicating a high degree of uncertainty (which may be explained in part due to the discrepancies in the site options report) – and given the updated assessments of the options for housing in this area whilst having a degree of support, are unlikely to be sufficiently strong to indicate that the public benefit of bringing forward these site (in terms of site allocations) would outweigh the environmental and policy constraints identified through the AECOM assessment.. The pattern of responses was similar if based on Fleet residents only.

There was a low level of support for the various options in Langton Herring, but the field at Lower Farm (LH06) and Langton Hill (LH08) had the least support and high levels of negative feedback. The support for the remaining sites was much more comparable, with the site off Court Close (LH02) the most favoured (taking into account the level of respondents giving negative feedback). The site at Higher Farmhouse was based on 4 – 9 dwellings, but the landowner indicated at the events that they would not build as many homes and were primarily looking to develop a single home in order to down-size and remain in the village. The site between Shop / Roses Lane was also subject to a re-assessment process based on further points raised by the landowner (changing the rating from red to amber). The pattern of responses was similar if based on Langton Herring residents only.

The potential site at Rodden (LH07 rated red), whilst having a degree of support, was not sufficiently strong to indicate that the public benefit of bring forward this site might outweigh the environmental and policy constraints identified through the AECOM assessment.



Comments made on the various site options are included in the Appendix at the end of this report, and are to be taken into account in the consideration of the suitability of each site for allocation.

Design Guidance

The design guidance for each village was generally supported (all well in excess of 50%) – although there were very few responses from Abbotsbury and Portesham residents. Very few respondents disagreed with the findings of the report.

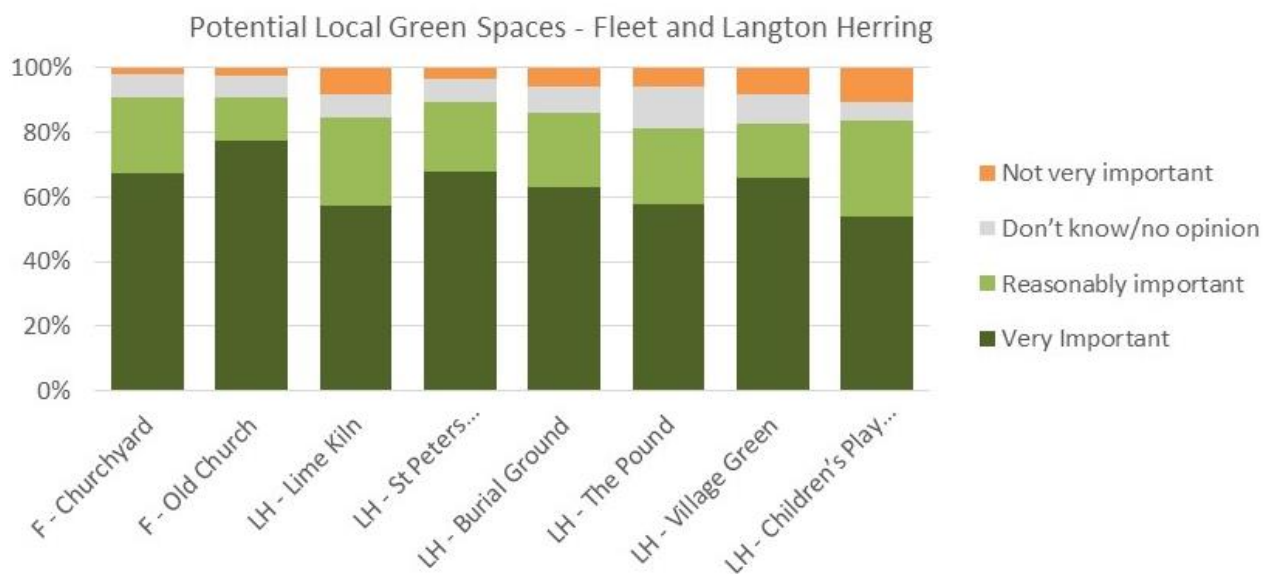


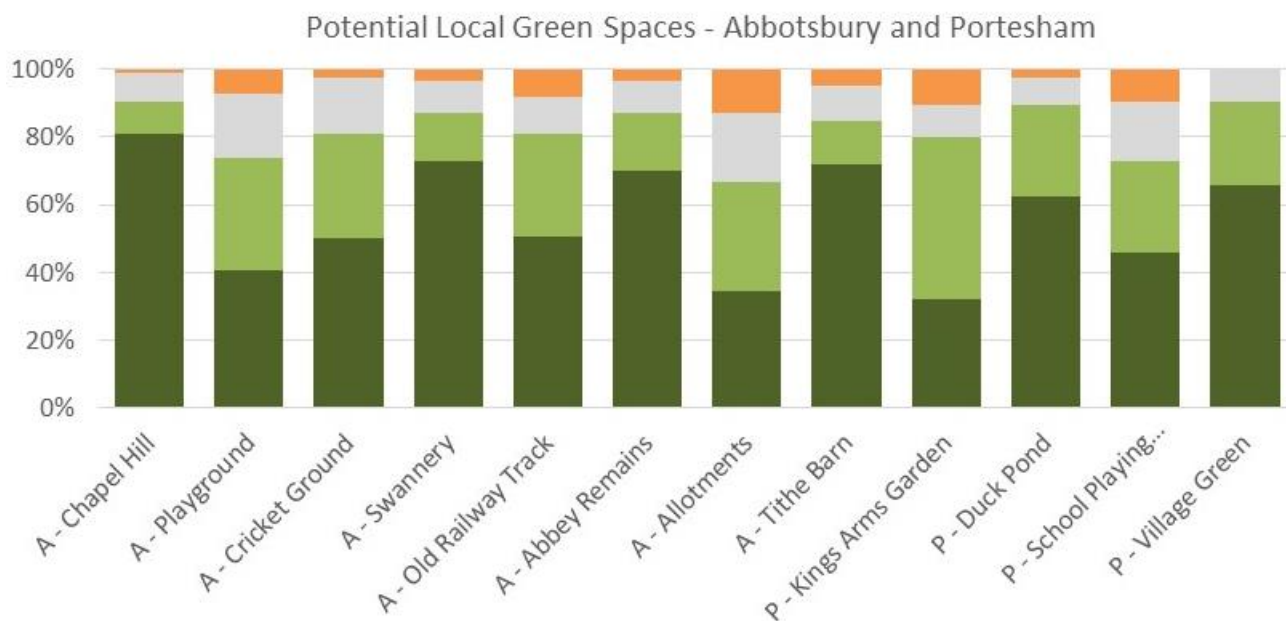
Additional comments made in relation to design are summarised below:

- Green sustainable options should be incorporated in any development and improvement. These should be encouraged.
- Roads need to be big enough for lorries to pass and for deliveries allowing other traffic to pass. Too often roads are blocked because they are not wide enough.
- Pavements need to be wide enough for buggies and wheelchairs.
- Any building improvements should allow for double glazing and not hold prehistoric views on conserving the looks of buildings.
- New builds or new roofs should have solar PV tiles.
- Maintaining the Dark Skies is essential, no street lights or permanent external lighting should be permitted.
- Maintaining local heritage and character through use of local building materials, colours and styles, and not impacting on the historic environment, and particularly the Conservation Areas is very important.
- Keep the villages, villages. This country is known for its beautiful villages, let's stay like it.
- Well designed, small scale contemporary designs and materials should be encouraged.
- Future developments should be designed to be sensitive to the special character of the areas into which they will fall, but it would be wrong to tie the next generation too tightly the designs, materials and aesthetic aspirations of generations long since dead, in some cases by several centuries.

Local Green Spaces

The potential Local Green Spaces identified through the household survey and local knowledge of the Steering Group volunteers were all supported (all well in excess of 50%) – some of which were considered particularly important such as Chapel Hill (albeit this is already well protected by other designations). The two spaces with the lowest support (in terms of respondents who considered the space to be ‘very important’) were the allotments in Abbotsbury (although it should be noted that there were very few respondents from that village) and Kings Arms Garden in Portesham – which nevertheless were still considered to be important by over three-quarters of those responding.



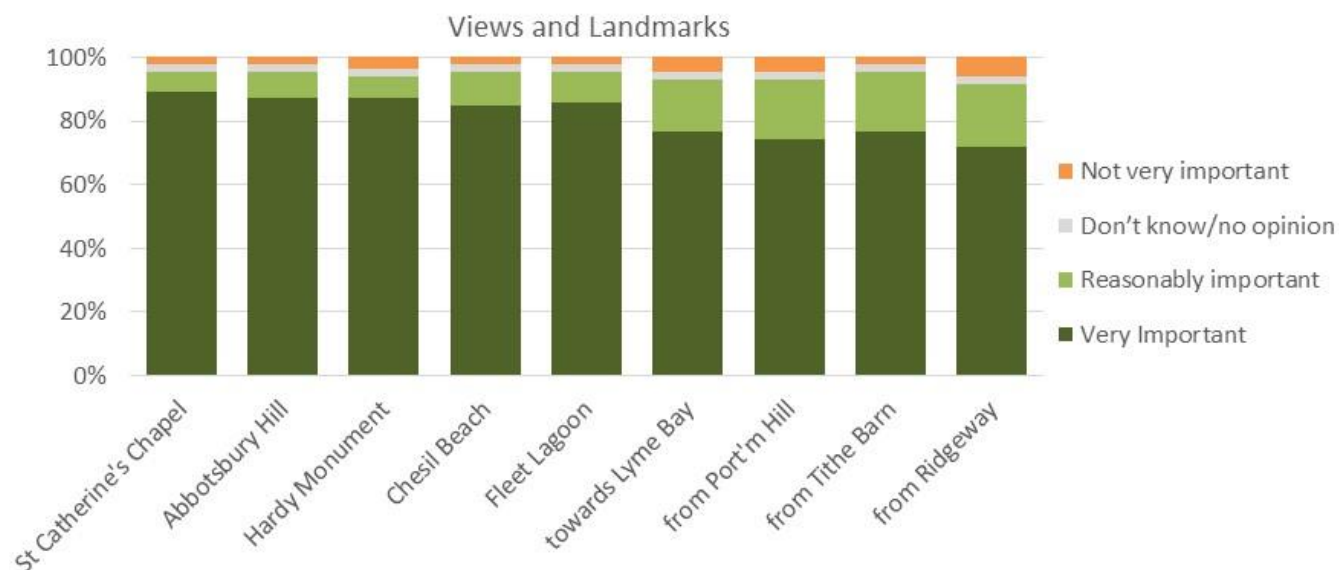


Additional comments made on these sites are summarised below:

- All village play areas and greens that are current open public spaces should be protected.
- Green spaces in and around villages are very important in many ways. Our green spaces bring so much joy to villagers with our wonderful wildlife and many lovely walks, which is very important to personnel wellbeing.
- We are very fortunate to have so many important spaces and heritage sites
- The school playing field needs to be removed now and the Portesham Playing field at West Elworth and access to this site is extremely important
- The green spaces that exist between the villages and linking communities and hamlets are just as important, and public rights of way across so many of these need to be protected.
- The South Dorset Ridgeway and Fleet are fundamentally important to maintain, and public access needs to be supported and managed well to minimise impact on nature.
- I think our green spaces are absolutely the most important aspect of where we live. Any green space of historical importance is a top priority to protect and preserve.
- Missing from this list: Portesham Playing field and Allotments, West Elworth, Portesham Cemetery/Burial Ground, Portesham Church, Abbotsbury Church
- I would like to see the old railway from Portesham to Upwey turned into a cycle track & footpath.
- School playing field has recently been taken away from the village so unsure this is now needed in the plan
- None of these spaces should be lost
- Portesham school playing field has recently been mostly fenced off for school use only, prohibiting the use of local or visiting children or anyone else outside school hours. There is now no green playing space that children can use directly in the village,

Views to / from local landmarks / key spaces

As with the Local Green Spaces, the local landmarks and key views identified through the previous work and local knowledge was broadly agreed by those responding to the consultation.



Additional comments made on these views and features (including additional suggested views to be considered) are summarised below:

- Whilst it is lovely to see a view. Beauty is in the eye of the beholder. There is beauty in everything. As a society we need to be less narrow minded. What is more beautiful than a wind turbine, generating clean energy. It fills one with hope. Keep options open.
- It is difficult to identify any areas that do not have important views in this respect. Some of the recent agriculture related buildings, summer camp sites and associated 'temporary' car parks etc. have already diminished the views in those places, and should be very tightly controlled in future where that is feasible.
- View from Langton Hill and from Lower Street Farm Langton Herring towards St Catherine's Chapel.
- View from Rodden Road through Langton Herring north towards Rodden Ridge.
- The view to the north and west of Langton Herring village.
- Bridleway between Fleet lagoon and Langton Herring.
- To and from The Ridgeway and Langton Herring.
- To and from (bridleway/ track) Moonfleet and Langton Herring.
- The coastguard bridleway walking to and from Fleet Lagoon in Langton Herring.
- The bridleway to and from Moonfleet in Langton Herring . The view from the Ridgeway looking across to Langton Herring
- The view to the right when walking from Langton Herring towards Rodden i.e. views of the Ridgeway.
- I consider the view from the Coastguards Road in Langton Herring at the signpost corner to be one of the most important views in the area. It encompasses Hardy's Monument, St Catherine's Chapel, and the fleet lagoon providing a panoramic view all the way across Lyme Bay. The view is exceptional because of the topography of the area very few settlements can be seen in this panoramic view. A truly rare sight in the ever increasing settlement of this beautiful area.
- No mention has been made of the dark skies and lack of light pollution in the Chesil Bank Area. This is becoming a very rare occurrence in the country as a whole and is something that should be protected.
- Most should be 'from and to'

- Vista from beginning of Coastguard road to 'Windy Corner' looking west to New Barn and West Bay and north to Hardys and along ridge line westwards to St Catherine's Chapel and Golden Cap
- View from Rodden ridge back towards Lower Langton
- Brow of Coastguard road with view from Portland to Start Point encompassing the whole of West Bay
- Trafalgar House Portesham Front Street
- The iconic views in the wonderful area need to be preserved but still enjoyed by those who were born in the area and want to continue to live here

Site specific comments

General

- There are no facilities in Langton Herring, except for the pub and so it is unlikely that affordable houses would be built for local families. The sites are not large enough to trigger the mandatory requirement for affordable housing. Most households would be likely to be wealthier retired or older people or second homes. They would almost inevitably be 2 car households. This does not help fulfil the current CO2 reduction targets.
- Langton Herring is classed as unsuitable due to inadequate local facilities. There is no bus service, the nearest bus stop being 2 miles away. There is no shop, school or any form of healthcare facilities within the village. The roads running through the village are narrow, steep in places and with limited visibility and no protected footpaths. An increase in traffic would have a detrimental effect on the existing poor road and footpath infrastructure.
- We are generally opposed to any further development in Langton Herring as an unsustainable village. As was reported in a daily newspaper recently, Tory Peer Lord Deben giving evidence to Parliament's Housing Communities and Local Government Committee said "You've got to plan your future around hubs so that people can get to work on their feet or a bicycle, not by car. We've got to be radical and very direct because we don't have any time." With the climate emergency in mind we should not be building more houses in areas where people would need a car.
- Somewhere these intentions, wishes, dreams of building plans have to be looked at from the effect they have on people's lives. People have moved to live in a village, put their life savings and hopes to keep the environment as it is. It's a big decision to leave cities, towns and make a life in a place like Langton Herring. To propose or have the intent to build houses in front of a house that has such views, robbing a family that have put their life into this home. What damage would this do to them, their health, their welfare, these sort of proposals have to be looked at from the planning aspect, yes, but also from the human aspect. so, yes it is early stages but the intent of these plans is clear to see.
- Regarding Langton Herring, it is appreciated that the village may well change over time, but I am sure that there are some more suitable, less intrusive sites to develop.
- If there are to be new houses within Langton Herring then they should be affordable to local workers and restrictions should ensure that they cannot be bought for buy to let, holiday lets or second homes.
- Langton Herring is classed as an unsustainable Village with a Church, small Village Hall and Public House so does not have the four 'community services and facilities' to meet the needs of potential occupiers and while it is within commutable distance of Weymouth and Dorchester the village has no services so residents will be totally reliant on private modes of transport. Employment, except the service sector in the Public House, is non-existent; low-cost housing is not in demand, leading to high end properties. Several houses are either holiday lets or second homes. Any future build could end the same way. This has no benefit to the local community
- It seems that the number of proposals for sites in Langton Herring are out of proportion to the rest of the Chesil Bank area and can only be seen as speculative and opportunistic.
- As a resident of Langton Herring it seems unfair that so many of the proposed sites are in our village. This has caused much shock and upset to most of the residents. Also as a competent user of numerous websites, I find this particularly difficult to negotiate around and myself and many others did not spot these plans initially.
- Thank you for the incredible and detailed work providing a database to inform for credible comment and understanding

FL05: Stone Cottage – 1.6ha for 1 dwelling (page 74 of sites report)

- Dreadful
- Contrary to Local Planning Policy

FL09: West Fleet Farm – tourism improvements (pages 28 - 30 of sites report)

- Dreadful, ruin environment and view of Fleet
- LP policy allows necessary improvements
- These sites already provide more than enough camping sites

FL10: Seabarn Farm – tourism improvements (pages 28 - 30 of sites report)

- Dreadful, ruin environment and view of Fleet
- LP policy allows necessary improvements
- These sites already provide more than enough camping sites

FL11: Bagwell Farm – tourism improvements / housing (page 106 of sites report)

- Already large enough housing, not appropriate

LH01: Higher Farmhouse – 0.56ha for 4 – 9 dwellings (page 42 of sites report)

- Terrible for views, wildlife and countryside
- Not suitable for LH. Opposed
- Access?
- Access already shared by 2 dwellings. Gross overdevelopment
- Not sure about this number of 4-9 dwellings-perhaps 1 or 2 would be OK
- Suitable for 2 or 3 small scale cottages alongside access drive (only). Arguably a brown field site in part.
- LH01 and LH08 have major issues with access. Shop Lane, Roses Lane and Angel Lane have significant width restrictions and are not suitable for large building lorries etc. and could not easily cope with extra traffic from additional properties. Plus, Langton Herring, I believe, is classified as an unsustainable village and cars are absolutely essential which is not conducive to the current feeling of getting people to use their cars less and public transport more.
- Various reports/letters quote different number of dwellings proposed? 1-2 units of the right size and style of property could be feasible.
- I live in Langton Herring and have expressed concerns for several years now about the speed of traffic on Shop Lane which is quite narrow. Despite “Give Way” markings in one direction at the junction with Church Hill (repainted a couple of years ago thanks to the late Ray Doggett), nobody slows down in either direction. In my comments below I am objecting to both LH01 and LH02 on the grounds that both are accessed via Shop Lane and that will lead to greater speeding traffic and a greater chance of the inevitable accident to someone leaving my house or other cottages in the terrace or to a vehicle exiting Church Hill into Shop Lane. My objections could be ameliorated with traffic calming measures in Shop Lane such as a 20mph speed limit and road humps.
- Shop Lane is very narrow yet cars speed excessively along it - making it unsuitable for the extra traffic generated by the site without traffic calming measures being implemented
- While 4-9 dwellings feels like overdevelopment given the narrow site access and highways impact this volume would create - the site itself seems suitable for a larger single or two semi-detached/smaller dwellings and exactly what was sought under the call for sites invitation.
- The site is tucked away, new buildings easily screened, creating little visual impact. Yes, if access/highways resolved.
- This site is particularly unsuitable for housing development:

- Langton Herring is not a sustainable village consequently there should be no new residential developments.
- This exposed site is totally unprotected from the prevailing South West weather and is therefore a very poor choice of site.
- Langton Herring is not visible from the Coastal Path along the Fleet with most of the dwellings completely hidden from view as you approach the village from the Fleet. Two storey properties erected on this site will be clearly visible from the Coast Path and will be obtrusive.
- The increase in traffic along the single track road which is Shop Lane is not sustainable and will have a detrimental impact on the residents of Shop Lane

LH02: 4 Court Close – 0.07ha for 1 dwelling (page 50 of sites report)

- Fine, provided aesthetically pleasing and in keeping
- More information needed
- Suitable for a carefully designed dwelling only half a storey. Brownfield site
- Maybe one smaller dwelling to the side of the existing property would be possible. Any development would need to be in keeping with the surrounding style and the plot is quite small which may have an adverse effect on neighbouring houses.
- Shop Lane is very narrow yet cars speed excessively along it - making it unsuitable for the extra traffic generated by the site without traffic calming measures being implemented
- Must have off road parking
- Happy with this as long as the existing sight line for the front of the building is maintained, and that the rear sight line is not more than say 5 metres behind the existing buildings in this row... so as not to detract from the setting of the village green.
- Consider this is one of two LH sites that fulfil the 'Call for sites' brief. The site is wide with properties either side having been previously extended. Would object if a new dwelling were proposed deeper within the garden, which would significantly impact visually and block light from adjoining property. If the new house were lined up with the existing ones as infill and designed to blend in, would give it the green light.
- Langton Herring is not a sustainable village consequently there should be no new residential developments.
- Access to the development appears to be a problem.
- There is presently insufficient space for parking in Court Close and development here would likely compound the problem.

LH04: Between Shop / Roses Lanes – 0.07ha for 1 dwelling (page 68 of sites report)

- Dreadful idea, looks like an in-filling, ugly
- Not an ideal site for a dwelling
- Sensitive site at entrance to village, potential car access dangerous due to low visibility from junction at Roses Lane
- Suitable for 2 small cottages one at either end of site with shared single access onto Rodden Rd. Trees are of little interest or visual merit
- This plot has a TPO attached to it, is in the conservation area and has no sensible access so not suitable for development.
- Untidy site. Walls in poor condition. Has access from main road
- Both Roses Lane and Shop road have poor visibility when turning out of them into Rodden Lane and these exits to Rodden road are only approximately 30 metres apart. As the village has no car park, Rodden road often has a lot of cars parked in this area, particularly by walkers and people occupying holiday lets or 2nd homes, many of which have little or no parking space. This makes these exits to Rodden road even more dangerous. The ground

on this site is approximately 1.5 metres higher than the road, making any entrance difficult in this long narrow site. Any building would be outside existing sight lines for Rodden road in view of the narrowness of the site, and be intrusive in this gateway to the village. There are no amenities in Langton Herring apart from a pub, church and village hall, and no bus service, this makes it unsustainable and unsuitable, particularly for any affordable housing. Speculative development such as this would just create more second homes and holiday lets which do not sustain the old local community and they are likely to be empty for parts of the year. In other words, it would very unlikely to meet the housing requirements of Dorset. I believe it is also within the Conservation Area.

- Langton Herring is not a sustainable village consequently there should be no new residential developments.
- This is part of the Conservation Area of Langton Herring
- The land is adjacent to The Pound, a listed site of historical interest
- The responses that have been made by the landowners are both misleading and incomplete.
- This is a 'Green Space' but it has not been identified as such on the Langton Herring 'Green Spaces and Views' map on the Vision4Chesil website
- Inappropriate and will affect the approach and character of the village regardless of the landowner's comments.
- This would affect the entrance to the village and the character significantly

LH06: Field at Lower Farm – 0.3ha for 3 - 5 dwellings (page 82 of sites report)

- Terrible encroachment of rural aesthetic views
- Not a suitable project. These would be holiday lets
- Very visible from footpaths especially from Rodden Ridge. Access to site problematic due to visibility and junction nearby Too close to sewage works
- Not suitable. Encroachment into green field countryside. Too prominent in landscape
- With regard to LH06 and LH08, both of these proposed sites will most definitely have an adverse impact on the wider and more local landscape. With the Conservation Area, SSSI, World Heritage Site etc. in and around Langton Herring, it is vital that any development should happen because of a real and genuine need and not just for development's sake.
- The site is steep and not within the main built up area. It is very open to the landscape and visible from footpaths and the ridge therefore unsuitable for development.
- Site is too visible from the ridge. Although we live opposite, this is not the issue; it would probably not be too obvious from our property if it was suitably set down into the slope of the site but the view back from the Ridge is an iconic view that should be preserved.
- The traffic down this narrow road tends to go very fast and there is a blind corner at the bottom. Access would be dangerous. There have been 2 closures of the B3157 in the past week and the increase in traffic was very noticeable.
- site is too visible from the ridge. Although we live opposite, this is not the issue; it would probably not be too obvious from our property if it was suitably set down into the slope of the site but the view back from the Ridge is an iconic view that should be preserved.
- The traffic down this narrow road tends to go very fast and there is a blind corner at the bottom. Access would be dangerous. There have been 2 closures of the B3157 in the past week and the increase in traffic was very noticeable.
- Sets precedent for ribbon development on North side of road
- There are no amenities in Langton Herring apart from a pub, church and village hall, and no bus service, this makes it unsustainable and unsuitable, particularly for any affordable housing. Speculative development such as this would just create more second homes and

holiday lets which do not sustain the old local community and they are likely to be empty for parts of the year. In other words, it would very unlikely to meet the housing requirements of Dorset. The site is of course in the AONB, and an integral part of the area's superb scenery.

- Set within the AONB and Heritage Coast areas, this greenfield site is very open, sloping and visible from long distances. Besides the above, access is difficult, being semi blind at the bottom of a steep hill. At a recent parish meeting, concern was raised regarding safety matters of exiting the Lower Farm Lane, which would be opposite the new development access road. Should this and the Coastguard Road site both be progressed, the residents of the properties along the Rodden Road would move from being surrounded by green fields to having (unnecessary) housing in front and behind them. What is the purpose and who is this housing for? Lower Farm already has planning permission to develop its barns into housing. Far better to use brown rather than greenfield sites
Langton Herring is not a sustainable village consequently there should be no new residential developments.
- This site is shown as Amber on the Langton Herring Site Map but the traffic light rating is shown as Red on page 26 of the Chesil Bank Neighbourhood Plan - Site Options and Assessment report (version 4 14/05/2021).
- The proposed area as indicated on the draft neighbourhood Plan and coloured Amber/now Red is inappropriate for the following reasons:
- Any development would have an adverse effect on the residential amenities of neighbours, by way of overlooking and loss of privacy.
- It involves a loss of agricultural land and will have a visual impact, as the site slopes NNW, and such impact would be significant from surrounding areas.
- The proposals will create a linear area of development which could extend well to the East.
- The likely access point to the site is the existing gate. This is downhill from a bend in the road. This would lead to road safety issues.
- The main water supply pipe runs through the proposed site.
- The proposed entrance to this is at the bottom of a steep hill and just before a narrow bend, there have been accidents over the years at this exact location due to this dangerous position.
- The proposals are directly opposite current residential properties which will be seriously impacted as well as the view from the fields for a vast distance on the opposite side.
- The main water supply pipe runs along the planned area.

LH07: Paddock in Rodden – 0.03ha for 1 dwelling (page 90 of sites report)

- Ruin the aesthetic of Grade 2 Building. Very visible from Rodden House
- What would be the target audience for this dwelling? Locals?
- In the past years farm workers cottages have been made into holiday lets, now they want to build farm workers cottages alongside these holiday lets. Recently 2 cottages have been constructed as holiday lets and there are 3 outstanding barns that have full planning permission waiting to be built, surely somewhere amongst all this the farm worker could be fitted in.
- Confused about the exact location of this site. It seems that the area which appears perfect for development opposite, hasn't been selected but one on a steeply sloping site adjacent to and visible from Rodden House has. Were it not for the above, the size of the plot and location would have made it suitable as the plot is between two other properties rather than proposing to build outside existing boundaries.

LH08: Langton Hill – 0.23ha for 2 - 4 dwellings (page 98 of sites report)

- Ruins the environment. Environmental disaster
- Not a suitable project. These would be holiday lets
- Very important to residents for views across surrounding countryside and footpaths surrounding field very well used.
- Not suitable. Encroachment into greenfield site. Poor access. Too prominent in landscape
- I appreciate that this is classified as red but the development of this group of houses would be an intrusion into the open countryside and would adversely affect the landscape. These 2 storey houses would be visible from most of the properties in Rodden Road, Lower Langton, Angel Lane. Regardless of the number of houses built I assume the access would be via Angel Lane which is already a congested and dangerous junction.
- Bearing in mind the Government's objective of reducing the carbon footprint I feel that Langton Herring as a whole, which is classed as an unsustainable village, is not suitable for development as it already seems to be bursting at the seams, parking being a major issue.
- The existing narrow roads, as stated in the document, are not conducive to a continuous stream of construction traffic which would be inevitable should the proposed multi property sites be agreed.
- The site is in a raised prominent position adjoining the conservation area. Any development would be very open to the rest of the village with a negative visual impact. The report quotes potentially 2-4 properties. However, this site is part of a large livestock grazing pasture which should be kept as such. Any change now could encourage future larger scale development in a totally unsuitable location.
- Again the site is too visible from an iconic view on the coast guard track. The access road (Angel Lane) is also extremely narrow and unsuited to extra traffic.
- Important views: Ridgeway – Assuming this is Langton Herring ridge – this is a very important view; it is disappointing that only people from Langton Herring seem to regard it as such. It needs to be better known and appreciated by the wider public.
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- Having searched a number of mapping sites and asked within the village, no one was able to identify Langton Hill. We would therefore firstly challenge why this description was used for the field adjacent to Coastguard Road. Perhaps an historical name but not one in common or current use.
- Steeply sloping very open site, visible from within the village conservation area and beyond including significant landmarks e.g. St. Catherine's Chapel, Abbotsbury, Hardy's Monument and the Ridgeway. This greenfield site is set within a designated AONB and Heritage Coast. Development within this area would destroy the stunning visual amenity enjoyed daily by the village community and visitors, who are frequently seen filming and photographing the entire length of Coastguard Road (here described as Langton Hill) and from the footpath that runs through the site. Highways – access to the site is via a blind bend/corner then up a narrow single track with no passing area. Coastguard Road is not part of the highway, it's a bridleway. There is no pavement and frequently more pedestrians than vehicular traffic. In order to arrive at the site, it is necessary to drive through the village either via the very steep Angel Lane (already designated unsuitable for wide vehicles) or down Roses Lane, increasingly frequently blocked by tourist traffic and through the small single carriage

village streets, where passing is difficult. Any increase in vehicles travelling through the village will cause gridlocks and frustrations.

- The summary suggests that it may be possible to build a small number (2) of dwellings at the bottom, (described as steeply sloping and problematic to build on) of the site to avoid visibility. 1. This is the exact area of the public right of way. 2. Having examined that area from all angles, the statement is incorrect, any building would be prominently visible. Where is the housing need within Langton Herring?
- The proposed area as indicated on the draft neighbourhood Plan and coloured Red is inappropriate for the following reasons:
- Any development would have an adverse effect on the residential amenities of neighbours, by way of overlooking and loss of privacy.
- It involves a loss of agricultural land and will have a visual impact, as the site slopes NW, and such impact would be significant from surrounding areas.
- The proposals will create new area of development which would have no defensible end and could extend westwards.
- These proposals are causing quite a lot of tension within the Langton Herring community.
- This is completely inappropriate as the proposed properties are on very high ground and would have significant impact on a very large part of the village. The concern is that the proposals, because of the position, will open up a whole new area for development which would be entirely unacceptable.

PO03: East of North Mead Farm – 0.34ha for 3 - 6 dwellings including affordable housing (page 58 of sites report)

- Not offensive, provided aesthetic is in keeping
- This is a worthwhile project if it provides housing for locals
- Severe impact on nearby properties. Inappropriate use of grazing land
- Unfamiliar with site so unable to comment re the development suitability but wanted to feedback that this was the only response that seemed to potentially address the real or perceived requirement to build housing at an affordable price for local people. Should the other sites come to fruition, who benefits?