



[www.landuse.co.uk](http://www.landuse.co.uk)

# Christchurch Local Plan Review Options Consultation

## Sustainability Appraisal Report - Appendices

Prepared by LUC  
July 2018



[www.landuse.co.uk](http://www.landuse.co.uk)

# Christchurch Local Plan Review Options Consultation

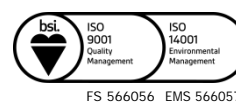
## Sustainability Appraisal Report - Appendices

Prepared by LUC  
July 2018

Planning & EIA  
Design  
Landscape Planning  
Landscape Management  
Ecology  
GIS & Visualisation

LUC LONDON  
43 Chalton Street  
London  
NW1 1JD  
T +44 (0)20 7383 5784  
[london@landuse.co.uk](mailto:london@landuse.co.uk)

Offices also in:  
Bristol  
Edinburgh  
Glasgow  
Lancaster  
Manchester



Land Use Consultants Ltd  
Registered in England  
Registered number: 2549296  
Registered Office:  
43 Chalton Street  
London NW1 1JD  
LUC uses 100% recycled paper

# Contents

<b>Appendix 1</b>	<b>1</b>
Scoping Consultation Comments	1
<b>Appendix 2</b>	<b>21</b>
Review of Plans, Policies and Programmes	21
<b>Appendix 3</b>	<b>96</b>
SA Site Options Assessment Report (August 2017) <i>This discrete report includes a separate contents and page numbers within it</i>	96
<b>Appendix 4</b>	<b>395</b>
SA matrices for the draft policies in the Christchurch Local Plan Options document	395
Draft Policy 3.1 Presumption in Favour of Sustainable Development .....	396
Draft Policy 3.2 Settlement Hierarchy .....	399
Draft Policy 3.3 Green Belt .....	402
Draft Policy 3.4 Housing Provision in Christchurch .....	404
Draft Policy 3.5 Strategic Green Infrastructure and Heathland Mitigation.....	407
Draft Policy 3.6 Provision of Employment Land.....	410
Draft Policy 3.7 Future Retail Provision.....	413
Draft Policy 3.8 Town Centre Hierarchy .....	416
Draft Policy 3.9 Role of Town and District Centres .....	418
Draft Policy 3.10 Transport Strategy and Prime Transport Corridors.....	421
Draft Policy 3.11 Strategic Transport Improvements .....	423
Draft Policy 3.12 Transport and Development .....	425
Draft Policy 3.13 Parking Provision .....	427
Draft Policy 3.14 Community Facilities and Services .....	429
Draft Policy 5.1 Christchurch Urban Extension, Roeshot Hill .....	431
Draft Policy 5.2 Housing Option - Stony Lane/Bridge Street, Christchurch .....	436
Draft Policy 5.3 Housing Option - Knapp Mill and Avon Trading Park, Christchurch.....	440
Draft Policy 5.4 Land South of Burton village .....	444
Draft Policy 5.5 Housing options - Burton and Winkton.....	448
Draft Policy 5.6 Housing options - East and North of Christchurch .....	452
Draft Policy 5.7 Land East of Salisbury Road: Open Space .....	456
Draft Policy 5.8 Cycle Routes .....	458
Draft Policies 5.9-5.12 Christchurch Town Centre .....	461
Draft Policies 5.13-5.14 Highcliffe District Centre .....	465
Draft Policy 5.15 Barrack Road Local Centre .....	468
Draft Policy 5.16 Purewell Local Centre .....	470

Draft Policy 5.17 Cemetery provision .....	472
Draft Policy 5.18 Vision for Bournemouth Airport.....	474
Draft Policy 5.19 Strategy for the Operational Airport and Strategy for the Airport Northern Business Parks.....	478
Draft Policy 5.20 Bournemouth Operational Airport Development Zoning.....	481
Draft Policy 5.21 Bournemouth Airport Public Safety Zones .....	483
Draft Policy 5.22 Bournemouth Airport Aerodrome Safeguarding.....	484
Draft Policy 5.23 Development and Aircraft Noise.....	485

<b>Appendix 5</b>	<b>486</b>
Health Impact Assessment	486

<b>Appendix 6</b>	<b>501</b>
Equalities Impact Assessment	501

# Appendix 1

## Scoping Consultation Comments

## Responses to representations on SA Scoping Report (September 2016)

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
<p><i>Michael Holm</i>  <i>Planning Advisor, Environment Agency</i></p>	<p>We note that SA Objective 9 (reducing flood risk) identifies the assumptions associated with residential and employment development. We would question whether negligible impact can be assumed for fluvial development can be made on whether they are brownfield. As the impacts on a brown field site could be considered to impact flood risk depending on the extent of current development and that proposed.</p>	<p>The greenfield or brownfield status of sites is used as a proxy or whether they are currently developed and hence likely to already contain a significant extent of impermeable surfaces. A more fine-grained assessment of the extent of development of each site is considered to be disproportionate to SA at the Local Plan scale. More detailed consideration of flood risk will be made by the Council on a site by site basis through the development management process.</p>
<p><i>Rohan Torkildsen</i>  <i>Historic Environment Planning Adviser, Historic England</i></p>	<p>Having considered the Report and proposed adjustments I don't believe there is a need to further comment.</p>	<p>Noted.</p>
<p><i>Nick Squirrell</i>  <i>Conservation and Planning Lead Advisor, Natural England</i></p>	<p>Natural England's advice is that the SA as currently scoped will provide an adequate level of scrutiny as is required. There are a few points which you may wish your consultants to take into consideration:</p>	<p>Noted.</p>
	<ul style="list-style-type: none"> <li>The Sub-Objective relating to Climate Change adaptation could be informed by consideration of the effect of the policy on ecological networks and connectivity, where the plan encourages greater connectivity or leads to degradation.</li> </ul>	<p>It is assumed that this comment relates to the sub question to SA objective 1:  <i>'Will the policy or proposal allow biodiversity to adapt to the effects of climate change?'</i></p> <p>This is intended to include effects on connectivity but this will be made explicit by rewording the sub question as follows:  <i>'Will the policy or proposal allow biodiversity to adapt to the effects of climate change, including by conserving or enhancing ecological networks?'</i></p>
	<ul style="list-style-type: none"> <li>I understand that Purbeck DC is working on an</li> </ul>	<p>The Purbeck environmental capacity study seeks to</p>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>environmental capacity study as part of their Partial Review. Natural England is aware that Christchurch in particular faces significant constraints in development opportunities as well as transportation issues and infrastructure delivery. The authority may wish to consider a similar evidence gathering approach to test the Sustainability objectives in a more focussed way.</p> <ul style="list-style-type: none"> <li>• With increasing pressure and focus on deliverable outcomes the authority might wish to consider policies which achieve/encourage multiple benefits as being of greater value e.g. health, biodiversity, public access and connectivity etc.</li> </ul>	<p>establish the environmental baseline, assess environmental sensitivity to development and identify the least environmentally sensitive areas, where development would be least likely to have negative effects on the environment.</p> <p>The Council does not consider it necessary to carry out such a study for Christchurch and East Dorset, as the SA Scoping Report sets out the environmental baseline and, along with the strategy objectives, considers the likely significant effects of development site options on the environment.</p> <p>To be considered by the Council in preparing the Local Plan policies. Any such policies will be assessed through the SA process.</p>
<p><i>Maria Clarke</i> <i>Manager, Dorset Local Nature Partnership</i></p>	<p><b><u>DLNP Vision and Strategy</u></b><sup>1</sup> adopted in 2014. The strategy sets out the following six strategic priorities for the partnership:</p> <ol style="list-style-type: none"> <li>Natural capital - investing in Dorset's natural assets</li> <li>Natural value - adding value to the local economy</li> <li>Natural health - developing Dorset's 'natural health service'</li> <li>Natural resilience - improving environmental and community resilience</li> <li>Natural understanding – improving understanding of, and engagement in, Dorset's environment</li> </ol>	<p>Noted.</p>

<sup>1</sup> [http://www.dorsetlnp.org.uk/Dorset\\_LNP\\_Vision\\_and\\_Strategy](http://www.dorsetlnp.org.uk/Dorset_LNP_Vision_and_Strategy)

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>vii. Natural influence - integrating natural value in policy and decision-making, locally and beyond</p> <p><b><u>DLNP Water Management in Dorset Position Paper<sup>2</sup></u></b> adopted in September 2015, which makes the following recommendations:</p> <ol style="list-style-type: none"> <li>1. Progress already made should be continued and best practice measures trialled and then widely adopted, for example those already in place in the Poole Harbour catchment and through soft engineering solutions as outlined below. Greater awareness raising of integrated catchment partnership approaches are needed (e.g. through the development of case studies and a cost/benefit analysis to demonstrate the advantages).</li> <li>2. An holistic ecosystem services approach is needed in decision making and Dorset Local Nature Partnership would like to see the following principles utilised when judging proposals: <ul style="list-style-type: none"> <li>• Water management should be integrated into all development plans.</li> <li>• Flood defences should be designed and managed to work with nature, and, wherever possible, should take all opportunities to enhance the natural environment.</li> <li>• Soft engineering solutions should be adopted as a first and preferred option.</li> <li>• Development should not result in upstream or downstream problems such as increased nutrient load, siltation or flooding.</li> <li>• Water quality and quantity both for humans and the natural environment should be maintained</li> </ul> </li> </ol>	<p>Noted. Water quality and management have been considered through SA objective 6: 'Make sustainable use of resources and minimise waste generation' and SA objective 7: 'Minimise pollution (including air, water, noise, vibration and light)'.</p>

<sup>2</sup> [www.dorsetlnp.org.uk/hres/water-management-in-dorset2](http://www.dorsetlnp.org.uk/hres/water-management-in-dorset2)



Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>and enhanced, without compromising future ability to meet Water Framework Directive good ecological status.</p> <ul style="list-style-type: none"> <li>• Ensure that the essential food supplies produced in Dorset do not damage the water cycle, either directly or through the aquifers, and ensure that the true cost of sustainable food is understood by the consumers.</li> </ul> <p>3. A public engagement and education programme is needed to raise awareness about water management in Dorset.</p> <p><b>Natural Capital Investment Strategy</b><sup>3</sup> published in April 2016. This sets out the principle that development can be achieved by taking a natural capital approach (ensuring there is a net gain in natural capital) to increase the quality of Dorset's assets and make them more resilient. The <i>Natural Capital Investment Strategy</i> makes the following recommendations:</p> <ol style="list-style-type: none"> <li>1. That all projects in Dorset seeking LEP and Dorset Growth Board funding, or planning permission from local authorities to develop, should quantify either their impacts on the natural environment or their use of environmental services.</li> <li>2. That all development projects increase Dorset's Natural Capital by ensuring a net gain for the natural environment and/or increase in the natural resource asset base. There are several established methods to achieve this.</li> <li>3. That development projects in Dorset are planned in a way that integrates economic, environmental and social goals (as being championed by the Resilient Dorset collaboration).</li> </ol>	<p></p> <p>Noted. Components of natural capital are considered in the SA of the Local Plan via more specific SA objectives, for example in relation to biodiversity (SA objective 1), sustainable resource use (SA objective 6), pollution (SA objective 7), and health (SA objective 13).</p> <p>Although the Council has not adopted this strategy, it considers that the environmental assessments already required for planning applications are broadly consistent with it.</p>

<sup>3</sup> [www.dorsetlnp.org.uk/Natural\\_Capital\\_Investment\\_Strategy](http://www.dorsetlnp.org.uk/Natural_Capital_Investment_Strategy)

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>4. Projects with a purely financial justification should not be seen as a priority for public funding as their success will be more at risk and because they erode the resource or community goodwill base, thus restricting future development. These projects should not receive public funding.</p>	
	<p><b><u>Natural Health in Dorset Position Paper</u></b><sup>4</sup> adopted in September 2016 which makes the following recommendations:</p> <ol style="list-style-type: none"> <li>1. Recognition that activities in the natural environment have large beneficial outcomes both for participants and for the budgets of health and social care providers</li> <li>2. Recognition of the health benefits in planning of both landscape development projects and services</li> <li>3. That funding is invested in maintaining and enhancing the natural environment to ensure that there is a place where natural health activities can be undertaken as well as investment in the activities themselves</li> <li>4. Development of a closer working relationship between the health and social care and the environment sectors in developing projects and commissioning services to improve the health of Dorset's residents</li> </ol>	<p>Noted. Health is considered via SA objective 13: 'health', which includes consideration of recreational access to the countryside and coast.</p>
	<p><b><u>Ecological Network Maps</u></b> – currently being drafted.</p> <p>The NPPF para 117 states that policies should “Promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan”.</p>	<p>As noted in the response to Natural England above, a sub question has been added to SA objective 1: 'biodiversity and geodiversity' that makes reference to ecological networks.</p>

<sup>4</sup> [www.dorsetlnp.org.uk/hres/Natural-Health-Position-Paper.pdf](http://www.dorsetlnp.org.uk/hres/Natural-Health-Position-Paper.pdf)

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>DLNP is currently developing a series of Ecological Network Maps with the Dorset Environmental Record Centre. DLNP requests that the maps covering Christchurch and East Dorset are used to inform the Local Plan Review. The maps are now due to be published by the spring. We would welcome a meeting to discuss the maps with you and we will arrange this once the maps are published.</p>	
	<p><b><u>Climate Change in Dorset Position Paper</u></b> – currently being developed.</p> <p>DLNP is currently developing this position paper which will set out recommendations for mitigating and adapting to climate change.</p>	Noted.
<p><i>Hilary R Chittenden</i> <i>Chairman, East Dorset Environment Partnership</i></p>	<p><b>Section 3 Baseline Information</b></p> <ol style="list-style-type: none"> <li>1. P16 para 3.35 We are concerned that light pollution is being considered under the heading “Amenity” – impact on human health and biodiversity must be considered.</li> <li>2. P22 para 3.83 should probably refer to M27 rather than M25?</li> </ol>	<ol style="list-style-type: none"> <li>1. Light pollution has only been discussed under one heading to avoid repetition. It is considered that any loss of amenity would have an impact on human health and wellbeing. It is also acknowledged that light pollution could have impacts for biodiversity. Light pollution is assessed via SA objective 7: ‘minimise pollution’. Whilst it is relevant to other objectives, it is only included in the assessment framework once to avoid repetition. The SA will explain that many objectives are interlinked in this way.</li> <li>2. M25 is correct. Whilst the A31 links to the M27 first, the M27 serves a small stretch of the south coast, to Portsmouth, whereas the M3 leads to the M25, which serves London and the surrounding area.</li> </ol>
	<p><b>Section 4 Key Sustainability Issues and likely Evolution without the Plan</b></p>	<ol style="list-style-type: none"> <li>1. Noted. Implications of the location of development for light pollution and air pollution (linked to reducing the need to travel) are</li> </ol>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<ol style="list-style-type: none"> <li>1. P25-6 The need to travel and light pollution are determined not only by the quantum of development but also its location. The impact of implementation of the Local Plan Review on these two issues will be governed by where any new proposed sites are and their size.</li> <li>2. P26 Waste management proposals may threaten the delivery of employment site allocations in East Dorset.</li> </ol>	<ol style="list-style-type: none"> <li>1. included in the site assessment assumptions for SA objective 7 (Appendix 3).</li> <li>2. Noted.</li> </ol>
	<p><b>Section 5 Sustainability Framework</b></p> <ol style="list-style-type: none"> <li>1. P33 para 5.9 Bullet point 5. Would it be helpful to identify types of recreational facilities – eg those that are provided in buildings and formal parks and those that require access to the countryside?</li> <li>2. P35 Baseline data. Even within this document the baseline data of, for example, energy consumption were 3 years out of date at the time of preparation. It would be more meaningful to obtain as up-to-date figures as possible.</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted. The HIA will distinguish between different types of recreational facilities where possible.</li> <li>2. The most up-to-date-data available was used in the preparation of the Scoping Report. The baseline information will be updated at each stage of SA to ensure any new data is taken into account.</li> </ol>
	<p><b>Appendix 2 Review of Plans, Policies and Programmes</b></p> <ol style="list-style-type: none"> <li>1. P52 Green Belt. Of the 5 purposes (NPPF 80) only prevention of coalescence of towns is mentioned. Why?</li> <li>2. P65 Safeguarding our Soils (DEFRA 2009). Areas for priority are correct but fail to translate adequately into policy particularly with regard to <ul style="list-style-type: none"> <li>• Protecting and enhancing soil carbon and</li> <li>• Building resilience to a changing climate.</li> </ul> </li> <li>3. Need to consider how to build into policy compensation for loss of unimproved and semi-improved grassland to meet these key objectives</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted. The 'Implications for the Local Plan Review' will be amended to include all five purposes. The 'Implications for SA' will be amended to read 'Include sustainability objectives to avoid the merging of settlements, protect the countryside from sub-urbanisation, and encourage the efficient use of land'.</li> <li>2. Noted.</li> <li>3. Noted. Cumulative effects of the Local Plan will be considered in the SA report.</li> <li>4. Noted. This appendix will be updated in each iteration of the SA.</li> <li>5. Noted. This appendix will be updated in each iteration of the SA.</li> <li>6. This appendix addresses the requirement of the</li> </ol>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>relating to ecosystem services. The cumulative impact of small sites should also be considered.</p> <ol style="list-style-type: none"> <li>4. Section 40 of the NERC Act 2006 appears to have been omitted.</li> <li>5. This section will need to be updated to include the Housing White Paper (2017) and the emerging 25 Year Environment Plan.</li> <li>6. There is no reference to adopted County Plans such as Green Infrastructure or the Environment Agency Stour River Basin Management Plan.</li> </ol>	<p>SEA Regulations to describe national and international environmental protection objectives relevant to the plans or programme and how these have been taken into account, therefore county plans are not applicable.</p>
	<p><b>Appendix 3 Assumptions to be applied in the SA of site options</b></p> <p><b>SA Obj.4. (P70)</b></p> <ol style="list-style-type: none"> <li>1. Is it safe to assume that all new development will be built to high standards of design and development?</li> </ol> <p><b>SA Obj 5. Soils (P71)</b></p> <ol style="list-style-type: none"> <li>2. See comment above re p62. Development of sites that are on Grade 3b – 5 greenfield land could have a major negative effect on soil carbon, biodiversity and building resilience to changing climate.</li> </ol> <p>Suggest include additional sub-question:</p> <p><b><i>Will the policy or proposal maintain and enhance soil carbon?</i></b></p> <p><b>SA Obj 7 Pollution.</b></p> <ol style="list-style-type: none"> <li>3. P73 Light pollution is only being considered in terms of amenity and not impact on health and biodiversity.</li> <li>4. P74 The potential for employment sites to cause light pollution must be taken into consideration.</li> </ol>	<ol style="list-style-type: none"> <li>1. Such assumptions are necessary as the details of developmental design cannot be known at this strategic stage of the planning process. While it has been assumed that this will be required through the local plan policies, those policies will also be subject to SA.</li> <li>2. Safeguarding our Soils (DEFRA, 2009) identifies peat soils as the UK's most important soil carbon store, as these store over half of the UK's soil carbon. LUC is not aware of any readily available information source indicating the peat content of soils across the plan area that could be used to inform the potential loss of such soils to development allocations. In addition, changes to soil carbon are likely to result from changes in land management which are beyond the scope of the planning system..</li> <li>3. See response to comment on Section 3 above.</li> <li>4. The potential for employment sites to increase light pollution is considered as part of SA objective 7 (see page 75 of the Scoping Report).</li> <li>5. The SA of a Local Plan is a strategic scale assessment therefore spatially detailed factors such as the topography of potential walking</li> </ol>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p><b>SA Obj 8 Climate change.</b></p> <p>5. P75 Residential site options. Topography might usefully be included in column 3. Walking/cycling are likely to be favoured more if there are no steep hills to contend with.</p>	<p>routes are not assessed.</p>
<p><i>Richard House</i> <i>Policy Planner, Gladman Developments</i></p>	<p>In accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations), the Councils must take account of all reasonable alternatives when assessing and selecting their preferred policy choice. It is integral that each reasonable alternative is assessed to the same degree of detail as the authorities' preferred option, and should only be rejected after a fair and comparable assessment of its sustainability credentials. The Councils should not seek to progress a pre-determined strategy that unjustifiably influences the assessment process. The SA needs to be undertaken in a clear and transparent manner.</p>	<p>Noted.</p>
	<p>The Councils should ensure that the results of the SA process clearly justify their policy choices. In meeting the development needs of the area, it should be clear from the results of the assessment why some policy options have been progressed, and others have been rejected. Undertaking a comparative and equal assessment of each reasonable alternative, the Councils' decision making and scoring should be robust, justified and transparent.</p>	<p>The SA provides an assessment of the sustainability Local Plan, which informs the Council's decision-making along with a number of other factors. As such, the Council may choose not to proceed with an option that performs relatively well in the SA process if there are other, overriding factors. The SA will set out the reasons for the Council's decision making regarding reasonable alternatives, as required by the PPG.</p>
	<p>As both Councils will be aware there have now been a number of instances where the failure to undertake a satisfactory SA has resulted in Plans failing the test of legal compliance at Examination or being subjected to legal challenge. Deficiencies with SAs have led to a number of Local Plan Examinations being suspended, whilst Councils have sought to ensure that their obligations under The Act</p>	<p>The SA will meet all the requirements of the SEA Regulations, and the report will signpost where each of these have been met.</p>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	and SEA Regulations have been fully met.	
	The process of preparing an SA should not be a cursory exercise, but should be a fundamental part of developing a new Local Plan. It should help to inform the decisions made by the Councils and justify their decision making at each stage of the Plan making process. It should be clear from the SA process why some policy options have been progressed and others rejected.	The SA will set out the reasons for the Council's decision making regarding reasonable alternatives, as required by the PPG.
	<p><b><u>Key Sustainability Issues: Housing (Page 26)</u></b></p> <p>Whilst Gladman would agree that the provision of affordable housing is a key sustainability issue for the Local Plan Review to address, meeting the overall housing need for the Districts is of equal importance having regard to the Government's objective of significantly boosting housing delivery as set out in the NPPF and in various Ministerial Statements. Should the Local Plan Review not take place, the SA should make it clear that the housing requirement in the Core Strategy would be regarded as out of date, given the latest evidence on the objectively assessed housing need for the Districts provided by the 2015 Strategic Housing Market Assessment.</p>	The Council will make its calculation of the Housing OAN to inform the Local Plan Review, based on the latest Government SHMA methodology, which will be finalised following the current consultation. Note that the current Local Plan is only three years old (the Government defines out of date as more than five years old).
	<p><b><u>Key Sustainability Issues: Rural Economy (Page 27)</u></b></p> <p>1. Gladman considers that this section fails to address the major issues for the rural areas of the two Districts which relate to maintaining the vibrancy of rural communities which face a number of threats to their future vitality, including a worsening of housing affordability, an ageing population and a reduction in households with children. Unless these issues are addressed through the provision of new market and affordable housing, these communities</p>	<ol style="list-style-type: none"> <li>1. Noted. Table 4.1 provides a brief overview of key issues in the area. Full details of the baseline review are presented earlier in the chapter.</li> <li>2. Noted. Table 4.1 provides a brief overview of key issues in the area. Full details of the baseline review are presented earlier in the chapter.</li> <li>3. The baseline section in future iterations of the SA report will be updated to recognise the fact that there is a need to further develop the</li> </ol>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>will be unable to regenerate and prosper with consequential adverse implications for the ongoing viability of their amenities, as demand for facilities changes and reduces.</p> <p>2. Gladman refers to the content of the East Dorset District Council's 2Jlh July 2016 Cabinet Report which describes some of the factors that have influenced the authority's decision to commence work on a Local Plan Review. In seeking approval from Members to begin the Local Plan Review process, Paragraph 3.7 of the Cabinet Report specifically states that:</p> <p><i>"more locally, there is an increasing awareness that our existing planning policies lack detailed aspirations for our rural communities, some of whom would like to see growth and development to sustain their services and facilities and provide housing for local needs".</i></p>	<p>strategy for the rural areas that would have been progressed through the now-abandoned Local Plan Part 2.</p>
	<p><b><u>Appendix 3 Assumptions to be applied in the SA of site options</u></b></p> <p><b><u>11. Provide access to service and facilities in order to meet people's needs</u></b></p> <p>Gladman disagrees that the allocation of housing sites that are within a Rural Service Centre are likely to have a negligible effect on meeting this objective and the allocation of sites within a village or hamlet are likely to have a minor negative effect. Gladman considers that an appropriate level of housing growth in Rural Service Centres is likely to have a positive effect overall and this view is supported by Paragraph 55 of the NPPF which states that:</p> <p><i>'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For</i></p>	<p>This objective assesses the extent to which new housing allocations will provide the residents of those allocations with access to existing services and facilities rather than supporting the vitality of rural communities. SA is an assessment against the baseline, therefore as rural areas are likely to have a more limited range and number of facilities, access to services and facilities is more likely to be limited in these areas.</p> <p>Vitality and viability of town centres will be considered under SA objective 15 via consideration of the Local Plan policies for the broad distribution of housing across the settlement hierarchy rather than assessment of individual site allocations.</p>



Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p><i>example, where there are groups of smaller settlements, development in one village may support services in a village nearby.'</i></p> <ol style="list-style-type: none"> <li>1. The provision of market housing will also enable the provision of additional affordable housing to meet local needs.</li> <li>2. The SA should therefore recognise that directing further housing growth to East Dorset's Rural Service Centres and villages is likely to result in a number of significant benefits in terms of their ongoing vitality and vibrancy.</li> </ol>	<ol style="list-style-type: none"> <li>1. Provision of affordable housing is considered via SA objective 14.</li> <li>2. As noted above, vitality and viability of town centres will be considered under SA objective 15 via consideration of the Local Plan policies for the broad distribution of housing across the settlement hierarchy rather than assessment of individual site allocations.</li> </ol>
<p><i>Jacqui Gissane</i></p>	<p><b><u>Reference - culture leisure recreation 3.66 page 20</u></b></p> <p>The scoping report suggests that there is an electricity museum in Christchurch - ever since I've lived here this museum has been closed and I believed it closed in 2013. If this part of the scoping report is incorrect what else is?</p> <p>It is very simple to find out what is available from the web see attached screenshot. Your comments please.</p>	<p>Closure of the museum is noted and will be taken into account in the baseline updates in future iterations of the SA. The SA strives to ensure that information is correct and up to date and such information is reviewed at each stage of the SA.</p>
<p><i>Peter Home</i> <i>Associate Director, Turley</i></p>	<p>Our representations all relate to Appendix 3 to the Scoping Report, namely; Assumptions to be applied during the Sustainability Appraisal (SA) of site options for the Christchurch and East Dorset Local Plan Review. We welcome the inclusion of Appendix 3 within the Scoping Report. The setting of clear decision-making criteria provides a transparent approach that will allow for achieving greater consistency in the assessment of site options through the Sustainability Appraisal process, when that time comes.</p> <p>In preparing the assumptions, as set out within the right-hand column of Table A3.1, the Councils' consultants will have needed to balance a range of factors related</p>	<p>Noted.</p> <p>Noted.</p>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>principally to the SA Objective and accompanying 'sub questions' in each case. Clearly, the assumptions established must relate closely to and promote achievement of each of the SA Objectives.</p>	
	<p>Whilst in many cases this balancing and judgement appears to have been undertaken in an appropriate way, we are nevertheless concerned that a number of the assumptions include an underlying bias against larger or strategic site options, which by their nature are likely to require a 'green field' location. It is a well-established principle that, in the context of largely rural districts such as East Dorset, well-planned settlement extensions which incorporate appropriate infrastructure, sustainable transport links, employment opportunities and high-quality design are likely to represent 'sustainable development' as defined by the National Planning Policy Framework. Indeed, the current Christchurch and East Dorset Core Strategy promotes such forms of development as a fundamental component of the area's spatial development strategy. In doing so, the Core Strategy acknowledges that, where appropriately planned, such new neighbourhoods will constitute 'sustainable development'.</p> <p>Therefore, it is important to ensure that the assumptions being established within Appendix 3 of the Scoping Report do not incorporate any bias against larger edge-of-settlement sites, with the potential to deliver new neighbourhoods, simply due to their scale or the necessity to locate such sites beyond the built-up area boundaries of settlements.</p>	<p>This representation is assumed to relate to the assumptions for SA objective 2: 'landscape' and to SA objective 5: 'efficient use of land'. The SA is an objective process that considers the sustainability impacts of development. It cannot be contested that large greenfield developments will change the landscape and lead to loss of agricultural land and therefore this needs to be taken into account in the SA. However, the SA framework includes objectives across a broad range of topics, and the results of assessment will depend on a number of factors.</p> <p>In addition, it should be noted that the SA provides an assessment of the sustainability of the Local Plan, which informs the Council's decision-making along with a number of other factors. As such, the Council may choose not to proceed with an option that performs relatively well in the SA process if there are other, overriding factors. The SA will set out the reasons for the Council's decision making regarding reasonable alternatives, as required by the PPG.</p>
	<p>There are several instances within the proposed assumptions where the Councils' consultants acknowledge that a strategic-level SA process is not able to determine, with any degree of certainty, how the sustainability effects</p>	<p>It is not clear which assumptions (other than the above) the consultee considers to favour smaller sites. Appendix 3 sets out the assumptions to be made in</p>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>of potential development sites should be assessed. This acknowledgement is appropriate and is welcomed. However, in several cases the assumptions then go on to establish criteria which appear to favour certain types of development, particularly smaller sites, within settlement boundaries. Whilst development at individual such sites may give rise to relatively modest environmental effects, the criteria established do not take account of the likely cumulative impacts of many such sites being required to meet the future housing requirements of the area. Equally, the assumptions do pay sufficient heed to the strong potential for larger development sites to deliver or contribute to delivery of the necessary infrastructure that can appropriately mitigate negative environmental effects.</p>	<p>assessing individual site options. The cumulative effects of the Local Plan will also be assessed in the SA, in line with the SEA regulations.</p> <p>Delivery of additional infrastructure delivered by larger sites is uncertain. The SA will follow a precautionary approach in making assumptions regarding provision of infrastructure and mitigation that may not materialise. As such, the SA of site options will assume no provision of new services and facilities unless such provision has been explicitly proposed to the Council by the site promoter. As such, the SA serves to highlight where existing infrastructure provision may be lacking. Should the Council subsequently choose to require provision of new infrastructure via site allocation policies for preferred sites, such provision will be taken into account by the SA at this later stage of plan-making.</p> <p>The potential for sites to provide additional infrastructure will be a consideration for the Council in preparing the Local Plan and devising a sustainable settlement strategy.</p>
	<p>We request that the Councils reconsider the assumptions and decision-making criteria within Appendix 3, in light of the above points. In particular, we would point to the following individual concerns about the assumptions made within the right-hand column of Table A3.1:</p>	<p>See responses below.</p>
	<p><b><u>SA Objective 2: Protect and enhance the quality and character of landscape</u></b></p> <p>The distinction drawn between larger and smaller sites, outside of the designated landscape areas, appears inappropriate, particularly given the acknowledgement that the effects will be uncertain at the strategic SA assessment level. Whilst it is accepted that development on green field</p>	<p>The, design and layout of development and any mitigation measures are generally not known until the planning application stage, therefore this cannot be taken into account in the SA. The uncertainty ascribed to the significant negative score for large greenfield sites serves to highlight the potential for significant negative effects on the landscape. As noted above, should the Council subsequently choose to require</p>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>sites may have an uncertain negative effect, there appears no basis to conclude that sites of over 10 dwellings will have a 'significant negative effect (--?)', whereas smaller development will be only minor negative (-?). In our view this appears arbitrary and does not take into account the potential for larger sites to apply a more flexible approach to design and layouts, including the implementation of effective landscaping strategies.</p>	<p>mitigation via site allocation policies for preferred sites, such provision will be taken into account by the SA at this later stage of plan-making.</p>
	<p><b><u>SA Objective 3: Protect and enhance the historic environment, heritage assets and their settings</u></b></p> <p>We consider that there is an unnecessary internal contradiction within the assumptions for SA Objective 3. Whilst we accept that, in the absence of detailed information, the effects are uncertain, it cannot be correct that a 'significant negative' (--?) is assumed for all sites including or adjacent to a designated heritage asset, but that where there is potential for the significance or setting of that asset to be enhanced, only a minor uncertain positive (+?) will be applied. This suggests that, even in cases where the asset's significance or setting is enhanced, the overall SA assessment will nevertheless be a negative one. We suggest that where a proposed development site has the potential to enhance the significance or setting of the relevant heritage asset(s) the overall SA assessment should, at the very least, allow for an uncertain 'neutral' outcome (0?).</p>	<p>Where more than one of the assumptions apply to a particular site, a mixed effect will be recorded (e.g. +?/--?), rather than trying to sum an 'overall' effect.</p>
	<p><b><u>SA Objective 6: Make sustainable use of resources and minimise waste generation</u></b></p> <ol style="list-style-type: none"> <li>1. The assumptions relate only to the location of a proposed site in relation to Minerals Safeguarding Areas (MSA). They do not take into account the potential for larger sites, within an MSA, to facilitate the winning and extraction of minerals prior to delivering others forms of development. It is</li> </ol>	<ol style="list-style-type: none"> <li>1. It is unknown whether prior extraction will be feasible and if so, there is no guarantee that this will occur. In line with the precautionary principle, the SA does not assume that minerals will be worked prior to development.</li> <li>2. With regards to re-use of materials, this is only possible on brownfield land, where existing building materials are present. Issues related to developmental design and behavioural</li> </ol>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>considered that, at the very least, an uncertain minor positive effect (+?) would be appropriate where such potential exists.</p> <p>2. In terms of the assumptions relating to the re-use of existing buildings and materials, it is accepted that development sites on brownfield land should be assessed in a positive way. However, we see no justification for assessing developments on green field sites as having a 'negative' effect. Such a development would not hinder the achievement of the SA Objective, but would represent an uncertain neutral effect. Indeed, when the various 'sub-questions' relating to this SA Objective are considered, we can see that larger residential developments, capable of delivering sustainable new neighbourhoods, are more likely to be in a position to reduce water consumption through appropriate site-wide strategies. This element of the SA objective is not considered by the assumptions and this should be remedied.</p>	<p>change cannot be known based on site size and location therefore cannot be taken into account in site assessments. These issues will be considered through assessment of relevant policies.</p>
	<p><b><u>SA Objective 7: Minimise pollution</u></b></p> <p>The first paragraph within the assumptions section includes what we consider to be a misunderstanding of the scope and objectives of the Christchurch and East Dorset Local Plan Review. The assumption states that the Local Plan Review will only determine the specific location of the level of development that was previously set out within the existing Christchurch and East Dorset Core Strategy. This is contrary to the recent Regulation 18 Consultation Scoping Paper, which clearly indicated that a key objective of the Local Plan Review would be to determine the level of development that would be required, based on up-to-date evidence, for the period 2018-2033. We would welcome clarification of this point.</p>	<p>Agreed. This text will be amended in future iterations of the SA report to make clear that the Council is undertaking a full review of the Local Plan, including the amount and broad distribution of development.</p>
	<p><b><u>SA Objective 9: Reduce the risk of flooding</u></b></p>	<p>This has been considered by phrasing the assumption</p>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>The decision-making criteria applied in this instance are unclear. What assessment would be applied in cases of large sites where areas within the site are within flood zone 3, but where there is more than sufficient area outside of flood zone 3 to ensure development avoids the areas of highest flood risk? It would not be robust or appropriate to assess a site containing a substantial area within flood zone 3 as 'significant negative' (--) if the areas within that flood risk zone were only intended to serve as open space, on-site SANG or other appropriate uses within such areas of flood risk.</p>	<p>that sites that are entirely <i>or mainly</i> within Flood Zone 3b will have a significant negative effect. 'Mainly' will be defined as greater than 50% of the site area. In line with the precautionary principle, and to ensure that all sites are assessed in the same way, it is considered unlikely that sites mainly within Flood Zone 3b would avoid development within or next to this entirely. In addition, layout and design of development are unknown at this stage and the Local Plan will not necessarily include details of specific proposals from developers, which are subject to change.</p>
	<p><b><u>SA Objective 11: Provide access to services and facilities in order to meet people's needs</u></b></p> <p>The way in which the decision-making criteria are framed for this objective refers only to sites 'within' the settlements in the current hierarchy. This does not take account of the potential for sites located 'adjacent to' such settlements to provide sustainable locations for development from which services can be accessed and people's needs met. It is considered that the text should be revised to state "Sites that are within <b>or adjacent to</b> a ..."</p>	<p>For the purposes of assessing site options against this criterion, if the site boundary is:</p> <ul style="list-style-type: none"> <li>- within 100m of the settlement boundary, it will be treated as in the settlement;</li> <li>- if within 100-400m of the settlement boundary, note the separation will be noted and the score downgraded by one level (e.g. ++ becomes +);</li> <li>- if &gt;400m from the settlement boundary, it will be treated as not in the settlement/ in the rural area</li> </ul> <p>Where settlements do not have defined settlement boundaries, professional judgment will be used to determine the location of the settlement boundary.</p>
	<p><b><u>The potential for larger sites to provide additional facilities</u></b></p> <p>A number of SA Objectives, including SA 7, SA 8 and SA 15, apply locational decision-making criteria considering the distance from a site to sustainable transport links, or a healthcare facility, or employment. Whilst this is a commonly used proxy measure for sustainability, the way in which the assumptions are framed has no regard to the potential for larger strategic development sites to provide new facilities, sustainable transport links, employment or other positive elements, as part of the development. It is accepted that such elements are uncertain in their nature until a planning application is made. Nevertheless, it is</p>	<p>Delivery of additional infrastructure delivered by larger sites is uncertain. The SA will follow a precautionary approach in making assumptions regarding provision of infrastructure and mitigation that may not materialise. As such, the SA of site options will assume no provision of new services and facilities unless such provision has been explicitly proposed to the Council by the site promoter. As such, the SA serves to highlight where existing infrastructure provision may be lacking. Should the Council subsequently choose to require provision of new infrastructure via site allocation</p>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>considered that, as currently framed, the assumptions within the above objectives are biased against larger developments which, by their nature may not be located within walking distance of existing facilities.</p>	<p>policies for preferred sites, such provision will be taken into account by the SA at this later stage of plan-making.</p>
<p><i>Kevin Fyles</i></p>	<p><b>Reference: Chapter 4 - Page 26</b></p> <p>Regarding Key Issues, regarding recycling and waste disposal:</p> <p>Arguably the <b>Likely Evolution without the Local Plan Review</b> should also refer to allocation of sites as well as developing policies. Whilst the levels of recycling are unlikely to be influenced by the location of site options, without the implementation of site allocations in the Local Plan Review there may be less certainty about the delivery of residual waste disposal.</p> <p>Furthermore (and as referred to later in the scoping report on pages 46 &amp; 47), the Implications for the Local Plan Review includes the need for both site allocation and policies development in order to take account of particularly significant issues in both the Waste Framework Directive 2008 and The Landfill Directive 1999.</p>	<p>Site allocation policies are not expected to include details of waste disposal arrangements, therefore this is unlikely to change without the plan in place. Waste management is overseen by Dorset County Council. Dorset County Council are responsible for ensuring the Waste Framework Directive and The Landfill Directive are taken into account during preparation of the update to the Waste Local Plan, which is approaching submission stage.</p>
<p><i>Paul Hilliard</i> <i>Chartered FCSI, HSBC</i></p>	<p>The Scoping Report for the Sustainability Appraisal, incorporating a Strategic Environmental Assessment needs to accept that with the Police station/ Courts site in central Christchurch becoming available for residential homes, the local plan land allocation at Roeshot Hill needs to be significantly scaled back or removed completely.</p> <p>The Police Station/ Courts site is an existing built on site and being centrally positioned in Christchurch has better town and transport links.</p> <p>Roeshot Hill is Green belt land with a significant wildlife and forna [<i>sic</i>] habitat that is visably [<i>sic</i>] attract to locals and valuable to our tourist industry. The site offers no suitable sang nearby and no alternative allotment site is viable. The infrastructure around east of the borough is at breaking</p>	<p>This comment appears to promote one site for inclusion in the plan and give reasons for not including another. This does not relate to the SA Scoping Report.</p> <p>The SA Scoping Report reviews current policy context and baseline and establishes the SA framework. Potential sites for allocation are to be identified by the Councils and will be assessed by the SA later in the process. The SA will also outline the Council's reasons for selecting the alternatives dealt with.</p> <p>The Council has confirmed that both sites are required to meet the current Core Strategy housing requirement. In addition, Roeshot Hill has already been allocated through the Core Strategy and outline planning permission is granted, subject to legal</p>

Consultee	Consultation comments	Response/action taken to address consultation comment in this SA Report
	<p>point already so there is no scope for excessive numbers of houses at Roeshot Hill in view of the already congested [<i>sic</i>] roads, full schools and health centres, etc.</p> <p>The priority is to Amend the local plan to introduce the Police station / courts as the main site to meet the housing need, especially affordable.</p>	<p>agreement.</p>



# Appendix 2

## Review of Plans, Policies and Programmes

**Table A2.1: Review of plans, policies and programmes relevant to the preparation of the Christchurch Local Plan Review and the SA**

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<b>INTERNATIONAL</b>				
<b>International</b>				
<p><i>Paris Agreement</i> (United Nations 2015)</p>	<p>The main aim of the Paris Agreement centres on keeping global temperature rise this century below 2°C above preindustrial levels. Frameworks are to be put in place to help achieve these goals.</p>	<p>Under Article 2: to hold <i>“the increase in global average temperature to well below 2 degrees C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5 degrees C above pre-industrial levels”</i> and to increase <i>“the ability to adapt to the adverse impacts of climate change and foster climate resilience and low greenhouse gas emissions in a manner that does not threaten food production”</i>. Under Article 5: <i>“Parties should take action to conserve and enhance as appropriate, sinks and reservoirs of greenhouse gases...including forests”</i>.</p>	<p>While the commitments are likely to filter through national policy / strategies, this indicates the direction of travel regarding climate change policy and the emphasis on mitigation and adaptation measures. The Local Plan Review should support the delivery of these commitments.</p>	<p>The SA Framework should include objectives to adapt to and mitigate climate change.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<i>IPCC's Fifth Assessment Report on Climate Change</i> (IPCC, 2014) <sup>5</sup>	To limit and/or reduce all greenhouse gas emissions which contribute to climate change	No targets or indicators of relevance.	The Local Plan Review should support reduction in emissions of greenhouse gases.	The SA Framework should include sustainability objectives to support reduction in emissions of greenhouse gases.
<i>Johannesburg Declaration on Sustainable Development</i> (2002)	Commitment to building a humane, equitable and caring global society aware of the need for human dignity for all.  Renewable energy and energy efficiency. Accelerate shift towards sustainable consumption and production.	Greater resource efficiency.  New technology for renewable energy.  Increase energy efficiency.	Ensure that site allocations and policies take account of the Declaration.	Include sustainability objectives to enhance the natural environment and promote renewable energy and energy efficiency.
<i>Aarhus Convention</i> (1998)	Established a number of rights of the public with regard to the environment. Local authorities should provide for:  The right of everyone to receive environmental information  The right to participate from an early stage in environmental decision making	No targets or indicators.	Ensure that site allocations and policies take account of the Convention.	Ensure that public are involved and consulted at all relevant stages of SA production.

<sup>5</sup> IPCC (2014) Fifth Assessment Report on Climate Change

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	The right to challenge in a court of law public decisions that have been made without respecting the two rights above or environmental law in general.			
<i>Bern Convention (1979)</i>	The Convention on the Conservation of European Wildlife and Natural Habitats (the Bern Convention) was adopted in Bern, Switzerland in 1979, and came into force in 1982. The principal aims of the Convention are to ensure conservation and protection of wild plant and animal species and their natural habitats (listed in Appendices I and II of the Convention), to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species) listed in Appendix III. To this end the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1,000 wild animal species.	No targets or indicators.	Ensure that site allocations and policies take account of the Convention.	Include sustainability objectives to protect and enhance biodiversity.
<i>Ramsar</i>	The Convention on Wetlands	No targets or indicators.	Ensure that site	Include sustainability

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<p><i>Convention (1971)</i></p>	<p>of International Importance, called the Ramsar Convention, is the intergovernmental treaty that provides the framework for the conservation and wise use of wetlands and their resources.</p> <p>The Convention was adopted in the Iranian city of Ramsar in 1971 and came into force in 1975. Since then, almost 90% of UN member states, from all the world's geographic regions, have acceded to become "Contracting Parties".</p> <p>The Convention's mission is "the conservation and wise use of all wetlands through local and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world".</p>		<p>allocations and policies take account of the Convention.</p>	<p>objectives to protect and enhance biodiversity.</p>
<b>EU Directives</b>				
<p><i>SEA Directive 2001</i> Directive 2001/42/EC on</p>	<p>Provide for a high level of protection of the environment and contribute to the integration of</p>	<p>The Directive must be applied to plans or programmes whose formal preparation begins after 21 July 2004 and to those already in preparation by that date.</p>	<p>Allocate sites and develop policies that take account of</p>	<p><b>Requirements of the Directive must be met in Sustainability</b></p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
the assessment of the effects of certain plans and programmes on the environment	environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.		the Directive as well as more detailed policies derived from the Directive at the national level.	<b>Appraisals.</b>
<i>The Industrial Emissions Directive 2010</i> Directive 2010/75/EU on industrial emissions (integrated pollution prevention and control)	This Directive lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken as a whole.	The Directive sets emission limit values for substances that are harmful to air or water.	Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.	Include sustainability objective for reducing pollution.
<i>Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU</i>	The Directive aims to promote the energy performance of buildings and building units.  It requests that member states adopt either national or regional methodology for calculating energy performance and minimum	No targets or indicators.	Policies and site allocations should take account of the Directive as well as more detailed policies derived from the Directive contained in the	Include SA objective relating to the energy performance/ efficiency of existing and proposed buildings.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	requirements for energy performance.		NPPF.	
<p><i>The Birds Directive 2009</i></p> <p>Directive 2009/147/EC is a codified version of Directive 79/409/EEC as amended</p>	<p>The preservation, maintenance, and re-establishment of biotopes and habitats shall include the following measures:</p> <p>Creation of protected areas.</p> <p>Upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones.</p> <p>Re-establishment of destroyed biotopes.</p> <p>Creation of biotopes.</p>	No targets or indicators.	<p>Allocated sites and develop policies should make sure that the upkeep of recognised habitats is maintained and not damaged from development.</p> <p>Avoid pollution or deterioration of habitats or any other disturbances effecting birds.</p>	Include sustainability objectives for the protection of birds.
<p><i>The Waste Framework Directive 2008</i></p> <p>Directive 2008/98/EC on waste</p>	<p>Prevention or reduction of waste production and its harmfulness. The recovery of waste by means of recycling, re-use or reclamation.</p> <p>Recovery or disposal of waste without endangering human health and without using processes that could harm the environment.</p>	Development of clean technology to process waste and promote recycling.	Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.	Include sustainability objectives that minimise waste production as well as promote recycling.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<p><i>The Air Quality Directive 2008</i></p> <p>Directive 2008/50/EC on ambient air quality and cleaner air for Europe</p>	<p>Avoid, prevent and reduce harmful effects of ambient noise pollution on human health and the environment.</p>	<p>No targets or indicators.</p>	<p>Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p>	<p>Include sustainability objectives to maintain and enhance air quality.</p>
<p><i>The Floods Directive 2007</i></p> <p>Directive 2007/60/EC on the assessment and management of flood risks</p>	<p>Establish a framework for the assessment and management of flood risks, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods.</p>	<p>Preliminary Flood Risk Assessments to be completed by December 2011. Flood Hazard Maps and Flood Risk Maps to be completed by December 2013. Flood Risk Management Plans to be completed by December 2015.</p>	<p>Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p>	<p>Include sustainability objectives that relate to flood management and reduction of risk.</p>
<p><i>The Water Framework Directive 2000</i></p> <p>Directive 2000/60/EC establishing a framework for community action in the</p>	<p>Protection of inland surface waters, transitional waters, coastal waters and groundwaters.</p>	<p>No targets or indicators.</p>	<p>Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the</p>	<p>Include sustainability objectives to protect and minimise the impact on water quality.</p>



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
field of water policy			NPPF.	
<i>The Landfill Directive 1999</i> Directive 1999/31/EC on the landfill of waste	Prevent or reduce negative effects on the environment from the landfilling of waste by introducing stringent technical requirements for waste and landfills.	Reduce the amount of biodegradable waste sent to landfill to 75% of the 1995 level by 2010. Reduce this to 50% in 2013 and 35% by 2020.	Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.	Include sustainability objectives to increase recycling and reduce the amount of waste.
<i>The Drinking Water Directive 1998</i> Directive 98/83/EC on the quality of water intended for human consumption Latest amendments include Directive 2015/1787	Protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.	Member States must set values for water intended for human consumption.	Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.	Include sustainability objectives to protect and enhance water quality.
<i>The Packaging and Packaging Waste Directive</i>	Harmonise the packaging waste system of Member States. Reduce the	By June 2001 at least 50% by weight of packaging waste should have been recovered, at least 25% by weight of the totality of packaging materials contained in packaging waste to be recycled	Allocate sites and develop policies that	Include sustainability objectives to minimise the environmental

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
1994 Directive 94/62/EC on packaging and packaging waste (amended by Directive (EU) 2015/720)	environmental impact of packaging waste.	with a minimum of 15% by weight for each packaging material.	take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.	impact of waste and promote recycling.
<i>The Habitats Directive 1992</i> Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora	Promote the maintenance of biodiversity taking account of economic, social, cultural and regional requirements. Conservation of natural habitats and maintain landscape features of importance to wildlife and fauna.	No targets or indicators.	Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.  The Plan must be subject to Habitats Regulations Assessment in line with the Directive.	Include sustainability objectives to protect and maintain the natural environment and important landscape features.
<i>The Nitrates Directive 1991</i> Directive 91/676/EEC on	Reduce water pollution caused or induced by nitrates from agricultural sources and prevent further such	Identification of vulnerable areas.	Allocate sites and develop policies that take account of	Include sustainability objectives to reduce water pollution.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
nitrates from agricultural sources.	pollution.		the Directive as well as more detailed policies derived from the Directive contained in the NPPF.	
<i>The Urban Waste Water Directive 1991</i> Directive 91/271/EEC concerning urban waste water treatment	Protect the environment from the adverse effects of urban waste water collection, treatment and discharge, and discharge from certain industrial sectors.	No targets or indicators.	Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.	Include sustainability objectives to reduce water pollution.
<b>Other European Strategies, Plans and Programmes</b>				
European Spatial Development Perspective (1999)	Economic and social cohesion across the community. Conservation of natural resources and cultural heritage. Balanced competitiveness between different tiers of government.	No targets or indicators.	Allocate sites and develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.	Include sustainability objectives to conserve natural resources and cultural heritage.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<p>EU Seventh Environmental Action Plan (2002-2012)</p>	<p>The EU's objectives in implementing the programme are:</p> <ul style="list-style-type: none"> <li>(a) to protect, conserve and enhance the Union's natural capital;</li> <li>(b) to turn the Union into a resource-efficient, green and competitive low-carbon economy;</li> <li>(c) to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing;</li> <li>(d) to maximise the benefits of the Union's environment legislation;</li> <li>(e) to improve the evidence base for environment policy;</li> <li>(f) to secure investment for environment and climate policy and get the prices right;</li> <li>(g) to improve environmental integration and policy coherence;</li> <li>(h) to enhance the sustainability of the Union's cities;</li> <li>(i) to increase the Union's</li> </ul>	<p>No targets or indicators.</p>	<p>Develop policies that take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p>	<p>Include sustainability objectives to protect and enhance the natural environment and promote energy efficiency.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	effectiveness in confronting regional and global environmental challenges.			
European Landscape Convention (Florence, 2002)	The convention promotes landscape protection, management and planning.	No indicators or targets.	Ensure that site allocations and policies take account of the Convention.	Include sustainability objectives to protect the archaeological heritage.
European Convention on the Protection of the Archaeological Heritage (Valletta, 1992) <i>Revision of the 1985 Granada Convention</i>	Protection of the archaeological heritage, including any physical evidence of the human past that can be investigated archaeologically both on land and underwater.  Creation of archaeological reserves and conservation of excavated sites.	No indicators or targets.	Ensure that site allocations and policies take account of the Convention.	Include sustainability objectives to protect the archaeological heritage.
<b>NATIONAL</b>				
National Planning Policy Framework	Presumption in favour of sustainable development.  Delivering sustainable development by:	No targets or indicators.	Development plan has a statutory status as the starting point for decision making.	Sustainability appraisal should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
				factors.
	Building a strong, competitive economy.	No targets or indicators.	Set out clear economic visions for that particular area.	Include a sustainability objective relating to strengthening the economy.
	Ensuring vitality of town centres.	No targets or indicators.	Recognise town centres as the heart of their communities.	Include a sustainability objective relating to the vitality of town centres.
	Promoting sustainable transport	No targets or indicators.	To implement sustainable transport modes depending on nature/location of the site, to reduce the need for major transport infrastructure.	Include a sustainability objective relating to sustainable transport.
	Supporting high quality communications infrastructure.	No targets or indicators.	Enhance the provision of local community facilities and services by supporting the expansion of	Include a sustainability objective relating to improving communication.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
			electronic communications networks.	
	Delivering a wide choice of high quality homes.	No targets or indicators.	Identify size, type, tenure and range of housing that is required in particular locations.	Include a sustainability objective relating to housing availability and quality.
	Requiring good design.	No targets or indicators.	Establish a strong sense of place to live, work and visit.	Include a sustainability objective relating to good design.
	Promoting healthy communities.	No targets or indicators.	Promote safe and accessible environments with a high quality of life and community cohesion.	Include a sustainability objective relating to health and well-being.
	Protecting Green Belt Land.	Green Belt Land serves five purposes: <ul style="list-style-type: none"> <li>• to check the unrestricted sprawl of large built-up areas;</li> <li>• to prevent neighbouring towns merging into one another;</li> <li>• to assist in safeguarding the countryside from encroachment;</li> <li>• to preserve the setting and special character of historic towns; and</li> <li>• to assist in urban regeneration, by encouraging the recycling</li> </ul>	The Local Plan Review can consider alteration to Green Belt boundaries but only in exceptional circumstances.	Include sustainability objectives to avoid the merging of settlements, protect the countryside from sub-urbanisation, and encourage the efficient use of land.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
		of derelict and other urban land.	It should also plan positively to enhance the beneficial use of the Green Belt.	
	Meeting the challenge of climate change, flooding, and coastal change.	No targets or indicators.	Use opportunities offered by new development to reduce causes/impacts of flooding.	Include a sustainability objective relating to climate change mitigation and adaptation.
	Conserving and enhancing the natural environment.	No targets or indicators.	Recognise the wider benefits of biodiversity.	Include a sustainability objective relating to the conservation and enhancement of the natural environment.
	Conserving and enhancing the historic environment	No targets or indicators.	Sustain and enhance heritage assets and put them to viable uses consistent with their conservation.	Include a sustainability objective relating to the conservation of historic features.
	Facilitating the use of sustainable materials.	No targets or indicators.	Encourage prior extraction of minerals where practicable and	Include a sustainability objective relating to sustainable mineral



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
			environmentally feasible.	extraction.
Planning Practice Guidance (2013 onwards)	<p>The PPG documents provide guidance on the interpretation and implementation of the NPPF.</p> <p>Of particular relevance are:</p> <ul style="list-style-type: none"> <li>• DCLG (2014) Planning Practice Guidance on air quality</li> <li>• DCLG (2014) Planning Practice Guidance on climate change</li> <li>• DCLG (2014) Planning Practice Guidance on conserving and enhancing the historic environment</li> <li>• DCLG (2014) Planning Practice Guidance on ensuring the vitality of town centres</li> <li>• DCLG (2014) Planning Practice Guidance on flood risk and coastal</li> </ul>	No targets or indicators of relevance.	The Local Plan Review need to be produced in accordance with the guidance outlined in the NPPG.	The SA should be prepared in line with the NPPG.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>change</p> <ul style="list-style-type: none"> <li>• DCLG (2017) Planning Practice Guidance on health and wellbeing</li> <li>• DCLG (2018) Planning Practice Guidance on local plans</li> <li>• DCLG (2014) Planning Practice Guidance on minerals</li> <li>• DCLG (2016) Planning Practice Guidance on the natural environment</li> <li>• DCLG (2014) Planning Practice Guidance on noise</li> <li>• DCLG (2014) Planning Practice Guidance on light pollution</li> <li>• DCLG (2014) Planning Practice Guidance on open space, sports and recreation facilities, public rights of way and local green space</li> <li>• DCLG (2016)</li> </ul>			

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>Planning Practice Guidance on rural housing</p> <ul style="list-style-type: none"> <li>• DCLG (2015) Planning Practice Guidance on renewable and low carbon energy</li> <li>• DCLG (2015) Planning Practice Guidance on waste</li> <li>• DCLG (2015) Planning Practice Guidance on water supply, wastewater and water quality</li> </ul>			
<p>DCLG (2015) <i>Planning Policy for Traveller Sites</i></p>	<p>Government's aims in respect of traveller sites are:</p> <ul style="list-style-type: none"> <li>• Local planning authorities should make their own assessment of need for the purposes of planning.</li> <li>• To ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of</li> </ul>	<p>No targets or indicators of relevance. The updated policy now includes:</p> <p>If a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites, this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission.</p> <p>The exception is where the proposal is on land designated as:</p> <ul style="list-style-type: none"> <li>• Green Belt</li> <li>• sites protected under the Birds and Habitats Directives</li> <li>• sites designated as Sites of Special Scientific Interest</li> <li>• local green space</li> </ul>	<p>Ensure that the relevant considerations are taken into account when allocating traveller sites.</p>	<p>Include relevant sustainability objectives relating to social inclusion and environmental protection.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>land for sites.</p> <ul style="list-style-type: none"> <li>• To encourage local planning authorities to plan for sites over a reasonable timescale.</li> <li>• That plan-making and decision-taking should protect Green Belt from inappropriate development.</li> <li>• To promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites.</li> <li>• That plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies.</li> <li>• To increase the</li> </ul>	<ul style="list-style-type: none"> <li>• an Area of Outstanding Natural Beauty</li> <li>• within a National Park (or the Broads)</li> </ul> <p>Inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances.</p> <p>Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.</p> <p>In exceptional cases, where a local planning authority is burdened by a large-scale unauthorised site that has significantly increased their need, and their area is subject to strict and special planning constraints, then there is no assumption that the local planning authority is required to plan to meet their traveller site needs in full.</p>		

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply.</p> <ul style="list-style-type: none"> <li>• To reduce tensions between settled and traveller communities in plan-making and planning decisions.</li> <li>• To enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure.</li> <li>• For local planning authorities to have due regard to the protection of local amenity and local environment.</li> </ul>			
<p>DCLG (2014) <i>National Planning Policy for Waste</i></p>	<p>The National Planning Policy for Waste was adopted in October 2014 and sets out the need for local authorities to:</p> <ul style="list-style-type: none"> <li>• Prepare local plans</li> </ul>	<p>No targets or indicators of relevance.</p>	<p>Allocate sites and develop policies that take account of the National Planning Policy</p>	<p>Include a sustainability objective relating to sustainable waste management.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>using a robust proportionate evidence base</p> <ul style="list-style-type: none"> <li>• Identify need for waste management facilities</li> <li>• Identify suitable sites and areas</li> <li>• Determine planning applications</li> <li>• Monitor and report:</li> <li>• Take up in allocated sites and areas</li> <li>• Existing stock and changes in the stock of waste management facilities.</li> <li>• The amount of waste recycled, recovered or going for disposal.</li> </ul>		for Waste.	
DEFRA (2013) <i>National Waste Management Plan for England</i>	<p>Provides an analysis of the current waste management situation in England, and evaluates how it will support implementation of the objectives and provisions of the revised Waste Framework Directive.</p> <p>At the local authority level,</p>	No targets or indicators of relevance.	Allocate sites and develop policies that take account of the National Waste Management Plan.	Include a sustainability objective relating to sustainable waste management.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>the Waste Management Plan notes that waste planning authorities (county and unitary authorities in England) are responsible for producing local waste management plans that cover the land use planning aspect of waste management for their areas.</p>			
<p>HM Government (2013) <i>Waste prevention programme for England: Prevention is better than cure – The role of waste prevention in moving to a more resource efficient economy</i></p>	<p>The aim of the Programme is to improve the environment and protect human health by supporting a resource efficient economy, reducing the quantity and impact of waste produced whilst promoting sustainable economic growth:</p> <ul style="list-style-type: none"> <li>• encourage businesses to contribute to a more sustainable economy by building waste reduction into design, offering alternative business models and delivering new and improved products and services;</li> <li>• encourage a culture of valuing resources by making it easier for people and businesses to find out how to reduce</li> </ul>	<p>No targets or indicators of relevance.</p>	<p>Policies should take account of the strategic measures in the Programme.</p>	<p>Include SA objectives which seek to promote waste prevention.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>their waste, to use products for longer, repair broken items, and enable reuse of items by others;</p> <ul style="list-style-type: none"> <li>• help businesses recognise and act upon potential savings through better resource efficiency and preventing waste, to realise opportunities for growth; and</li> <li>• support action by central and local government, businesses and civil society to capitalise on these opportunities.</li> </ul>			
DEFRA (2012) <i>National Policy Statement for Waste Water</i>	Sets out the proposed policy framework to inform planning decisions on applications for large waste water infrastructure projects.	No targets or indicators of relevance.	Allocate sites and develop policies that take account of the National Policy Statement for Waste Water.	Include SA objectives that relate to sustainable waste management and the protection of water quality.
HM Government (2011): <i>The Carbon Plan: Delivering our low carbon future</i>	The Carbon Plan is a Government wide plan of action on climate change, including domestic and international activity.	The plan includes a range of sectorial plans and targets including low carbon industry.	Plans should include policies that contribute towards achieving lower carbon emissions such as diverting waste from	Include a sustainability objective relating to reducing carbon emissions.



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
			landfill by driving it up the waste hierarchy and using alternate or low emission transport options where viable.	
HM Government (2017) <i>The UK Climate Change Risk Assessment</i>	<p>The Climate Change Act requires the Government to compile every five years its assessment of the risks and opportunities arising for the UK from climate change. It identifies six urgent climate change risks for the UK:</p> <ul style="list-style-type: none"> <li>• Flooding and coastal change risks to communities, businesses and infrastructure</li> <li>• Risks to health, wellbeing and productivity from high temperatures</li> <li>• Risk of shortages in the public water supply, and for agriculture, energy generation and industry, with impacts on</li> </ul>	No targets or indicators of relevance.	Plans should acknowledge the six priority areas identified and ensure that policies and site allocations help to address such matters, rather than increasing the risks.	The SA Framework should include objectives relating to the six urgent climate change risks identified in the assessment.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>freshwater ecology</p> <ul style="list-style-type: none"> <li>• Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity</li> <li>• Risks to domestic and international food production and trade</li> <li>• New and emerging pests and diseases, and invasive non-native species, affecting people, plants and animals</li> </ul>			
<p>DECC (2009) <i>The UK Renewable Energy Strategy</i></p>	<p>Increase our use of renewable electricity, heat and transport, and help tackle climate change.</p> <p>Build the UK low-carbon economy, promote energy security and take action against climate change.</p>	<p>15% of energy from renewable sources by 2020.</p> <p>Reducing UK CO2 emissions by 750 million tonnes by 2030.</p>	<p>Ensure that site allocations and policies will support renewable energy provision including electricity, heat and transport.</p>	<p>Include a sustainability objective relating to increasing energy provided from decentralised community renewable sources.</p>
<p>DECC (2014) <i>Community Energy</i></p>	<p>Sets out plans to promote and facilitate the planning and development of decentralised community</p>	<p>No targets or indicators of relevance.</p>	<p>Ensure that site allocations and policies will support</p>	<p>Include a sustainability objective relating to increasing energy</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<i>Strategy</i>	<p>energy initiatives in four main types of energy activity:</p> <ul style="list-style-type: none"> <li>• Generating energy (electricity or heat)</li> <li>• Reducing energy use (saving energy through energy efficiency and behaviour change)</li> <li>• Managing energy (balancing supply and demand)</li> <li>• Purchasing energy (collective purchasing or switching to save money on energy)</li> </ul>		community low carbon and renewable energy provision including electricity, heat and transport.	provided from decentralised low carbon and renewable sources.
DECC (2012) <i>The Energy Efficiency Opportunity in the UK</i>	<p>This is an Energy Efficiency Strategy aiming to realise the wider energy efficiency potential that is available in the UK economy. The Strategy identifies four barriers to energy efficiency which need to be overcome which include:</p> <ul style="list-style-type: none"> <li>• Embryonic markets.</li> <li>• Information.</li> <li>• Misaligned financial incentives.</li> <li>• Undervaluing energy</li> </ul>	No targets or indicators of relevance.	Policies should seek to address the barriers identified within the Strategy and improve the existing building stock through appropriate adaptation measures.	Include SA objectives relating to energy efficiency and adaptation of the existing building stock.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>efficiency.</p> <p>The Strategy draws attention to maximising the potential of existing dwellings by implementing 21<sup>st</sup> century energy management initiatives on 19<sup>th</sup> century homes.</p>			
<p>Defra (2013) <i>The National Adaptation Programme – Making the Country Resilient to a Changing Climate</i></p>	<p>The report sets out visions for the following sectors:</p> <ul style="list-style-type: none"> <li>• Built Environment – <i>“buildings and places and the people who live and work in them are resilient to a changing climate and extreme weather and organisations in the built environment sector have an increased capacity to address the risks and take the opportunities from climate change”.</i></li> <li>• Infrastructure – <i>“an infrastructure network that is resilient to today’s natural hazards and prepared for the future changing climate”.</i></li> <li>• Healthy and resilient communities – <i>“a health service, a public health and social care system which are resilient and adapted to a changing</i></li> </ul>	<p>No targets or indicators of relevance.</p>	<p>Policies should take account of the aims of the Programme.</p>	<p>Include SA objectives which seek to promote the implementation of adaptation measures to make the area more resilient to a changing climate.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p><i>climate. Communities and individuals, including the most vulnerable, are better prepared to cope with severe weather events and other impacts of climate change. Emergency services and local resilience capability take account of and are resilient to, a changing climate".</i></p> <ul style="list-style-type: none"> <li>• <i>Agriculture and Forestry – “profitable and productive agriculture and forestry sectors that take the opportunities from climate change, are resilient to its threats and contribute to the resilience of the natural environment by helping maintain ecosystem services and protect and enhance biodiversity”.</i></li> <li>• <i>Natural Environment – “the natural environment, with diverse and healthy ecosystems, is resilient to climate change, able to accommodate change and valued for the adaptation services it provides”.</i></li> <li>• <i>Business – “UK businesses are resilient to extreme</i></li> </ul>			

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p><i>weather and prepared for future risks and opportunities from climate change”.</i></p> <ul style="list-style-type: none"> <li>Local Government – <i>“Local government plays a central in leading and supporting local places to become more resilient to a range of future risk and to be prepared for the opportunities from a changing climate”.</i></li> </ul>			
<p>HM Government (2018) <i>A Green Future: Our 25 Year Plan to Improve the Environment</i></p>	<p>The 25 Year Environment Plan sets out government action to tackle a wide range of environmental pressures.</p> <p>The 25 Year Environment Plan identifies six areas around which action will be focused. These include:</p> <ul style="list-style-type: none"> <li>Using and managing land sustainably.</li> <li>Recovering nature and enhancing the beauty of landscapes.</li> <li>Connecting people with the environment to improve health and wellbeing.</li> <li>Increasing resource</li> </ul>	<p>The 25 Year Environment sets out ambitious goals to manage pressures on the environment in the UK, based on England’s 159 National Character Areas and monitoring indicators.</p>	<p>Develop policies that promote conservation and enhancements of the natural environment and ensure that site allocations take account of the goals of the Environment Plan.</p>	<p>Include sustainability objective that relates to the protection of the natural environment.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>efficiency, and reducing pollution and waste.</p> <ul style="list-style-type: none"> <li>• Securing clean, productive and biologically diverse seas and oceans.</li> <li>• Protecting and improving the global environment</li> </ul>			
<p>Environment Agency (2011) <i>The National Flood and Coastal Erosion Risk Management Strategy for England</i></p>	<p>This Strategy sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities.</p> <p>The strategic aims and objectives of the Strategy are to:</p> <ul style="list-style-type: none"> <li>• <i>“manage the risk to people and their property;</i></li> <li>• <i>Facilitate decision-making and action at the appropriate level – individual, community or local authority, river catchment, coastal cell or national;</i></li> <li>• <i>Achieve environmental,</i></li> </ul>	<p>No targets or indicators of relevance.</p>	<p>Policies should seek to reduce and manage the risk of all types of flooding.</p>	<p>The SA framework should include objectives which seek to reduce the risk and manage flooding sustainably.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<i>social and economic benefits, consistent with the principles of sustainable development”.</i>			
DEFRA (GP3): <i>Underground, Under threat – Groundwater Protection: Policy and Practice</i>	To prevent pollution of groundwater.	To meet Water Framework Directive requirements for groundwater quality.	Plans should recognise the importance and vulnerability of groundwater resources and ensure that they are not detrimentally affected by waste development.	Include an objective to protect groundwater quality.
DEFRA (2008) <i>Future Water: The Government’s Water Strategy for England</i>	<p>Sets out how the Government want the water sector to look by 2030 and an outline of the steps which need to be taken to get there.</p> <p>The vision for 2030 is one where we, as a country have:</p> <ul style="list-style-type: none"> <li>• <i>“improved the quality of our water environment and the ecology it supports, and continue to maintain high standards of drinking water quality from taps;</i></li> <li>• <i>Sustainably managed</i></li> </ul>	No targets or indicators of relevance.	Policies should aim to contribute to the vision set out in this Strategy.	Include SA objectives which seek to protect, manage and enhance the water environment.



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p><i>risks from flooding and coastal erosion, with greater understanding and more effective management of surface water;</i></p> <ul style="list-style-type: none"> <li>• <i>Ensure a sustainable use of water resources, and implement fair, affordable and cost-reflective water charges;</i></li> <li>• <i>Cut greenhouse gas emissions; and</i></li> <li>• <i>Embed continuous adaptation to climate change and other pressures across the water industry and water users”.</i></li> </ul>			
<p><i>Water for People and the Environment: Water Resources Strategy for England and Wales</i> (Environment Agency, 2009)</p>	<p>The Strategy vision for water resource “is for there to be enough water for people and the environment, meeting legitimate needs”.</p> <p>Its aims include:</p> <ul style="list-style-type: none"> <li>• To manage water resource and protect the water environment from climate change.</li> <li>• Restore, protect, improve and value species and habitats that depend on water.</li> <li>• To contribute to</li> </ul>	<p>No targets or indicators of relevance.</p>	<p>Policies should reflect the aims of the strategy where relevant.</p>	<p>Include SA objective which seeks to promote water management and efficiency.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>sustainable development through good water management.</p> <ul style="list-style-type: none"> <li>• People to understand how water and the water environment contribute to their quality of life.</li> </ul>			
<p><i>Safeguarding our Soils: A Strategy for England</i> (DEFRA, 2009)</p>	<p>The vision is <i>“by 2030, all England’s soils will be managed sustainability and degradation threats tackled successfully. This will improve the quality of England’s soils and safeguard their ability to provide essential services for future generations”</i>.</p> <p>The Strategy highlights the areas for priority including:</p> <ul style="list-style-type: none"> <li>• Better protection for agricultural soils.</li> <li>• Protecting and enhancing stores of soil carbon.</li> <li>• Building the resilience of soils to a changing climate.</li> <li>• Preventing soil pollution.</li> <li>• Effective soil protection during construction and development.</li> <li>• Dealing with our legacy of contaminated land.</li> </ul>	<p>No targets or indicators of relevance.</p>	<p>Ensure that site allocations and policies will help protect and enhance the quality of soils and seek to sustainably manage their quality for future generations.</p>	<p>Include SA objective which seeks to safeguard and enhance the quality of soil.</p>
<p>DEFRA and DfT</p>	<p>The Plan provides an</p>	<p>No targets or indicators of relevance.</p>	<p>Ensure that site allocations and</p>	<p>Include sustainability objectives to protect</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
(2017) <i>Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities: Draft UK Air Quality Plan for tackling nitrogen dioxide</i>	overview of actions that the UK Government plans to take to achieve reduction of harmful air pollution, particularly nitrogen dioxide. Proposes reducing air pollution is via charging Clean Air Zones (CAZs) – areas in which emission standards determine whether a vehicle's owner must pay a charge to enter.		policies will contribute to maintaining and improving air quality.	and improve air quality.
DEFRA (2017) <i>UK plan for tackling roadside nitrogen dioxide concentrations</i>	Statutory air quality plan for nitrogen dioxide (NO <sub>2</sub> ), setting out how the UK will be reducing roadside nitrogen dioxide concentrations.	No targets or indicators of relevance.	Ensure that site allocations and policies will contribute to maintaining and improving air quality.	Include sustainability objectives to protect and improve air quality.
DEFRA (2007) <i>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland</i>	Make sure that everyone can enjoy a level of ambient air quality in public spaces, which poses no significant risk to health or quality of life.  Render polluting emissions harmless.	Sets air quality standards for 13 air pollutants.	Ensure that site allocations and policies will contribute to maintaining and improving air quality.	Include sustainability objectives to protect and improve air quality.
DEFRA (2011) <i>Biodiversity 2020: A strategy for</i>	The strategy aims to guide conservation efforts in England up to 2020, and move from a net biodiversity	The strategy develops ambitious yet achievable goals for 2020 and 2050, based on Aichi Targets set at the Nagoya UN Biodiversity Summit in October 2010.	Develop policies that promote conservation and enhancements	Include sustainability objective that relates to biodiversity.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<i>England's wildlife and ecosystem services</i>	<p>loss to gain. The strategy includes 22 priorities which include actions for the following sectors:</p> <ul style="list-style-type: none"> <li>• Agriculture;</li> <li>• Forestry;</li> <li>• Planning and Development;</li> <li>• Water Management;</li> <li>• Marine Management;</li> <li>• Fisheries;</li> <li>• Air Pollution; and</li> <li>• Invasive Non-Native Species.</li> </ul>		of biodiversity and ensure that site allocations take account of the aims of the strategy.	
DEFRA (2011) <i>Securing the Future: Delivering UK Sustainable Development Strategy</i>	<p>Enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations. There are 4 shared priorities:</p> <ul style="list-style-type: none"> <li>• sustainable consumption and production;</li> <li>• climate change and energy;</li> <li>• natural resource protection and environmental enhancement; and</li> <li>• sustainable communities.</li> </ul>	Sets out indicators to give an overview of sustainable development and priority areas in the UK. They include 20 of the UK Framework indicators and a further 48 indicators related to the priority areas.	Ensure that site allocations and policies meet the aims of the Sustainable Development Strategy.	Include sustainability objectives to cover the Strategy's shared priorities.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
DoH (2010) <i>Healthy Lives, Healthy People: our Strategy for public health in England</i>	Protect the population from serious health threats; helping people live longer, healthier and more fulfilling lives; and improving the health of the poorest, fastest. Prioritise public health funding from within the overall NHS budget.	No targets or indicators of relevance.	Ensure that site allocations and policies reflect the objectives of the strategy.	Include a sustainability objective relating to health and well-being.
Town and Country Planning Association (2010) <i>Reuniting Health with Planning – Spatial planning for health guide.</i>	Main objectives of relevance: <ul style="list-style-type: none"> <li>The guide promotes the positive application of the Joint Strategic Needs Assessment (JSNA) in the planning process so that the JSNA as a method of engagement and an evidence-based tool can be fully understood and appreciated by planners.</li> </ul>	Sets out a number of Local Output Targets to measure the delivery of social infrastructure needs such as GP facilities and a number of key considerations for health-related topics.	The Local Plan Review should be mindful of the vision and key considerations presented within this document.	Include a sustainability objective relating to health and well-being.
Town and Country Planning Association (2012) <i>Reuniting Health with Planning – How planning and public health practitioners can work together to</i>	Main objectives of relevance: <ul style="list-style-type: none"> <li>The handbook provides guidance on how planners can work with public health practitioners to fully integrate their work.</li> <li>Recommendations include utilising JSNA data/intelligence to inform the local plan evidence base for health and wellbeing and for</li> </ul>	Sets out determinants of health, health improvement, health protection and public healthcare.	Ensure that site allocations and policies are mindful of the vision and key considerations outlined within this document.	Include a sustainability objective relating to health and well-being.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<i>implement health and planning reforms in England</i>	<p>planners to help public health practitioners in the delivery of Public Health Outcomes Framework (PHOF), with regard to the outcomes of increasing life expectancy and reducing health inequalities.</p> <ul style="list-style-type: none"> <li>• Planning policy and activity can influence the PHOF domains of wider determinants of health, health improvement, health protection and public health healthcare. Performance Indicators include KSI, greenspace, excess weight, physical activity, community safety, air pollution and mortality from respiratory diseases.</li> <li>• A checklist is provided for planners to review planning policy and practice to ensure compliance with Health and Wellbeing requirements of the NPPF.</li> <li>• The production of Health Impact Assessments (HIA) is recommended.</li> </ul>			
Town and	This report follows on from	Includes references to the policies of the NPPF and the set of National Public Health Outcomes Indicators.	The Local Plan Review should	Include a sustainability

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
Country Planning Association (2013) <i>Reuniting Health with Planning: Planning healthier places</i>	the 2012 publication and sets out key messages and advice to help planning and health practitioner's work collaboratively to create healthier places and communities. Recommendations are based on a practical understanding of how things are working in selected case-study areas.		be mindful of the vision outlined within this document and should include policies that seek to improve public health and human well-being.	objective relating to health and well-being.
Town and Country Planning Association (2014) <i>Planning Healthy-weight environments – a TCPA reuniting health with planning project</i>	The document provides a practical resource for practitioners to use when working together to enable the creation of healthy-weight environments. A healthy weigh environment promotes physical activity of all sorts, ensures that sustainable and active travel is built into everyone's daily life. People are supported in choosing a balanced diet, leading an active lifestyle and maintaining a healthy weight through access to healthier goods and services.	Includes references to the Public Health Outcomes Framework (PHOF) which sets out indicators in relations to various aspects of public health such as the utilisations of green space for exercise/health reasons.	Ensure that the Local Plan Review is mindful of the vision outlined within this document.	Include a sustainability objective relating to health and well-being.
Town and Country Planning Association	Main objectives of relevance <ul style="list-style-type: none"> <li>This guide brings together and signposts existing guidance on the</li> </ul>	Includes references to the Marmot Indicators and Public Health Outcomes Framework (PHOF) which sets out indicators in relations to various aspects of public health such as the utilisations of green space for exercise/health reasons.	Ensure that the Local Plan Review is mindful of the vision and key considerations	Include a sustainability objective relating to health and well-being.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
(2015) <i>Public Health in Planning: good practice guide</i>	<p>planning process, and highlight existing good practice examples and first-hand advice from councils in varying levels of working relationship between public health and planning, and includes tried-and-tested processes.</p> <ul style="list-style-type: none"> <li>• Recommendations include collaboration between planners and public health professionals early in the local plan preparation process and to ensure that health is considered early in the preparation of local plans.</li> <li>• Consideration should be given to the use of Health Impact Assessment particularly for major developments and the development of supplementary planning documents for health.</li> <li>• Compliance of local plans to NPPF through core planning principles, strategic priorities for local plans, health and wellbeing evidence, sustainable transport, good design, promoting</li> </ul>		outlined within this document.	



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>healthy communities, open space and recreation needs and environmental pollution can benefit public health. Examples of local plan policies with a health focus are provided.</p>			
<p>Town and Country Planning Association (2016) <i>Building the Foundations: tackling obesity through planning and development</i></p>	<p>In collaboration with PHE and the LGA, this practice-based report is the result of a workshop series in 2015 demonstrating innovative practice from fourteen local authorities.</p> <p>A key recommendation is that when a local plan is reviewed, that councils consider how health issues, such as tackling obesity, or promoting greater physical activity, can be incorporated.</p>	<p>No targets or indicators of relevance.</p>	<p>Ensure that the Local Plan Review considers how health issues, such as tackling obesity, or promoting greater physical activity, can be incorporated.</p>	<p>Include a sustainability objective relating to health and well-being.</p>
<p>Local Government Information Unit (2015) <i>Planning, Health and Wellbeing – an LGiU essential guide</i></p>	<p>Main objectives of relevance:</p> <ul style="list-style-type: none"> <li>The guide sets out the role that planners have to improve health and wellbeing. Current health priorities are affected by where we live and healthy communities are places that 'support healthy behaviours and reductions in health inequalities'.</li> </ul>	<p>No targets or indicators of relevance.</p>	<p>The Local Plan Review should be mindful of the vision outlined within this document and should include policies that seek to improve public health and human well-being.</p>	<p>Include a sustainability objective relating to health and well-being.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<ul style="list-style-type: none"> <li>The guide refers to TCPA recommendations on collaboration between planners and public health organisations throughout the preparation of the local plan process and also lists a number of supporting guides and publications. Case study examples are provided and also policy and proposal evaluation tools are provided.</li> </ul>			
Public Health England, Chartered Institute of Environmental Health, Local Government Association (2014) <i>Obesity and the environment: regulating the growth of fast food outlets</i>	<p>Main objectives of relevance:</p> <ul style="list-style-type: none"> <li>The publication (which is a Healthy People, Healthy Places briefing) sets out the role that planners have to improve health and wellbeing.</li> <li>The presence of hot food takeaways and the implications for planning are presented with regard to environmental health considerations (litter, noise), visual amenity, traffic impacts and access to healthy food.</li> </ul>	No targets or indicators of relevance.	The Local Plan Review should be mindful of the vision outlined within this document and should include policies that seek to improve public health and human well-being.	Include a sustainability objective relating to health and well-being.
Spatial Planning and	<p>Main objectives of relevance:</p> <ul style="list-style-type: none"> <li>The action plan</li> </ul>	Sets out 12 actions with regard to how spatial planning can help address the social determinants of health and reducing health inequalities.	Ensure that site allocations and	Include a sustainability objective relating to

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
Health Group (2011) <i>Steps to Healthy Planning: Proposals for Action</i>	<p>recommends 12 actions with regard to how spatial planning can help address the social determinants of health and reducing health inequalities through its impact on the built environment.</p> <ul style="list-style-type: none"> <li>Action 5 provides recommendations on the scoping of potential health impacts from spatial plans and the need for effective coverage of human health in assessments including SEA and Sustainability Appraisal.</li> </ul>		policies meet the aims of the actions set out in this document.	health and well-being.
HM Government (2015) <i>Sporting Future: A New Strategy for an Active Nation</i>	<p>Main objectives of relevance:</p> <ul style="list-style-type: none"> <li>A primary goal is to use sport to improve people's lives, including through increased community cohesion</li> <li>Sport and activity improves physical and mental health, creating a fitter, healthier and happier nation, which will help in tackling growing levels of obesity, diabetes, mental health problems and other conditions associated</li> </ul>	No targets or indicators of relevance.	The Local Plan Review should be mindful of the vision outlined within this document and should include policies that seek to improve public health and human well-being.	Include a sustainability objective relating to health and well-being.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>with inactivity. Physical activity also helps to provide jobs and drive economic growth.</p> <ul style="list-style-type: none"> <li>• The type, suitability and quality of infrastructure and the opportunity to take part in an activity, natural environment needs to be designed to make taking part in physical activity safer and easier and an easy choice.</li> <li>• In line with the NPPF, robust and up to date assessments of needs for sport and recreation are required. Existing open space, sports and recreational buildings and land should not be built on unless the sites have been assessed as surplus to requirement or the loss would be replaced by equivalent or better provision that would outweigh the loss.</li> </ul>			
<p>Sport England (2016) <i>Towards an Active Nation, Strategy 2016-2021</i></p>	<p>Main objectives of relevance:</p> <ul style="list-style-type: none"> <li>• The vision is for everyone, from young to old, to engage in sport and physical activity, increased activity will</li> </ul>	<p>No targets or indicators of relevance.</p>	<p>Ensure that site allocations and policies reflect the objectives of the strategy.</p>	<p>Include a sustainability objective relating to health and well-being.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>provide benefits in terms of physical and mental wellbeing and individual, community and economic development. The emphasis is for inactive people to become active.</p> <ul style="list-style-type: none"> <li>The strategy highlights the Government's aims to double cycling activity by 2025, to reduce each year the rate of cyclists killed or seriously injured on English roads and to reverse the decline in walking, and increase the percentage of children aged 5 to 10 walking to school.</li> <li>The Government is aiming for cycling and walking to become the natural choice for shorter journeys or as part of a longer journey. Cycling and walking should become safer and be perceived to be safe. Walking and cycling should be easy, normal and enjoyable.</li> </ul>			
Public Health England (2014) <i>Everybody active, every</i>	<p>Main objectives of relevance:</p> <ul style="list-style-type: none"> <li>There is a wealth of evidence that an active life is essential for</li> </ul>	No targets or indicators of relevance.	Ensure that site allocations and policies reflect the objectives	Include a sustainability objective relating to health and well-being.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<p><i>day, an evidence-based approach to physical activity</i></p>	<p>physical and mental health and wellbeing. Regular physical activity can help guard people from diseases which are currently on the increase including obesity, diabetes, hypertension and depression. Being active at every age increases quality of life and everyone's chances of remaining healthy and independent.</p> <ul style="list-style-type: none"> <li>• A key action is to create Active Environments: Creating the right spaces. The principles of a World Health Organisation 'healthy city' can be applied to all settlements including villages, towns and communities, rural and urban. The principles include – supporting health and wellbeing; recreation, social interaction, safety, easy mobility, accessible to the needs of all citizens.</li> <li>• The quality and quantity of public parks and spaces encourages people to be active, and ease of access to open space makes a crucial difference, with those</li> </ul>		<p>of the document.</p>	

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>living closest to green spaces being more physically active and living longer than those without it. Older people and children are healthier and more active when they are able to walk to spaces near home and live close to parks, playgrounds and recreation areas.</p> <ul style="list-style-type: none"> <li>• Physical activity should be built into daily life, through journeys to the shops, school or workplace, with environments supporting active living and travel. Transportation systems that promote walking and cycling help to create more liveable communities and existing resources including canal towpaths and disused railways can be used to enhance existing networks.</li> <li>• Urban design should create attractive public realm and street connectivity and new and existing spaces need to be used to meet the needs of local people and</li> </ul>			

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	sustain communities.			
National Institute for Health and Care Excellence (2012) <i>Physical Activity local government briefing</i>	<p>Main objectives of relevance:</p> <ul style="list-style-type: none"> <li>• Planning should make provision for all people to be physically active including the young and the ageing population. Adequate play spaces and opportunities for formal and informal play should be provided and located close to walking and cycling routes.</li> <li>• There is a desire to create an environment and incentives which promote physical activity including physically active travel to and at work.</li> </ul>	No targets or indicators of relevance.	Ensure that site allocations and policies reflect the objectives of the guidance.	Include a sustainability objective relating to health and well-being.
DCLG (2011) <i>Laying the Foundations: A Housing Strategy for England</i>	Aims to provide support to deliver new homes and improve social mobility.	No targets or indicators of relevance.	Make appropriate site allocations and policies for the provision of an appropriate supply of new homes.	Include sustainability objective that assesses whether housing need is being met.
HM Treasury (2015) <i>Fixing the Foundations –</i>	Governments' framework for raising UK's productivity growth. 15-point plan centred around two key	No targets or indicators of relevance.	The Local Plan Review should be mindful of the vision	The SA Framework should be mindful of this document and its vision



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<i>Creating a more prosperous nation</i>	themes – Long Term Investment & Promoting a Dynamic Economy		outlined within this document and should include policies that seek to enable the development of the economy.	
DfT (2013) <i>Door to Door: A strategy for improving sustainable transport integration</i>	<p>The strategy's vision is for an inclusive, integrated and innovative transport system that works for everyone, and where making door-to-door journeys by sustainable means is an attractive and convenient option. Four key areas to address are highlighted:</p> <ul style="list-style-type: none"> <li>• improving availability of information;</li> <li>• simplifying ticketing;</li> <li>• making connections between different steps in the journey, and different modes of transport, easier; and</li> <li>• providing better interchange facilities.</li> </ul>	No targets or indicators of relevance.	Ensure that site allocations and policies will enhance public transport provision and encourage active modes of travel such as walking and cycling.	Include a relevant sustainability objective relating to sustainable transport.
DfT (2016) <i>Cycling and Walking</i>	Our objectives are that by 2020, we will:	<ul style="list-style-type: none"> <li>• We aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6</li> </ul>	Ensure that policies encourage	Include a relevant sustainability objective relating to sustainable transport

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<i>Investment Strategy</i>	<ul style="list-style-type: none"> <li>increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made</li> <li>increase walking activity, where walking activity is measured as the total number of walking stages per person</li> <li>reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled</li> <li>increase the percentage of children aged 5 to 10 that usually walk to school</li> </ul>	<p>billion stages in 2025, and will work towards developing the evidence base over the next year.</p> <ul style="list-style-type: none"> <li>We aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and will work towards developing the evidence base over the next year.</li> <li>We will increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.</li> </ul>	active travel and that site allocations are in close proximity to cycle networks and PROWs.	and active travel.
<i>Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for their Implementation</i> (Natural England, 2003)	These publications by Natural England explain and give guidance on the concept of Accessible Natural Green Space Standards (ANGSt). The 2010 report provides practical advice to planning authorities on meeting the standards within new and existing developments.	<p>ANGSt recommends that everyone, wherever they live, should have an accessible natural greenspace:</p> <ul style="list-style-type: none"> <li>of at least 2ha in size, no more than 300m (5 minutes' walk) from home;</li> <li>at least one accessible 20ha site within 2km of home;</li> <li>one accessible 100ha site within 5km of home; and</li> <li>one accessible 500ha site within 10km of home; plus a minimum of 1ha of statutory Local Nature Reserves per thousand population.</li> </ul>	The Local Plan Review should ensure that ANGSt standards are met.	The SA should include objectives relating to access to natural greenspace.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<p><i>and Nature Nearby: Accessible Green Space Guidance</i> (Natural England, 2010)</p>				
<p><i>Planning Policy Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'</i></p>	<p>This publication governs how Local Plan development and development management matters are handled in relation to the Strategic Road Network (SRN).</p>	<p>No specific targets or indicators of relevance.</p>	<p>The Local Plan Review should ensure that trip generation and journey length are minimised</p>	<p>The SA will need to consider objectives relating to minimising traffic congestion and promoting sustainable transport.</p>
<p><b>White Papers</b></p>				
<p>Housing White Paper (DCLG, 2017) <i>Fixing our broken housing market</i></p>	<p>The emphasis of the Paper is on four areas:</p> <ul style="list-style-type: none"> <li>• Local Planning Authorities planning for the right homes in the right places</li> <li>• Building homes faster</li> <li>• Diversifying the housing market</li> <li>• Helping people right now to invest in affordable homes</li> </ul>	<p>No specific targets or indicators of relevance.</p>	<p>The Local Plan Review will need to take account of the changes proposed in the White Paper. Greater clarity required in respect of Objectively Assessed Housing Need, delivery rates, the process of</p>	<p>The SA will need to consider objectives in respect of housing provision, community facilities and services.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
			plan making, generation of new communities.	
<p>Part of the Housing White Paper Fixing our broken housing market</p> <p><i>Planning for the right homes in the right places: consultation proposals</i> (DCLG (2017))</p>	<p>The consultation document sets out a number of proposals to reform the planning system to increase the supply of new homes and increase local authority capacity to manage growth.</p> <p>Proposals include:</p> <ul style="list-style-type: none"> <li>• a standard method for calculating local authorities' housing need</li> <li>• how neighbourhood planning groups can have greater certainty on the level of housing need to plan for</li> <li>• a statement of common ground to improve how local authorities work together to meet housing and other needs across boundaries</li> <li>• making the use of</li> </ul>	<p>No targets or indicators of relevance.</p>	<p>The objectively assessed need for housing will need to be revised and updated using the new standardised methodology for calculating housing need.</p>	<p>The SA will need to consider objectives in respect of housing provision, community facilities and services.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>viability assessments simpler, quicker and more transparent</p> <ul style="list-style-type: none"> <li>increased planning application fees in those areas where local planning authorities are delivering the homes their communities need</li> </ul> <p>It also includes a 'Housing need consultation data table' which sets out the housing need for each local planning authority using the proposed method, how many homes every place in the country is currently planning for, and, where available, how many homes they believe they need.</p>			
<p><i>Industrial Strategy: Building a Britain fit for the future</i> (HM Government, 2017)</p>	<p>The Government White Paper sets out the approach to building an industrial strategy that addresses long term challenges to the UK economy by improving living standards and economic growth by increasing productivity and driving growth across the whole country. It identifies five</p>	<p>No targets or indicators of relevance.</p>	<p>The policies will need to encourage economic growth across the whole plan area and take account of changing economic conditions and</p>	<p>The SA will need to consider objectives in relation to economic growth and development.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	foundations of productivity: Ideas; people; Infrastructure; Business Environment; and Places.		requirements to support businesses and enterprises.	
Natural Environment White Paper(DEFRA, 2011)  <i>The Natural Choice: securing the value of nature</i>	Protecting and improving our natural environment;  Growing a green economy; and  Reconnecting people and nature.	No targets or indicators.	Ensure that site allocations and policies will protect the intrinsic value of nature and recognise the multiple benefits it could have for communities.	Include a sustainability objective relating to the enhancement of the natural environment.
Electricity Market Reform White Paper 2011, <i>Planning our Electric Future: A White Paper for Secure, Affordable and Low-Carbon Electricity</i>	This White Paper sets out the Government's commitment to transform the UK's electricity system to ensure that our future electricity supply is secure, low-carbon and affordable.	15 per cent renewable energy target by 2020 and 80 per cent carbon reduction target by 2050.	Ensure that site allocations and policies will support renewable energy generation and encourage greater energy efficiency.	Include sustainability objectives to reduce carbon emissions and increase proportion of energy generated from renewable sources.
Water White Paper, 2011  <i>Water for Life</i>	Objectives of the White Paper are to: <ul style="list-style-type: none"> <li>• Paint a clear vision of the future and create the conditions which</li> </ul>	No targets or indicators.	Ensure that site allocations and policies will support the wise use of	Include sustainability objectives that relate to water quality and quantity.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>enable the water sector and water users to prepare for it;</p> <ul style="list-style-type: none"> <li>• Deliver benefits across society through an ambitious agenda for improving water quality, working with local communities to make early improvements in the health of our rivers by reducing pollution and tackling unsustainable abstraction;</li> <li>• Keep short and longer term affordability for customers at the centre of decision making in the water sector;</li> <li>• Protect the interests of taxpayers in the policy decisions that we take;</li> <li>• Ensure a stable framework for the water sector which remains attractive to</li> </ul>		<p>water, and improvement of water quality.</p>	

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>investors;</p> <ul style="list-style-type: none"> <li>• Stimulate cultural change in the water sector by removing barriers to competition, fostering innovation and efficiency, and encouraging new entrants to the market to help improve the range and quality of services offered to customers and cut business costs;</li> <li>• Work with water companies, regulators and other stakeholders to build understanding of the impact personal choices have on the water environment, water resources and costs; and</li> <li>• Set out roles and responsibilities – including where Government will take a stronger role in strategic direction setting and assessing</li> </ul>			



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	resilience to future challenges, as well as clear expectations on the regulators.			
The Future of Transport White Paper 2004: <i>A network for 2030</i>	<p>Ensure we can benefit from mobility and access while minimising the impact on other people and the environment, now and in the future.</p> <p>Get the best out of our transport system without damaging our overall quality of life.</p> <p>Develop strategies that recognise that demand for travel will increase in the future.</p> <p>Work towards a transport network that can meet the challenges of a growing economy and the increasing demand for travel but can also achieve the government's environmental objectives.</p>	20% reduction in carbon dioxide emissions by 2010 and 60% reduction by 2050. Transport is currently responsible for about a quarter of total emissions.	Allocate sites that facilitate public transport use rather than increasing reliance on the car, and ensure that policies promote the use of non-car based modes of transport.	Include sustainability objectives to reduce the need to travel and improve choice and use of sustainable transport modes.
Urban White Paper 2000, <i>Our Towns and Cities: The Future –</i>	New Sustainable homes that are attractive, safe and practical. Retaining people in urban areas and making them more desirable places	3.8 million more homes needed by 2021. Local strategies needed to meet the needs of local people developed through partnerships. 60% of new homes on brownfield sites or through conversions of existing buildings.	Allocate sites that will effectively deliver better towns and cities	Include sustainability objectives to ensure that the majority of new development will be built on brownfield

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<i>delivering an urban renaissance</i>	to live. Improving quality of life, opportunity and economic success through tailored solutions in towns and cities.		taking into account the key aims of the White Paper.	sites and aim to improve the quality of life of residents.
Rural White Paper 2000, <i>Our Countryside: The Future – a fair deal for rural England</i>	<p>Facilitate the development of dynamic, competitive and sustainable economies in the countryside.</p> <p>Maintain and stimulate communities and secure access to services for those who live and work in the countryside.</p> <p>Conserve and enhance rural landscapes.</p> <p>Increase opportunities for people to get enjoyment from the countryside.</p>	No targets or indicators.	Allocate sites that will increase employment and services in the rural parts of the District whilst conserving the landscape.	Include sustainability objectives that aim to improve the economies of rural areas with minimal impact to the environment.
<b>Policies and Strategies</b>				
DCLG (2012) Planning Policy for Traveller Sites (amended 2015)	<p>Government's aims in respect of traveller sites are:</p> <ul style="list-style-type: none"> <li>• That local planning authorities should make their own assessment of need for the purposes of planning.</li> <li>• To ensure that local planning authorities, working</li> </ul>	No targets or indicators.	Ensure that the relevant considerations are taken into account when allocating sites.	Include relevant sustainability objectives relating to social inclusion and environmental protection.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>collaboratively, develop fair and effective strategies to meet need through the identification of land for sites.</p> <ul style="list-style-type: none"> <li>• To encourage local planning authorities to plan for sites over a reasonable timescale.</li> <li>• That plan-making and decision-taking should protect Green Belt from inappropriate development.</li> <li>• To promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites.</li> <li>• That plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective.</li> <li>• For local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies.</li> <li>• To increase the number of traveller sites in appropriate locations with planning permission, to address under</li> </ul>			

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>provision and maintain an appropriate level of supply.</p> <ul style="list-style-type: none"> <li>• To reduce tensions between settled and traveller communities in plan-making and planning decisions.</li> <li>• To enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure.</li> <li>• For local planning authorities to have due regard to the protection of local amenity and local environment.</li> </ul>			
DCLG (2011) <i>Laying the Foundations: A Housing Strategy for England</i>	Aims to provide support to deliver new homes and improve social mobility.	No targets or indicators	Make appropriate site allocations for the provision of an appropriate supply of new homes.	Include sustainability objective that assesses whether housing need is being met.
DEFRA (2011) Securing the Future: Delivering UK Sustainable Development	Enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations.	Sets out indicators to give an overview of sustainable development and priority areas in the UK. They include 20 of the UK Framework indicators and a further 48 indicators related to the priority areas.	Ensure that site allocations and policies meet the aims of the Sustainable Development	Include sustainability objectives to cover the shared priorities.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
Strategy	There are 4 shared priorities: sustainable consumption and production; climate change and energy; natural resource protection and environmental enhancement; and sustainable communities.		Strategy.	
Department of Health (2010) <i>Healthy Lives, Healthy People: our Strategy for public health in England</i>	Protect the population from serious health threats; helping people live longer, healthier and more fulfilling lives; and improving the health of the poorest, fastest. Prioritise public health funding from within the overall NHS budget.	No targets or indicators.	Ensure that site allocations and policies reflect the objectives of the strategy.	Include a sustainability objective relating to health and well-being.
Building a Greener Future: Policy Statement (DCLG, 2007)	This Statement confirms the government's intention to achieve 25% more energy efficient homes by 2010, 44% more efficient homes by 2013 and zero carbon (net carbon emissions should be zero per annum) homes by 2016.	25% more energy efficient homes by 2010, 44% more efficient homes by 2013 and zero carbon (net carbon emissions should be zero per annum) homes by 2016.	Policies should seek to promote zero carbon residential development.	Include SA objectives which seek to improve the energy efficiency of proposed developments and encourage uptake of renewable energy.
DECC (2009) <i>The UK Renewable</i>	Increase our use of renewable electricity, heat and transport, and help	15% of energy from renewable sources by 2020. Reducing UK CO2 emissions by 750 million tonnes by 2030.	Ensure that site allocations and policies will	Include a sustainability objective relating to

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<i>Energy Strategy</i>	tackle climate change.  Build the UK low-carbon economy, promote energy security and take action against climate change.		support renewable energy provision including electricity, heat and transport.	increasing energy provided from decentralised community renewable sources.
Community Energy Strategy (DECC, 2014)	Sets out plans to promote and facilitate the planning and development of decentralised community energy initiatives in four main types of energy activity: <ul style="list-style-type: none"> <li>• Generating energy (electricity or heat)</li> <li>• Reducing energy use (saving energy through energy efficiency and behaviour change)</li> <li>• Managing energy (balancing supply and demand)</li> <li>• Purchasing energy (collective purchasing or switching to save money on energy)</li> </ul>	No targets or indicators.	Ensure that site allocations and policies will support community low carbon and renewable energy provision including electricity, heat and transport.	Include a sustainability objective relating to increasing energy provided from decentralised low carbon and renewable sources.
The Energy Efficiency	This is an Energy Efficiency Strategy aiming to realise the wider energy efficiency	No targets or indicators.	Policies should seek to address	Include SA objectives relating to energy

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
Opportunity in the UK (DECC, 2012)	<p>potential that is available in the UK economy.</p> <p>The Strategy identifies four barriers to energy efficiency which need to be overcome which include:</p> <ul style="list-style-type: none"> <li>• Embryonic markets.</li> <li>• Information.</li> <li>• Misaligned financial incentives.</li> <li>• Undervaluing energy efficiency.</li> </ul> <p>The Strategy draws attention to maximising the potential of existing dwellings by implementing 21<sup>st</sup> century energy management initiatives on 19<sup>th</sup> century homes.</p>		the barriers identified within the Strategy and improve the existing building stock through appropriate adaptation measures.	efficiency and adaptation of the existing building stock.
The National Adaptation Programme – Making the Country Resilient to a Changing Climate (Defra, 2013)	<p>The report sets out visions for the following sectors:</p> <ul style="list-style-type: none"> <li>• Built Environment – “buildings and places and the people who live and work in them are resilient to a changing climate and extreme weather and organisations in the built environment sector have an increased capacity to address the risks and take the opportunities from climate change”.</li> <li>• Infrastructure – “an</li> </ul>	No targets or indicators.	Policies should take account of the aims of the Programme.	Include SA objectives which seek to promote the implementation of adaptation measures to make the area more resilient to a changing climate.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>infrastructure network that is resilient to today's natural hazards and prepared for the future changing climate".</p> <ul style="list-style-type: none"> <li>• Healthy and resilient communities – “a health service, a public health and social care system which are resilient and adapted to a changing climate. Communities and individuals, including the most vulnerable, are better prepared to cope with severe weather events and other impacts of climate change. Emergency services and local resilience capability take account of and are resilient to, a changing climate”.</li> <li>• Agriculture and Forestry – “profitable and productive agriculture and forestry sectors that take the opportunities from climate change, are resilient to its threats and contribute to the resilience of the natural environment by helping maintain ecosystem services and protect and enhance</li> </ul>			



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>biodiversity”.</p> <ul style="list-style-type: none"> <li>• Natural Environment – “the natural environment, with diverse and healthy ecosystems, is resilient to climate change, able to accommodate change and valued for the adaptation services it provides”.</li> <li>• Business – “UK businesses are resilient to extreme weather and prepared for future risks and opportunities from climate change”.</li> <li>• Local Government – “Local government plays a central in leading and supporting local places to become more resilient to a range of future risk and to be prepared for the opportunities from a changing climate”.</li> </ul>			
<p>The National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011)</p>	<p>This Strategy sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities.</p>	<p>No targets or indicators.</p>	<p>Policies should seek to reduce and manage the risk of all types of flooding.</p>	<p>The SA framework should include objectives which seek to reduce the risk and manage flooding sustainably.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>The strategic aims and objectives of the Strategy are to:</p> <ul style="list-style-type: none"> <li>• “manage the risk to people and their property;</li> <li>• Facilitate decision-making and action at the appropriate level – individual, community or local authority, river catchment, coastal cell or national;</li> <li>• Achieve environmental, social and economic benefits, consistent with the principles of sustainable development”.</li> </ul>			
<p>DEFRA (2007) <i>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland</i></p>	<p>Make sure that everyone can enjoy a level of ambient air quality in public spaces, which poses no significant risk to health or quality of life.</p> <p>Render polluting emissions harmless.</p>	<p>Sets air quality standards for 13 air pollutants.</p>	<p>Ensure that site allocations and policies will contribute to maintaining and improving air quality.</p>	<p>Include sustainability objectives to protect and improve air quality.</p>
<p>Waste prevention programme for England: Prevention is better than</p>	<p>The aim of the Programme is to improve the environment and protect human health by supporting a resource efficient economy, reducing the quantity and impact of</p>	<p>No targets or indicators.</p>	<p>Policies should take account of the strategic measures in the Programme.</p>	<p>Include SA objectives which seek to promote waste prevention.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
<p>cure – The role of waste prevention in moving to a more resource efficient economy (HM Government, 2013)</p>	<p>waste produced whilst promoting sustainable economic growth:</p> <ul style="list-style-type: none"> <li>• encourage businesses to contribute to a more sustainable economy by building waste reduction into design, offering alternative business models and delivering new and improved products and services;</li> <li>• encourage a culture of valuing resources by making it easier for people and businesses to find out how to reduce their waste, to use products for longer, repair broken items, and enable reuse of items by others;</li> <li>• help businesses recognise and act upon potential savings through better resource efficiency and preventing waste, to realise opportunities for growth; and</li> <li>• support action by central and local government, businesses and civil society to capitalise on</li> </ul>			

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	these opportunities.			
<p>Future Water: The Government's Water Strategy for England (DEFRA, 2008)</p>	<p>Sets out how the Government want the water sector to look by 2030 and an outline of the steps which need to be taken to get there.</p> <p>The vision for 2030 is one where we, as a country have:</p> <ul style="list-style-type: none"> <li>• "improved the quality of our water environment and the ecology it supports, and continue to maintain high standards of drinking water quality from taps;</li> <li>• Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water;</li> <li>• Ensure a sustainable use of water resources, and implement fair, affordable and cost-reflective water charges;</li> <li>• Cut greenhouse gas emissions; and</li> <li>• Embed continuous adaptation to climate change and other</li> </ul>	<p>No targets or indicators.</p>	<p>Policies should aim to contribute to the vision set out in this Strategy.</p>	<p>Include SA objectives which seek to protect, manage and enhance the water environment.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	pressures across the water industry and water users".			
Water for People and the Environment: Water Resources Strategy for England and Wales (Environment Agency, 2009)	<p>The Strategy vision for water resource "is for there to be enough water for people and the environment, meeting legitimate needs".</p> <p>Its aims include:</p> <ul style="list-style-type: none"> <li>• To manage water resource and protect the water environment from climate change.</li> <li>• Restore, protect, improve and value species and habitats that depend on water.</li> <li>• To contribute to sustainable development through good water management.</li> <li>• People to understand how water and the water environment contribute to their quality of life.</li> </ul>	No targets or indicators.	Policies should reflect the aims of the strategy where relevant.	Include SA objective which seeks to promote water management and efficiency.
Safeguarding our Soils: A Strategy for England (DEFRA, 2009)	The vision is "by 2030, all England's soils will be managed sustainability and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide	No targets or indicators.	Ensure that site allocations and policies will help protect and enhance the quality of soils and seek to sustainably	Include SA objective which seeks to safeguard and enhance the quality of soil.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	<p>essential services for future generations”.</p> <p>The Strategy highlights the areas for priority including:</p> <ul style="list-style-type: none"> <li>• Better protection for agricultural soils.</li> <li>• Protecting and enhancing stores of soil carbon.</li> <li>• Building the resilience of soils to a changing climate.</li> <li>• Preventing soil pollution.</li> <li>• Effective soil protection during construction and development.</li> <li>• Dealing with our legacy of contaminated land.</li> </ul>		<p>manage their quality for future generations.</p>	
<p>DEFRA (2011) <i>Biodiversity 2020: A strategy for England's wildlife and ecosystem services</i></p>	<p>The strategy aims to guide conservation efforts in England up to 2020, and move from a net biodiversity loss to gain. The strategy includes 22 priorities which include actions for the following sectors:</p> <ul style="list-style-type: none"> <li>• Agriculture;</li> <li>• Forestry;</li> <li>• Planning and Development;</li> <li>• Water Management;</li> <li>• Marine Management;</li> <li>• Fisheries;</li> <li>• Air Pollution; and</li> </ul>	<p>The strategy develops ambitious yet achievable goals for 2020 and 2050, based on Aichi Targets set at the Nagoya UN Biodiversity Summit in October 2010.</p>	<p>Develop policies that promote conservation and enhancements of biodiversity and ensure that site allocations take account of the aims of the strategy.</p>	<p>Include sustainability objective that relates to biodiversity.</p>

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	Invasive Non-Native Species.			
DfT (2013) <i>Door to Door: A strategy for improving sustainable transport integration</i>	<p>The strategy's vision is for an inclusive, integrated and innovative transport system that works for everyone, and where making door-to-door journeys by sustainable means is an attractive and convenient option. Four key areas to address are highlighted:</p> <ul style="list-style-type: none"> <li>• improving availability of information;</li> <li>• simplifying ticketing;</li> <li>• making connections between different steps in the journey, and different modes of transport, easier; and</li> </ul> <p>providing better interchange facilities.</p>	No targets or indicators.	Ensure that site allocations and policies will enhance public transport provision and encourage active modes of travel such as walking and cycling.	Include a relevant sustainability objective relating to sustainable transport.
<b>Legislation</b>				
Housing Act 2004	<p>Protect the most vulnerable in society and help create a fairer and better housing market.</p> <p>Strengthen the Government's drive to meet its 2010 decent homes target.</p>	No indicators or targets.	Ensure that site allocations and policies will help to create a fairer and better housing market.	Include sustainability objectives to improve access to good quality and affordable housing.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
Localism Act 2011	<p>The Localism Act introduced a number of measures to provide greater decision making powers at the local level, creating space for Local Authorities to lead and innovate, and giving people the opportunity to take control of decisions that matter to them. The proposals set out in the Localism Act include:</p> <ul style="list-style-type: none"> <li>• New freedoms and flexibility for local government;</li> <li>• New rights and powers for communities and individuals;</li> <li>• Reforms to make the planning system more democratic and more effective;</li> </ul> <p>Reforms to ensure decisions about housing are taken locally</p>	No targets or indicators of relevance.	The Local Plan Review should be prepared in accordance with the requirements of the Act. In preparing the plans, the Local authority will be required to engage constructively, actively and on an ongoing basis with other local authorities to meet the Duty to Co-operate.	The SA should be consulted upon at key stages during its preparation.
Flood and Water Management Act 2010	<p>To improve the management of flood risk for people, homes and businesses.</p> <p>To protect water supplies.</p>	<p>Local Authorities to prepare flood risk assessments, flood maps and plans.</p> <p>Lead Local Flood Authorities to prepare Local flood risk management strategies.</p>	Ensure that site allocations and policies take account of flooding and water management	Consider inclusion of an objective to reduce flood risk and other impacts on the water environment.



Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
			issues and strategies.	
Climate Change Act 2008	The Climate Change Act 2008 introduced a statutory target of reducing carbon emissions.	Target of reducing carbon emissions by 80 per cent below 1990 levels by 2050, with an interim target of 34% by 2020.	Planning makes a significant contribution to both mitigating and adapting to climate change through its ability to influence the location, scale, mix and character of development. The plan should include policies that contribute towards achieving lower carbon emissions and greater resilience to the impacts of climate change.	Objectives should reflect the aims set in the Climate Change Act to reduce carbon emissions.
The Countryside and Rights of Way Act 2000	Emphasises the public's right of access to open country and common land, and gives additional protection to Sites of Special Scientific Interest	No targets or indicators of relevance.	The Local Plan Review should seek to conserve and enhance PROWs	The SA Framework should include objectives relating to the protection of

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	(SSSI).		and SSSIs.	SSSIs and PROWs.
Planning (Listed Buildings and Conservation Areas Act 1990)	Sets out laws on granting of planning permission for building works for listed buildings and conservation areas in England and Wales.	No targets or indicators of relevance.	Ensure that planning protects and sustains heritage assets and put them to viable uses with their conservation.	The SA Framework should include objectives relating to the conservation of historic features.
Ancient Monuments and Archaeological Areas Act 1979	Sets out legislation to protect ancient monuments, including Scheduled Ancient Monuments or any other monument which in the opinion of the Secretary of State is of public interest.	No targets or indicators of relevance.	The Local Plan Review should protect and sustain ancient monuments.	The SA Framework should include objectives relating to the conservation of ancient monuments.
The Natural Environment and Rural Communities (NERC) Act 2006	Section 40 requires local planning authorities (among other public authorities) to have 'duty to conserve biodiversity' when exercising their functions.  As required under section 41(1) of the Act lists have been prepared by the Secretary of State for Environment, Food and Rural Affairs identifying the living organisms (species) and types of habitat which the	The extensive lists of habitats and species are available on the DEFRA website at: <a href="http://www.defra.gov.uk/wildlifecountryside/biodiversity/sect41-nerc.htm">http://www.defra.gov.uk/wildlifecountryside/biodiversity/sect41-nerc.htm</a>	The Local Plan Review should further the conservation of the habitats and species on the list.	The SA Framework and particularly the SA Objectives and sub-objectives focusing on biodiversity should reflect the requirements of the NERC Act.

Strategy, Plan or Programme	Key objectives relevant to Local Plan Review and SA	Key targets and indicators relevant to Local Plan Review and SA	Implications for the Local Plan Review	Implications for SA
	Secretary of State considers are of principal importance for the purpose of conserving biodiversity in England.			
The Conservation of Habitats and Species Regulations (2017)	The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.		The Local Plan Review should be subject to Habitats Regulations Assessment, and this is being undertaken separately to the SA.	Include sustainability objectives relating to protection of European sites.

**Appendix 3**  
SA Site Options Assessment Report (August 2017)



[www.landuse.co.uk](http://www.landuse.co.uk)

# **Christchurch and East Dorset Local Plan Sustainability Appraisal**

## **Site Options Assessment Report - Update**

Prepared by LUC  
August 2017

**Project Title:** Christchurch and East Dorset Local Plan Sustainability Appraisal

**Client:** Christchurch and East Dorset Councils

Version	Date	Version Details	Prepared by	Checked by	Approved by
1.0	06/04/2017	Site Options Assessment Report	Natalie Collins	Jonathan Pearson	Jon Grantham
2.0	07/08/2017	Site Options Assessment Report - Update	Natalie Collins	Jonathan Pearson	Jon Grantham



[www.landuse.co.uk](http://www.landuse.co.uk)

# Christchurch and East Dorset Local Plan Sustainability Appraisal

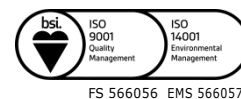
## Site Options Assessment Report - Update

Prepared by LUC  
August 2017

Planning & EIA  
Design  
Landscape Planning  
Landscape Management  
Ecology  
GIS & Visualisation

LUC LONDON  
43 Chalton Street  
London  
NW1 1JD  
T +44 (0)20 7383 5784  
[london@landuse.co.uk](mailto:london@landuse.co.uk)

Offices also in:  
Bristol  
Edinburgh  
Glasgow  
Lancaster  
Manchester



Land Use Consultants Ltd  
Registered in England  
Registered number: 2549296  
Registered Office:  
43 Chalton Street  
London NW1 1JD  
LUC uses 100% recycled paper

# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
<b>2</b>	<b>Summary of Findings</b>	<b>3</b>
<b>Appendix 1</b>		<b>18</b>
	Detailed Site Appraisals	18
<b>Appendix 2</b>		<b>19</b>
	Site Assessment Framework: Proposed Residential Sites	19
<b>Appendix 3</b>		<b>20</b>
	Site Assessment Framework: Proposed Employment Sites	20
<b>Tables</b>		
	Table 2.1: SA Objective Score Key	3
	Table 2.2: Summary of SA findings for the site allocation options	4



# 1 Introduction

- 1.1 LUC was commissioned by Christchurch and East Dorset Councils in July 2015 to carry out the Sustainability Appraisal (SA), Habitats Regulations Assessment (HRA), Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA) in support of the Options consultation version of the Local Plan Part 2: Site Allocations and Development Management Policies DPD.
- 1.2 In December 2016 Christchurch and East Dorset Councils contacted LUC regarding the need to appraise site options that had been submitted for consideration as part of the Local Plan Review. LUC provided an assessment of these site options in April 2017. Additional sites, sent to LUC in July 2017, were added to this updated version of the report.

## SA of site options

- 1.3 Our approach to the SA of the site options involved:
  - Creating a published map file (PMF) that we used to apply the site assessment assumptions set out in the SA framework in Appendix 3 of the Updated Scoping Report to predict potential effects of the site options accordingly. Digital data sources which are not publicly available were supplied by the Councils.
  - Producing an SA matrix for each site option, identifying the likely effects of the option on each SA objective through the use of a scoring scheme. We included in the matrix a clear and concise justification for each score. (See **Appendix 1**).
  - Summarising the findings by SA objective for all of the site options.
- 1.4 In discussion with Christchurch and East Dorset Councils, the following information was clarified and reflected in the site appraisals.
  - Some discrete site options submitted to the Councils were grouped and appraised as single sites as the Councils would only consider allocating them on that basis.
  - Site options that fall within the 400m residential development exclusion zone around the Dorset Heathlands European sites were appraised in the same way as the other sites.
  - Suitable Alternative Natural Greenspace (SANG) provision within sites comprised of residential and SANG provision was appraised as part of the related residential development proposals, rather than as standalone proposals for SANG.
  - The assumed dwelling capacity for each site appraised was that provided by the proposer of each site as the Council's assessment of site capacity has not yet been undertaken. Where no assumption of dwelling capacity was provided, an assumption of 30 dwellings per hectare (dph) was used.
  - Where the site proposer did not state the likely development use of each site, the Council provided this information.
- 1.5 In line with the Council's instructions, we were not able to make use of any other technical studies that the Councils have commissioned (e.g. the SFRA, landscape sensitivity assessments, Green Belt review etc.), as these were not available at the time of the site options assessment.

## Site Assessment Framework

- 1.6 The Site Assessment Framework provided within the Updated Scoping Report was used to undertake the appraisal of each proposed site. However, in applying this framework during site appraisal, it was found necessary to make some adjustments to the framework.
- 1.7 These adjustments are as follows:
  - Site Assessment Frameworks for both proposed housing and employment sites:

- Throughout the frameworks it is explicitly stated that sites are 'mainly' a particular characteristic if 'over 50%' of the site is that characteristic.
- SA3 explicitly states that heritage assets are inclusive of: statutory heritage assets, conservation areas and sites of archaeological importance.
- SA5 additionally states for clarity: 'Major negative effects may arise where the 'best and most versatile' agricultural land would be lost to development - this is land grades 1, 2 and 3a in the Agricultural Land Classification' system. Data are not available to distinguish Grade 3a land from Grade 3b thus where a site on Grade 3 land would be developed the major negative effect is uncertain (--?)'.
- SA13 additionally states for clarity: 'It is assumed that any existing healthcare facility, area of open space or sports facility within a site would be lost to development with adverse effects on this SA objective. It is assumed that any existing PRoW or cycle path crossing a site would be retained, diverting its route if necessary.'
- Site Assessment Framework for proposed housing sites only:
  - SA1(a) explicitly states that this SA objective does not include the consideration of the proximity of proposed residential sites to the Dorset Heathlands internationally designated sites and that these will be considered under objective SA1(b).
  - SA1(b) was added for the explicit consideration of the proximity of proposed residential sites to the Dorset Heathlands internationally designated sites in reference to the 400m and 5km consultation zones provided by the Council.
  - SA10 no longer makes reference to consideration of employment sites within the framework for proposed residential sites.
  - SA11 explicitly states for clarity the names of settlements considered as 'Main Settlements', 'District Centres', 'Suburban Centres' and 'Rural Service Centres' in accordance with the Local Plan settlement hierarchy.
  - SA15 additionally makes consideration of the proximity of proposed residential sites to cycle paths to retain consistency in what are considered 'sustainable transport links'.

1.8 The Site Assessment Frameworks used for the appraisal of sites proposed for residential and employment land are presented in **Appendix 2** and **Appendix 3** respectively.

### Structure of this report

1.9 The remainder of this report is structured as follows:

- **Section 2** provides a summary of the site appraisal findings for each SA objective assessed.
- **Appendix 1** provides the detailed appraisal of each site option in relation to each SA objective.
- **Appendix 2** provides a copy of the Site Assessment Framework used for the appraisal of sites proposed for residential use.
- **Appendix 3** provides a copy of the Site Assessment Framework used for the appraisal of sites proposed for employment use.

## 2 Summary of Findings

- 2.1 This section summarises the assessment findings for the Local Plan site allocations options. For full details of each site appraisal please refer to **Appendix 1**. The findings should be read in conjunction with the Site Assessment Frameworks provided in **Appendix 2** and **Appendix 3**.
- 2.2 The sites were assessed in relation to their potential effects on all SA objectives relevant to the proposed site use; these sites are listed in **Table 2.2** and the key to scores presented in **Table 2.1**.
- 2.3 The following three additional sites provided by the Council were removed from this list and were not assessed as these sites were duplicates of other sites assessed:
- LPR-REG18-50
  - LPR-REG18-143
  - LPR-REG18-150

**Table 2.1: SA Objective Score Key**

Symbol	Score
++	Significant positive effects
++?	Uncertain significant positive effects
+	Minor positive effects
+?	Uncertain minor positive effects
0	Negligible effects
0?	Uncertain negligible effects
-?	Uncertain minor adverse effects
-	Minor adverse effects
--?	Uncertain significant adverse effects
--	Significant adverse effects
N/A	SA objective not applicable to site allocation
+/-	Mixed effects

**Table 2.2: Summary of SA findings for the site allocation options**

Site	SA1a	SA1b	SA2	SA3	SA4	SA5	SA6a	SA6b	SA7a	SA7b	SA7c	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
LP2SC2	-?	--?	--?	-?	0	-	-	-	0	+	-	+	-	+	+	0	++	+	+
LP2SC36	-?	--?	--?	-?	0	-	-	-	0	+	--	+	-	+	0	0	++	++	+
LP2SC37-a	-?	--?	+	0	+	++	0	+	-?	+	--	+	0	+	++	0	++	++	+
LP2SC37-b	--?	--?	--?	-?	+	+	-	+	0	+	-	+	0	+	0	0	++	++	+
LP2SC37-c	-?	--?	--?	--?	0	-	-	-	0	+	-	+	-	+	0	0	++	++	+
LP2SC37-d	--?	--?	+	--?	+	++	-	+	-?	+	--	+	--?	+	0	0	++	+	+
LP2SC37-e	--?	--?	+	--?	+	++	-	+	-?	+	--	+	--	+	++	0	++	+	+
LP2SC41	-?	--?	--?	--?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+
LP2SC51	--?	--?	--?	-?	0	-	-	-	0	+	-	+	-	+	0	0	++	+	+
LP2SC56	--?	--?	--?	--?	0	-	-	-	0	+	-	+	-	+	0	0	++	++	+
LP2SC58	--?	--?	--?	-?	0	--?	0	-	0	-	-	-	-	-	-	0	++	+	-
LP2SC59	--?	--?	+	0	+	++	-	+	-?	+	--	+	0	+	++	0	++	++	+
LP2SC60	-?	0?	--?	-?	0	--?	-	-	-?	+	--	+	-	+	-	0	+	++	+
LP2SC61	--?	--?	--?	--?	0	-	-	-	0	+	-	+	-	+	+	0	++	++	+
LP2SC62	--?	--?	--?	--?	0	--?	0	-	0	-	-	-	-	-	-	0	+	++	-
LP2SC63	--?	--?	+	0	+	++	-	+	0	++	--	++	0	++	++	0	++	++	--
LP2SSC8	-?	--?	--?	--?	0	-	-	-	0	+	--	+	--	+	+	0	++	++	+
LPR-REG18-1	-?	--?	--?	-?	0	--?	-	-	-?	+	-	+	-	+	++	0	++	++	+
LPR-REG18-3	--?	--?	--?	--?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+
LPR-REG18-4	--?	-?	--?	-?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+
LPR-REG18-7	--?	-?	--?	--?	0	-	-	-	0	+	--	+	-	+	+	0	++/--	++	+
LPR-REG18-8	--?	--	--?	-?	0	--	-	-	-?	+	--	+	-	+	++/-	0	++/--?	++	+
LPR-REG18-9	--?	--?	--?	--?	0	--	-	-	0	+	-	+	-	+	-	0	++	++	+
LPR-REG18-10	--?	--?	+	+	+	++	-	+	0	+	-	+	--?	+	++	0	++	++	--
LPR-REG18-11	--?	--?	--?	-?	0	-	-	-	-?	+	-	+	-	+	++	0	++	++	+
LPR-REG18-13	--?	N/A	+	0	+	++	-	+	0	+	-?	+	0	+	0	0	+	0	++
LPR-REG18-14	-?	--?	--?	--?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+

Site	SA1a	SA1b	SA2	SA3	SA4	SA5	SA6a	SA6b	SA7a	SA7b	SA7c	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
LPR-REG18-16	--?	--?	--?	--?	0	--	-	-	0	+	--	+	-	+	+	0	++/--	++	+
LPR-REG18-17	--?	0?	--?	-?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+
LPR-REG18-18	-?	-?	--?	--?	0	--?	-	-	0	+	--	+	-	+	++	0	++	++	+
LPR-REG18-19	-?	--?	--?	--?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+
LPR-REG18-20	--?	--?	-?	-?	0	-	-	-	0	+	--	+	-	+	-	0	++	+	+
LPR-REG18-21	-?	N/A	--?	--?	0	--?	-	-	-?	+	-?	+	-	+	0	0	0	0	++
LPR-REG18-22	--?	--?	-?	--?	+	++	0	+	-?	-	-	-	0	-	-	0	++	+	-
LPR-REG18-25	--?	--?	-?	--?	0	-	-	-	0	+	-	+	--	+	++	0	++	+	+
LPR-REG18-27	0?	0?	--?	-?	0	--?	0	-	-?	+	--	+	-	+	0	0	++	++	+
LPR-REG18-28	--?	--?	-?	--?	0	-	-	-	0	+	-	+	-	+	-	0	++	+	+
LPR-REG18-29	-?	--?	--?	-?	0	-	-	-	0	+	--	+	-	+	+	0	++/--	++	+
LPR-REG18-31	-?	0?	--?	0	+	+	0	+	0	-	-	-	0	-	--	0	+	++	-
LPR-REG18-35	--?	0?	--?	--?	0	--?	-	-	0	+	-	+	-	+	-	0	++	++	+
LPR-REG18-36	--?	--	--?	--?	0	-	-	-	0	+	-	+/-?	-	+	++	0	++/--	++	+
LPR-REG18-37	--?	--?	--?	--?	0	--	-	-	0	+	-	+	-	+	-	0	++/--	++	+
LPR-REG18-43	--?	--?	--?	--?	0	--?	0	-	0	-	-	-	-	-	-	0	+	+	-
LPR-REG18-44	-?	--?	--?	-?	0	--?	-	-	0	+	--	+	-	+	-	0	++	++	+
LPR-REG18-45	-?	N/A	+	--?	+	+	-	+	0	+	-	+	0	+	++	0	++	0	+
LPR-REG18-47	--?	--?	--?	0/--?	+?/0	+?/-	0	+?/-	0	+	-	+	0/-/-	+	-/--	0	+	++	+
LPR-REG18-48	-?	--?	--?	-?	0	-	-	-	0	+	-	+	-	+	--	0	++	++	+
LPR-REG18-52	--?	--?	+	0	+	++	-	+	0	+	-	+	--?	+	++	0	++	++	+
LPR-REG18-54	--?	--?	--?	--?	0	--	-	-	0	+	-	+	-	+	-	0	++	++	+
LPR-REG18-56	--?	--	--?	-?	0	-	-	-	0	+/-	--	+/-	-	+/-	+/--	0	++	++	+?/-
LPR-REG18-57	--?	--?	--?	-?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+
LPR-REG18-58	-?	--?	--?	-?	0	--?	-	-	0	+	--	+	-	+	0	0	++/--	++	+
LPR-REG18-61	--?	-?	--?	--?	0	--	-	-	0	+	-	+	-	+	-	0	++/--	++	+
LPR-REG18-62	-?	-?	--?	-?	0	--?	-	-	0	+	-	+	-	+	0	0	++	++	+
LPR-REG18-64	--?	--	--?	-?	0	-	-	-	0	+	-	+	-	+	++	0	++	++	+

Site	SA1a	SA1b	SA2	SA3	SA4	SA5	SA6a	SA6b	SA7a	SA7b	SA7c	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
LPR-REG18-65	--?	--?	--?	-?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+
LPR-REG18-66	-?	--?	--?	--?	0	--	-	-	0	+	--	+	-	+	+	0	++	++	+
LPR-REG18-68	-?	--?	--?	-?	0	--?	0	-	-?	+	-	+	-	+	-	0	++	++	+
LPR-REG18-70	--?	--?	--?	--?	0	--?	-	-	-?	+	-	+	--	+	0	0	++	+	+
LPR-REG18-71	--?	--?	--?	-?	0	--?	-	-	0	+	-	+	-	+	++	0	++	++	+
LPR-REG18-72	--?	--?	+	0	+	++	-	+	0	+	--	+	--?	+	++	0	++	++	+
LPR-REG18-73	-?	--	-?	-?	0	--?	-	-	-?	+	-	+	-	+	++	0	++	+	+
LPR-REG18-74	--?	-?	--?	-?	0	-	-	-	0	+	--	+	--	+	+	0	++	++	+
LPR-REG18-77	--?	--?	--?	-?	0	-	-	-	0	+	-	+	-	+	++	0	++	++	+
LRP-REG18-78	--?	--?	+	0	+	++	-	+	-?	+	--	+	0	+	+	0	++	++	+
LPR-REG18-82	-?	--?	-?	-?	0	--?	-	-	0	+	-	+	-	+	0	0	++	+	+
LPR-REG18-84	--?	--?	--?	--?	0	--	-	-	0	+	-	+	-	+	-	0	++	++	+
LPR-REG18-85	--?	N/A	--?	-?	0	--?	-	-	-?	+	--	+	-	+	0	0	+	0	++
LPR-REG18-86	--?	-?	-?	--?	0	--?	-	-	-?	+	--	+	--	+	++	0	++	+	+
LPR-REG18-87	--?	-?	--?	--?	0	--?	-	-	-?	+	--	+	--	+	+	0	++	++	+
LPR-REG18-88a	-?	--?	--?	-?	0	--?	-	-	0	+	-	+	-	+	++	0	++	++	+
LPR-REG18-88b	--?	--	--?	-?	0	--?	-	-	0	+	-	+	-	+	++	0	++	++	+
LPR-REG18-89	-?	--?	--?	--?	0	--?	-	-	-?	+	--	+	-	+	++	0	++	++	+
LPR-REG18-90	-?	--?	--?	--?	0	-	-	-	0	+	--	+	-	+	+	0	++/--	++	+
LPR-REG18-91	-?	-?	--?	-?	0	-	-	-	-?	+	--	+	-	+	0	0	++	++	+
LPR-REG18-92	--?	--?	--?	-?	0	-	-	-	-?	+	-	+	-	+	++	0	++	++	+
LPR-REG18-93	--?	--?	--?	-?	0	--?	0	-	0	-	--	-	-	-	-	0	++	+	-
LPR-REG18-94	-?	--?	--?	-?	0	--?	-	-	0	+	--	+	-	+	++	0	++	++	+
LPR-REG18-95	--?	--?	+	0	+	++	-	+	0	+	-	+	0	+	+	0	++	++	--
LPR-REG18-98	-?	0?	--?	-?	0	--?	0	-	-?	+	-	+	-	+	0	0	++	++	+
LPR-REG18-99	-?	0?	--?	-?	0	--?	0	-	-?	+	--	+	-	+	0	0	++	++	+
LPR-REG18-100	--?	--?	-?	-?	0	--?	-	-	-?	+	--	+	-	+	++	0	++/--	+	+
LPR-REG18-102	-?	--?	--?	-?	0	--?	-	-	0	+	-	+	-	+	+	0	++	++	+
LPR-REG18-104	-?	-?	--?	-?	0	--?	-	-	0	+	-	+	-	+	0	0	++	++	+

Site	SA1a	SA1b	SA2	SA3	SA4	SA5	SA6a	SA6b	SA7a	SA7b	SA7c	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
LPR-REG18-105	-?	--?	--?	-?	0	--?	-	-	0	+	--	+	-	+	0	0	++	++	+
LPR-REG18-106	0?	0?	--?	-?	0	--?	0	-	-?	+	--	+	-	+	0	0	++	++	+
LPR-REG18-107	-?	0?	--?	-?	0	--?	0	-	-?	+	--	+	-	+	0	0	++	+	+
LPR-REG18-108	--?	--?	+	0	+	++	-	+	0	+	--	+	--?	+	++	0	++	++	+
LPR-REG18-109	0?/- ?/--?	0?/- -?	--?	-?/-- ?	+?/0	++/- /--?	0	+?/-	0/-?	-	0/-	-	0/-	-	-/--	0	++/+-	++	-
LPR-REG18-110	-?	--	--?	-?	+	-	-	-	0	+	-	+	-	+	+	0	++	++	+
LPR-REG18-111	--?	--?	--?	-?	0	-	-	-	-?	+	--	+	-	+	++	0	++	++	+
LPR-REG18-114	--?	--?	+	0	+	++	-	+	-?	+	-	+	0	+	-	0	+	++	+
LPR-REG18-117	-?	--?	0?	0	+	++	-	+	0	+	--	+	0	+	0	0	++	+	+
LPR-REG18-118	-?	--?	--?	--?	0	-	-	-	0	+	-	+	-	+	++	0	++	++	+
LPR-REG18-120	-?	--?	--?	--?	0	-	-	-	0	+	--	+	-	+	++	0	++	++	+
LPR-REG18-122	--?	-?	--?	--?	0	--?	-	-	0	-	-	-	-	-	-	0	++	++	-
LPR-REG18-123	--?	-?	--?	-?	0	-	-	-	0	+	-	+	-	+	+	0	++	++	+
LPR-REG18-124	--?	-?	--?	--?	0	--	-	-	-?	+	-	+	-	+	-	0	++	++	+
LPR-REG18-127	--?	-?	--?	-?	0	--?	-	-	-?	+	-	+	-	+	++	0	++	++	+
LPR-REG18-129	--?	--?	--?	-?	0	-	-	-	0	+	-	+	-	+	0/-	0	++	++	+
LPR-REG18-130	-?	--	+	-?	+	+	-	+	-?	+	-	+	0	+	++	0	++	+	+
LPR-REG18-132	-?	--?	--?	--?	0	--?	0	-	-?	-	-	-	-	-	-	0	+	++	-
LPR-REG18-135	--?	--	--?	-?	0	-	-	-	0	+	--	+	--	+	+	0	++	++	+
LPR-REG18-136	--?	--	--?	-?	0	-	-	-	0	+	-	+	-	+	0	0	++	++	+
LPR-REG18-137	--?	--?	--?	--?	0	--?	-	-	0	+	-	+	-	+	0	0	++	++	+
LPR-REG18-138	--?	-?	--?	--?	0	--?	-	-	-?	+	--	+	-	+	++	0	++/--	++	+
LPR-REG18-139	--?	--?	--?	-?	0	--?	-	-	-?	+	-	+	-	+	++	0	++/--	++	+
LPR-REG18-142	-?	-?	--?	--?	0	--?	0	-	-?	-	-	-	-	-	-	0	+	++	-
LPR-REG18-144	-?	--?	--?	-?	0	--?	-	-	-?	+	--	+	-	+	-	0	++	++	+
LPR-REG18-145	--?	-?	--?	--?	0	-	-	-	0	+	--	+	-	+	++	0	++	++	+
LPR-REG18-146	--?	--?	--?	-?/-- ?	0	--?	0	-	-?	+	-/--	+	-	+	0	0	++/--	++	+
LPR-REG18-147a	--?	N/A	--?	--?	0	-	-	-	0	+	-	+	-	+	0	0	+	0	++

Site	SA1a	SA1b	SA2	SA3	SA4	SA5	SA6a	SA6b	SA7a	SA7b	SA7c	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
LPR-REG18-147b	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LPR-REG18-147c	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LPR-REG18-147d	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LPR-REG18-147e	-?	N/A	-?	-?	0	--	-	0	0	0	0	0	0	0	0	0	0	0	0
LPR-REG18-147f	-?	N/A	--?	-?	0	--	-	-	0	+	-?	+	-	+	++	0	+	0	++
LPR-REG18-147g	0?	--?	+	--?	+	+	-	+	0	+	-	+	0	+	0	0	+	0	++
LPR-REG18-148	--?	--?	-?	--?	+	++	-	+	0	+	--	+	0	+	+	0	++	+	+
LPR-REG18-149	--?	--?	--?	--?	0	--?	-	-	-?	+	-	+	-	+	++	0	++	++	+
LPR-REG18-151	--?	--?	--?	--?	0	-	-	-	0	+	--	+	-	+	+	0	++	++	+
LPR-REG18-152	-?	--?	-?	-?	0	--?	-	-	0	+	--	+	-	+	0	0	++	+	+
LPR-REG18-153	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LPR-REG18-154	--?	--	+	0	+	+	-	+	0	++	-	++	0	++	++	0	++	++	+
LPR-REG18-155	-?	--?	-?	-?	0	--?	0	-	0	-	-	-	-	-	-	0	++	+	-
LPR-REG18-157	--?	N/A	--?	-?	0	-	-	-	0	+	-	+	-	+	0	0	+	0	++
LPR-REG18-158	--?	N/A	+	--?	+	++	-	+	0	+	-?	+	--?	+	++	0	+	0	+
LPR-REG18-159a	--?	--?	--?	-?	0	--?	-	-	0	+	-	+	-	+	++	0	++	++	+
LPR-REG18-159b	-?	--?	--?	--?	0	--?	0	-	0	+	-	+	-	+	+	0	++	++	+
LPR-REG18-160	-?	--?	--?	-?	0	-	0	-	-?	+	--	+	-	+	--	0	+	++	+
LPR-REG18-161	--?	--?	--?	-?	0	--?	-	-	-?	+	--	+	-	+	++	0	++	++	+
LPR-REG18-162	-?	--?	--?	-?	0	-	-	-	0	+	--	+	-	+	++	0	++	++	+
LPR-RED18-163	--?	--	--?	-?	0	-	-	-	0	+	-	+	-	+	++	0	++	++	+
LPR-REG18-164	--?	N/A	--?	-?	0	-	-	-	0	+	-	+	-	+	0	0	+	0	++
LPR-REG18-166	--?	--?	--?	--?	+	+	0	+	0	-	-	-	0	-	-	0	+	++	-
LPR-REG18-167	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LPR-REG18-168	--?	--?	+	-?	+	++	-	+	-?	+	--	+	0	+	0	0	++	++	+
LPR-REG18-169	--?	--?	--?	-?	0	--?	-	-	-?	+	--	+	-	+	++	0	++	++	+
LPR-REG18-170	-?	--?	--?	-?	+	+	-	+	-?	-	--	-	0	-	--	0	++	++	-
LPR-REG18-171	-?	--?	-?	-?	0	--?	0	-	-?	-	-	-	-	-	-	0	++	+	-



Site	SA1a	SA1b	SA2	SA3	SA4	SA5	SA6a	SA6b	SA7a	SA7b	SA7c	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
LPR-REG18-173	--?	--?	+	--?	+	++	-	+	0	++	--	++	--?	++	++	0	++	+	+
LPR-REG18-174	--?	--?	--?	-?	0	-	-	-	0	+	-	+	-	+	0	0	++	++	+
LPR-REG18-176	--?	--?	+	--?	+	++	-	+	0	++	--	++	--?	++	++	0	++	+	+
LPR-REG18-177	-?	N/A	--?	-?	0	-	-	-	0	+	--	+	-	+	++	0	++	0	+
LPR-REG18-178	--?	N/A	-?	-?	0	-	-	-	0	+	-	+	-	+	0	0	0	0	+
LPR-REG18-179	--?	--?	--?	--?	0	--?	-	-	-?	+	-	+	-	+	++	0	++	++	+
LPR-REG18-180a	--?	--?	--?	--?	0	-	-	-	-?	+	0	+	--	+	--	0	++	++	+
LPR-REG18-180b	--?	--?	--?	--?	0	--?	-	-	-?	+	--	+	-	+	--	0	++	++	+
LPR-REG18-181	--?	--?	--?	0	0	-	-	-	-?	+	-	+	-	+	++	0	++	++	+

### **SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets**

- 2.4 The majority of sites, 88 of the 149 sites assessed, were identified as having uncertain significant adverse effects (--?) with regard to this SA objective due to their proximity (within 250m) to designated biodiversity sites (excludes the effect of sites for residential use on the internationally designated Dorset Heathlands which was assessed separately under SA1b below). Additionally, 52 sites were identified as having uncertain minor adverse effects (-?) as these were located within 250m-1km of designated biodiversity assets.
- 2.5 Three sites were identified as having uncertain negligible effects (0?) as they were located further than 1km from any designated biodiversity asset.
- 2.6 One site was identified to have mixed uncertain negligible, uncertain minor adverse and uncertain significant adverse effects with regard to this SA objective (0?/-?/--?). This is due to the site being comprised of 12 separate parcels of land, some of which are within 250m, some are within 250m-1km and some are not within 1km of designated biodiversity assets, and therefore parcels were identified as having differing effects.
- 2.7 Five sites were identified as having uncertain minor positive effects (+?) as four of these are proposed for SANG provision only and one is proposed for addition to the Green Belt only, and therefore their allocation as SANG and Green Belt could have positive effects on biodiversity by reducing pressure on other biodiversity sites, but these are uncertain effects as the sensitivity of on-site ecology to additional pressures is unknown.

### **SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets**

- 2.8 Twelve site were identified as having significant adverse effects (--) as these sites are proposed for residential developments or mixed use including residential development and are located within the 400m consultation zone of the Dorset Heathlands internationally designated sites (inclusive of the Dorset Heaths Special Area of Conservation (SAC) and Dorset Heaths (Purbeck and Wareham) and Studland Dunes SAC, Dorset Heathlands Special Protection Area (SPA) and Dorset Heathlands Ramsar Site). This is because the Dorset Heathlands are vulnerable to a variety of pressures from nearby residential development and the Dorset Heathlands Planning Framework 2015-2020 indicates that development within 400m is likely to have a significant adverse effect due to the vulnerability of the Dorset Heathlands. Where these sites span the boundary between the 400m exclusion zone and 400m-5km buffer zones it may be possible to locate SANG (if proposed) within the 400m buffer zone and houses outside of it. Such sites include:
- LPR-REG18-8
  - LPR-REG18-36
  - LPR-REG18-56
  - LPR-REG18-73
  - LPR-REG18-110
  - LPR-REG18-130
  - LPR-REG18-135
  - LPR-REG18-136
  - LPR-REG18-154
- 2.9 The majority of sites (93) were identified as having uncertain significant adverse effects (--?) with regard to this SA objective as these sites are proposed for residential developments or mixed use including residential development and are located within the 400m-5km consultation zone of the Dorset Heathlands internationally designated sites. This is because the Dorset Heathlands are vulnerable to a variety of pressures from nearby residential development and the Dorset Heathlands Planning Framework 2015-2020 indicates that development between 400m and 5km is likely to have a significant adverse effect unless avoidance or mitigation measures, including provision of Suitable Alternative Natural Greenspace (SANG), are implemented. Therefore, as

proposals on these sites did not incorporate SANG provision, they were judged to have uncertain significant adverse effects as opposed to uncertain minor adverse effects.

- 2.10 Seventeen of the 149 sites were identified as having uncertain minor adverse effects (-?). These sites are also proposed for residential developments or mixed use including residential development and are located within the 400m-5km consultation zone of the Dorset Heathlands internationally designated sites, however these sites also include SANG provision. Therefore, due to the proposal for SANG provision on these sites, they were judged to have uncertain minor adverse effects as opposed to uncertain significant adverse effects.
- 2.11 Nine sites were identified as having uncertain negligible effects (0?) as these are proposed for residential developments or mixed use including residential development and are located outside of the 400m-5km consultation zone of the Dorset Heathlands internationally designated sites.
- 2.12 One site was identified as having mixed uncertain negligible and uncertain significant adverse effects with regard to this SA objective (0?/--?) as this is proposed for residential development and some of the land parcels of the composite site are located outside of the 400m-5km consultation zone and some within the 400m-5km consultation zone of the Dorset Heathlands internationally designated sites. Therefore individual parcels were judged to have differing effects.
- 2.13 Five sites were identified as having uncertain minor positive effects (+?) as four of these are proposed for SANG provision only and one is proposed for addition to the Green Belt only, and therefore their allocation as SANG and Green Belt could have positive effects on biodiversity by reducing pressure on other biodiversity sites, but these are uncertain effects as the sensitivity of on-site ecology to additional pressures is unknown.
- 2.14 Twelve sites are proposed for uses other than residential or residential mixed use, such as employment use only, and therefore these were not assessed in relation to this SA objective. Instead the Dorset Heathlands were considered as standard designated biodiversity assets under objective SA1(a). This is because the Dorset Heathlands are particularly vulnerable to a variety of pressures from nearby residential development only. Therefore, the impact upon the Dorset Heathlands internationally designated sites by sites proposed to include residential development only are additionally assessed under this SA objective.

### **SA2: Landscape**

- 2.15 The majority of sites (108 of the 149 sites assessed) were identified as having uncertain significant adverse effects (--?) in relation to this SA objective as these were either located within an AONB, within an AGLV or are large sites on predominantly greenfield land. Fourteen sites were identified as having uncertain minor adverse effects (-?) as these are small sites located on greenfield land. One of these sites however was identified as having uncertain minor negative effects as although it is a large greenfield site it is proposed to be used as a woodland burial site which will reduce its effect on the landscape in comparison to residential or commercial development, and therefore the score was downgraded from '--?' to '-?'.
- 2.16 Twenty-six sites were identified as having minor positive effects (+?) as these are predominantly brownfield sites on which new development could improve their appearance and therefore improve the effects of these sites upon the landscape. Five of these sites were, however, identified as having uncertain minor positive effects as four of them are proposed for SANG provision only and one is proposed for addition to the Green Belt only, and therefore they will help protect and enhance the quality and character of the landscape.
- 2.17 One site was identified as having uncertain negligible effects (0?) with regard to this SA objective as, although the site is brownfield, its current use, as a caravan park, is similar to that of the proposed development on site, of residential caravans or park homes. Therefore it was judged the proposed development on site would likely have similar effects to that of the existing site use.

### **SA3: Historic environment**

- 2.18 Of the 149 sites assessed, 55 were identified as having uncertain significant adverse effects (--?) in relation to this SA objective as these sites are predominantly greenfield and either contain or are adjacent to heritage assets (inclusive of statutory heritage assets, conservation areas or sites of archaeological importance).

- 2.19 Seventy-one sites were identified as having uncertain minor adverse effects (-?) as these sites are predominantly greenfield and are located within 5km of heritage assets.
- 2.20 Nineteen sites were identified as having negligible effects (0) as these were either predominantly brownfield sites located within 5km of assets, the development of which could improve the existing settings of these assets, or predominantly brownfield sites adjacent to or containing assets or within 5km of assets, the development of which would not alter the impact of the site upon the existing settings of these assets. Five of these sites, however, were identified as having negligible effects as four of them are proposed for SANG provision only and one is proposed for addition to the Green Belt only.
- 2.21 One site was identified as having uncertain minor positive effects (+?) as this site is brownfield and adjacent to a heritage asset, and it was judged its development would improve the setting of the asset.
- 2.22 Three sites were identified as having mixed effects, two with uncertain minor adverse and uncertain significant adverse effects (-?/--?) and one with negligible and uncertain significant adverse effects (0/--?). This is due to these sites being comprised of multiple land parcels, some of which are adjacent to or contain heritage assets and some of which are within 5km of heritage assets. Additionally, some parcels are on predominantly brownfield land and some are on predominantly greenfield land. Therefore, individual parcels were judged to have differing effects.

#### **SA4: Built environment**

- 2.23 The majority of sites (118 of 149) were identified as having negligible effects (0) with regard to this SA objective as these are predominantly greenfield sites. Six of these sites however were identified as having negligible effects as four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only.
- 2.24 Twenty-nine sites were identified as having uncertain minor positive effects (+?) as these are predominantly brownfield sites.
- 2.25 Two sites were identified as having mixed uncertain positive and negligible effects (+?/0) in relation to this SA objective as these sites are comprised of multiple parcels of land, some of which are on predominantly brownfield land and some of which are on predominantly greenfield land. Therefore, individual parcels were judged to have differing effects.

#### **SA5: Land and soils**

- 2.26 Eleven sites were identified as having significant adverse effects (--) as these are predominantly greenfield sites mainly on Grade 1 or Grade 2 agricultural land.
- 2.27 A large number of sites, 52 of the 149 sites, were identified as having uncertain significant adverse effects (--?) as these are predominantly greenfield sites mainly on Grade 3 agricultural land.
- 2.28 A large number of sites (51) were identified as having minor adverse effects (-) in relation to this SA objective as these are predominantly greenfield sites mainly on Grade 4 or Grade 5 agricultural land or on non-agricultural land.
- 2.29 Twenty sites were identified as having significant positive effects (++) with regard to this SA objectives as these are entirely brownfield sites. 8 sites were identified as having uncertain minor positive effects (+?) as these are predominantly but not entirely brownfield sites.
- 2.30 Two sites were identified as having mixed effects; one with mixed uncertain minor positive and minor adverse effects (+?/-) and one with mixed significant positive, minor adverse and uncertain significant adverse effects (++/-/--?), as these sites are comprised of multiple parcels on different types of land and therefore were judged to have differing effects.
- 2.31 5 sites were identified as having negligible effects (0) as four of these are proposed for SANG provision only and one is proposed for addition to the Green Belt only.

### **SA6(a) Resource efficiency: Minerals safeguarding**

- 2.32 The majority of sites, 121 of the 149 sites assessed, were identified as having minor adverse effects (-) with regard to this SA objective as they are located within 250m of a Minerals Safeguarding Area.
- 2.33 The remaining 28 sites were identified as having negligible effects (0) as they are located further than 250m from Minerals Safeguarding Areas. Five of these sites were identified as having negligible effects as four of these are proposed for SANG provision only and one is proposed for addition to the Green Belt only.

### **SA6(b) Resource efficiency: Brownfield development**

- 2.34 The majority of sites (113) were identified as having minor adverse effects (-) in relation to this SA objective as these are predominantly greenfield sites.
- 2.35 Twenty-eight sites were identified as having uncertain minor positive (+?) effects as these are predominantly brownfield sites.
- 2.36 Two sites were identified as having mixed uncertain minor positive and minor adverse effects (+?/-) as these sites are comprised of multiple land parcels, some of which are predominantly greenfield and some of which are predominantly brownfield. Therefore, individual parcels were judged to have differing effects.
- 2.37 Six sites were identified as having negligible effects (0) as four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only.

### **SA7(a) Pollution: Source Protection Zones**

- 2.38 Forty-eight sites were identified as having uncertain minor adverse effects (-?) as these sites are located within groundwater Source Protection Zones.
- 2.39 The majority of sites, 100 of the 149 sites assessed, were identified as having negligible effects (0) with regard to this SA objective as these are located outside of Source Protection Zones. Six of these sites however were identified as having negligible effects as four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only.
- 2.40 One site was also identified as having mixed negligible and uncertain minor adverse effects (0/-?) as this site is comprised of multiple parcels of land, some of which are in Source Protection Zones and some are not. Therefore, individual parcels were judged to have differing effects.

### **SA7(b) Pollution: Sustainable transport**

- 2.41 The majority of sites (114) were identified as having minor positive effects (+) with regard to this SA objective as these are proposed for residential development or mixed use including residential development and are located within 800m of one or two types of sustainable transport links (inclusive of bus stops, railway stations and cycle paths).
- 2.42 Four sites were identified as having significant positive effects (++) with regard to this SA objective as these are proposed for residential development or mixed use including residential development and are located within 800m of three or more types of sustainable transport links.
- 2.43 Ten sites were identified as having uncertain minor positive effects (+?) as these are proposed for employment use and are located within 800m of one or two types of sustainable transport links.
- 2.44 Fourteen sites were identified as having minor effects (-) as these sites are proposed for residential development or mixed use including residential development and are located further than 800m from any sustainable transport links.
- 2.45 One site was identified as having mixed minor positive and minor adverse effects (+/-) as this site is proposed for mixed use including residential development and is comprised of multiple land parcels, some of which are within 800m of one or two sustainable transport links and some of which are not within 800m of any sustainable transport links. Therefore, individual parcels were judged to have differing effects.

- 2.46 Six sites were identified as having negligible effects (0) as four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only.

### **SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution**

- 2.47 Of the 149 sites assessed, 64 were identified as having significant adverse effects (--) in relation to this SA objective as these sites are proposed for residential developments or mixed use including residential development and are surrounded by sensitive receptors or are adjacent to roads, railway lines or industrial areas.
- 2.48 Seventy-two sites were identified as having minor adverse effects (-) as these sites are proposed for residential developments or mixed use including residential development and are adjacent to sensitive receptors or have sensitive receptors within 100m of site.
- 2.49 One site was identified as having mixed minor adverse and significantly adverse impacts (-/--) as this site is proposed for residential development and is comprised of two parcels of land, one of which is surrounded by sensitive receptors and one of which is adjacent to sensitive receptors. Therefore, individual parcels were judged to have differing effects.
- 2.50 Four sites were identified as having uncertain minor adverse effects (-?) as these sites are proposed for employment use and are located adjacent to sensitive receptors.
- 2.51 Seven sites were identified as having negligible effects (0). One of these sites is proposed for residential use and is located further than 100m from sensitive receptors and is not adjacent to A-roads, motorways, railway lines or industrial areas. Additionally, four sites are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only, and therefore they will not alter the existing impacts of the sites upon this SA objective.
- 2.52 One site was identified as having mixed negligible and minor adverse effects (0/-) as this site is proposed for residential development and is comprised of multiple parcels of land, some of which are adjacent to sensitive receptors and some of which have no such receptors within 100m and are not adjacent to A-roads, motorways, railway lines or industrial areas, therefore individual parcels were judged to have differing effects.

### **SA8: Climate change mitigation**

- 2.53 The majority of sites, 123 of 149 sites, were identified as having minor positive impacts (+) in relation to this SA objective as these sites are located within 800m of one or two types of sustainable transport link.
- 2.54 Four sites were identified as having significant positive effects (++) as these sites are located within 800m of three or more types of sustainable transport link.
- 2.55 Fourteen sites were identified as having minor adverse effects (-) as these sites are located more than 800m from any sustainable transport link.
- 2.56 One site was identified as having mixed minor positive and minor adverse effects (+/-) as this site is comprised of multiple land parcels, some of which are within 800m of one or two types of sustainable transport links and some of which are not within 800m of any sustainable transport links. Therefore, individual parcels were judged to have differing effects.
- 2.57 One site was identified as having mixed minor positive and uncertain minor adverse effects (+/-?) as, although the site is located within 800m of two types of sustainable transport links, Ordnance Survey base mapping indicates the presence of a solar farm on site, although this is not visible on aerial photography. If such renewable energy infrastructure is present on site, its loss to residential development would have adverse effects in relation to this SA objective. Therefore, it was judged development at this site could have a mixed effect with regard to this SA objective.
- 2.58 Six sites were identified as having negligible effects (0) as four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only.

### **SA9: Flood risk**

- 2.59 The majority of sites (105 of 149) were identified as having minor adverse effects (-) with regard to this SA objective as these are either sites proposed for residential developments or mixed use including residential development and are located on predominantly greenfield land mainly outside of flood zones 3a and 3b, or these are sites proposed for employment development on predominantly greenfield land mainly outside of flood zone 3b.
- 2.60 Nine sites were identified as having significant adverse impacts (--) with regard to this SA objective as these are either sites proposed for residential development or mixed use including residential development and are located on predominantly greenfield land mainly within flood zones 3a and 3b, or are sites proposed for residential developments or mixed use including residential development on predominantly brownfield land mainly within flood zone 3b.
- 2.61 Eight sites were identified as having uncertain significant adverse effects (--?) as these are sites proposed for residential developments or mixed use including residential development and are located on predominantly brownfield land mainly within flood zone 3a.
- 2.62 Twenty-five sites were identified as having negligible effects (0) as these sites are either sites proposed for residential developments or mixed use including residential development and are located on predominantly brownfield land mainly outside of flood zones 3a and 3b, or these are sites proposed for employment development on predominantly brownfield land outside of flood zone 3b. Six of these sites, however, were identified as having negligible effects as four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only.
- 2.63 One site was identified as having mixed negligible and minor adverse effects (0/-) and one site was identified as having mixed negligible, minor adverse and significant adverse effects (0/-/--) as these sites are comprised of multiple land parcels located within different flood zones and on both predominantly greenfield and brownfield land. Therefore, individual parcels were judged to have differing effects.

### **SA10: Sustainable travel**

- 2.64 The majority of sites, 124 of 149 sites, were identified as having minor positive impacts (+) in relation to this SA objective as these sites are located within 800m of one or two types of sustainable transport link.
- 2.65 Four sites were identified as having significant positive effects (++) as these sites are located within 800m of three or more types of sustainable transport link.
- 2.66 Fourteen sites were identified as having minor adverse effects (-) as these sites are located more than 800m from any sustainable transport link.
- 2.67 One site was identified as having mixed minor positive and minor adverse effects (+/-) as this site is comprised of multiple land parcels, some of which are within 800m of one or two types of sustainable transport links and some of which are not within 800m of any sustainable transport links. Therefore, individual parcels were judged to have differing effects.
- 2.68 Six sites were identified as having negligible effects (0) as four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only.

### **SA11: Access to services**

- 2.69 Of the 149 sites assessed, 47 were identified as having significant positive effects (++) with regard to this SA objective as these are either sites proposed for residential developments or mixed use including residential development and are located within 100m of a Main Settlement.
- 2.70 Twenty-three sites were identified as having minor positive effects (+) as these are either sites proposed for residential developments or mixed use including residential development and are located within 100m of a District Core Centre, within 100m of a Suburban Centre or within 400m of a Main Settlement.
- 2.71 Four sites were identified as having uncertain minor positive effects (+?) as these sites are proposed for residential developments or mixed use including residential development and

although these sites are within 400m of a Main Settlement or within 100m of a Suburban Centre, they are separated by a dual carriageway which causes a barrier effect, limiting access.

- 2.72 Thirty-nine sites were identified as having negligible effects (0) as these are either sites proposed for residential developments or mixed use including residential development and are located within 100m of a Rural Service Centre, within 400m of a District Core Centre or within 400m of a Suburban Centre, or these are sites proposed for employment use only. Additionally, four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only.
- 2.73 Twenty-five sites were identified as having minor adverse effects (-) as these are either sites proposed for residential developments or mixed use including residential development and are located within 100m of a Village, within 100m of a Hamlet or within 400m of a Rural Service Centre.
- 2.74 Six sites were identified as having significant adverse effects (--) as these are sites proposed for residential developments located within 400m of a Hamlet or are further than 400m from any settlement.
- 2.75 One site was identified as having mixed significant positive and minor adverse effects (+ +/-) as this site is proposed for residential development and, although it is at a Main Settlement, the development of the site could cause the loss of the existing social club on site and therefore development on this site is judged to cause mixed effects with regard to this SA objective.
- 2.76 Two sites were identified as having mixed minor adverse and significant adverse effects (-/--) as these site were comprised of multiple land parcels, some of which are within 100m of a Village and some of which are further than 400m from any settlement. Therefore, individual parcels were judged to have differing effects.
- 2.77 Similarly, one site was identified as having mixed minor positive and significant adverse effects (+/--) as this site is proposed for mixed use including residential development and is comprised of multiple parcels, some of which are within 100m of a Suburban Centre and some are further than 400m from any settlement. Additionally, one site was identified as having mixed negligible and minor adverse effects (0/-) as this site is proposed for residential development and is comprised of multiple land parcels, some of which are within 100m of a Rural Service Centre and some are within 400m of it. Therefore individual parcels were judged to have differing effects.

### **SA12: Safety**

- 2.78 All 149 sites assessed were identified as having negligible effects with regard to this SA objective as none of the sites are coastal sites.

### **SA13: Health**

- 2.79 The majority of sites, 109 of the 149 sites assessed, were identified as having significant positive effects (++) with regard to this SA objective as these sites are proposed for residential developments or mixed use including residential development and are located within 800m of either a healthcare facility, area of open space, or sports facility, and are within 800m of at least one footpath or cycle route.
- 2.80 Eighteen sites were identified as having minor positive effects (+) as these are either sites proposed for residential development or mixed use including residential development and are located within 800m of either a healthcare facility, area of open space, sports facility, footpath or cycle route, or are a site proposed for employment use within 800m of a cycle path or within a Main Settlement.
- 2.81 Eight sites were identified as having negligible effects (0) as one is a site proposed for employment that is not within 800m of a cycle path and is not at a Main Settlement. Additionally, four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only
- 2.82 One site was identified as having mixed significant positive, minor positive and minor adverse effects (++ +/-) as this site is proposed for residential development and is comprised of multiple land parcels within different distances of health facilities and therefore individual parcels were judged to have differing effects.



- 2.83 Twelve sites were identified as having mixed significant positive and significant adverse effects (++/--) as these sites are proposed for residential developments or mixed use including residential development and these sites contain open space which could be lost to development. However, following this loss these sites would still be within 800m of either a healthcare facility, area of open space, or sports facility, and are within 800m of at least one footpath or cycle route. Therefore, it was judged these sites would have mixed effects with regard to this SA objective.
- 2.84 One site was identified as having mixed significant positive and uncertain significant adverse effects (++/--?) as this site is proposed for residential development and is within 800m of open space, a sports facility, public rights of way and a cycle path. Additionally, OS mapping identifies part of the site as sports ground which could be lost and cause significant adverse effects, however this is uncertain as it is unclear if the sports ground is still in use. Therefore, it was judged this site would have mixed effects with regard to this SA objective.

#### **SA14: Housing**

- 2.85 The majority of sites assessed (106 of 149) were identified as having significant positive effects (++) as these sites have a proposed capacity of more than 10 dwellings.
- 2.86 Twenty-five sites were identified as having minor positive effects (+) as these sites have a proposed capacity of 10 or fewer dwellings.
- 2.87 Eighteen sites were identified as having negligible (0) effects as these sites are proposed for non-residential development only and therefore will not contribute to housing provision.

#### **SA15: Economy**

- 2.88 The majority of sites (113 of the 149 sites assessed) were identified as having uncertain minor positive effects (+?) as these are either sites proposed for residential development or mixed use including residential development and are located within 800m of a sustainable transport link.
- 2.89 Eight sites were identified as having significant positive impacts (++) as these sites are large (over 0.5ha) and proposed for employment use.
- 2.90 Fourteen sites were identified as having minor adverse effects (-) as these sites are proposed for residential development and are located further than 800m from sustainable transport links.
- 2.91 One site was identified as having mixed uncertain minor positive and minor adverse effects (+?/-) as this site is proposed for mixed use including residential development. However, it is comprised of multiple land parcels, some of which are within 800m of sustainable transport links and some of which are further than 800m from sustainable transport links. Therefore, individual parcels were judged to have differing effects.
- 2.92 Six sites were identified as having negligible effects (0) as four of these are proposed for SANG provision only, one is proposed for addition to the Green Belt only and one is proposed for a woodland burial site only, and therefore they will not alter the existing impacts of the sites upon this SA objective.
- 2.93 Three sites were identified as having significant adverse effects (--) as these sites are proposed for residential development, however, as they are currently in employment use, development of these sites could cause adverse impacts upon this SA objective.

# Appendix 1

## Detailed Site Appraisals

**Site ID code:** LP2SC2**Site area (hectares):** 0.29**ID codes of constituent sites:** 151**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m-1km of the Moors River System SSSI and within an Impact Risk Zone for this SSSI where rural residential development could potentially have adverse effects. Site also adjacent to ancient woodland and a SINC, and within 1km of LNRs, LWSs and other SINC. The local lane network provides good access from the site to the SSSI and other designated sites, however a barrier effect caused by the woodland to the west of the site may limit the potential impact of development at the site upon the SSSI and a barrier effect caused by built development within the intervening Main Settlement of Verwood to the south and west of site may limit its potential impacts upon southerly and easterly designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within the Woodlands AGLV.
SA3: Historic environment	-?	The site is located approximated 400m east from two Grade II listed buildings and within 5km of Conservation Areas and St Giles' House Grade II* Registered Park and Garden. However, the woodland to the west and southwest of site prevents intervisibility between the site and these assets. The site is also within 1km of Potteries at Prairie Farm and Sandalholme pottery work. However, the settlement of Verwood is located between these assets and site, preventing intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of a cycle path and bus stops in Verwood.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent on one boundary of the site to a 'New Neighbourhood' residential development.
SA8: Climate change mitigation	+	Site is within 800m of a cycle path and bus stops in Verwood.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of a cycle path and bus stops in Verwood.

SA11: Access to services	+	Site is within 100m of the Main Settlement of Verwood but, due to the access lane, to access Verwood users must travel a distance of approximately 300m, therefore accessibility score downgraded from '++' to '+'.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, a cycle path, and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of a cycle path and bus stops in Verwood.

**Site ID code:** LP2SC36

**Site area (hectares):** 3.57

**ID codes of constituent sites:** 152

**Proposed uses of constituent sites:** Residential (offsite SANG not yet confirmed)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m-1km of Cranborne Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. It is also within this distance of ancient woodland and a number of SINCS. Although the local footpath network provides good access from the site to the SSSI, a barrier effect caused by the intervening built development within Alderholt may limit the potential impact of the site upon the northerly SINCS and ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been confirmed.
SA2: Landscape	--?	Site is within 250m of the Woodlands AGLV; this is also a large site on greenfield land.
SA3: Historic environment	-?	Site lies approximately 400m to south of the length of deer park bank and ditch Scheduled Monument. This has survived comparatively well, including in its overall landscape context, however it is screened from site by the built up area of Alderholt and the woodland surrounding the feature. Site is also within 5km of Grade II listed buildings, a Registered Park and Garden (Boveridge House School) and Edmondsham Conservation Area, however residential development at the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with the existing built up area of Alderholt and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	-	Part of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: <u>Brownfield development</u>	-	Greenfield site.
SA7(a) Pollution: <u>Source Protection Zones</u>	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: <u>Sustainable transport</u>	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: <u>Proximity to sensitive receptors or sources of pollution</u>	--	Site is surrounded by existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0	Site is at the Rural Service Centre of Alderholt.

SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LP2SC37-a

**Site area (hectares):** 0.27

**ID codes of constituent sites:** 157

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of three SSSIs (Corfe Mullen Pastures, Upton Heath and Corfe & Barrow Hills) and within Impact Risk Zones for these SSSIs where residential development could potentially have adverse effects. It is also within this distance of Local Wildlife Sites. The local footpath network provides good access from the site to the SSSIs.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	0	Site is within 5km of a variety of designated heritage assets. However, residential development is unlikely to significantly effect their settings due to the site being located within the built up area of Corfe Mullen and limited intervisibility. Furthermore, the fact that the site already contains development (a pub and car park) means that development is unlikely to have an effect on the settings of these designated heritage assets.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen.
SA9: Flood risk	0	Brownfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen.
SA11: Access to services	++	Site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of a healthcare facility, open space, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Corfe Mullen.

**Site ID code:** LP2SC37-b**Site area (hectares):** 0.22**ID codes of constituent sites:** 155**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m-1km of Cranborne Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. However, a barrier effect caused by the built up area of Alderholt to the southwest of site may limit the potential impact of development at the site upon the SSSI. Site is also within 250m of ancient woodland and a number of SINC's. The local footpath network provides good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within 250m of the Woodlands AGLV. This is also mainly a brownfield site, therefore proposed development on it may have the potential to improve the appearance of the site within the landscape. However, as the site is presently used as a country pub, which is in keeping with the landscape, it is judged that proposed development still has the potential to cause uncertain significant adverse effects due to the sites location within 250m of the AGLV.
SA3: Historic environment	-?	Site approximately 180m south of the length of deer park bank and ditch Scheduled Monument. This has survived comparatively well, including in its overall landscape context, however the woodland surrounding this feature screens it from the site. Site is also within 5km of Grade II listed buildings, a Registered Park and Garden (Boveridge House School) and Edmondsham Conservation Area. Additionally the site is currently occupied by a country pub which could be considered to contribute to the setting of heritage assets, and therefore new development at this site could potentially adversely impact the settings of such assets.
SA4: Built environment	+?	Mainly brownfield site, however a small portion of the east of the site is greenfield and utilised as a garden.
SA5: Land and soils	+?	Site is mainly but not entirely on brownfield land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Mainly brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.



SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site has residential receptors within 100m of it which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	0	Mainly brownfield that is not within flood zones 3a or 3b.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0	This site is at the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LP2SC37-c

**Site area (hectares):** 0.84

**ID codes of constituent sites:** 159

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of ancient woodland and a number of SINC's.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is within Burts Hill Conservation Area which according to the Conservation Area Appraisal, is recognised for its high number of cob and thatch buildings, and the permeable landscape which comprises a network of lanes, green lanes, gravel tracks and paths. The enclosure created by these features creates an intimate, introspective landscape. A number of listed buildings lie within the Conservation Area, one within close proximity to the site. Therefore development at this site could have an adverse effect on intervisibility with the listed building. Furthermore, the site is approximately 450m west of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School; two of an original group of three round barrows. The site is screened from the bell barrow by trees and thick hedgerows to the west of the feature, while the bowl barrow is no longer visible on the surface but the ditch survives as a buried feature. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	-	Mainly greenfield land on Grade 4 agricultural land. A small proportion of the site is on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Colehill.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings and a school in Colehill are within 100m of its boundary. These could be subject to temporary noise and disturbance effects during construction at this site.

SA8: Climate change mitigation	+	Site is within 800m of bus stops in Colehill.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Colehill.
SA11: Access to services	0	Site is at the Suburban Centre of Colehill but separated from its boundary by a distance of approximately 150m, therefore accessibility score downgraded from '+' to '0'.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Colehill.

**Site ID code:** LP2SC37-d

**Site area (hectares):** 0.22

**ID codes of constituent sites:** 158

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is within 250m of Walnut Tree Field Local Nature Reserve and Local Wildlife Site.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	--?	Site is within Sturminster Marshall Conservation Area, and adjacent to a number of Listed Buildings within that Conservation Area. The Conservation Area Appraisal notes that much of the boundary of the Conservation Area adjoins the open countryside of the Stour Valley. The profile of the surrounding land is essentially flat, and gaps in the street building line allow views of the surrounding landscape. The site is approximately 50m east of a Scheduled Monument, a shrunken medieval village and earlier prehistoric remains. The shrunken medieval village survives well, while the prehistoric settlement remains survive as buried features. The site is on brownfield land and contains a country pub that helps contribute towards the character of the area. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Sturminster Marshall, and a cycle path.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sturminster Marshall, and a cycle path.
SA9: Flood risk	--?	The majority (>50%) of this site is brownfield and in flood zone 3; data unavailable to indicate whether flood zone 3a or 3b therefore significant negative effect is uncertain.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Sturminster Marshall, and a cycle path.
SA11: Access to services	0	Site is at the Rural Service Centre of Sturminster Marshall.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way and a cycle path.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sturminster Marshall, and a cycle path.

**Site ID code:** LP2SC37-e

**Site area (hectares):** 0.1

**ID codes of constituent sites:** 156

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** No

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is located within 250m of Dean's Court Meadow SINC.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	--?	Site is within Wimborne Minster Conservation Area, and contains a pub that is a Grade II Listed Building. Additional Listed Buildings within the Conservation Area also lie within close proximity to the site. The Conservation Area Appraisal notes that the area has a strong, small country-town character due to its physical separation from other settlements and its proximity to open countryside. Indeed, in one or two places open countryside edges close to the centre of the town. The wood of Canford Park and Merley Park on the south side of the Stour Valley also form an important part of the town's setting. The site lies approximately 200m east of a Scheduled Monument, the Leaze medieval site, which survives as a buried feature.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	--	The majority (>50%) of this site is brownfield and in flood zones 3a and 3b.

SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, public rights of way and cycle paths.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LP2SC41

**Site area (hectares):** 0.97

**ID codes of constituent sites:** 153

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is located between 250m and 1km of a SINC and a Local Wildlife Site.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is within Burts Hill Conservation Area which according to the Conservation Area Appraisal, is recognised for its high number of cob and thatch buildings, and the permeable landscape which comprises a network of lanes, green lanes, gravel tracks and paths. The enclosure created by these features creates an intimate, introspective landscape. The site is approximately 300m south west of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School; two of an original group of three round barrows. The site is screened from the bell barrow by trees and thick hedgerows to the south west of the feature, while the bowl barrow is no longer visible on the surface but the ditch survives as a buried feature. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A very small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Colehill.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development and a school, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Colehill.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Colehill.
SA11: Access to services	+	Site is at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Colehill.



**Site ID code:** LP2SC51

**Site area (hectares):** 0.18

**ID codes of constituent sites:** 154

**Proposed uses of constituent sites:** Residential (amend village envelope to include this property)

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m-1km of Cranborne Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Additionally, the site is adjacent to a SINC, the remainder of site is within 250m of it, and is within 120m of ancient woodland. The local footpath network provides good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site adjacent to the Woodlands AGLV.
SA3: Historic environment	-?	Site approximately 120m south of the length of deer park bank and ditch Scheduled Monument. This has survived comparatively well, including in its overall landscape context, however woodland surrounding this feature screens it from the site. Site is also within 5km of Grade II listed buildings, a Registered Park and Garden (Boveridge House School) and Edmondsham Conservation Area. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with the existing built up area of Alderholt and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site, however it is noted there is a single dwelling in the west of the site.
SA5: Land and soils	-	Mainly greenfield site on Grade 4 and 5 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site has residential receptors located within 100m of it which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0	Site is within 100m of the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID****code:** LP2SC56**Site area (hectares):** 1.55**ID codes of constituent sites:** 148**Proposed uses of constituent sites:** Residential (amendment to settlement boundary)**Proposed/estimated capacity > 10** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m-1km of Cranborne Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The site also contains part of Darrons Road Station SINC and is located adjacent to ancient woodland, the remainder of site is within 250m of it. The local footpath network provides good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Part of site is within the Woodlands AGLV and the remainder is within 250m of it; this is also a large site on greenfield land.
SA3: Historic environment	--?	Site adjacent to the length of deer park bank and ditch Scheduled Monument. This has survived comparatively well, including in its overall landscape context. Site is also within 5km of Grade II listed buildings, a Registered Park and Garden (Boveridge House School) and Edmondsham Conservation Area. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with the existing built up area of Alderholt and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site, however it is noted there is a single dwelling located to the far south of the site.
SA5: Land and soils	-	Mainly greenfield site which is predominantly Grade 4 agricultural land and the south of site is partially Grade 5 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	The majority of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site has residential receptors located within 100m of it which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.

SA11: Access to services	0	Site is within 100m of the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site partially within 800m of healthcare facilities, open space, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LP2SC58**Site area (hectares):** 0.1**ID codes of constituent sites:** 146**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of a SINC and ancient woodland. Site is not within 1km of a SSSI but is within an Impact Risk Zone for the Sutton Meadows SSSI where rural residential development could potentially have adverse effects. The local lane and footpath networks provide access to the SSSI and other designated biodiversity assets, however the ancient woodland to the north of site may limit the potential impact of development at the site upon the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within the Woodlands AGLV and within 250m of the Cranborne Chase & West Wiltshire Downs AONB.
SA3: Historic environment	-?	Site is located approximately 1km north of the Grade II* Woodlands Farm House and is within also 5km of other listed buildings. Site is also within this distance of Conservation Areas, Scheduled Monuments and the Grade II* St Giles' House Registered Park and Garden. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, the sites close relationship with the existing built development within the village of Woodlands, and limited intervisibility caused by the intervening village and surrounding woodland.
SA4: Built environment	0	Mainly greenfield site, however it is noted that nearly half of the site is occupied by a garage, driveway and dwelling.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is not within 800m of any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent to an existing residential receptor which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	-	Site is not within 800m of any sustainable transport links.
SA9: Flood risk	-	Mainly greenfield site that is not in flood zone 3.
SA10: Sustainable travel	-	Site is not within 800m of any sustainable transport links.

SA11: Access to services	-	Site is within 100m of the Village of Woodlands.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	-	Site is not within 800m of any sustainable transport links.

**Site ID code:** LP2SC59

**Site area (hectares):** 0.81

**ID codes of constituent sites:** 145

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to Happy Bottom SINC, and within 250m of Cogdean Elms Local Nature Reserve, Corfe Hills Local Nature Reserve, and Dorset Wildlife Trust Reserves. The site is between 250m and 1km of Corfe & Barrow Hills SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	0	Site lies approximately 150m to the north of a Scheduled Monument, two sections of Roman road on Barrow Hill and Corfe Hills, which is well preserved. The site also lies approximately 100m north east of a Grade II Listed Building known as Appletree Cottage. A variety of more distant designated historic assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to its close relationship with the existing built up area of Corfe Mullen. Furthermore, the fact that the site already contains development means that residential development is unlikely to have an effect on the settings of these designated heritage assets.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	A small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use. The local footpath network provides good access from the site to the SSSIs. However, a lack of footpaths within the SSSI may cause trampling issues.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development while a new school is proposed to the west of the site. These could be subject to temporary noise and disturbance effects during construction at this site.

SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	0	Brownfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility, public rights of way, and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code: LP2SC60**

**Site area (hectares): 6.26**

**ID codes of constituent sites: 144**

**Proposed uses of constituent sites: Residential**

**Proposed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of two SINC's and ancient woodland. The local footpath network provides good access from the site to the SINC.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is not within the Dorset Heathlands 400m or 5km consultation zones.
SA2: Landscape	--?	The eastern half of the site is within Stour Valley AGLV and the remainder is within 250m of it.
SA3: Historic environment	-?	Site lies approximately 450m to the east of a Scheduled Monument, a hillfort called Crawford Castle, which survives comparatively well and has an associated 'war grave' which is an extremely rare feature. A number of Listed Buildings are also present within close proximity of the site, including Crawford Bridge Grade I Listed Building.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road as well as within 100m of a number of dwellings within the Hamlet.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path.
SA11: Access to services	-	Site is at a Hamlet.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Site is within 800m of public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path.



**Site ID code:** LP2SC61

**Site area (hectares):** 3.51

**ID codes of constituent sites:** 147

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site lies adjacent to Stapehill SINC and is between 250m and 1km of ancient woodland and four additional SINCs. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site includes a Scheduled Monument (a bowl barrow) and also lies adjacent to another Scheduled Monument (another bowl barrow). Both bowl barrows are well preserved examples of their class. A variety of more distant designated heritage assets are present to the south although residential development at the site is judged unlikely to significantly effect their settings due to woodland located to the south of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	-	Approximately 60% of this mainly greenfield land is located in on Grade 4 agricultural land, the remainder being on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings in Wimborne Minster are within 100m of its boundary. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Site is at the Main Settlement of Wimborne Minster but separated from its boundary by a distance of approximately 400m, therefore accessibility score downgraded from '++' to '+'.  SA12: Safety
	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LP2SC62

**Site area (hectares):** 0.89

**ID codes of constituent sites:** 149

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of a SINC and within 1km of ancient woodland. Site is not within 1km of Holt and West Moors Heath SSSI but is within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening villages of Hinton Martell and Gaunts Common may limit the potential impact of development on the site upon the northerly SINC, the SSSI and ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within the Cranborne Chase & West Wiltshire Downs AONB; this is also a large site on greenfield land.
SA3: Historic environment	--?	Approximately half of the site to the north is within the Hinton Martell Conservation Area, the enclosed setting of which is important to its designation. The site also includes a field boundary which defines the southern extent of the Conservation Area. Site is adjacent to a Grade II listed building and is also within 5km of other listed buildings including the Grade II buildings within the Conservation Area. Site is also located approximately 1.3km east of a round barrow Scheduled Monument and is within 5km of other monuments and a Registered Park and Garden (Crichel House). However, with the exception of the nearby Grade II listed buildings, residential development at the site is judged unlikely to be capable of significantly affecting the settings of many of these assets due to its close relationship with existing development within the Village of Hinton Martell and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site, however it is noted that a large building occupies the western corner of the site and a dwelling is located in the north.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is not within 800m of any sustainable transport links.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	-	Site is not within 800m of any sustainable transport links.
SA9: Flood risk	-	Mainly greenfield site that is not in flood zone 3.
SA10: Sustainable travel	-	Site is not within 800m of any sustainable transport links.
SA11: Access to services	-	Site is at the Village of Hinton Martell.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	-	Site is not within 800m of any sustainable transport links.

**Site ID code:** LP2SC63

**Site area (hectares):** 0.38

**ID codes of constituent sites:** 150

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of the River Avon SAC and the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Site is also within 1km of SINCs and LNRs. Although the local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, the surrounding built up area of the Main Settlement of Christchurch and the neighbouring industrial development north and east of site may cause a barrier effect and limit the potential impact of development at the site upon these designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	+?	Site is brownfield and currently occupied by a mixture of hardstanding and overgrown vegetation. Proposed residential development could improve the appearance of the site and make it more in keeping with the surrounding townscape.
SA3: Historic environment	0	The site partially contains a WWII pillbox and tanker traps Scheduled Monument. However, as this site is brownfield, currently occupied by a mixture of hardstanding and overgrown vegetation, residential development is judged unlikely to negatively impact the setting of this monument. Therefore, the historic environment score is upgraded from "--?" to "0". Site is also within 5km of Conservation Areas, including the Christchurch Hospital Conservation Area, Avon Buildings Conservation Area and Christchurch Central Conservation Area, the riverside setting of which is important to its designation. Additionally, the site is within 5km of listed buildings, including multiple Grade I and II* buildings within the Christchurch Central Conservation Area. However, residential development at the site is judged unlikely to be capable of significantly affecting the settings of these assets due to its close relationship with and screening effect of the existing built up area of Christchurch.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	The eastern half of the site is within 250m of a Minerals Safeguarding Area and the remainder is further than 250m from a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.

SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	++	Site is within 800m of bus stops, a train station and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site adjacent to a railway line which could cause noise pollution affecting residents on the site permanently. Site adjacent to residential areas which could be subject to temporary noise and disturbance effects during construction of this site. Site also adjacent to employment areas which could cause operational pollution affecting residents of the site permanently, however this is uncertain as the nature of the polluting effects are unknown.
SA8: Climate change mitigation	++	Site is within 800m of bus stops, a train station and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	0	Brownfield site outside of flood zones 3a and 3b.
SA10: Sustainable travel	++	Site is within 800m of bus stops, a train station and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	++	Site is at the Main Settlement of Christchurch.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	--	Site is within 800m of bus stops, a train station and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. However, the site currently contains employment land which would be lost following residential development. This would result in substantial job loss. Therefore, a significant adverse effect is applied (--).

**Site ID code:** LP2SSC8

**Site area (hectares):** 12.69

**ID codes of constituent sites:** 160

**Proposed uses of constituent sites:** residential, community, employment, flood compensation

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m-1km of the River Avon SAC, the Avon Valley SPA, Ramsar site and SSSI, and the Purewell Meadows SSSI, and site is within an Impact Risk Zone for these SSSIs where residential development and all development outside of settlement boundaries could potentially have adverse effects. Site is also within 1km of a SINC and an LNR. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b). Although the local footpath and road networks provide good access from the site to the SSSIs and other designated biodiversity assets, the potential impact of site upon these biodiversity sites may be limited by a barrier effect caused by built development of the village of Burton to the north and west of site, and the presence of the railway line and Christchurch Bypass to the south of site.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	--?	Site is greenfield and large.
SA3: Historic environment	--?	The eastern edge of the site is within the Burton Conservation Area, the open rural setting of which is important to its designation, and contains two Grade II listed buildings. This portion of the Conservation Area extends west into the site and its extent is defined by the land boundaries around the listed properties, including Burton Farm. This farm and its surrounding landscape setting is an important characteristic of the Conservation Area. Site is also within 5km of Scheduled Monuments (closest is Stable Cross approximately 200m southwest of site) and many other listed buildings, including a variety of nearby Grade II listed buildings and the 18th Century Grade II* Burton Hall located approximately 900m north of site. With the exception of the nearby Grade II listed buildings, residential development at the site is judged unlikely to be capable of significantly affecting the settings of many of these assets due to the screening effect of the existing built up area of Burton.

SA4: Built environment	0	Mainly greenfield site, however it is noted there is some farm development in the east of the site.
SA5: Land and soils	-	Mainly greenfield site with the greenfield part of the site entirely on Grade 4 agricultural land. Small developed parts of the site are on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. The effects of the proposed employment elements of the site will be more uncertain.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site surrounded by residential areas which could be subject to temporary noise and disturbance effects during construction of this site. The operational effects of the proposed employment elements of the site on surrounding residential areas will be more uncertain. The southern boundary of the site is also within approximately 50m of a railway line which could expose residents of new dwellings on this part of the site to noise pollution.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	--	Mainly greenfield site partially within flood zones 3a and 3b. It is noted however that the proposed employment elements of site are less sensitive to flooding than the proposed residential elements.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	+?	Site is at the Village of Burton however it is also within 400m of the boundary of the Main Settlement of Christchurch. Due to a barrier effect caused by the Christchurch Bypass dual carriageway (A35), to access the services within Christchurch via road requires a commute of at least 1.8km. However, travelling via footpaths and cycle routes, it is possible to cross the bypass by bridge to reach the Christchurch settlement boundary and this commute is approximately 540m. Therefore accessibility score is downgraded from "+" to "+?". It is noted that the proposed employment elements of the site do not contribute to the accessibility score.
SA12: Safety	0	Not a coastal site.



SA13: Health	++	Site is within 800m of healthcare facilities, open spaces, sports facilities, cycle paths and public rights of way. With regard to the proposed employment use of the site, the site is located within 800m of a cycle path, facilitating active travel for employees.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings. It is noted that the proposed employment elements of the site will have no effect on the <u>housing score</u> .
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. It is also noted that the site is large, and therefore employment development on this site could increase the economy score. However, this is unknown as the amount of employment development on the site has not yet been determined.

**Site ID code:** LPR-REG18-1

**Site area (hectares):** 2.8

**ID codes of constituent sites:** 1; 2

**Proposed uses of constituent sites:** Residential; Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of ancient woodland and three SINCS. The local footpath network provides good access from the site to these SINCS.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within 250m of Cranborne Chase & West Wiltshire Downs AONB and Stour Valley AGLV.
SA3: Historic environment	-?	A number of Listed Buildings are present within 100m of the eastern half of the site, including the Chapel of St Margaret and St Anthony Grade II* Listed Building. The site also lies approximately 550m to the north of a Scheduled Monument (the Leaze medieval site), and is within close proximity to the Wimborne Minster Conservation Area. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths at Wimborne Minster.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings and a hospital in Wimborne Minster are within 100m of its boundary. Residential allocations are also located to the south and east of the site. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths at Wimborne Minster.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths at Wimborne Minster.
SA11: Access to services	++	Site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, public rights of way, and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths at Wimborne Minster.

**Site ID code:** LPR-REG18-3

**Site area (hectares):** 2.95

**ID codes of constituent sites:** 3

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Southern portion of the site is within 250m and the remainder within 250m-1km of the Purewell Meadows SSSI. Site is also within 1km of the River Avon SAC, and the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. Site is also within 1km of a SINC and an LNR. Although the local footpath and road networks provide good access from the site to the SSSIs and other designated biodiversity assets, the potential impact of development on site upon these biodiversity sites may be limited by a barrier effect caused by the built development of the village of Burton to the north and west of site, and the railway line and Christchurch Bypass to the south of site.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is greenfield and large.
SA3: Historic environment	--?	Site is adjacent to the Burton Conservation Area, the open rural setting of which is important to its designation. Site is also located approximately 1.3km south of the 18th Century Grade II* Burton Hall and is within 5km of other listed buildings including many Grade II buildings within the Conservation Area. However, with the exception of the nearby Grade II listed buildings, residential development at the site is judged unlikely to be capable of significantly affecting the settings of many of these assets due to the screening effect of the existing built up area of Burton. Additionally the site is located 200m northwest of the Staple Cross Scheduled Monument, however intervisibility between the site and this asset is limited due to the intervening raised railway line.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site mainly on Grade 4 agricultural land and partially on Grade 2 agricultural land in the east of site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.

SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to a railway line which could cause noise pollution affecting residents of the site permanently. Site is also within 100m of residential receptors and a hotel which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	-	Greenfield site outside of flood zones 3a and 3b.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	+?	Site is within 400m of the Village of Burton and within 400m of the boundary of the Main Settlement of Christchurch. Due to a barrier effect caused by the Christchurch Bypass dual carriageway (A35), to access the services within Christchurch via road requires a commute of at least 1.7km. However, travelling via footpaths and cycle routes, it is possible to cross the bypass by bridge to reach the Christchurch settlement boundary and this commute is approximately 420m. Therefore accessibility score is downgraded from "+" to "+?".
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

**Site ID code:** LPR-REG18-4

**Site area (hectares):** 17.9

**ID codes of constituent sites:** 4

**Proposed uses of constituent sites:** Residential (inc. onsite SANG)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	The southern edge of the site is within 250m of Leigh Common SINC, Local Nature Reserve and Local Wildlife Site, and Church Moor Copse ancient woodland. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 600m south east of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School - two of an original group of three round barrows. However, the site is screened from the Scheduled Monument by Colehill Triangle Woodland and the built up area of Colehill. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to its close relationship with the existing built up area of Colehill and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Approximately 75% of this greenfield site is located on Grade 4 agricultural land, the remainder being on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Site is at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site lies adjacent to an area of open space, and is within 800m of sports facilities, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-7**Site area (hectares):** 21.59**ID codes of constituent sites:** 5; 6**Proposed uses of constituent sites:** Residential (inc. onsite SANG); Residential (inc. onsite SANG)**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Stapehill SINC, and between 250m and 1km of ancient woodland. The eastern half of the site is well connected to the SINC through a public right of way. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site lies adjacent to a Scheduled Monument (the Three Bowl Barrows on Cannon Hill), and is also within 250m of two other Scheduled Monuments (also bowl barrows). All three Scheduled Monuments are comparatively well preserved examples of their class. A variety of more distant designated heritage assets are present within 5km of the site, particularly to the west.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	The majority (>50%) of this site is greenfield and Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A31) and some areas of residential development.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA11: Access to services	+	Site is at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Site is within 800m of open space, a sports facility, public rights of way and cycle paths. However, the site includes an area of open space (Canford Bottom), which may be lost following development. Therefore, a mixed effect is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.



**Site ID code:** LPR-REG18-8**Site area (hectares):** 35.93**ID codes of constituent sites:** 7; 8**Proposed uses of constituent sites:** Residential (inc. on-site SANG); Residential (inc. on-site SANG)**posed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site lies adjacent to Ferndown Common SSSI and is within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Site also lies adjacent to Big Copse SINC and ancient woodland. The site is connected to these adjacent biodiversity sites by the local footpath network.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	The northern half of the site is within the Dorset Heathlands 400m consultation zone and residential development within this zone is unlikely to be mitigated by the proposed SANG provision. The remainder of the site is within the 400m-5km consultation zone where SANG provision could provide effective mitigation.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 75m to the south west of two Scheduled Monuments - a bowl barrow and a bell barrow. Both barrows comprise a dispersed group of barrows on the heathland in this area, and are well preserved examples of their class. The site is largely screened from these Scheduled Monuments by woodland to the north east of the site. The site also lies approximately 250m to the east of Hampreston Conservation Area. The Conservation Area Appraisal notes that the open character of the landscape extends into the Conservation Area and visually connects with the village green. Therefore, development at this site could effect intervisibility between the open character of the landscape and the Conservation Area, including Hampreston's village green.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--	Mainly greenfield land on Grade 2 and Grade 3 agricultural land. A small proportion of the site is located on Grade 4 agricultural land (northern edge).
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	-?	Southern third of site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Ferndown & West Parley and Longham. A Primary Transport Corridor also runs through the site, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A348) and some areas of residential development. A residential allocation is also located to the east of the site.

SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Ferndown & West Parley and Longham. A Primary Transport Corridor also runs through the site, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Ferndown & West Parley and Longham. A Primary Transport Corridor also runs through the site, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++/-	Site is at the Main Settlement of Ferndown & West Parley, therefore a significant positive effect is identified for access to its services and facilities. However, a minor negative effect is also identified in relation to the potential loss of the existing social club that could result from development.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--?	A significant positive effect is identified as the site is within 800m of open space, a sports facility, public rights of way and a cycle path; an uncertain significant negative effect is also identified as the south east corner of the site is shown on OS base mapping as a sports ground, although it is unclear if this is still in use.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Ferndown & West Parley and Longham. A Prime Transport Corridor also runs through the site, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-9

**Site area (hectares):** 8.87

**ID codes of constituent sites:** 9

**Proposed uses of constituent sites:** New Settlement Boundary (Removal from Green Belt)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where all planning applications could potentially have adverse effects. Additionally, site is within 250m of the River Avon SAC. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Large greenfield site (it is assumed that only the undeveloped areas within the site would be developed).
SA3: Historic environment	--?	Site is within the Winkton Conservation Area, the setting of which, including the undeveloped land within the Area, is important to its designation. Site also contains 10 Grade II listed buildings. Additionally, site is within 5km of several Scheduled Monuments (closest is St Catherine's Hill camp and round barrows approximately 1.6km to the west of the site) and a Registered Park and Garden (Avon Tyrrell). However, with the exception of the Grade II buildings on site, development on the undeveloped parts of the site is judged unlikely to be capable of significantly affecting the settings of many of these assets due to their separation distances and the close relationship of the land with the existing built up areas of Winkton and Burton.
SA4: Built environment	0	Greenfield site (it is assumed that settlement expansion will only occupy the undeveloped greenfield areas of the revised settlement boundary).
SA5: Land and soils	--	Undeveloped parts of site are greenfield on mainly Grade 2 agricultural land and partially on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site partially within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Undeveloped parts of site are greenfield.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	The undeveloped parts of the site are adjacent to existing residential development which could be subject to temporary noise and disturbance effects during construction.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton.

SA9: Flood risk	-	Undeveloped parts of site are greenfield outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton.
SA11: Access to services	-	Site is at the Hamlet of Winkton and within 400m of the Village of Burton.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton.

**Site ID code:** LPR-REG18-10

**Site area (hectares):** 1.59

**ID codes of constituent sites:** 10

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site contains part of the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where all development could potentially have adverse effects. Site is also within 250m of the Avon River SAC and an LNR, and site is adjacent to a SINC. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	+?	Site is brownfield and currently used for large industrial buildings and a car park. Proposed residential development could improve the appearance of the site within the landscape and make it more in keeping with the surrounding residential townscape.
SA3: Historic environment	+?	Site is adjacent to the Christchurch Central Conservation Area and is approximately 40m northwest of the Purewell Conservation Area, the riverside and historic settings of which are important to their designations. Additionally, site is located approximately 100m northeast of the early 19th Century Grade I Waterloo Bridge within the Christchurch Central Conservation Area and is located within 5km of other listed buildings including multiple Grade I and II* buildings within the Conservation Areas. The site is also located approximately 320m east of the early Christian cemetery, Augustinian priory and a motte and bailey castle Scheduled Monument and is within 5km of other monuments. The surrounding built up area of Christchurch limits intervisibility between the site and many of these assets, however, residential development at the site could potentially enhance the settings of these assets by replacing the existing land use of large bulky industrial buildings and a car park with the softened appearance of residential areas, more in keeping with the surrounding historic townscape. Therefore the historic landscape score is upgraded from "--?" to "+?".
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.

SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of residential receptors. Site is also surrounded by employment areas which could cause permanent operational noise and air pollution for the residents of the site. However this is uncertain as the polluting effects of these sites are unknown.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	--?	Brownfield site within flood zone 3a.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	++	Site is at the Main Settlement of Christchurch.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	--	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. However, the site currently contains employment land which would be lost following residential development. This would result in substantial job loss. Therefore, a significant adverse effect is applied (--).

**Site ID code:** LPR-REG18-11

**Site area (hectares):** 1.68

**ID codes of constituent sites:** 12

**Proposed uses of constituent sites:** Green Belt amendment to allow Re-use or redevelopment of former water works buildings for residential or employment

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Catley Copse SINC and ancient woodland. Although site is more than 1km from an SSSI, with regard to the residential aspect of the proposed development, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	--?	The western half of the site is within 250m of Cranborne Chase & West Wiltshire Downs AONB.
SA3: Historic environment	-?	Site is within 250m of Wimborne Minster Conservation Area, although there is limited intervisibility between the site and the Conservation Area. The Conservation Area Appraisal notes that the area has a strong, small country-town character due to its physical separation from other settlements and its proximity to open countryside. Indeed, in one or two places open countryside edges close to the centre of Wimborne Minster. It is possible that development at this site could have adverse effects on intervisibility between the open countryside and the town centre. A variety of more distant designated heritage assets are present within 5km of the site, particularly to the south.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	-	Mainly greenfield land on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Effect would be '+?', if employment site.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings in Wimborne Minster are within 100m of its boundary. Residential allocations are also located to the east and south of the site. These could be subject to temporary noise and disturbance effects during construction at this site. Effect would be '-?', if employment site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster.
SA11: Access to services	++	Site is at the Main Settlement of Wimborne Minster. No effect, if employment site (0).
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, public rights of way and cycle paths. Effect would be '+', if employment site.
SA14: Housing	++	Assuming site is used for residential use, there is a proposed or estimated capacity for more than 10 dwellings. No effect, if employment site (0).
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Effect would be '++', if employment site.



**Site ID code:** LPR-REG18-13

**Site area (hectares):** 2.47

**ID codes of constituent sites:** 13

**Proposed uses of constituent sites:** Retail - Allocation of district centre

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site adjacent to the Mude Valley Nature Reserve SINC and within 1km of an LNR. The local footpath and road networks provide good access from the site to these designated biodiversity assets, however the surrounding industrial developments and built up area of Christchurch may cause a barrier effect and limit the potential impact of development on the site upon these assets. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	+?	Site is brownfield and predominantly industrial and disused hardstanding. Proposed development could improve the appearance of the site within the landscape.
SA3: Historic environment	0	The site is located approximately 2km west of the Grade I Highcliffe Castle, 1.3km north of the Grade II* The Moorings, 2km northeast of Grade I and II* listed buildings within the Christchurch Central Conservation Area and site is also located within 5km of other listed buildings. The site is also located approximately 900m northeast of Staple Cross Scheduled Monument and is within 5km of other monuments. Additionally, site is within 5km of 6 Conservation Areas; Verno Lane, Burton Lane, Mundeford Quay, Stanpit & Fisherman's Bank, Purewell and Christchurch Central Conservation Areas, the settings of many of which are important to their designations. However, retail development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances and the sites close relationship with and screening effect of the existing built up areas of Highcliffe and Christchurch. Furthermore, new development on this brownfield site, currently utilised for large industrial buildings and disused hardstanding, is judged unlikely to be capable of negatively impacting upon the setting of these assets. Therefore the historic environment score is increased from "--?" to "0".
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Majority of site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.

SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	Site is within 800m of bus stops and cycle paths in Christchurch and Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-?	Site is adjacent to existing residential areas along its northern boundary which could be subject to temporary noise and disturbance effects during construction of this site. Additionally, depending on the operational nature of the proposed retail development on the site, adjacent residential areas could also be subject to permanent disturbance, however this is more uncertain.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Christchurch and Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	0	Brownfield site outside of flood zone 3b. However it is noted that flood zone 3b runs adjacent to the east of the site for approximately 20m.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Christchurch and Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	0	No effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Site is within 800m of a cycle path and within the main Settlement of Christchurch.
SA14: Housing	0	No effect.
SA15: Economy	++	Site is large.

**Site ID code:** LPR-REG18-14**Site area (hectares):** 0.99**ID codes of constituent sites:** 14**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of three SINCS, a Local Wildlife Site and a Local Nature Reserve. However, the intervening settlement of Colehill to the south east of the site helps reduce its impact on these designated conservation sites.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is within Burts Hill Conservation Area. According to the Conservation Area Appraisal, Burts Hill is recognised for its high number of cob and thatch buildings, and the permeable landscape which comprises a network of lanes, green lanes, gravel tracks and paths. The enclosure created by these features creates an intimate, introspective landscape. The site is approximately 400m south west of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School; two of an original group of three round barrows. The site is screened from the bell barrow by trees and thick hedgerows to the south west of the feature, while the bowl barrow is no longer visible on the surface but the ditch survives as a buried feature. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Colehill.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Colehill.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Colehill.
SA11: Access to services	+	Site is at the Suburban Centre of Colehill.

SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Colehill.

**Site ID code:** LPR-REG18-16

**Site area (hectares):** 3.89

**ID codes of constituent sites:** 15

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m-1km of Burton Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Site is also within this distance of a SINC and an LNR. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however the surrounding built up area of Highcliffe and the A35 bordering the site to the north could cause barrier effects and may limit the potential impacts of development on the site upon these assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is large and greenfield.
SA3: Historic environment	--?	Site is partially within the Verno Lane Conservation Area along its north eastern fringe, however there is no Conservation Area Management Plan available to advise as to the importance of setting to its designation. Site is also located approximately 40m west of a Grade II building within the Conservation Area, is approximately 1.4km northwest of the Grade I Highcliffe Castle and site is also within 5km of other listed buildings. Site is also located approximately 1.3km north of the round barrow east of Southcliffe Road Scheduled Monument and is also within 5km of other monuments. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with and screening effect of the existing built up area of Highcliffe, and the screening effects of the woodland enclosing the Conservation Area.
SA4: Built environment	0	Mainly greenfield site, however it is noted there is some housing development in the southwest of the site.
SA5: Land and soils	--	Mainly greenfield site on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	The northern part of site is within 250m of a Minerals Safeguarding Area and the remainder is further than 250m from a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	The site is adjacent to the A35 which could cause permanent air and noise pollution to residents within the site. Site is also adjacent to existing residential areas and within 100m of allocated land for an urban extension which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	-	Mainly greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	+	Site is at the District Centre of Highcliffe.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Development of the site could cause loss of committed new open space (Land At Hoburne). However, following development the site would still be within 800m of open space, sports facilities, cycle paths and public rights of way. Therefore a mixed effect health score is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

**Site ID code:** LPR-REG18-17**Site area (hectares):** 0.81**ID codes of constituent sites:** 16**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of a SINCR and is within 1km of ancient woodland. Site is not within 1km of a SSSI but is within an Impact Risk Zone for the New Forest SSSI where residential development could potentially have adverse effects. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening built development of Highcliffe may limit the potential impact of development on the site upon westerly designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is further than the Dorset Heathlands 5km consultation zone.
SA2: Landscape	--?	Site is large and greenfield.
SA3: Historic environment	-?	Site is located approximately 1.2km northeast of the Grade II* Greystones listed building and is within 5km of a variety of Grade II listed buildings. Site is also within 5km of the Bramble Lane Conservation Area and is within 5km of Scheduled Monuments (closest is the round barrow east of Southcliffe Road located approximately 3.6km southwest of site). However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances and the sites close relationship with and screening effect of the existing built up area of Highcliffe.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on urban land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the east of the site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential receptors and a Residential Infill Policy Area which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops in Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	+	Site is at the District Centre of Highcliffe.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Highcliffe. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.



**Site ID code:** LPR-REG18-18**Site area (hectares):** 12.1**ID codes of constituent sites:** 17**Proposed uses of constituent sites:** Residential (inc. onsite SANG. site is extension of Core Strategy FWP7)**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of Parley Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. It is also within this distance of a SINC and Local Nature Reserve. The local footpath network provides good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '-?' to '-?'
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site lies adjacent to a Scheduled Monument, Dudsbury Camp, a small multivallate hillfort that survives comparatively well. It is also within 5km of a variety of more distant designated heritage assets. The site also lies approximately 500m north west of West Parley Conservation Area.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land. A small proportion of the site is located on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 100m of bus stops in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site. It is also within 100m of the A347.
SA8: Climate change mitigation	+	Site is within 100m of bus stops in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 100m of bus stops in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Ferndown & West Parley.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 100m of bus stops in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-19

**Site area (hectares):** 2.04

**ID codes of constituent sites:** 18

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of a SINC and ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site abuts Burts Hill Conservation Area. According to the Conservation Area Appraisal, Burts Hill is recognised for its high number of cob and thatch buildings, and the permeable landscape which comprises a network of lanes, green lanes, gravel tracks and paths. The enclosure created by these features creates an intimate, introspective landscape. The site lies approximately 400m north west of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School; two of an original group of three round barrows. The site is screened from the bell barrow by Colehill Triangle Woodland, while the bowl barrow is no longer visible on the surface but the ditch survives as a buried feature. A variety of designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A very small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Colehill.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Colehill.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Colehill.
SA11: Access to services	+	Site is at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is adjacent to an area of open space, and is also within 800m of sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Colehill.

**Site ID code:** LPR-REG18-20

**Site area (hectares):** 0.33

**ID codes of constituent sites:** 19

**Proposed uses of constituent sites:** Green Belt amendment to bring property in the urban area - presumed for residential development

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 1km of the River Avon SAC, the Avon Valley SPA, Ramsar site and SSSI, and the Purewell Meadows SSSI, and site is within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. Site is also within 1km of a SINCR and an LNR. The local footpath and road networks provide good access from the site to the SSSIs and other designated biodiversity assets, however a barrier effect caused by the surrounding built development within the village of Burton to the north a southwest, and the railway line and Christchurch Bypass to the south, may limit the potential impacts of development on the site upon these designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	-?	Site is greenfield and is small.
SA3: Historic environment	-?	Site is located approximately 270m west of the Burton Conservation Area, the open rural setting of which is important to its designation, and is also within 5km of other Conservation Areas. Site is also located approximately 680m northwest of the Staple Cross Scheduled Monument and is also within 5km of other monuments. Additionally, site is located approximately 1km south of the Grade II* 18th Century Burton Hall and is within 5km of a variety of nearby Grade II listed buildings, including those within Burton Conservation Area. However, with the exception of the nearby Grade II listed buildings, residential development at the site is judged unlikely to be capable of significantly affecting the settings of these assets due to their separation distances and the sites close relationship with and enclosure by the existing built up area of Burton.
SA4: Built environment	0	Mainly greenfield site, however it is noted there is one dwelling present in the west of the site.
SA5: Land and soils	-	Mainly greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.

SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site surrounded to residential areas and an allocated Urban Extension area which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	-	Site is at the Village of Burton.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

**Site ID code:** LPR-REG18-21

**Site area (hectares):** 4.27

**ID codes of constituent sites:** 20; 21

**Proposed uses of constituent sites:** Employment (Conversion and redevelopment for rural economy uses); Employment (Conversion and redevelopment for B1 & B8 uses)

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of two SINC's and ancient woodland. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	--?	Site is within Stour Valley AGLV and is mainly greenfield land.
SA3: Historic environment	--?	A small proportion of the site is within Almer Conservation Area, and within close proximity to some Listed Buildings within that Conservation Area. The Conservation Area Appraisal notes that the area is situated on flat land, surrounded by low hills and woods. There are long distance views to the south towards West Morden and to the north-east, resting on Westley Wood. The remainder of the site is within a Registered Park & Garden (Charborough Park), and contains East Almer Farmhouse Grade II Listed Building. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--?	Mainly greenfield land on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	Site is within 800m of bus stops.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-?	The site is within 100m of residential receptors which could be subject to temporary disturbance during construction of the site and permanent disturbance once operational, however this is uncertain as the operational pollutants of the proposed employment development are unknown.
SA8: Climate change mitigation	+	Site is within 800m of bus stops.
SA9: Flood risk	-	The majority (>50%) of this site is greenfield and outside of flood zones 3 although it is noted that the western corner of the site is in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops.
SA11: Access to services	0	Employment site, no effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	0	Site is not within 800m of a cycle path or one of the District's main towns.
SA14: Housing	0	Employment site, no effect.
SA15: Economy	++	Site is more than 0.5ha in size.

**Site ID code:** LPR-REG18-22

**Site area (hectares):** 1.06

**ID codes of constituent sites:** 22

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** No

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Petersham Copse SINC and ancient woodland, and between 250m and 1km of Holt Heath National Nature Reserve. The site is between 250m and 1km of Holt & West Moors Heaths SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the above designated sites.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	-?	Although site contains development (a farm), the nature of this use contributes towards the character of area. Therefore, score downgraded from '+?' to '-?'.
SA3: Historic environment	--?	Site is within 50m of Quaint Corners Grade II Listed Building, while a variety of more distant designated heritage assets are present within 5km of the site. Furthermore, the site is on brownfield land and contains a farm that helps contribute towards the character of the area.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is more than 800m from any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.
SA9: Flood risk	0	Brownfield site that is not in flood zone 3.
SA10: Sustainable travel	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.
SA11: Access to services	-	Site is at the Village of Holt, but separated from its boundary by a distance of approximately 200m.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.

**Site ID code:** LPR-REG18-25

**Site area (hectares):** 0.06

**ID codes of constituent sites:** 94

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site adjacent to the River Avon SAC and the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where all development could potentially have adverse effects. Site is also within 1km of a SINC and an LNR. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	-?	Small greenfield site.
SA3: Historic environment	--?	Site is within the Christchurch Central Conservation Area and is located approximately 75m south of the early 19th Century Grade II* building at 3 Bridge Street, approximately 80m southeast of the 12th Century Grade I Constable's House located across the river, and is within 5km of many other listed building including multiple Grade I and II* buildings in the Christchurch Central Conservation Area. The site is also approximately 40m west of the pre-Conquest monastery, early Christian cemetery, Augustinian priory and a motte and bailey castle Scheduled Monument. However, residential development at the site is judged unlikely to be capable of significantly affecting the settings of these assets due to the sheltered nature of the site by the surrounding vegetation which limits intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on urban land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.



SA9: Flood risk	--	Greenfield site within flood zone 3b.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	++	Site is at the Main Settlement of Christchurch.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

**Site ID code:** LPR-REG18-27

**Site area (hectares):** 0.89

**ID codes of constituent sites:** 23

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	0?	Site is not within 1km of any designated sites.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is further than the Dorset Heathlands 5km consultation zone.
SA2: Landscape	--?	Site is within the Cranborne Chase & West Wiltshire Downs AONB.
SA3: Historic environment	-?	Site is located approximately 40m southeast of a Grade II listed building, approximately 200m southeast of the early 14th Century Grade II* Church of St Mary, and is within 5km of a variety of other listed buildings. Site is also within this distance of Scheduled Monuments, including the enclosure south of Humby's Stock Coppice located approximately 1.2km west of site, which has survived comparatively well including in its landscape context, and the wor barrow and two bowl barrows on Handley Down located approximately 1.5km east of site. Site is also within 5km of Registered Parks and Gardens, including the Grade II* St Giles' House Registered Park and Garden. However, residential development at the site is judged unlikely to be capable of significantly affecting the settings of many of these assets due to its close relationship with and near complete enclosure by the existing development of Sixpenny Handley.
SA4: Built environment	0	Mainly greenfield site, however it is noted that there is some agricultural development located in the north of the site.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	0	Site not within 250m within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source <u>Protection Zones</u>	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable <u>transport</u>	+	Site is within 800m of bus stops in Sixpenny Handley.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site surrounded by existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sixpenny Handley.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Sixpenny Handley.

SA11: Access to services	0	Site is at the Rural Service Centre of Sixpenny Handley.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sixpenny Handley.

**Site ID code:** LPR-REG18-28**Site area (hectares):** 0.32**ID codes of constituent sites:** 24**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where all planning applications could potentially have adverse effects. Site is also within 250m of the River Avon SAC. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	-?	Small greenfield site.
SA3: Historic environment	--?	Site is within the Winkton Conservation Area, the high quality setting of which, including the glimpses of views available to the wider river setting in the east of the Conservation Area, is of importance to its designation. As the site is already occupied by woodland, development on this site is unlikely to significantly impact the views to the river from the Conservation Area to the east of the site. However, development of the site could significantly influence the existing riverside setting designated within the Conservation Area itself, including the site itself and the land to the west. Site is also adjacent to Grade II listed buildings located within the Conservation Area and is within 5km of Scheduled Monuments (closest being St Catherine's Hill camp and round barrows approximately 1.7km west of site) and a Registered Park and Garden (Avon Tyrell).
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Western part of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site adjacent to residential areas and a care home which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton.
SA9: Flood risk	-	Greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton.

SA11: Access to services	-	Site is at the Hamlet of Winkton and within 400m of the Village of Burton.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton.

**Site ID code:** LPR-REG18-29

**Site area (hectares):** 22.83

**ID codes of constituent sites:** 28

**Proposed uses of constituent sites:** Proposal to remove land from the Green Belt (Residential & Education)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	The site is partially within 250m of the St Leonards and St Ives Heaths SSSI. Site is between 250m and 1km of the River Avon SAC and SSSI and the Avon Valley SPA, Ramsar site and SSSI. Site is also within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. The potential effects of the proposed education development aspects of the site on the Dorset Heaths European Sites, located within 250m of the site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b). The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however the potential impacts of development on the site upon the St Leonards and St Ives Heaths SSSI may be reduced due to a barrier effect cause by the intervening A31 dual carriageway located between them.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	--?	Southerly part of site is within 250m of the Avon Valley AGLV; this is also a large site on mainly greenfield land.
SA3: Historic environment	-?	Site is located approximately 150m south of a Grade II listed building, 850m southwest of Grade II* buildings within the settlement of Ringwood (the closest being Bridge House), and is within 5km of a variety of other listed buildings. However, development at the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with the existing built up area of St Ives and the presence of the intervening A31 road. Site is also located approximately 800m southeast of the two bowl barrows in Watchmoor Wood Scheduled Monument, which have survived well despite some disturbance by tree planting operations. However, these surrounding trees prevent intervisibility with the site, thereby limiting the potential impact of development on site upon their setting.
SA4: Built environment	0	Mainly greenfield site, however it is noted there is some scattered development across the site such as schools, farms and dwellings.
SA5: Land and soils	-	Site is mainly greenfield and on non-agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.

SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in St Ives.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	The site is adjacent to an A Road which could cause permanent noise and air pollution for residents on the site. Site is also adjacent to existing residential receptors and contains sensitive receptors, including schools, which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in St Ives.
SA9: Flood risk	-	Mainly greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in St Ives and along the A31 corridor.
SA11: Access to services	+	Site is at the Suburban Centre of St Ives.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Development of the site could cause loss of open space (Verwood Road / Folly Farm). However, following development the site would still be within 800m of open space, sports facilities, and public rights of way. Therefore a mixed effect health score is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in St Ives and along the A31 corridor.

**Site ID code: LPR-REG18-31**

**Site area (hectares): 1.11**

**ID codes of constituent sites: 29**

**Proposed uses of constituent sites: Residential  
posed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m-1km of ancient woodland, SINC's and an LWS. The local footpath and lanes networks provide good access from the site to these designated biodiversity assets, however a barrier effect caused by nearby woodlands may limit the potential impact of development on the site upon the southerly assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is further than the Dorset Heathlands 5km consultation zone.
SA2: Landscape	--?	Site is within the Cranborne Chase & West Wiltshire Downs AONB. This is also mainly a brownfield site, therefore proposed development on it may have the potential to improve the appearance of the site within the landscape. However, as the site is presently used for agricultural buildings, which is in keeping with the landscape, it is judged that proposed development still has the potential to cause uncertain significant adverse effects due to the sites location within the AONB.
SA3: Historic environment	0	The site is within 5km of listed buildings, including Grade II listed buildings within Long Crichel approximately 300m west of site, and the Church of St Mary Grade II* and Crichel House Grade I listed buildings located approximately 2.2km southwest of site. Listed buildings, including the Grade I Church of St Michael, are also located within the village of Gussage St Michael located approximately 1.1km north of site, however the elevated landscape between the site and these assets limits intervisibility. Site is located approximately 900m west of the roman road Scheduled Monument and approximately 1km south of the barrow on Parsonage Hill, which has survived comparatively well. Site is also located approximately 1.5km west of the Gussage All Saints Conservation Area, the setting of which is important to its designation. However, due to the elevated land located between the site and the Conservation Area, intervisibility is limited between them. Therefore the impact of development at the site upon the settings of the Conservation Area and the listed buildings within it, including the 14th Century Grade I Church of St All Saints, is limited. Additionally, site is within 5km of Registered Parks and Gardens, including the Grade II* St Giles' House and Grade II* Crichel House Registered Parks and Gardens. However, as the site is currently used for large agricultural buildings, residential development at the site is judged unlikely to be capable of significantly affecting the setting of these assets, and therefore the score is upgraded from "-?" to "0".
SA4: Built environment	+?	Mainly brownfield site, however greenfield land utilised as a garden is present in the south of site.
SA5: Land and soils	+?	Site is mainly on brownfield land.



SA6(a) Resource efficiency: Minerals safeguarding	0	Site not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Mainly brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is not within 800m of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	-	Site is not within 800m of sustainable transport links.
SA9: Flood risk	0	Brownfield site outside of flood zones 3a and 3b.
SA10: Sustainable travel	-	Site is not within 800m of sustainable transport links.
SA11: Access to services	--	Site is within 400m of the Hamlet of Long Crichel, therefore the accessibility score is downgraded from "-" to "--".
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Site is within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	-	Site is not within 800m of sustainable transport links.

**Site ID code:** LPR-REG18-35

**Site area (hectares):** 7.29

**ID codes of constituent sites:** 30

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site lies adjacent to Downley Coppice ancient woodland, and is within 250m of Downley Coppice SINC. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is not within the Dorset Heathlands 400m or 5km consultation zones.
SA2: Landscape	--?	Site is within Cranborne Chase & West Wiltshire Downs AONB and is also a large greenfield site.
SA3: Historic environment	--?	Site adjoins Witchampton Conservation Area, and is within close proximity to some Listed Buildings within that Conservation Area. The Conservation Area Appraisal notes that most of Witchampton village is situated between the edge of the water-meadows and the foot of a steep escarpment. More specifically, Pound Hill connects the main 'lower' village with two groups of linear development in Crichel Lane. Remnants of pine plantations supplement indigenous trees and copses in the 'lower' village, giving an essentially wooded appearance to the village when viewed from the valley. The site also lies approximately 150m south of a Registered Park & Garden (Crichel House), approximately 250m to the north of a Scheduled Monument (Roman buildings), and approximately 350m to the north of another Scheduled Monument (Abbey buildings). All the features of the Roman buildings, including a Roman-Celtic temple, survive as buried structures, layers and deposits. The Abbey buildings, visible from the surface, also survive well and are Listed Grade II.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	-	Part of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: <u>Brownfield development</u>	-	Greenfield site.
SA7(a) Pollution: Source <u>Protection Zones</u>	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable <u>transport</u>	+	Site is within 800m of bus stops and a cycle path in Witchampton.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings in Witchampton are within 100m of its boundary. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Witchampton.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Witchampton.
SA11: Access to services	-	Site is at the Village of Witchampton.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Witchampton.

**Site ID code:** LPR-REG18-36

**Site area (hectares):** 124.69

**ID codes of constituent sites:** 31

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site contains part of the Moors River System SSSI and is adjacent to the Holt and West Moors Heaths SSSI and Horton Common SSSI, as well as being within an Impact Risk Zone for these SSSIs where all planning applications could potentially have adverse effects. Site also contains part of a SINC, is adjacent to an LNR and an LWS and is partially within 1km of ancient woodland. The local footpath network provides good access from the site to the SSSIs and other designated biodiversity assets, however the intervening built development of Verwood limits the impacts of the site upon the northerly designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site is adjacent to and partially within the 400m consultation zone for the Dorset Heaths European sites.
SA2: Landscape	--?	A small part of the western end of the site is within 250m of the Woodlands AGLV; this is also a large site on mainly greenfield land.
SA3: Historic environment	--?	Site is adjacent to a bowl barrow cemetery and a cross dyke Scheduled Monument, considered of national importance as very few cross dykes have survived to the present day, and is located approximately 270m east of an additional bowl barrow Scheduled Monument on Redman's Hill, however its intervisibility with site is limited by surrounding vegetation. Site is also located approximately 180m and 430m south of Sandalholme pottery works and Potteries at Prairie Farm Scheduled Monuments respectively. Additionally, site is within 5km of Conservation Areas, listed buildings and St Giles' House Grade II* Registered Park and Garden. However, with the exception of the adjacent Scheduled Monument, residential development at the site is judged unlikely to be capable of significantly affecting many of their settings due to their separation distances, the sites close relationship with the existing built development of Verwood and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site, though it is noted that there is a farm development in the northeast of the site.
SA5: Land and soils	-	Mainly greenfield site predominantly on Grade 4 agricultural land and partially on Grade 3 and 5 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.

SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Verwood. Site is also within 250m of a Primary Transport Corridor and therefore there is potential for future enhancement.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent to a new school site and residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+/-?	Site is within 800m of bus stops and cycle paths in Verwood. Site is also within 250m of a Primary Transport Corridor and therefore there is potential for future enhancement. Ordnance Survey base mapping indicates the presence of a solar farm on site, although this is not visible on aerial photography. If such renewable energy infrastructure is present on site, its loss to residential development would have negative effects in relation to this SA objective. Therefore a mixed effect climate change mitigation score is given.
SA9: Flood risk	-	Mainly greenfield site that is predominantly outside of flood zone 3. However, it is noted that part of the north of the site is within flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Verwood. Site is also within 250m of a Primary Transport Corridor and therefore there is potential for future enhancement.
SA11: Access to services	++	This site at the Main Settlement of Verwood.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Site partially overlaps River Crane Playing Fields therefore development of the site could cause loss of open space. However, following development the site would still be within 800m of healthcare facilities, open space, sports facilities, cycle paths, and public rights of way. Therefore a mixed effect health score is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Verwood. Site is also within 250m of a Primary Transport Corridor and therefore there is potential for future enhancement.

**Site ID code:** LPR-REG18-37

**Site area (hectares):** 16.06

**ID codes of constituent sites:** 32

**Proposed uses of constituent sites:** Residential Development

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where all planning applications could potentially have adverse effects. Site is also within 250m of the River Avon SAC and is partially within 1km of a SINC. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Large greenfield site.
SA3: Historic environment	--?	Site is partially within the Winkton Conservation Area and is located approximately 140m north of the Burton Conservation Area, the riverside and rural settings of which respectively are important to their designation. Site is located approximately 240m north of the Grade II* 18th Century Burton Hall and is within 5km of other listed buildings including those within the Conservation Areas. Additionally the site is within 5km of Scheduled Monuments (closest being St Catherine's Hill camp and round barrows approximately 1.6km west of site) and a Registered Park and Garden (Avon Tyrell).
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--	Greenfield site mainly on Grade 2 agricultural land and the remainder is on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site adjacent to residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton.
SA9: Flood risk	-	Greenfield site outside of flood zone 3, however it is noted the site is adjacent to flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton.
SA11: Access to services	-	Site is at the Village of Burton and at the Hamlet of Winkton.

SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Site contains existing open space (playing field at Winkton Park) and its development could cause lead to its loss. However, following development the site would still be within 800m of healthcare facilities, open space, sports facilities, cycle paths, and public rights of way. Therefore a mixed effect health score is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton.

**Site ID code:** LPR-REG18-43**Site area (hectares):** 1.04**ID codes of constituent sites:** 37**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Hinton Martell SINC and Wiltshire Wood SINC and ancient woodland. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Site is within Cranborne Chase & West Wiltshire Downs AONB and is mainly greenfield land.
SA3: Historic environment	--?	Part of the site is within Hinton Martell Conservation Area, and adjacent to some Listed Buildings within that Conservation Area. The Conservation Area Appraisal notes that Wiltshire Wood and sloping farmland to the north of Hinton Martell act as a backdrop to buildings within the village, creating enclosure. Indeed the village is introspective in character, with few views of the Allen Valley to the south and west.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--?	Mainly greenfield land on Grade 3 agricultural land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	0	Site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: <u>Brownfield development</u>	-	Mainly greenfield land.
SA7(a) Pollution: Source <u>Protection Zones</u>	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is more than 800m from any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings in Hinton Martell are within 100m of its boundary. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.
SA11: Access to services	-	Site is at the Village of Hinton Martell.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Site is within 800m of public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.



**Site ID code:** LPR-REG18-44

**Site area (hectares):** 1.32

**ID codes of constituent sites:** 38

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of Ferndown Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. It is also within this distance of two SINCS and ancient woodland. The local footpath network provides good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 75m to the west of a Scheduled Monument - a comparatively well preserved bell barrow known as Belle Vue Barrow, and a bowl barrow. The site also lies approximately 375m to the south of another Scheduled Monument (another bowl barrow, which is well preserved) but is screened from it by woodland. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Longham. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development while a residential allocation is located north of the site. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Longham. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops in Longham. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	-	Site is at the Village of Longham.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is between two areas of open space, and also within 800m of a sports facility and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Longham. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-45

**Site area (hectares):** 7.06

**ID codes of constituent sites:** 41

**Proposed uses of constituent sites:** Education - Remove land from the Green Belt to accommodate Dumpton School Expansion

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	The site is between 250m and 1km of ancient woodland. The potential effects of the proposed educational aspects of the site on the Dorset Heathlands European Sites, located further than 1km from site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	+?	Mainly brownfield land.
SA3: Historic environment	--?	Site abuts Burts Hill Conservation Area. According to the Conservation Area Appraisal, Burts Hill is recognised for its high number of cob and thatch buildings, and the permeable landscape which comprises a network of lanes, green lanes, gravel tracks and paths. The enclosure created by these features creates an intimate, introspective landscape. The site is approximately 500m north west of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School; two of an original group of three round barrows. The site is screened from the bell barrow by trees and thick hedgerows to the north west of the feature, while the bowl barrow is no longer visible on the surface but the ditch survives as a buried feature. A variety of more distant designated heritage assets are present within 5km of the site although a school expansion at the site is judged unlikely to effect their settings due to its close relationship with the existing built up area of the school.
SA4: Built environment	+?	Mainly brownfield land.
SA5: Land and soils	+?	Mainly brownfield land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Mainly brownfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Wimborne Minster.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but the existing school is within 100m of its boundary. The school could be subject to temporary noise and disturbance effects during the school expansion.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Wimborne Minster.
SA9: Flood risk	0	Mainly brownfield land that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops in Wimborne Minster.
SA11: Access to services	++	Site designated for school expansion, improved access to educational services.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities and public rights of way.
SA14: Housing	0	Site designated for school expansion, no residential dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Wimborne Minster.

**Site ID code:** LPR-REG18-47

**Site area (hectares):** 2.06

**ID codes of constituent sites:** 42; 43; 44; 45; 46; 47; 48

**Proposed uses of constituent sites:** Residential; Residential; Residential;  
Residential; Residential; Residential;  
Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Of the five parcels which make up the site, four are within 250m and one is within 250m-1km of the Moors River System SSSI and all parcels are within an Impact Risk Zone for this SSSI where residential and rural residential development could potentially have adverse effects. Additionally, two parcels are within 250m and three parcels within 1km of SINCs, two parcels are within or partially within 250m and three parcels within 1km of ancient woodland, and three parcels are within or partially within 1km of an LWS. The local footpath and lane networks provide good access from the site to the SSSIs and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Four of the five parcels making up the site are within the Cranborne Chase & West Wiltshire Downs AONB and the remaining parcel is within 250m of this. Additionally, one parcel is within the Wooldands AGLV and one is within 250m of it. Two of the site parcels are brownfield, therefore proposed development on them may have the potential to improve the appearance of the site within the landscape. However, as the parcels are presently used for agricultural developments, which are in keeping with the landscape, it is judged that proposed development still has the potential to cause uncertain significant adverse effects due to the sites location within and within 250m of the AONB and AGLV.

SA3: Historic environment	0/--?	<p>Of the five parcels which make up the site, four are within the Edmondsham Conservation Area and one is within 5km of it, the intimate woodland setting of which is important to its designation. Site is also within 5km of listed buildings, including one Grade II listed building located adjacent to one of the site parcels, and the 12<sup>th</sup> Century origin Grade II* Church of St Nicholas and 16th Century Grade II* Edmondsham House located within the Conservation Area. Site is within 5km of Scheduled Monuments, including the motte and bailey castle upon Castle Hill located approximately 600m north of the westernmost site parcel. However, the woodland surrounding this asset limits intervisibility with the site. The site is also located within 5km of Registered Parks and Gardens, including St Giles' House and Cranborne Manor Grade II* Registered Parks and Gardens. Residential development on these parcels is judged unlikely to be capable of significantly affecting the settings of these assets due to the close relationship between three of the site parcels with the development of Edmondsham. Additionally, as existing large agricultural development is present on two of the parcels, residential development on these parcels is unlikely to alter the impact of development on the site upon the settings of the historic assets. Therefore, for these parcels the historic environment score is upgraded to "0" and an overall mixed historic environment score is given for this site.</p>
SA4: Built environment	+?/0	Three parcels are greenfield sites and two are brownfield. Therefore site will have mixed effects.
SA5: Land and soils	+?/-	Three parcels are greenfield sites on Grade 3 agricultural land and two are brownfield sites. Therefore site will have mixed effects.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site is not within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?/-	Three parcels are greenfield sites and two are brownfield. Therefore site will have mixed effects.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops.
SA9: Flood risk	0/--	Three parcels are greenfield sites and two are brownfield. One of the greenfield parcels is mainly within flood zone 3 and the remaining greenfield and brownfield parcels are outside of flood zone 3. Therefore site will have mixed effects.
SA10: Sustainable travel	+	Site is within 800m of bus stops.

SA11: Access to services	-/--	Site parcels are at or within 100m of the Village of Edmonsham, however one parcel is located further than 400m from the Village. Therefore site will have mixed effects.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Site is within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops.

**Site ID code:** LPR-REG18-48

**Site area (hectares):** 0.51

**ID codes of constituent sites:** 49

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m-1km of the Holt and West Moors Heaths SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Site is also within this distance of a SINC. The local footpath network provides good access from the site to the SSSIs and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone.
SA2: Landscape	--?	Large greenfield site.
SA3: Historic environment	-?	Site is within 5km of listed buildings and Scheduled Monuments, however residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distance, the sites close relationship with the existing surrounding residential properties and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	-	Site is within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: <u>Brownfield development</u>	-	Greenfield site.
SA7(a) Pollution: Source <u>Protection Zones</u>	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent to existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops.
SA9: Flood risk	-	Greenfield site that is not within flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops.
SA11: Access to services	--	Site is further than 400m from the Rural Service Centre of Three Legged Cross, therefore the accessibility score is downgraded from "-" to "--".
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of open space, sports facilities, and <u>public rights of way</u> .
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops.



**Site ID code:** LPR-REG18-52

**Site area (hectares):** 0.36

**ID codes of constituent sites:** 51

**Proposed uses of constituent sites:** Residential (or all potential uses) - employment and other uses

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of the Avon Valley SPA and Ramsar site. Site is also within this distance of a SINC and an LNR. Site is within 250m-1km of Purewell Meadows and Avon Valley SSSIs and within an Impact Risk Zone for these SSSIs where all planning applications could potentially have adverse effects. Site is also within this distance of the River Avon SAC. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b). The local footpath and road network provides good access from the site to these designated biodiversity assets, however the potential impact of development on the site upon them may be limited due to a barrier effect caused by the industrial developments and built up area of Christchurch surrounding the site.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	+?	Site is brownfield and a disused hardstanding. Proposed development on the site could improve the appearance of the site within the landscape.
SA3: Historic environment	0	Site is located approximately 350m northeast of multiple Grade I and II* buildings within the Christchurch Central Conservation Area and is within 5km of many other listed buildings. The site is located approximately 570m northwest of the early Christian cemetery, Augustinian priory and a motte and bailey castle Scheduled Monument and is also within 5km of other monuments. In addition to the Christchurch Central Conservation Area, site is within 5km of other Conservation Areas including Burton Lane and Purewell, the settings of all of which are important to their designation. However, residential or employment development at the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with and screening effect of the existing built up area of Christchurch and the surrounding retail park. Additionally, new development on site could improve the setting of these assets by replacing the current use of the site as a disused hardstanding and enabling the site to become more in keeping with the surrounding townscape. Therefore the historic environment score is upgraded from "-?" to "0".
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.

SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. It is noted however that with regard to the proposed employment elements of the site this effect will be more uncertain.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent to existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site and also in the longer term, depending on the nature of proposed commercial activities at the site. It is noted also that with regard to the proposed employment elements of the site this effect will be more uncertain. Site is also surrounded by employment areas which could cause permanent air and noise pollution for the residents of the site. However this is uncertain as the polluting effects of these existing sites are unknown.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	--?	Brownfield site within flood zone 3a. It is noted that the proposed employment elements of this site are less sensitive to flooding than the proposed residential elements.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	++	Site is at the Main Settlement of Christchurch. It is noted that the proposed employment elements of the site do not contribute to the accessibility score.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths and public rights of way, and site is at the Main Settlement of Christchurch.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings. It is noted that the proposed employment elements of this site do not contribute to the housing score.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. It is also noted that this site is small and therefore limits the amount of employment development which can be provided by it, therefore the economy score is not upgraded.

**Site ID code:** LPR-REG18-54

**Site area (hectares):** 1.51

**ID codes of constituent sites:** 52

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is partially within 250m to the River Avon SAC and the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening built development in Winkton may limit the potential impact of development on the site upon them.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Large mainly greenfield site.
SA3: Historic environment	--?	Site is within the Winkton Conservation Area, the setting of which is important to its designation, and is within 5km of listed buildings, including Grade II buildings within the Conservation Area. Additionally, site is located approximately 1.9km east of the St Catherine's Hill camp and round barrows Scheduled Monument and is within 5km of other monuments and the Avon Tyrell Registered Park and Garden.
SA4: Built environment	0	Mainly greenfield site, however it is noted that a single dwelling is located in the northwest of the site.
SA5: Land and soils	--	Mainly greenfield site on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site partially within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site adjacent to residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton.
SA11: Access to services	-	Site is at the Hamlet of Winkton.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton.

**Site ID code:** LPR-REG18-56

**Site area (hectares):** 65.86

**ID codes of constituent sites:** 53; 54; 55

**Proposed uses of constituent sites:** Residential, employment & other; Residential, employment & other; Residential, employment & other

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to the St Leonards and St Ives Heaths SSSI and within an Impact Risk Zone for this SSSI where all planning applications could potentially have adverse effects. Site also partially within 250m of a SINC and a LWS. The potential effects of the employment aspects of the site on adjacent Dorset Heaths European Sites, located adjacent to the main site along its southern and eastern borders and located adjacent to the southern site parcel along its eastern border, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b). The local footpath network provides good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	The main site is adjacent to the Dorset Heaths European sites along its southern and eastern borders, with the majority of the rest of the site within the 400m consultation zone and the remainder in the 400m-5km zone. The southern parcel of the site is adjacent to the Dorset Heaths European sites along its eastern border, with the rest of the parcel within the 400m consultation zone. No SANG provision has been proposed therefore an uncertain significant adverse effect is predicted from the residential element of the proposed uses.
SA2: Landscape	--?	Site is adjacent to and partially within the Avon Valley AGLV; this is also a large site on greenfield land.
SA3: Historic environment	-?	The southern parcel of the site is located approximately 430m west and the main site is located approximately 950m northeast of the well preserved bowl barrows Scheduled Monument in Avon Heath Country Park. Site is also within 5km of listed buildings and the southern parcel of the site is within 5km of a Conservation Area. However, development at the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with the existing built up area of St Leonards and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site mainly on Grade 4 and 5 agricultural land, with small areas on non-agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.

SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+/-	Main site is within 800m of bus stops and cycle paths in St Leonards, however the southern parcel of the site is not, therefore site will have mixed effects. It is noted also that the effect of the proposed employment elements of the site will be more uncertain.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	The main site is adjacent to an A Road which could cause permanent noise and air pollution for residents on the site. Additionally, the main site is adjacent to existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site. The southern parcel of the sites is surrounded by low density residential receptors which could also be subject to temporary noise and disturbance effects during construction of this site. It is noted also that the effects of the proposed employment elements of the site will be more uncertain.
SA8: Climate change mitigation	+/-	Main site is within 800m of bus stops and cycle paths in St Leonards, however the southern parcel of the site is not. Therefore site will have mixed effects.
SA9: Flood risk	-	Greenfield site that is mainly not in flood zone 3, except for a small part of the southwest corner of the main site. It is also noted that the proposed employment elements of the site will be less sensitive to flooding than the proposed residential elements.
SA10: Sustainable travel	+/-	Main site is within 800m of bus stops and cycle paths in St Leonards, however the southern parcel of the site is not. Therefore site will have mixed effects.
SA11: Access to services	+/--	The main site is within 100m of the Suburban Centre of St Leonards. Although the main site is separated from St Leonards by the Ringwood Road dual carriageway (A31), the Brocks Pine Roundabout and the foot bridge across the A31 to the north of the site provide direct access between the site and St Leonards. However, the southern parcel of the site requires approximately a 2.7km commute via minor roads and the dual carriageway to reach the settlement boundary of St Leonards. Therefore site will have mixed effects. It is noted that the proposed employment elements of this site do not contribute to the accessibility score.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of open space and public rights of way, and the main site is also within 800m of cycle paths and sports facilities. With regard to the proposed employment use of the site, the site is within 800m of a cycle path, facilitating active travel for employees.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings. It is noted that the proposed employment elements of this site will have no effect on the housing score.

SA15: Economy	+?/-	Main site is within 800m of bus stops and cycle paths in St Leonards, however the southern parcel of the site is not. Therefore site will have mixed effects. It is also noted that the site is large, and therefore employment development on this site could increase the economy score. However, this is unknown as the amount of employment development on the site has not yet been determined, therefore the overall economy score has not been upgraded.
---------------	------	---

**Site ID code:** LPR-REG18-57

**Site area (hectares):** 20.77

**ID codes of constituent sites:** 56

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m-1km of the St Leonards and St Ives Heaths SSSI and the Moors River System SSSI, and within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. Site is also adjacent to a SINC and partially within 250m-1km of a LWS. The local footpath network provides good access from the site to the SSSIs and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Large mainly greenfield site.
SA3: Historic environment	-?	Site is within 5km of listed buildings and Scheduled Monuments, however residential development at the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with the existing built up area of St Leonards and limited intervisibility, including the screening effects of Hum Forest to the south.
SA4: Built environment	0	While there is some low density residential development within the site, it appears to consist mainly of undeveloped land and has therefore been categorised as greenfield rather than brownfield.
SA5: Land and soils	-	Mainly greenfield site predominantly on non-agricultural land and partially on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops along the A31 and in St Leonards.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	The site is adjacent to an A Road which could cause permanent noise and air pollution for residents on the site. Additionally Site is within 100m of existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in St Leonards.
SA9: Flood risk	-	Mainly greenfield site that is predominantly not in flood zone 3. However, it is noted approximately 7.5km <sup>2</sup> of the southeast corner of site where a stream crosses the site is within flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops along the A31 and in St Leonards.

SA11: Access to services	+?	Site is partially within 100m of the Suburban Centre of St Leonards. However, the site is separated from the settlement boundary by the Ringwood Road dual carriageway (A31). The A31 / Boundary Lane Roundabout at the western corner of the site provides some access to St Leonards by allowing road vehicles to turn onto the northbound side of the road in order to access St Leonards, however this is not a direct route. Additionally, there are some crossings for pedestrians across the dual carriageway, however these require users to cross the road with no traffic signals or zebra crossings and so do not provide the same accessibility as foot bridges as available at other sites. Therefore the accessibility score is downgraded from "+" to "+?".
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of healthcare facilities, open space, sports facilities and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops along the A31 and in St Leonards.



**Site ID code:** LPR-REG18-58**Site area (hectares):** 7.26**ID codes of constituent sites:** 58**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where development could potentially have adverse effects. The site is between 250m and 1km of ancient woodland, a Local Wildlife Site, a Local Nature Reserve and a SINC. The local footpath network provides good access from the site to these designated conservation sites.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 450m to the south of Sturminster Marshall Conservation Area, which according to the Conservation Area Appraisal, adjoins the open countryside of the Stour Valley. However, Sturminster Marshall is located between the Conservation Area and the site, reducing intervisibility between the two. The site is located 800m to the south of a Scheduled Monument, a shrunken medieval village and earlier prehistoric remains. The shrunken medieval village survives well, while the prehistoric settlement remains survive as buried features. The site is screened from the Scheduled Monument by the built up area of Sturminster Marshall. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Sturminster Marshall.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an industrial area and surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site. The south western edge of the site is also within 100m of an 'A' road, the A350.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sturminster Marshall.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Sturminster Marshall.
SA11: Access to services	0	Site is at the Rural Service Centre of Sturminster Marshall.
SA12: Safety	0	Not a coastal site.

SA13: Health	+ +/--	Site is within 800m of a healthcare facility, open space, sports facilities and public rights of way. However, the site includes an area of open space, which may be lost following development. Therefore, a mixed effect is given.
SA14: Housing	+ +	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sturminster Marshall.

**Site ID code:** LPR-REG18-61

**Site area (hectares):** 13.93

**ID codes of constituent sites:** 59

**Proposed uses of constituent sites:** Residential (inc. on-site SANG)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 1km of the River Avon SAC, the Avon Valley SPA, Ramsar site and SSSI, and the Purewell Meadows SSSI, and site is within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. The local footpath and road networks provide good access from the site to the SSSIs and other designated biodiversity assets, however a barrier effect caused by the intervening village of Burton may limit the potential impacts of development on the site upon them.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has been proposed.
SA2: Landscape	--?	Large greenfield site.
SA3: Historic environment	--?	Site is partially within the Burton Conservation Area, the open rural setting of which is important to its designation. Site is also located approximately 300m northeast of the 18th Century Grade II* Burton Hall and is within 5km of other listed buildings, such as those within the Conservation Area. Additionally the site is located approximately 700m north of Staple Cross Scheduled Monument and is also within 5km of other monuments.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--	Greenfield site on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also partially within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent to residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also partially within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	-	Greenfield site outside of flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also partially within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	-	Site is at the Village of Burton.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Development of the site could cause loss of committed new open space. However, following development the site would still be within 800m of healthcare facilities, open space, sports facilities, cycle paths, and public rights of way. Therefore a mixed effect health score is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton. Site is also partially within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

**Site ID code:** LPR-REG18-62

**Site area (hectares):** 17.01

**ID codes of constituent sites:** 39; 60

**Proposed uses of constituent sites:** SANG (11ha) & Residential (1.5ha) (inc. on-site SANG): Duplicate Site

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of Cranborne Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. It is also within this distance of ancient woodland and numerous SINC. The local footpath network provides good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '-?' to '-?'
SA2: Landscape	--?	Western corner of site is within 250m of the Woodlands AGLV.
SA3: Historic environment	-?	Site lies approximately 525m to the south of a Scheduled Monument, Length of deer park bank and ditch at Alderholt, which survives comparatively well. The site is screened from the Scheduled Monument by the built up area of Alderholt and the woodland surrounding the feature. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	A large proportion (>50%) of this greenfield site is on Grade 3 agricultural land, while a smaller proportion is on Grade 4 agricultural land and an ever smaller proportion on Grade 5 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings in Alderholt are within 100m of its boundary. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0	Site is at the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of a healthcare facility, open space, a sports facility, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LPR-REG18-64

**Site area (hectares):** 0.98

**ID codes of constituent sites:** 61

**Proposed uses of constituent sites:** Residential or Employment

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Ferndown Common SSSI and, with regard to the residential aspect of the proposed development, site is within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The site is also between 250m and 1km of ancient woodland and four SINC. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located within 250m of site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site is within the Dorset Heathlands 400m consultation zone, with a significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings, if residential site.
SA3: Historic environment	-?	Site lies approximately 150m to the west of a Scheduled Monument, a bowl barrow, which despite some disturbance is comparatively well preserved. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	-	Mainly greenfield land on Grade 5 agricultural land. A small proportion of the site is on 'Urban' land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800 of bus stops and a cycle path in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use. Effect would be '-?', if employment site
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.

SA8: Climate change mitigation	+	Site is within 800 of bus stops and a cycle path in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800 of bus stops and a cycle path in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Ferndown & West Parley. No effect, if employment site (0).
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way and a cycle path. Effect would be '+', if employment site (0).
SA14: Housing	++	Assuming site is used for residential use, there is a proposed or estimated capacity for more than 10 dwellings. No effect, if employment site (0).
SA15: Economy	+?	Site is within 800 of bus stops and a cycle path in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. Effect would be '++', if employment site.

**Site ID code:** LPR-REG18-65

**Site area (hectares):** 7.61

**ID codes of constituent sites:** 62; 63

**Proposed uses of constituent sites:** Residential; Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to Woodland House Meadow SINC and is also within 250m of two other SINCs (Northleigh House and Leigh Common), a Local Wildlife Site and a Local Nature Reserve. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 300m south east of Burts Hill, which is recognised for its permeable landscape and high number of cob and thatch buildings. Furthermore, the enclosure created by these features creates an intimate, introspective landscape. However, there is limited intervisibility between the site and the Conservation Area. The site is approximately 250m south east of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School; two of an original group of three round barrows. The site is screened from the bell barrow by Colehill Triangle Woodland, while the bowl barrow is no longer visible on the surface but the ditch survives as a buried feature. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to its close relationship with the existing built up area of Wimborne Minster and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A very small proportion of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site.



SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Although site is within the parish of Colehill, it is within 400m of the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-66

**Site area (hectares):** 1.98

**ID codes of constituent sites:** 64

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of Ferndown Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. It is also within this distance of ancient woodland and two SINCS. The local footpath network provides good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site lies adjacent to two Grade II Listed Buildings: the Manse and Longham United Reform Church. The site also lies approximately 500m to the west of a Scheduled Monument - a comparatively well preserved bell barrow known as Belle Vue Barrow, and a bowl barrow. Additionally, the site lies approximately 550m west of another Scheduled Monument, another bowl barrow which is well preserved. The site is screened from both features by woodland to the west of both features. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--	Just over 50% of this mainly greenfield land is located on Grade 2 agricultural land, the remainder being on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A very small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Longham and Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A348) and a small number of dwellings.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Longham and Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Longham and Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Although site is located at the Village of Longham, it is within 400m of the Main Settlement of Ferndown & West Parley.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Longham and Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-68

**Site area (hectares):** 2.73

**ID codes of constituent sites:** 65

**Proposed uses of constituent sites:** Residential & some employment (rural business units)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is, with regard to the residential aspect of the proposed development, within an Impact Risk Zone where residential development could potentially have adverse effects. The site is also between 250m and 1km of ancient woodland and four SINCS. The potential effects of the proposed employment development aspects of the site on the Dorset Heaths European Sites, located more than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings (and more than 0.5ha in size).
SA3: Historic environment	-?	A variety of distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	The western half of the site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops.
SA11: Access to services	-	Site is at the Village of Furzehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops.

**Site ID code:** LPR-REG18-70

**Site area (hectares):** 0.29

**ID codes of constituent sites:** 66

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Walnut Tree Field Local Nature Reserve and Local Wildlife Site. However, the intervening settlement of Sturminster Marshall helps reduce any impact on these designated conservation sites. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Part of the site lies within 250m of the Stour Valley AGLV.
SA3: Historic environment	--?	Site adjoins Sturminster Marshall Conservation Area, which contains a number of Listed Buildings. The Conservation Area Appraisal notes that much of the boundary of the Conservation area adjoins the open countryside of the Stour Valley. The profile of the surrounding land is essentially flat, and gaps in the street building line allow views of the surrounding landscape. The site lies approximately 200m to the south of a Scheduled Monument, a shrunken medieval village and earlier prehistoric remains. The shrunken medieval village survives well, while the prehistoric settlement remains survive as buried features. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Sturminster Marshall, and a cycle path.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sturminster Marshall, and a cycle path.
SA9: Flood risk	--	Majority of site (>50%) is greenfield and in flood zones 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Sturminster Marshall, and a cycle path.
SA11: Access to services	0	Site is at the Rural Service Centre of Sturminster Marshall.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way, and a cycle path.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sturminster Marshall, and a cycle path.

**Site ID code:** LPR-REG18-71

**Site area (hectares):** 8.43

**ID codes of constituent sites:** 33; 34; 35

**Proposed uses of constituent sites:** Residential; Ecological and Public Access;  
Ecological and Public Access

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site covers Leigh Common SINC, Local Wildlife Site and Local Nature Reserve, which will be lost following development. The site is also between 250m and 1km of ancient woodland and three additional SINCs. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed; if the proposed 'ecological and public access' use refers to SANG provision then the score would be amended to -?.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 100m south east of the Grade II* listed Old Manor Farmhouse. It is also 225m north west of a Scheduled Monument (section of Roman road), which is a well preserved example of its class. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land. A small proportion of the site is on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	A very small proportion of the site (south east corner) is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but has existing residential areas within 100m of its boundary. A residential allocation is also located within 100m of the southern edge of the site. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Although site is within the parish of Colehill, it is within 100m of the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is adjacent to an area of open space, and is also within 800m of sports facilities, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.



**Site ID code:** LPR-REG18-72

**Site area (hectares):** 0.47

**ID codes of constituent sites:** 68

**Proposed uses of constituent sites:** Mixed Use - C3 Residential (Above ground floor), A1 Convenience Retail, A2 Financial / Professional / A3 Restaurant / B1 Office

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of the River Avon SAC and the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Site is also within 250m of a SINC and within 250m-1km of an LNR. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b). The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the industrial development and built up area of Christchurch surrounding site may limit the potential impact of development on site upon them.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	+?	Site is brownfield, occupied by hardstanding and large industrial buildings. Proposed residential and mixed use development could improve the appearance of the site within the landscape and be more in keeping with the neighbouring residential development.
SA3: Historic environment	0	Site is approximately 90m east of the Christchurch Central Conservation Area and is approximately 25m southwest of the Purewell Conservation Area, the settings of which are important to their designation. Additionally, site is located approximately 170m northeast of the Grade I Waterloo Bridge and is within 5km of a variety of other listed buildings, including multiple Grade I and II* buildings within Christchurch Central Conservation Area. The site is also located approximately 380m east of the pre-Conquest monastery, early Christian cemetery, Augustinian priory and a motte and bailey castle Scheduled Monument and is also within 5km of other monuments. However, development at the site is judged unlikely to be capable of significantly affecting their settings as instead development of the site has potential to improve their settings by replacing unsightly large industrial buildings with development that could be more in keeping with the surrounding townscape. However this is dependent upon the nature of the proposed employment elements of site. Therefore the score is upgraded from "--?" to "0".
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.

SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. It is noted that the effects of the proposed employment elements of the site will be more uncertain.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site. It is noted that the effects of the proposed employment elements of the site will be more uncertain. Site is also adjacent to employment areas which could cause permanent noise and air pollution for the residents of the site. However this is uncertain as the polluting effects of these sites are unknown.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	--?	Brownfield site within flood zone 3a. It is noted that the proposed employment elements of the site will be less sensitive to flooding than the proposed residential elements.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	++	Site is at the Main Settlement of Christchurch. The proposed employment elements of site do not contribute to the score.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths and public rights of way, and site is within the Main Settlement of Christchurch.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings. The proposed employment elements of site do not contribute to the score.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. It is also noted that this site is small and therefore limits the amount of employment development which can be provided by it, therefore the economy score is not upgraded.

**Site ID code:** LPR-REG18-73**Site area (hectares):** 1**ID codes of constituent sites:** 69**Proposed uses of constituent sites:** C2 Extra Care Facility and C3 Residential Dwellings**Proposed/estimated capacity > 10 dwellings:** No

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of two SSSIs (Corfe & Barrow Hills and Corfe Mullen Pastures) and within Impact Risk Zones for these SSSI where residential development could potentially have adverse effects. It is also within this distance of two SINCs, Local Wildlife Sites, and Local Nature Reserves. The local footpath network provides good access from the site to the SSSIs.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site is within the Dorset Heathlands 400m consultation zone.
SA2: Landscape	-?	Mainly greenfield land with capacity for 10 or fewer dwellings.
SA3: Historic environment	-?	Site lies approximately 425m to the west of a Scheduled Monument (two sections of Roman road), and approximately 625m to the west of another Scheduled Monument (Round barrow cemetery on Barrow Hill). Although both Scheduled Monuments are well preserved, the site is screened from both features by the built up area of Corfe Mullen. A variety of more distant designated heritage assets are present within 5km of the site although development at the site is judged unlikely to significantly effect their settings due to its close relationship with the existing built up area of Corfe Mullen and limited intervisibility.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--?	Mainly greenfield land on Grade 3 agricultural land. A small proportion of the site is on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but has existing residential areas within 100m of its boundary. A residential allocation is also located within 100m of the northern tip of the site. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is adjacent to an area of open space, and is also within 800m of sports facilities, public rights of way, and a cycle path.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-74

**Site area (hectares):** 17.79

**ID codes of constituent sites:** 70

**Proposed uses of constituent sites:** Residential inc SANG

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is partially within the Moors River System SSSI and within an Impact Risk Zone for this SSSI where all planning applications could potentially have adverse effects. Site is also adjacent to a SINC and partially within 250m-1km of an LWS. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening built up area of West Moors may limit the potential impacts of development on the site upon the LWS.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Large greenfield site.
SA3: Historic environment	-?	Site is partially within 5km of a Conservation Area and within 5km of listed buildings and Scheduled Monuments, however residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of West Moors and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in West Moors.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an A Road which could cause noise and air pollution permanently affecting residents on the site. Site is also adjacent to existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in West Moors.
SA9: Flood risk	--	Greenfield site predominantly within flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in West Moors.
SA11: Access to services	+	Site is at the District Centre of West Moors.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of healthcare facilities, open space, sports facilities and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in West Moors.

**Site ID code:** LPR-REG18-77

**Site area (hectares):** 2.23

**ID codes of constituent sites:** 71

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site includes Leigh Common SINC, which will be lost following development. The site is also within 250m of Leigh Common Local Wildlife Site and Local Nature Reserve, and between 250m and 1km of ancient woodland. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 100m east of the Grade II* listed Old Manor Farmhouse. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to its close relationship with the existing built up area of Wimborne Minster and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A very small proportion of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LRP-REG18-78**Site area (hectares):** 1.54**ID codes of constituent sites:** 72**Proposed uses of constituent sites:** Retail Convenience / Comparison / Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Leigh Common SINC, Local Nature Reserve and Local Wildlife Site. Although site is more than 1km from an SSSI, with regard to the residential aspect of the proposed development, site it is within an Impact Risk Zone where residential development could potentially have adverse effects. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	0	Site lies approximately 150m south of the Grade II* listed Old Manor Farmhouse. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to its close relationship with the existing built up area of Wimborne Minster and limited intervisibility. Furthermore, the fact that the site is on brownfield land means that development is unlikely to have an effect on the settings of these designated heritage assets.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	-?	Most of the site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development while a residential allocation lies to the south east of the site. An employment allocation is also located south of the site. These could be subject to temporary noise and disturbance effects during construction at this site.



SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	0	Brownfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Site is at the Main Settlement of Wimborne Minster (++). However, it is important to note that the location of employment sites has no effect on access to services (0). Seeing as this is a mixed use site, score downgraded from '++' to '+'.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility, public rights of way, and a cycle path and at the Main Settlement of Wimborne Minster.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-82**Site area (hectares):** 0.98**ID codes of constituent sites:** 113**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 1km of ancient woodland and a number of SINC's. Site is not within 1km of a SSSI however it is within an Impact Risk Zone for Cranborne Common SSSI where residential development could potentially have adverse effects. The local footpath and road networks provide good access from the site to many of these designated biodiversity assets, however a barrier effect caused by the intervening development of Alderholt may limit the potential impacts of development on the site upon the northerly designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	-?	Site is small and mainly greenfield.
SA3: Historic environment	-?	Site is within 5km of listed buildings, Scheduled Monuments and a Registered Park and Garden. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due their separation distances, sites close relationship with the existing built up area of Alderholt and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site, however it is noted there is a single dwelling located to the north of the site.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt
SA9: Flood risk	-	Mainly greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0	This site is within 100m of the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of a healthcare facility, open space, sports facilities, and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LPR-REG18-84

**Site area (hectares):** 2.29

**ID codes of constituent sites:** 73

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 1km of the River Avon SAC, the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening development of Burton may limit the potential impact of development on the site upon them.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Large mainly greenfield site.
SA3: Historic environment	--?	Site is partially within the Burton Conservation Area and is located adjacent to the 18th Century Grade II* Burton Hall. Site is also within 5km of a variety of other listed buildings, including those within the Conservation Area. Additionally the site is within 5km of Scheduled Monuments, the closes being Staple Cross located approximately 1.5km south of site.
SA4: Built environment	0	Mainly greenfield site, however it is noted that a farm development is located to the north of the site.
SA5: Land and soils	--	Mainly greenfield site on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton.
SA11: Access to services	-	Site is at the Village of Burton.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton.

**Site ID code:** LPR-REG18-85

**Site area (hectares):** 3.26

**ID codes of constituent sites:** 74

**Proposed uses of constituent sites:** Highway Service Facility / Hotel

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	The site is within 250m of Stapehill SINC. Furthermore, although site is more than 1km from an SSSI, it is within an Impact Risk Zone where, with regard to the proposed highway service facility, road infrastructure development could potentially have adverse effects. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	--?	Greenfield site and over 0.5ha in size.
SA3: Historic environment	-?	Site lies approximately 400m south west of a Scheduled Monument (a bowl barrow), and 650m south west of another Scheduled Monument (another bowl barrow). Both barrows are comparatively well preserved examples of their class. Furthermore, a number of Grade II Listed Buildings lie in close proximity to the site. A variety of more distant designated heritage assets are present within 5km of the site although development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	The southern third of the site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A31) and a small number of dwellings.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	0	Highway Service Facility or Hotel Site, no effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Site is within 800m of cycle paths, and is also at the <u>Main Settlement of Wimborne Minster</u> .
SA14: Housing	0	Highway Service Facility or Hotel Site, no effect.
SA15: Economy	++	Site is over 0.5ha in size.

**Site ID code:** LPR-REG18-86

**Site area (hectares):** 107.69

**ID codes of constituent sites:** 75; 76; 77

**Proposed uses of constituent sites:** Strategic SANG (for wider area); Residential;  
Duplicate of LPR-REG18-86

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	The eastern part of site is between 250m and 1km of Ferndown Common SSSI, and includes Big Burles ancient woodland and three SINC's (Stapehill, Big Burles and Little Canford Ponds). The site is also within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of ancient woodland, a Local Wildlife Site, and a Local Nature Reserve. The local footpath network provides good access to the SSSI, the SINC's and ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed. Therefore, the likely uncertain significant adverse effect '--?' predicated from the residential element of the proposed uses has been upgraded to an uncertain minor adverse effect '-?'.
SA2: Landscape	-?	Greenfield site with capacity for 10 or fewer dwellings.
SA3: Historic environment	--?	The eastern part of the site is within close proximity to two Scheduled Monuments (both bowl barrows), and contains a number of Listed Buildings including Little Moors Farmhouse Grade II* Listed Building. The western part of the site, on the other hand, lies approximately 200m south east of a Scheduled Monument (section of Roman Road). The site is approximately 300m north west of Hampreston Conservation Area. The Conservation Area Appraisal notes that the open character of the landscape extends into the Conservation Area and visually connects with the village green. Therefore, development at this site could effect intervisibility between the open character of the landscape and the Conservation Area, including Hampreston's village green. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Over 50% of this greenfield site is located on Grade 3 agricultural land, the remainder being on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Most of the site is within a Source Protection Zone.

SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A31) as well as within 100m of existing residential development in Wimborne Minster.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	--	Majority (>50%) of site is greenfield and in flood zones 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Approximately 50% of the site is within the parish of Wimborne Minster, while the other 50% is within the parish of Ferndown. The site is within 100m of the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility, public rights of way and cycle paths.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-87**Site area (hectares):** 46.85**ID codes of constituent sites:** 75; 77; 78**Proposed uses of constituent sites:** Strategic SANG (for wider area); Duplicate of LPR-REG18-86: Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Leigh Common SINC, while a small part of it is within 250m of Leigh Common Local Nature Reserve. It is also between 250m and 1km of ancient woodland, another SINC, and a Local Wildlife Site. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SINC and Local Nature Reserve.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is adjacent to a Scheduled Monument (Section of Roman road 150m south of Park Farm Cottages, a well preserved example of its class). At its south west corner the site is also within 100m of Grade I and II listed buildings at Canford School. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Just over 50% of this mainly greenfield land is located on Grade 3 agricultural land, the remainder being on grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A31) as well as within 100m of existing residential development in Colehill.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.



SA9: Flood risk	--	Majority (>50%) of site is greenfield and in flood zones 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Site is at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-88a

**Site area (hectares):** 4.62

**ID codes of constituent sites:** 79

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 1km of the Moors River System SSSI and the Verwood Heaths SSSI, and within an Impact Risk Zone for these SSSIs where rural residential development could potentially have adverse effects. Site is also within 1km of ancient woodland, an LNR, SINC and an LWS. The local footpath and lane networks provide good access from the site to the SSSIs and other designated biodiversity assets, however a barrier effect caused by the intervening built up area of Verwood may limit the potential impact of development on the site upon the southerly and easterly designated biodiversity assets, including the Verwood Heaths SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within the Woodlands AGLV; this is also a large site on greenfield land.
SA3: Historic environment	-?	The site is located approximately 600m west of Stephen's Castle bowl barrel Scheduled Monument and is within 5km of other monuments. Site is also within 5km of listed buildings, Conservation Areas and the Grade II* St Giles' House Registered Park and Garden. However residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of Verwood and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is partially within a Minerals Safeguarding Area and the remainder within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent to a 'New Neighbourhood' residential allocation which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA11: Access to services	++	Site at the Main Settlement of Verwood.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Verwood.

**Site ID code:** LPR-REG18-88b

**Site area (hectares):** 3.68

**ID codes of constituent sites:** 79

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	The north eastern corner of this site is within 250m of the Verwood Heaths SSSI, and between 250m and 1km of the Moors River System SSSI, Bugden's Copse and Meadows SSSI, and within an Impact Risk Zone for these SSSIs where rural residential development could potentially have adverse effects. Site is also within 250m of three SINCS (Stephen's Castle, Moorlands Road Meadow and Resthaven), a Local Wildlife Site, a Local Nature Reserve, and between 250m and 1km of other Local Wildlife Sites, Local Nature Reserves and two areas of ancient woodland. The local footpath and lane networks provide good access from the site to the SSSIs and other designated biodiversity assets, however a barrier effect caused by the intervening built up area of Verwood may limit the potential impact of development on the site upon the southerly and easterly designated biodiversity assets, including the Verwood Heaths SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site is within the Dorset Heathlands 400m consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site adjoins the Woodlands AGLV; this is also a large site on greenfield land.
SA3: Historic environment	-?	The site is located approximately 300m west of Stephen's Castle bowl barrel Scheduled Monument and is within 5km of other monuments. Site is also within 5km of listed buildings, Conservation Areas and the Grade II* St Giles' House Registered Park and Garden. However residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of Verwood and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Approximately 60% of this greenfield site is located on Grade 3 agricultural land, while the remainder is on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is partially within a Minerals Safeguarding Area and the remainder within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent to a 'New Neighbourhood' residential allocation which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA11: Access to services	++	Site at the Main Settlement of Verwood.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Verwood.

**Site ID code:** LPR-REG18-89**Site area (hectares):** 4.44**ID codes of constituent sites:** 80; 81; 82**Proposed uses of constituent sites:** Residential Development; Residential;  
Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of two SSSIs (Corfe Mullen Pastures and Corfe & Barrow Hills) and within Impact Risk Zones for these SSSIs where residential development could potentially have adverse effects. It is also within this distance of four SINCs, Local Wildlife Sites, and Local Nature Reserves.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Southern half of site is adjacent to and within 250m of the Corfe Mullen AGLV.
SA3: Historic environment	--?	Site abuts the Brogg Street/Sleight Lane Conservation Area, which contains three Listed Buildings. The Conservation Area Appraisal notes that green spaces, comprising gardens and paddocks, articulate the individual buildings and building groups, allowing for the countryside to permeate the character of the conservation Area. The site also lies approximately 675m to the west of a Scheduled Monument, two sections of Roman road on Barrow Hill and Corfe Hills, which is well preserved. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is not surrounded by existing residential development or other sensitive receptors but dwellings within 100m of its boundary including a residential allocation to the east of the site, could be subject to temporary noise and disturbance effects during construction at this site.

SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	The majority (>50%) of this site is greenfield and outside of flood zones 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-90**Site area (hectares):** 14.6**ID codes of constituent sites:** 83**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of ancient woodland and two SINCS.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is adjacent to a Scheduled Monument (the Three Bowl Barrows on Cannon Hill), and lies approximately 375m to the north of two other Scheduled Monuments (also bowl barrows). All three Scheduled Monuments are comparatively well preserved examples of their class. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land. A small proportion of the site is on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A31) as well as within 100m of existing residential development in Colehill.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Site is at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.

SA13: Health	+ +/--	Site is within 800m of open space, public rights of way and cycle paths. However, the site includes an area of open space, which may be lost following development. Therefore, a mixed effect is given.
SA14: Housing	+ +	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+ ?	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.



**Site ID code:** LPR-REG18-91**Site area (hectares):** 6.97**ID codes of constituent sites:** 50; 84; 137**Proposed uses of constituent sites:** Residential inc SANG & open space; Residential inc SANG and open space; Residential Development & Village school**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where development could potentially have adverse effects. The site is between 250m and 1km of a Local Wildlife Site and a Local Nature Reserve.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been confirmed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Northern edge of site adjoins Stour Valley AGLV.
SA3: Historic environment	-?	Site lies approximately 150m south west of Sturminster Marshall Conservation Area and is within close proximity to numerous Listed Buildings within that Conservation Area. The Conservation Area Appraisal notes that much of the boundary of the Conservation Area adjoins the open countryside of the Stour Valley. The profile of the surrounding land is essentially flat, and gaps in the street building line allow views of the surrounding landscape. The site also lies approximately 650m south west of a Scheduled Monument, a shrunken medieval village and earlier prehistoric remains. The shrunken medieval village survives well, while the prehistoric settlement remains survive as buried features.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	-	Approximately 60% of this mainly greenfield land is located on Grade 4 agricultural land, the remainder being on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Sturminster Marshall.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A350) as well as within 100m of existing residential development in Sturminster Marshall.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sturminster Marshall.
SA9: Flood risk	-	The majority (>50%) of this site is greenfield and outside of flood zone 3 although it is noted that approximately one third of the site is in flood zones 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Sturminster Marshall.

SA11: Access to services	0	Site is at the Rural Service Centre of Sturminster Marshall.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is adjacent to an area of open space, and is also within 800m of sports facilities and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sturminster Marshall.

**Site ID code:** LPR-REG18-92

**Site area (hectares):** 11.31

**ID codes of constituent sites:** 111; 112

**Proposed uses of constituent sites:** Residential plus ancillary infrastructure and facilities: Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site adjoins Catley Copse which is designated as ancient woodland and a SIN. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The potential effects of the proposed facility and infrastructure aspects of the site on the Dorset Heathlands European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heathlands European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	--?	Western edge of site adjacent to Cranborne Chase & West Wiltshire Downs AONB.
SA3: Historic environment	-?	Site lies approximately 150m to the north of Wimborne Minster Conservation Area and approximately 460m to the west of Burts Hill Conservation Area. Intervisibility with the former is limited by existing development and with the latter by a woodland strip along the eastern edge of the site. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Approximately 75% of this greenfield site is located on Grade 4 agricultural land, the remainder being on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but residential allocations immediately to the east and south of the site could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster.
SA11: Access to services	++	Site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Wimborne Minster.

**Site ID code:** LPR-REG18-93

**Site area (hectares):** 0.45

**ID codes of constituent sites:** 85

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of a SINCR and ancient woodland and within 1km of an LWS. Site is also within 1km of the Sutton Meadows SSSI and within an Impact Risk Zone for this SSSI where rural residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSIs and other designated biodiversity assets, however a barrier effect caused by the intervening woodland may limit the potential impacts of development on the site upon the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within the Woodlands AGLV.
SA3: Historic environment	-?	Site is within 5km of Conservation Areas, listed buildings, Scheduled Monuments and the Grade II* St Giles' House Registered Park and Garden. However residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing development within the Village of Woodlands and Whitmore, and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	0	Site not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source <u>Protection Zones</u>	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is not within 800m of any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	-	Site is not within 800m of any sustainable transport links.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	-	Site is not within 800m of any sustainable transport links.
SA11: Access to services	-	Site is at the Village of Woodlands and Whitmore.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	-	Site is not within 800m of any sustainable transport links.

**Site ID code:** LPR-REG18-94**Site area (hectares):** 0.83**ID codes of constituent sites:** 86**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m-1km of the Moors River System SSSI and the Verwood Heaths SSSI and within an Impact Risk Zone for these SSSIs where rural residential development could potentially have adverse effects. Site is also within 1km of ancient woodland, an LNR, SINC and an LWS. The local footpath network provides good access from the site to the SSSIs and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within the Woodlands AGLV; this is also a large site on mainly greenfield land.
SA3: Historic environment	-?	The site is located approximately 640m west of Stephen's Castle bowl barrel Scheduled Monument and is within 5km of other monuments. The site is also within 5km of Conservation Areas, listed buildings and the Grade II* St Giles' House Registered Park and Garden. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of Verwood and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site, however it is noted that a track and agricultural barn are located in the west of the site.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is predominantly within a Minerals Safeguarding Area and the remainder within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by allocated 'New Neighbourhood' residential allocations and existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA9: Flood risk	-	Mainly greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Verwood.
SA11: Access to services	++	This site at the Main Settlement of Verwood.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	Within 800m of healthcare facilities, open space, sports facilities, cycle paths, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Verwood.

**Site ID code:** LPR-REG18-95

**Site area (hectares):** 3.67

**ID codes of constituent sites:** 87; 88

**Proposed uses of constituent sites:** Residential; Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Stapehill Meadow SINC, and between 250m and 1km of three further SINCs. Site is also between 250m and 1km of two SSSIs (Slop Bog & Uddens Heath and Ferndown Common) and within Impact Risk Zones for these SSSIs where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSIs.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	0	A variety of distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to its close relationship with the existing built up area of Ferndown & West Parley, and the fact that the site already contains development (a business park).
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	-	Most of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: <u>Brownfield development</u>	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but has dwellings within 100m of its boundary. An employment area is also located north of the site. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	0	Brownfield site that is not in flood zone 3.



SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Site is at the Main Settlement of Ferndown & West Parley but separated from its boundary by a distance of approximately 400m, therefore score downgraded from '++' to '+'. Not a coastal site.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way, and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	--	Site is within 800m of bus stops and cycle paths in Ferndown & West Parley (+?). Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. However, the site currently contains a business park which would be lost following residential development. This would result in substantial job loss. Therefore, a significant adverse effect is applied (--).

**Site ID code:** LPR-REG18-98**Site area (hectares):** 2.58**ID codes of constituent sites:** 89**Proposed uses of constituent sites:** Residential inc public open space and recreational opportunities**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is partially within 350m-1km of ancient woodland, SINC's and Cranborne Chase SSSI, but is not within an Impact Risk Zone for the SSSI where residential development could potentially have adverse effects. The local footpath and lane networks provide good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is further than the Dorset Heathlands 5km consultation zone.
SA2: Landscape	--?	Site is within the Cranborne Chase & West Wiltshire Downs AONB; this is also a large mainly greenfield site.
SA3: Historic environment	-?	Site is located approximately 35m northeast of a Grade II listed building, 620m northeast of the early 14th Century Grade II* Church of St Mary and is within 5km of other listed buildings. Site is also located approximately 880m west of the wor barrow and two bowl barrows on Handley Down Scheduled Monument and is also within 5km of other monuments. Site is also within this distance of a Conservation Area and Registered Parks and Gardens, including the Grade II* St Giles' House Registered Park and Garden. However, with the exception of the nearby Grade II listed building, residential development at the site is judged unlikely to be capable of significantly affecting the settings of these assets due to its close relationship with the existing development of Sixpenny Handley.
SA4: Built environment	0	Mainly greenfield site, however it is noted that a garage is located in the southwest of the site.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site not within 250m within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Sixpenny Handley.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site adjacent to existing residential areas and partially within 100m of a healthcare facility which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sixpenny Handley.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops in Sixpenny Handley.
SA11: Access to services	0	Site is at the Rural Service Centre of Sixpenny Handley.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sixpenny Handley.

**Site ID code:** LPR-REG18-99

**Site area (hectares):** 0.93

**ID codes of constituent sites:** 90

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site partially within 250m-1km of the Sixpenny Handley Roundabout SINC. The local lane network provides good access from the site to the designated biodiversity asset.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is further than the Dorset Heathlands 5km consultation zone.
SA2: Landscape	--?	Site is within the Cranborne Chase & West Wiltshire Downs AONB; this is also a large site on greenfield land.
SA3: Historic environment	-?	Site is located approximately 530m southeast of the early 14th Century Grade II* Church of St Mary and is within 5km of other listed buildings. Site is also located approximately 1.3km west of the wor barrow and two bowl barrows on Handley Down Scheduled Monument, 1.5km east of the enclosure south of Humby's Stock Coppice Scheduled Monument, which has survived comparatively well, and is also within 5km of other monuments. Site is also within this distance of a Conservation Area and Registered Parks and Gardens, including the Grade II* St Giles' House Registered Park and Garden. However, with the exception of the nearby Grade II listed building, residential development at the site is judged unlikely to be capable of significantly affecting the settings of these assets due to its close relationship with the existing development of Sixpenny Handley.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	0	Site not within 250m within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: <u>Brownfield development</u>	-	Greenfield site.
SA7(a) Pollution: Source <u>Protection Zones</u>	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable <u>transport</u>	+	Site is within 800m of bus stops in Sixpenny Handley.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site surrounded by existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sixpenny Handley.
SA9: Flood risk	-	Greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Sixpenny Handley.
SA11: Access to services	0	Site is at the Rural Service Centre of Sixpenny Handley.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sixpenny Handley.

**Site ID code:** LPR-REG18-100

**Site area (hectares):** 0.31

**ID codes of constituent sites:** 36

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** No

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Dean's Court Meadow SINC, and between 250m and 1km of a Local Wildlife Site and a Local Nature Reserve. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	-?	Greenfield site with capacity for 10 or fewer dwellings.
SA3: Historic environment	-?	Site falls between two Conservation Areas (Wimborne Minster and Rowland's Hill/St John's Hill) and is within close proximity to numerous Listed Buildings located in Wimborne Minster Conservation Area. The site lies approximately 475m to the east of a Scheduled Monument (the Leaze medieval site) but is judged unlikely to significantly effect its setting due to its close relationship with the existing built up area of Wimborne Minster and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Most of the site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.

SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Site is within 800m of healthcare facilities, open space, sports facilities, public rights of way, and cycle paths. However, site is an area of open space (an allotment site) that will be lost following development. Therefore a mixed effect is given.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code: LPR-REG18-102****Site area (hectares): 20.71****ID codes of constituent sites: 67****Proposed uses of constituent sites: Residential posed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of ancient woodland and four SINCs.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies 550m to the north of a Scheduled Monument, the comparatively well preserved Three Bowl Barrows on Cannon Hill, but is screened from it by Ferndown Forest. A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land. A small proportion of the site is on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Colehill and the south east corner is also within 800m of cycle paths.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but has dwellings within 100m of its boundary. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Colehill and the south east corner is also within 800m of cycle paths.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Colehill and the south east corner is also within 800m of cycle paths.
SA11: Access to services	+	Site is at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of open space, public rights of way and cycle paths.



**Site ID code:** LPR-REG18-104**Site area (hectares):** 32.64**ID codes of constituent sites:** 39; 40; 60**Proposed uses of constituent sites:** SANG (11ha) & Residential (1.5ha) (inc. on-site SANG): Residential: Duplicate Site**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Western parcel of the site is within 250m-1km of Cranborne Common SSSI and both parcels are within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Site is also within this distance of ancient woodland and a number of SINCs. The local footpath network provides good access from the site to many of these designated biodiversity assets, however a barrier effect caused by the intervening built up area of Alderholt may limit the potential impact of development on the site upon the northerly assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone. SANG provision has been proposed therefore the score has been upgraded from "--?" to "-?".
SA2: Landscape	--?	Western parcel of site is within 250m of the Woodlands AGLV. This is also a large site on greenfield land.
SA3: Historic environment	-?	Site is within 5km of listed buildings, Scheduled Monuments, and the western parcel is within this distance of Registered Parks and Gardens and Conservation Areas. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of Alderholt and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site mainly on Grade 3 agricultural land, with the remainder Grade 4 and 5 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Majority of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is adjacent to existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0	This site is at the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LPR-REG18-105

**Site area (hectares):** 3.17

**ID codes of constituent sites:** 57

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m-1km of ancient woodland and a number of SINCs. Site is not within 1km of a SSSI however it is within an Impact Risk Zone for Cranborne Common SSSI where residential development could potentially have adverse effects. The local footpath network provides good access from the site to many of these designated biodiversity assets, however a barrier effect caused by the intervening built up area of Alderholt may limit the potential impact of development on the site upon the northerly assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is large and mainly greenfield.
SA3: Historic environment	-?	Site is within 5km of listed buildings, Scheduled Monuments and a Registered Park and Garden. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of Alderholt and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site, however it is noted there it a single dwelling and small amount of development located in the south of the site.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	-	Mainly greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0	This site is at the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LPR-REG18-106**Site area (hectares):** 1.57**ID codes of constituent sites:** 91**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	0?	Site is not within 1km of designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is further than the Dorset Heathlands 5km consultation zone.
SA2: Landscape	--?	Site is within the Cranborne Chase & West Wiltshire Downs AONB; this is also a large site on greenfield land.
SA3: Historic environment	-?	Site is located approximately 250m east of the early 14th Century Grade II* Church of St Mary and is also within 5km of other listed buildings. Site is also located approximately 1.2km west of the wor barrow and two bowl barrows on Handley Down Scheduled Monument, 1.5km east of the enclosure south of Humby's Stock Coppice Scheduled Monument, which has survived comparatively well, and is also within 5km of other monuments. Site is also within 5km of a Conservation Area and Registered Parks and Gardens including the Grade II* St Giles' House Registered Park and Garden. However, residential development at the site is judged unlikely to be capable of significantly affecting the settings of these assets due to its close relationship with the existing development of Sixpenny Handley and limited intervisibility with many of the assets.
SA4: Built environment	0	Mainly greenfield site, however it is noted that an agricultural barn is located in the southwest of the site.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site not within 250m within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Sixpenny Handley.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site surrounded by existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sixpenny Handley.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Sixpenny Handley.
SA11: Access to services	0	Site is at the Rural Service Centre of Sixpenny Handley.

SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sixpenny Handley.

**Site ID code:** LPR-REG18-107**Site area (hectares):** 0.26**ID codes of constituent sites:** 92**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is partially within 250m-1km of the Oakley Down SINC. The local footpath and lane networks provide good access from the site to the designated biodiversity asset.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	0?	Site is further than the Dorset Heathlands 5km consultation zone.
SA2: Landscape	--?	Site is within the Cranborne Chase & West Wiltshire Downs AONB.
SA3: Historic environment	-?	Site is located approximately 35m northeast of a Grade II listed building, 620m northeast of the early 14th Century Grade II* Church of St Mary and is also within 5km of other listed buildings. Site is also located approximately 1km west of the wor barrow and two bowl barrows on Handley Down Scheduled Monument and is also within 5km of other monuments. Site is also within this distance of a Conservation Area and of Registered Parks and Gardens, including the Grade II* St Giles' House Registered Park and Garden. However, with the exception of the nearby Grade II building, residential development at the site is judged unlikely to be capable of significantly affecting the settings of these assets due to its close relationship with the existing development of Sixpenny Handley and limited intervisibility with many of the assets.
SA4: Built environment	0	Mainly greenfield site, however it is noted that a garage is located in the site.
SA5: Land and soils	--?	Mainly greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site not within 250m within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Sixpenny Handley.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site surrounded by existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Sixpenny Handley.
SA9: Flood risk	-	Mainly greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Sixpenny Handley.
SA11: Access to services	0	Site is at the Rural Service Centre of Sixpenny Handley.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Sixpenny Handley.

**Site ID code:** LPR-REG18-108

**Site area (hectares):** 1.6

**ID codes of constituent sites:** 93

**Proposed uses of constituent sites:** de-allocate employment land and allocate as white land for flexibility (Residential, employment & other)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of the River Avon SAC and the Avon Valley SPA, Ramsar site and SSSI, and site is within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Site is also within 250m of an LNR and a SIN. The potential effects of the proposed employment aspects of the site on the Dorset Heathlands European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heathlands European sites are separately considered under SA1b). The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by intervening industrial development and the built up area of Christchurch may limit the potential impact of development on the site upon the northerly and easterly designated biodiversity assets. Moreover, the current land use of the site is industrial, and therefore new development on the site may have the potential to reduce the existing impact of development on the site upon designated assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	+?	Site is brownfield, primarily industrial including two large tanks. Proposed residential or employment development could improve the appearance of the site within the landscape and be more in keeping with the neighbouring residential development than the existing land use of the site.



SA3: Historic environment	0	Site is adjacent to the Christchurch Central Conservation Area and is approximately 25m southwest of the Purewell Conservation Area, the settings of which are important to their designations. Additionally, site is within 5km of listed buildings, including a Grade II building located across the road opposite site, and multiple Grade I and II* buildings in the adjacent Christchurch Central Conservation Area, the closest being the early 19th Century Grade I Waterloo Bridge approximately 75m west of site. The site is also located approximately 290m east of the pre-Conquest monastery, early Christian cemetery, Augustinian priory and a motte and bailey castle Scheduled Monument and is also within 5km of other monuments. However, development at the site could improve the settings of these assets, by replacing unsightly tanks and industrial units with development more in keeping with the surrounding townscape. However, this is dependent upon the nature of the proposed employment development on site. Therefore the historic environment score is upgraded from "--?" to "0".
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. It is noted also that with regard to the employment elements of the site this effect will be more uncertain.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is within 10m of employment sites which could cause permanent air and noise pollution for residents of the site, however this is uncertain as the nature of the polluting effects are unknown. Site is also adjacent to existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site. The effects of the proposed employment elements of the site will be more uncertain.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	--?	Brownfield site within flood zone 3a. It is noted that the proposed employment elements of the site will be less sensitive to flooding than the proposed residential elements.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

SA11: Access to services	++	Site is at the Main Settlement of Christchurch. It is noted that the employment elements of this site will have no effect on the accessibility score.
SA12: Safety	0	Not a coastal site
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, cycle paths and public rights of way. Site is also within the Main Settlement of Christchurch.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings. The proposed employment elements of site do not contribute to the score.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Christchurch. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. It is also noted that the site is large, and therefore employment development on this site could increase the economy score. However, this is unknown as the amount of employment development on the site has not yet been determined, therefore the economy score is not upgraded.



SA4: Built environment	+?/0	Mainly greenfield site, however it is noted that one of the twelve parcels is on brownfield land and currently occupied by agricultural development. Therefore a mixed effect score is given.
SA5: Land and soils	++/-/--?	Greenfield site parcels on Grade 3 and 4 agricultural land and one brownfield parcel on Grade 3 agricultural land. Therefore a mixed effect score is given.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site is not within 250m of a Minerals Safeguarding Area, however it is noted that one of the parcels is partially within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?/-	Greenfield site parcels and one brownfield parcel. Therefore a mixed effect score is given.
SA7(a) Pollution: Source Protection Zones	0/?	Seven of the parcels which make up the site are either within or partially within a Source Protection Zone. Therefore a mixed effect score is given.
SA7(b) Pollution: Sustainable transport	-	Site is not within 800m of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	0/-	Some of the parcels which make up the site are adjacent to existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site. Therefore a mixed effect score is given.
SA8: Climate change mitigation	-	Site is not within 800m of sustainable transport links.
SA9: Flood risk	0/-	Greenfield and brownfield site parcels mainly outside of flood zone 3. Therefore a mixed effect score is given. However, it is also noted that a small part one greenfield parcel is within flood zone 3.
SA10: Sustainable travel	-	Site is not within 800m of sustainable transport links.
SA11: Access to services	-/--	Some of the parcels which make up the site are at the Village of Wimborne St Giles, however some are further than 400m from the Village. Therefore a mixed effect health score is given.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/+/-	Of the twelve parcels which make up the site, ten are within 800m of public rights of way, five within 800m of sports facilities, and seven within 800m of open space, and one is not within 800m of any. Therefore a mixed effect health score is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	-	Site is not within 800m of sustainable transport links.

**Site ID code:** LPR-REG18-110

**Site area (hectares):** 7.27

**ID codes of constituent sites:** 114

**Proposed uses of constituent sites:** Residential and on site SANG

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m of the Moors River System and Lions Hill SSSIs and within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. Site is also partially within 250m of a SINC. The local footpath network provides good access from the site to the SSSIs and SINC.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site partially within the Dorset Heathlands 400m consultation zone.
SA2: Landscape	--?	Large mainly greenfield site.
SA3: Historic environment	-?	Site is within 5km of listed buildings and Scheduled Monuments, however residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of St Leonards and limited intervisibility.
SA4: Built environment	+?	Mainly greenfield site, however it is noted that development associated with a caravan park is present in the southern portion of the site.
SA5: Land and soils	-	Mainly greenfield site on predominantly non-agricultural and partially Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site partially within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in St Leonards.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in St Leonards.
SA9: Flood risk	-	Mainly greenfield site that not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in St Leonards.
SA11: Access to services	+	Site is at the Suburban Centre of St Leonards.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of open space, sports facilities and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in St Leonards.

**Site ID code:** LPR-REG18-111

**Site area (hectares):** 2.22

**ID codes of constituent sites:** 127

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Happy Bottom SINC and Dorset Wildlife Trust Reserves, and is also between 250m and 1km of ancient woodland. Furthermore, site is between 250m and 1km of Corfe & Barrow Hills SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 350m to the south of a Scheduled Monument (Roman camp, forts and a vexillation fortress), approximately 600m to the south of another Scheduled Monument (Length of Roman road on Eye Mead) and is within close proximity to two Grade II Listed Buildings (High House and Little Thatch). The Roman camp, forts and fortress are preserved as entirely buried structures, deposits and features, with no visible surface remains while the Length of Roman road on Eye Mead survives well. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Just over 50% of this greenfield site is located on Grade 5 agricultural land, the remainder being on Grade 4 and 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Corfe Mullen.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is not surrounded by existing residential development but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Corfe Mullen.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Corfe Mullen.
SA11: Access to services	++	Site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	Site is within 800m of open space, a sports facility, public rights of way, and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Corfe Mullen.

**Site ID code:** LPR-REG18-114

**Site area (hectares):** 7.12

**ID codes of constituent sites:** 128

**Proposed uses of constituent sites:** Residential Development

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site includes Little Canford Ponds SINC, and is within 250m of Big Burles SINC and ancient woodland. The SINC that is within the site may be lost following development and which, if retained, could be adversely effected by development surrounding it. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	0	Site lies approximately 475m to the north west of Hampreston Conservation Area. The Conservation Area Appraisal notes that the open character of the landscape extends into the Conservation Area, and visually connects with Hampreston village green. A variety of designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to the fact that the site already contains development (a depot).
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but has dwellings within 100m of its boundary which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	0	Brownfield site that is not in flood zone 3.



SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	-	Site is at a Hamlet.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Site is within 800m of open space, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-117**Site area (hectares):** 2.81**ID codes of constituent sites:** 115**Proposed uses of constituent sites:** Residential caravans or park homes**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is adjacent to a SINC. Additionally, site is within 250m-1km of the St Leonards and St Ives Heaths SSSI and the Moors River System SSSI and within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSIs and SINC.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	0?	Site is brownfield, therefore proposed development on site has the potential to improve the appearance of the site within the landscape. However, as the site is currently utilised as a caravan park, the similar development of residential caravans or park homes on the site is unlikely to alter the sites impacts upon the landscape. Therefore the score is downgraded from "+?" to "0?".
SA3: Historic environment	0	Site is within 5km of listed buildings and Scheduled Monuments, however development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of St Leonards and limited intervisibility, including the screening effects of Hum Forest to the south. Furthermore, as the site is already utilised as a caravan park, the similar development of residential caravans or park homes on the site is unlikely to alter the sites impacts upon the settings of surrounding heritage features. Therefore the historic environment score is upgraded from "-?" to "0".
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in St Leonards.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an A Road which could cause permanent noise and air pollution for residents on the site. Site is also within 100m of existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.

SA8: Climate change mitigation	+	Site is within 800m of bus stops in St Leonards.
SA9: Flood risk	0	Brownfield site that not in flood zone 3a or 3b.
SA10: Sustainable travel	+	Site is within 800m of bus stops in St Leonards.
SA11: Access to services	0	Site is within 400m of the Suburban Centre of St Leonards. Therefore the accessibility score is downgraded from "+" to "0".
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of healthcare facilities, sports facilities and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in St Leonards.

**Site ID code:** LPR-REG18-118**Site area (hectares):** 1.34**ID codes of constituent sites:** 116**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of ancient woodland and three SINCs.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is within Burts Hill Conservation Area. The Conservation Area Appraisal notes the high number of cob and thatch buildings in the area, and the permeable landscape comprising a network of lanes, green lanes, gravel tracks and paths. The enclosure created by these features creates an intimate, introspective landscape. The site lies approximately 450m to the west of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School; two of an original group of three round barrows. The site is screened from the bell barrow by trees and thick hedgerows to the west of the feature, while the bowl barrow is no longer visible on the surface but the ditch survives as a buried feature. A Grade II Listed Building (No. 442, Burts Hill) lies within close proximity of the site, while a variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	-	Mainly greenfield land on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Colehill.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but has dwellings within 100m of its boundary. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Colehill.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Colehill.

SA11: Access to services	++	Site at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Colehill.

**Site ID code:** LPR-REG18-120

**Site area (hectares):** 2.21

**ID codes of constituent sites:** 117

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of three SINCs, a Local Wildlife Site and a Local Nature Reserve.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is within Burts Hill Conservation Area. According to the Conservation Area Appraisal, Burts Hill is recognised for its high number of cob and thatch buildings, and its permeable landscape which comprises a network of lanes, green lanes, gravel tracks and paths. The enclosure created by these features creates an intimate, introspective landscape. The site is approximately 300m south west of a Scheduled Monument, a bell barrow and a bowl barrow at St Michael's Middle School; two of an original group of three round barrows. The site is screened from the bell barrow by trees and thick hedgerows to the north west of the feature, while the bowl barrow is no longer visible on the surface but the ditch survives as a buried feature. Some Listed Buildings also lie within 5km of the site, while a variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Colehill.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is not entirely surrounded by existing residential development and other sensitive receptors but has dwellings and a school within 100m of its boundary which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Colehill.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Colehill.
SA11: Access to services	++	Site at the Suburban Settlement of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Colehill.

**Site ID code:** LPR-REG18-122

**Site area (hectares):** 13.66

**ID codes of constituent sites:** 133

**Proposed uses of constituent sites:** Residential (including onsite SANG)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site includes part of and adjoins Martin's Close Copse SINC and ancient woodland. The site is also within 250m of additional areas of ancient woodland and three other SINCs (Brackenwood, Hart Lane Copse and Lyons Wood & Meadows). Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Site abuts the Woodlands AGLV and is also a large greenfield site.
SA3: Historic environment	--?	Site is adjacent to two Grade II Listed Buildings, Pixie's Holt and Bramble Cottage. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--?	Mainly greenfield land on Grade 3 agricultural land. Approximately 40% of the site is currently taken up by office development and a garden centre.
SA6(a) Resource efficiency: Minerals safeguarding	-	A small proportion of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is more than 800m from any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but has dwellings within 100m of its boundary, which could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.
SA11: Access to services	-	Site at a Hamlet.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of an open space, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.

**Site ID code:** LPR-REG18-123

**Site area (hectares):** 19.8

**ID codes of constituent sites:** 120; 121

**Proposed uses of constituent sites:** Residential (16.37 ha); SANG for parcel 1 (3.43 ha)

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site includes Stapehill Meadow SINC which may be lost following development and which, if retained, could be adversely effected by development surrounding it. Site is also within 250m of Award Road SINC. Site is between 250m and 1km of Ferndown Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Ancient woodland can be found between 250m and 1km of the site.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Parcel 1 (southern parcel) of the site that will be used as a SANG, is adjacent to a Scheduled Monument (a bowl barrow). A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	-	Mainly greenfield land on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Land to the east of the site is predominantly residential, while an employment area is located to the north of the site. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.



SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	+	Site is at the Main Settlement of Ferndown & West Parley but separated from its boundary by a distance of approximately 400m, therefore score downgraded from '++' to '+'. <del>from '++' to '+'.</del>
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility, public rights of way, and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-124

**Site area (hectares):** 62.64

**ID codes of constituent sites:** 118; 119

**Proposed uses of constituent sites:** new village including residential employment B1, open space and SANG; new village including residential employment B1, open space and SANG

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to Little Canford Ponds SINC, and between 250m and 1km of ancient woodland and three other SINC. Although site is more than 1km from an SSSI, with regard to the residential aspects of the proposed site, site is within an Impact Risk Zone where residential development could potentially have adverse effects. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed. Therefore, the likely uncertain significant adverse effect '--?' predicated from the residential element of the proposed uses has been upgraded to an uncertain minor adverse effect '-?'.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Part of the site is within Hampreston Conservation Area, and adjacent to some Listed Buildings within that Conservation Area. The Conservation Area Appraisal notes that the open character of the landscape extends into the Conservation Area and visually connects with the village green and that views from Hampreston village to the west, i.e. into this site, reinforce its valley character. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--	Approximately 80% of this mainly greenfield land is located on Grade 2 agricultural land, the remainder on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.

SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings and a school in Hampreston are within 100m of its boundary. These could be subject to temporary noise and disturbance effects during <u>construction at this site</u>
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	The majority (>50%) of this site is greenfield and outside of flood zone 3 although it is noted that the south west part of the site is in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	-	Site is at a Hamlet.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-127

**Site area (hectares):** 17.14

**ID codes of constituent sites:** 122; 123

**Proposed uses of constituent sites:** Residential (including onsite SANG) across both parcels; Residential (including onsite SANG) across both parcels

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	A small corner of the site is within 250m of Corfe Mullen Pastures SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects; the remainder is between 250m and 1km of both this SSSI and Corfe and Barrow Hills SSSI. The site is also between 250m and 1km of four SINCs, as well as Local Wildlife Sites and Local Nature Reserves. The local footpath network provides good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Part of site is within Corfe Mullen AGLV and most of the remainder is within 250m of it.
SA3: Historic environment	-?	Site lies approximately 625m to the west of a Scheduled Monument (two sections of Roman road), although it is screened from this historic asset by existing residential development. It is also within approximately 190m of Brogg Street/Sleight Lane Conservation Area (which also contains three Grade II Listed Buildings), although there is limited intervisibility between the site and the Conservation Area.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Majority of this greenfield site is on Grade 3 agricultural land. The remainder is on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	The north east edge of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not entirely surrounded by existing residential development or other sensitive receptors but has residential areas within 100m of its boundary, which could be subject to temporary noise and disturbance effects during construction at this site.

SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	The majority (>50%) of this site is greenfield and outside of flood zone 3 although it is noted that the western edge of the southern parcel of this site is in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-129

**Site area (hectares):** 8.98

**ID codes of constituent sites:** 124; 125

**Proposed uses of constituent sites:** Residential; Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	The northern parcel of site is adjacent to a SINC and the southern parcel is partially within 250m of it. The northern parcel is also within 250m and the southern parcel is within 1km of ancient woodland. Site is within 250m-1km of Cranborne Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath network provides good access from the site to these designated biodiversity assets, however a barrier effects caused by intervening woodland may limit the potential impact of development on the site upon the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is predominantly within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been made, however it is noted that approximately 60m <sup>2</sup> of the southern corner of the southernmost parcel within this site is within the Dorset Heathlands 400m consultation zone.
SA2: Landscape	--?	Northern parcel is within and southern parcel is adjacent to the Woodlands AGLV; this is also a large site on greenfield land.
SA3: Historic environment	-?	The northern parcel of site is located approximately 150m south of the length of deer park bank and ditch at Alderholt Scheduled Monument. This has survived comparatively well, including in its overall landscape context, however the woodland surrounding this feature screens it from the site. Site is also within 5km of listed buildings, a Registered Park and Garden and a Conservation Area. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of Alderholt and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 (southern parcel) and 5 (northern parcel) agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	The majority of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site adjacent to existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.

SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	-	Greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0/-	This site is at the Rural Service Centre of Alderholt however the northern parcel of this site is separated from its boundary by approximately 200m along the B3078. Therefore a mixed effect score is given.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space and public rights of way and the southern parcel of site is also within 800m of healthcare facilities.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LPR-REG18-130

**Site area (hectares):** 1.34

**ID codes of constituent sites:** 126

**Proposed uses of constituent sites:** Residential - Extra Care

**Proposed/estimated capacity > 10 dwellings:** No

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is between 250m and 1km of two SSSIs (Corfe & Barrow Hills and Corfe Mullen Pastures) and within Impact Risk Zones for these SSSIs where residential development could potentially have adverse effects. Site is also within this distance of two SINCS, Local Wildlife Sites, and Local Nature Reserves. The local footpath network provides good access from the site to the SSSIs.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site is within the Dorset Heathlands 400m consultation zone.
SA2: Landscape	+?	Mainly brownfield land.
SA3: Historic environment	-?	Site lies approximately 425m to the west of a Scheduled Monument (two sections of Roman road), and approximately 625m to the west of another Scheduled Monument (Round barrow cemetery on Barrow Hill) but is screened from them by the built up area of Corfe Mullen. A variety of more distant designated heritage assets are present within 5km of the site although development at the site is judged unlikely to significantly effect their settings due to its close relationship with the existing built up area of Corfe Mullen and limited intervisibility. Furthermore, the fact that the site already contains development means that residential development (in the form of extra care units) is unlikely to effect their settings.
SA4: Built environment	+?	Mainly brownfield land.
SA5: Land and soils	+?	Mainly brownfield land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Mainly brownfield land.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not entirely surrounded by existing residential development or other sensitive receptors but has dwellings within 100m of its boundary which could be subject to temporary noise and disturbance effects during construction at this site.



SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	0	Mainly brownfield land that is not in flood zone 3
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, public rights of way and a cycle path.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Corfe Mullen. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code: LPR-REG18-132****Site area (hectares): 12.96****ID codes of constituent sites: 129****Proposed uses of constituent sites: Residential posed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where rural residential development could potentially have adverse effects. Site's southern edge is 250m-1km of Holt Heath NNR and LWS, whilst the entire site is within 250m-1km of ancient woodland and SINCS.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within the Woodlands AGLV; this is also a large greenfield site.
SA3: Historic environment	--?	Site is adjacent to the 16th Century Grade II* Abbey House, the 12th-13th Century Grade I Church of St Wolfrida and is also within 5km of other listed buildings. Site is within the Horton Conservation Area, the open rural rolling landscape setting of which and enclosure by high ground are important to its designation. Site is located approximately 1.8km southeast of a bowl barrow Scheduled Monument and is also within 5km of other monuments and Registered Parks and Gardens, including the Grade II* St Giles' House Registered Park and Garden.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site mainly on Grade 3 agricultural land, with the remainder on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is partially within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is not within 800m of any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	-	Site is not within 800m of any sustainable transport links.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	-	Site is not within 800m of any sustainable transport links.
SA11: Access to services	-	Site is at the Village of Horton.

SA12: Safety	0	Not a coastal site.
SA13: Health	+	Within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	-	Site is not within 800m of any sustainable transport links.

**Site ID code:** LPR-REG18-135

**Site area (hectares):** 4.92

**ID codes of constituent sites:** 130

**Proposed uses of constituent sites:** Residential Development

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of a SINC and site is within 250m-1km of ancient woodland, a LWS and an LNR. Site is also within this distance of the Moors River System SSSI and the Slop Bog and Uddens Heath SSSI, and within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. The local footpath and road networks provide good access from the site to the SSSIs and other designated biodiversity assets, however a barrier effect caused by the woodland and built area of Ferndown and West Parley surrounding the site, and the A road to the north of the site, may limit the potential impact of development on site upon these designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site is predominantly within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been made, however approximately a 2.2km <sup>2</sup> strip of the north eastern corner of the site is within the Dorset Heathlands 400m consultation zone. Therefore this biodiversity score is downgraded from "--?" to "--".
SA2: Landscape	--?	Large mainly greenfield site.
SA3: Historic environment	-?	Site is within 5km of Conservation Areas, listed buildings and Scheduled Monuments, however residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of Ferndown and West Parley, and limited intervisibility due to the woodland sheltering the site.
SA4: Built environment	0	Mainly greenfield site, however it is noted that individual dwellings are located within the south of the site.
SA5: Land and soils	-	Mainly greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site partially within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Ferndown and West Parley. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is within 50m of an A road which could cause noise and air pollution affecting residents of the site permanently. Site is also surrounded by existing residential areas and is partially within 100m of an allocated housing area which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Ferndown and West Parley. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	--	Mainly greenfield site that is not within flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Ferndown and West Parley. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	+	Site is at the Main Settlement of Ferndown and West Parley.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of healthcare facilities, open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Ferndown and West Parley. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

**Site ID code:** LPR-REG18-136

**Site area (hectares):** 87.56

**ID codes of constituent sites:** 131; 132

**Proposed uses of constituent sites:** Residential Development; Residential Infill  
(amend settlement boundary)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site contains part of a SINC. Additionally, site is adjacent to the Holt and West Moors Heaths SSSI and within 1km of the Horton Common SSSI and the Moors River System SSSI, and within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. Site is also within 1km of ancient woodland. The local footpath network provides good access from the site to the SSSI and other designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site adjacent to the Dorset Heaths European sites, with its eastern half within the 400m consultation zone and the remainder in the 400m-5km zone.
SA2: Landscape	--?	Large greenfield site (though there is existing development within the revised settlement boundary it is assumed that only the undeveloped areas within the boundary would be developed).
SA3: Historic environment	-?	Site is located approximately 750m southeast of the bowl barrow cemetery and a cross dyke on Horton Common, considered of national importance as very few cross dykes have survived to the present day. Site is also within 5km of other monuments, Conservation Areas and listed buildings. However, residential development on the undeveloped parts of the site is judged unlikely to be capable of significantly affecting their settings due to its close relationship with the existing development of Three Legged Cross.
SA4: Built environment	0	Greenfield site, though it is noted that there is existing development within the site (it is assumed the new residential infill will occupy the greenfield land).
SA5: Land and soils	-	Undeveloped parts of site are greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site partially within a Minerals Safeguarding Area and the remainder within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Undeveloped parts of site are greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Three Legged Cross. Site is also within a Primary Transport Corridor and therefore there is potential for future enhancement.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	The undeveloped parts of the site are adjacent to existing residential receptors and within 100m of a school and a healthcare facility which could be subject to temporary noise and disturbance effects during construction of residential infill at this site.

SA8: Climate change mitigation	+	Site is within 800m of bus stops in Three Legged Cross. Site is also within a Primary Transport Corridor and therefore there is potential for future enhancement.
SA9: Flood risk	-	Undeveloped parts of site are greenfield outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Three Legged Cross. Site is also within a Primary Transport Corridor and therefore there is potential for future enhancement.
SA11: Access to services	0	This site is at the Rural Service Centre of Three Legged Cross.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, healthcare facilities and public rights of way. Development of the site could cause loss of open space, sports facilities and healthcare facilities. However, as it is assumed that only the undeveloped parts of the site will be developed upon, these losses are not considered likely within the scope of this assessment.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Three Legged Cross. Site is also within a Primary Transport Corridor and therefore there is potential for future enhancement.

**Site ID code:** LPR-REG18-137

**Site area (hectares):** 31.36

**ID codes of constituent sites:** 134

**Proposed uses of constituent sites:** Residential Development

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to the Barrett's Copse SINC and ancient woodland. Site is further than 1km from a SSSI but is within an Impact Risk Zone for the New Forest and Avon Valley SSSIs where residential development could potentially have adverse effects. The local footpath and road networks provide good access from the site to the SSSIs and other designated biodiversity assets, however a barrier effect caused by the intervening built area of Bransgore may limit the potential impact of development on the site upon the New Forest SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Large greenfield site.
SA3: Historic environment	--?	Site is adjacent to three Grade II buildings and is within 5km of other listed buildings. Site is also located approximately 1.2km northeast of the Winkton Conservation Area, the high quality and riverside setting of which is important to its designation. Additionally, site is within 5km of Scheduled Monuments and a Registered Park and Garden. However, with the exception of the nearby Grade II buildings, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing settlement of Bransgore and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site mainly on Grade 3 agricultural land, with the remainder on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site adjacent to residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops.
SA9: Flood risk	-	Greenfield site mainly outside of flood zone 3, however it is noted that a small part of the west of the site is within flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops.



SA11: Access to services	0	Site is at the settlement of Bransgore in the neighbouring New Forest District. The New Forest District Local Plan Part 1: Core Strategy (2009) defines this settlement as a 'Level 3 - Defined Village' in their four level settlement hierarchy. Therefore, it is presumed the settlement of Bransgore equates to a Rural Service Centre within the Christchurch and East Dorset settlement hierarchy.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, sports facilities, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops.

**Site ID code:** LPR-REG18-138

**Site area (hectares):** 60.43

**ID codes of constituent sites:** 135

**Proposed uses of constituent sites:** Residential and SANG Development

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Holmwood SINC, and between 250m and 1km of an additional SINC, ancient woodland, and Local Nature Reserve. The site is between 250m and 1km of two SSSIs (Ferndown Common and Parley Common) and within Impact Risk Zones for these SSSIs where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSIs.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone but SANG provision has been proposed, therefore biodiversity score upgraded from '--?' to '-?'.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is adjacent to a Scheduled Monument, Dudsbury camp, a small multivallate hillfort that survives comparatively well. It also lies approximately 150m to the south of another Scheduled Monument, a comparatively well preserved bell barrow known as Belle Vue Barrow. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Just over 50% of this greenfield site is on Grade 3 agricultural land (currently in use as a golf course), the remainder being on Grade 4 agricultural land. A very small proportion of the site is on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Most of the site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	A small part of the site is adjacent to an 'A' road (the A348) and parts of the site boundary are within 100m of existing or allocated residential development.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA9: Flood risk	-	The majority (>50%) of this site is greenfield and outside of flood zone 3 although it is noted that approximately one third of the site is in flood zones 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site lies between the Main Settlement of Ferndown & West Parley and the village of Longham.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Site is within 800m of open space and public rights of way. However, site is an area of open space and a sports facility (a golf course) that may be lost following development. Therefore, a mixed effect is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Ferndown & West Parley. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-139

**Site area (hectares):** 1.71

**ID codes of constituent sites:** 136

**Proposed uses of constituent sites:** Residential Development

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Northern edge of site includes part of Leigh Common SINC, and is within 250m of Leigh Common Local Nature Reserve and Local Wildlife Site. The site is between 250m and 1km of ancient woodland and two additional SINC. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site lies approximately 150m north west of a Scheduled Monument (Section of Roman road 150m south of Park Farm Cottages, a well preserved example of its class), and lies approximately 100m south of a Grade II Listed Building (By the Way). A variety of more distant designated heritage assets are present within 5km of the site although residential development at the site is judged unlikely to significantly effect their settings due to limited intervisibility.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--?	Mainly greenfield land on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings in Wimborne Minster are within 100m of its boundary including a residential allocation. These could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Site is within 800m of open space, a sports facility, public rights of way and a cycle path. However, site includes part of an area of open space that may be lost following development. Therefore, a mixed effect is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Wimborne Minster. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-142

**Site area (hectares):** 6.07

**ID codes of constituent sites:** 162; 163

**Proposed uses of constituent sites:** Residential; SANG for Parcel 1

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 1km of ancient woodland and SINC's. Site is not within 1km of the Holt and West Moors Heaths SSSI but is within an Impact Risk Zone for this SSSI where rural residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening woodland and the settlement of Holt Wood may limit the potential impact of development on the site upon the SSSI. It is also noted that it is currently planned for one of the parcels within this site to be used only for SANG, and therefore the impacts of this individual parcel upon biodiversity will be reduced and could instead provide biodiversity enhancement.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has been proposed, therefore the score has been upgraded from "--?" to "-?". It is also noted that it is currently planned for one of the parcels within this site to be used only for SANG, and therefore the impacts of this individual parcel upon biodiversity will be reduced and could instead provide biodiversity enhancement.
SA2: Landscape	--?	Site is within the Woodlands AGLV; this is also a large site on greenfield land.
SA3: Historic environment	--?	Site is adjacent to the 16th Century Grade II* Abbey House and the 12th-13th Century Grade I Church of St Wolfrida and is also within 5km of other listed buildings. Site is within the Horton Conservation Area, the open rural rolling landscape setting of which and enclosure by high ground are important to its designation. Site is also located approximately 1.8km southeast of a bowl barrow Scheduled Monument and is within 5km of other monuments and Registered Parks and Gardens, including the Grade II* St Giles' House Registered Park and Garden.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site mainly on Grade 3 agricultural land, with the remainder on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is predominantly within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is not within 800m of any sustainable transport links.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is within 100m of existing residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	-	Site is not within 800m of any sustainable transport links.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	-	Site is not within 800m of any sustainable transport links.
SA11: Access to services	-	Site is at the Village of Horton.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	-	Site is not within 800m of any sustainable transport links.

**Site ID code:** LPR-REG18-144

**Site area (hectares):** 2.86

**ID codes of constituent sites:** 140; 141

**Proposed uses of constituent sites:** Residential / Community Use; Residential Development / Village Green

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of a Local Nature Reserve.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	Site is adjacent to a Grade II Listed Building (No. 57, Ringwood Road). A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Most of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Longham. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A348) as well as within 100m of existing residential development in Longham.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Longham. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Longham. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	-	Site is at the Village of Longham.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is adjacent to an area of open space and a sports facility, and is also within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Longham. Site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.



**Site ID code:** LPR-REG18-145

**Site area (hectares):** 7.5

**ID codes of constituent sites:** 95; 96; 97; 98

**Proposed uses of constituent sites:** 0.29 ha SANG (parcels 1-3) for housing on parcel 4; 0.67 ha SANG (parcels 1-3) for housing on parcel 4; 2.68 ha SANG (parcels 1-3) for housing on parcel 4; Residential (3.87 ha)

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to the Moors River System SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Site also adjacent to an LNR, an LWS and a SINC, and is partially within 1km of ancient woodland. The local footpath network provides good access from the site to the SSSIs and other designated biodiversity assets. It is also noted that it is currently planned for three of the four parcels within this site to be used only for SANG, and therefore the impacts of these individual parcels upon biodiversity will be reduced and could potentially provide biodiversity enhancement.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	-?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has been proposed, therefore the score has been upgraded from "--?" to "-?". It is also noted that it is currently planned for three of the four parcels within this site to be used only for SANG, and therefore the impacts of these individual parcels upon biodiversity will be reduced and could potentially provide biodiversity enhancement.
SA2: Landscape	--?	Large greenfield site.
SA3: Historic environment	--?	Site is adjacent to a Grade II listed building and is also within 5km of other listed buildings, Conservation Areas and Scheduled Monuments. However, with the exception of the nearby Grade II listed buildings, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built development of Verwood and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site predominantly within a Minerals Safeguarding Area and the remainder within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Verwood. Site is also within 250m of a Primary Transport Corridor and therefore there is potential for future enhancement.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Verwood. Site is also within 250m of a Primary Transport Corridor and therefore there is potential for future enhancement.
SA9: Flood risk	-	Greenfield site mainly outside of flood zone 3. It is noted that one of the parcels is predominantly within flood zone 3, however this parcel of the site is currently planned to be used for SANG only.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Verwood. Site is also within 250m of a Primary Transport Corridor and therefore there is potential for future enhancement.
SA11: Access to services	++	This site is at the Main Settlement of Verwood.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of healthcare facilities, open space, sports facilities, cycle paths, and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Verwood. Site is also within 250m of a Primary Transport Corridor and therefore there is potential for future enhancement.

**Site ID code:** LPR-REG18-146**Site area (hectares):** 2.56**ID codes of constituent sites:** 142; 143**Proposed uses of constituent sites:** Residential Development; Residential Development**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of the Moors River System SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. Additionally, the western parcel is within 1km and eastern parcel partially within 250m of ancient woodland and a SINC. Site is also within 1km of a LWS. The local footpath and lane networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening settlement of Cranborne may limit the potential impact of development on the site upon the SSSI and southern designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	--?	Site is within the Cranborne Chase & West Wiltshire Downs AONB; this is also a large site on greenfield land.
SA3: Historic environment	-?/--?	The western parcel of the site is adjacent to the Cranborne Conservation Area, the intimate and enclosed setting of which is important to its designation. The eastern parcel is within 5km of this and site is also within this distance of other Conservation Areas. The western site parcel is adjacent to a Grade II listed building and the site is also within 5km of other listed buildings including those within the Conservation Area, including the 13th Century Grade I Church of St Mary and St Bartholomew, the 13th Century Grade I Cranborne Manor House, the 17th Century Grade II* gatehouse and south courtyard walls to Cranborne Manor House, the 19th Century Grade II* Carriage House and the 18th Century Grade II* Cranborne Lodge, all located approximately 200m south of site. Site is also located approximately 150m east of the Grade II* Cranborne Manor Registered Park and Garden. The site is located approximately 600m north of the motte and bailey castle upon Castle Hill Scheduled Monument and is also within 5km of other monuments. As only the western parcel is adjacent to historic assets, a mixed score is given.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site is not within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.

SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Cranborne.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-/--	Western site is surrounded by and eastern parcel is adjacent to residential areas and sensitive receptors including a school and healthcare facilities which could be subject to temporary noise and disturbance effects during construction of this site. Therefore a mixed effect pollution score is given.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Cranborne.
SA9: Flood risk	-	Greenfield site that is not within flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Cranborne.
SA11: Access to services	0	Site is at the Rural Service Centre of Cranborne.
SA12: Safety	0	Not a coastal site.
SA13: Health	++/--	Development of the site could cause loss of open space (Cranborne Allotments). However, following development the site would still be within 800m of healthcare facilities, open space, sports facilities, and public rights of way. Therefore a mixed effect health score is given.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Cranborne.

**Site ID code:** LPR-REG18-147a**Site area (hectares):** 3.68**ID codes of constituent sites:** 193**Proposed uses of constituent sites:** Employment B8 (renewable energy)**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site is within 250m of Purewell Meadows SSSI and its Impact Risk Zone, all where development could potentially have adverse effects. The site is also between 250m and 1km of the Avon Valley SAC, SPA and Ramsar site, two SSSIs, a SINC and a Local Nature Reserve. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	--?	This greenfield site is approximately 3.68ha in size and further than 250m from an AONB or AGLV.
SA3: Historic environment	--?	The eastern part of this site is within the Burton Conservation Area, which contains a small number of Grade II Listed Buildings adjacent to the site. The site is also adjacent to a Scheduled Monument (Staple Cross), which is a post-medieval roadside cross located at the junction of five roads. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Approximately 60% of this site is on Grade 4 agricultural land, while the remainder is on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A large proportion of this site is within a Minerals Safeguarding Area while the remainder is not.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	This site is located within 800m of bus stops and cycle paths in Christchurch. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings and a residential allocation within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.

SA8: Climate change mitigation	+	This site is located within 800m of bus stops and cycle paths in Christchurch. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	A large proportion (>50%) of this greenfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site is located within 800m of bus stops and cycle paths in Christchurch. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	0	Employment site, no effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	This site is located within 800m of cycle paths.
SA14: Housing	0	Employment site, no effect.
SA15: Economy	++	This site is approximately 3.68ha in size.

**Site ID code:** LPR-REG18-147b

**Site area (hectares):** 28.43

**ID codes of constituent sites:** 194

**Proposed uses of constituent sites:** SANG / Habitat Management

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	+?	Much of the area covered by this SANG site option is already designated as a SINC (Chewton Common) but a small additional area and footpath fall within the site boundary. Its allocation as SANG could have positive effects on biodiversity by reducing pressure on other biodiversity sites but these are uncertain as the sensitivity of Chewton Common to additional pressure is unknown.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	+?	Site partially within the Dorset Heathlands 400m-5km consultation zone. Much of the area covered by this SANG site option is already designated as a SINC (Chewton Common) but a small additional area and footpath fall within the site boundary. Its allocation as SANG could have positive effects on biodiversity by reducing pressure on other biodiversity sites but these are uncertain as the sensitivity of Chewton Common to additional pressure is unknown.
SA2: Landscape	+?	The proposed use of this site as a SANG will help protect and enhance the quality and character of the landscape.
SA3: Historic environment	0	No effect.
SA4: Built environment	0	No effect.
SA5: Land and soils	0	No effect.
SA6(a) Resource efficiency: Minerals safeguarding	0	No effect.
SA6(b) Resource efficiency: Brownfield development	0	No effect.
SA7(a) Pollution: Source Protection Zones	0	No effect.
SA7(b) Pollution: Sustainable transport	0	No effect.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	0	No effect.
SA8: Climate change mitigation	0	No effect.
SA9: Flood risk	0	No effect.
SA10: Sustainable travel	0	No effect.
SA11: Access to services	0	No effect.
SA12: Safety	0	No effect.
SA13: Health	0	No effect.
SA14: Housing	0	No effect.
SA15: Economy	0	No effect.

**Site ID code:** LPR-REG18-147c

**Site area (hectares):** 7.63

**ID codes of constituent sites:** 200

**Proposed uses of constituent sites:** SANG / Habitat Management

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	+?	This site option is already designated as the Cranemoor Common South SINC but a footpath also falls within the site boundary. The site is also adjacent to the New Forest SAC and SSSI, but directly separated from them by a railway track. Its allocation as a SANG could have positive effects on biodiversity by reducing pressure on other biodiversity sites but these are uncertain as the sensitivity of Cranemoor Common South SINC to additional pressures is unknown.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	+?	The majority of this site is located within the Dorset Heathlands 400m-5km consultation zone. This site option is already designated as the Cranemoor Common South SINC but a footpath also falls within the site boundary. The site is also adjacent to the New Forest SAC and SSSI, but directly separated from them by a railway track. Its allocation as a SANG could have positive effects on biodiversity by reducing pressure on other biodiversity sites but these are uncertain as the sensitivity of Cranemoor Common South SINC to additional pressures is unknown.
SA2: Landscape	+?	The proposed use of this site as a SANG will help protect and enhance the quality and character of the landscape.
SA3: Historic environment	0	No effect.
SA4: Built environment	0	No effect.
SA5: Land and soils	0	No effect.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	0	No effect.
SA6(b) Resource efficiency: <u>Brownfield development</u>	0	No effect.
SA7(a) Pollution: Source <u>Protection Zones</u>	0	No effect.
SA7(b) Pollution: Sustainable <u>transport</u>	0	No effect.
SA7(c) Pollution: Proximity to sensitive receptors or sources <u>of pollution</u>	0	No effect.
SA8: Climate change mitigation	0	No effect.
SA9: Flood risk	0	No effect.
SA10: Sustainable travel	0	No effect.
SA11: Access to services	0	No effect.
SA12: Safety	0	No effect.
SA13: Health	0	No effect.
SA14: Housing	0	No effect.
SA15: Economy	0	No effect.



**Site ID code:** LPR-REG18-147d

**Site area (hectares):** 39.67

**ID codes of constituent sites:** 201

**Proposed uses of constituent sites:** SANG / Habitat Management

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	+?	The eastern and western tips of this SANG site option are within 250m of two SSSIs (Burton Common and Purewell Meadows). Additionally, the western tip of this site option is within 1km of the Avon Valley SAC, SPA and Ramsar site. The site is also between 250m and 1km of another SSSI (Avon Valley), two SINCs (Mude Valley Nature Reserve and Cranemoor Common South) and a Local Nature Reserve. Its allocation as SANG could have positive effects on biodiversity sites but these are uncertain as the sensitivity of the above mentioned ecological designations to additional pressures is unknown.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	+?	The western half of this SANG site option is within the Dorset Heathlands 400m-5km consultation zone, while the remainder is not. The eastern and western tips of this SANG site option are within 250m of two SSSIs (Burton Common and Purewell Meadows). Additionally, the western tip of this site option is within 1km of the Avon Valley SAC, SPA and Ramsar site. The site is also between 250m and 1km of another SSSI (Avon Valley), two SINCs (Mude Valley Nature Reserve and Cranemoor Common South) and a Local Nature Reserve. Its allocation as SANG could have positive effects on biodiversity sites but these are uncertain as the sensitivity of the above mentioned ecological designations to additional pressures is unknown.
SA2: Landscape	+?	The proposed use of this site as a SANG will help protect and enhance the quality and character of the <u>landscape</u> .
SA3: Historic environment	0	No effect.
SA4: Built environment	0	No effect.
SA5: Land and soils	0	No effect.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	0	No effect.
SA6(b) Resource efficiency: <u>Brownfield development</u>	0	No effect.
SA7(a) Pollution: Source <u>Protection Zones</u>	0	No effect.
SA7(b) Pollution: Sustainable <u>transport</u>	0	No effect.
SA7(c) Pollution: Proximity to sensitive receptors or sources <u>of pollution</u>	0	No effect.
SA8: Climate change mitigation	0	No effect.
SA9: Flood risk	0	No effect.
SA10: Sustainable travel	0	No effect.
SA11: Access to services	0	No effect.

SA12: Safety	0	No effect.
SA13: Health	0	No effect.
SA14: Housing	0	No effect.
SA15: Economy	0	No effect.

**Site ID code:** LPR-REG18-147e

**Site area (hectares):** 14.66

**ID codes of constituent sites:** 205

**Proposed uses of constituent sites:** Woodland Burial

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	The south western half of this site is within 1km of the Purewell Meadows SSSI, while the south eastern tip of this site is within 1km of a Local Wildlife Site. Additionally, the site falls within the Dorset Heathlands 400m-5km consultation zone. The potential effects of the proposed woodland burial aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	-?	This greenfield site is approximately 14.66ha in size and further than 250m from an AONB or AGLV. Its allocation as a burial site will reduce its effect on the landscape in comparison to residential or commercial development, therefore score downgraded from '--?' to '-?'.
SA3: Historic environment	-?	This site is approximately 200m to the east of Christchurch Conservation Area, which contains a number of Listed Buildings. The site is also located approximately 575m north east of a Scheduled Monument (Staple Cross), which is a post-medieval roadside cross located at the junction of five roads. A variety of more distant designated heritage assets are present within 5km of the site. Its allocation as a burial site will reduce its effect on the landscape in comparison to residential or commercial development, therefore score downgraded from '--?' to '-?'.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--	This entire greenfield site is located on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A large proportion of this site contains a Minerals Safeguarding Area, while the remainder is within 250m of one.
SA6(b) Resource efficiency: Brownfield development	0	Burial site, no effect.
SA7(a) Pollution: Source Protection Zones	0	This site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	0	Journeys to and from this burial site are unlikely to result in significant traffic generation and pollution.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	0	Burial site, no effect.
SA8: Climate change mitigation	0	Journeys to and from this burial site are unlikely to result in significant traffic generation and pollution.

SA9: Flood risk	0	A burial site must be at least 30m from any watercourse. Seeing as this greenfield site is outside of flood zone 3 and not within close proximity to a watercourse, a negligible effect is likely.
SA10: Sustainable travel	0	Journeys to and from this burial site are unlikely to result in significant traffic generation and pollution.
SA11: Access to services	0	Burial site, no effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	0	Burial site, no effect.
SA14: Housing	0	Burial site, no effect.
SA15: Economy	0	Burial site, no effect.

**Site ID code:** LPR-REG18-147f

**Site area (hectares):** 1.13

**ID codes of constituent sites:** 207

**Proposed uses of constituent sites:** Leisure uses

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	The south western half of this site is within 1km of the Purewell Meadows SSSI, while the south eastern tip of this site is within 1km of a Local Wildlife Site. Additionally, the site falls within the Dorset Heathlands 400m-5km consultation zone. The potential effects of the proposed leisure use aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	--?	This greenfield site is approximately 14.66ha in size and further than 250m from an AONB or AGLV.
SA3: Historic environment	-?	This site is approximately 200m to the east of Christchurch Conservation Area, which contains a number of Listed Buildings. The site is also located approximately 575m north east of a Scheduled Monument (Staple Cross), which is a post-medieval roadside cross located at the junction of five roads. A variety of more distant designated heritage assets are present within 5km of the site. Additionally, the site falls within the Dorset Heathlands 400m-5km consultation zone.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--	This entire greenfield site is located on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A large proportion of this site is located in a Minerals Safeguarding Area, while the remainder is within 250m of one.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	This site is within 800m of bus stops and cycle paths in Christchurch. The site is also within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-?	Site is not surrounded by existing residential development or other sensitive receptors.
SA8: Climate change mitigation	+	This site is within 800m of bus stops and cycle paths in Christchurch. The site is also within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	This greenfield site is outside of flood zone 3.

SA10: Sustainable travel	+	This site is within 800m of bus stops and cycle paths in Christchurch. The site is also within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site designated for leisure uses, improving access to leisure facilities.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	This site is within 800m of cycle paths.
SA14: Housing	0	Leisure uses, no effect.
SA15: Economy	++	This site is approximately 1.13ha in size.

**Site ID code:** LPR-REG18-147g

**Site area (hectares):** 0.86

**ID codes of constituent sites:** 203

**Proposed uses of constituent sites:** Employment / Mixed Use

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	0?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential and rural non-residential development could potentially have adverse effects. The site is not within close proximity to any international, national or locally designated conservation sites. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	+?	This mainly brownfield site is further than 250m from an AONB or AGLV.
SA3: Historic environment	--?	The western parcel of this site lies adjacent to a Grade II Listed Building: Tally Ho. The site is also located just over 600m from the Hamlet of Middle Bockhampton, which contains six Grade II Listed Buildings.
SA4: Built environment	+?	Mainly brownfield site.
SA5: Land and soils	+?	Mainly brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	This site contains a Minerals Safeguarding Area, while the remainder is within 250m of one.
SA6(b) Resource efficiency: Brownfield development	+?	Mainly brownfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	This site lies adjacent to a cycle path.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	This site lies adjacent to a cycle path.
SA9: Flood risk	0	This mainly brownfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site lies adjacent to a cycle path.
SA11: Access to services	0	Employment site, no effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	This site lies adjacent to a cycle path.
SA14: Housing	0	Employment site, no effect.
SA15: Economy	++	This site is 0.86ha in size.

**Site ID code:** LPR-REG18-148**Site area (hectares):** 0.44**ID codes of constituent sites:** 161**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m-1km of the River Avon SAC, the Avon Valley SPA, Ramsar site and SSSI, and the Purewell Meadows SSSI, and site is within an Impact Risk Zone for these SSSIs where residential development could potentially have adverse effects. Site is also within 1km of an LNR. The local footpath and road networks provide good access from the site to the SSSIs and other designated biodiversity assets, however a barrier effect caused by the intervening railway line and Christchurch Bypass may limit the potential impact of development on the site upon the Purewell Meadows SSSI and other southerly designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	-?	Site is brownfield, therefore proposed development on site has the potential to improve the appearance of the site within the landscape. However, as the site is currently occupied by a picturesque 19 <sup>th</sup> Century Manor, which is in keeping with the surrounding landscape, it is judged that proposed new development on site may cause adverse impacts to the landscape. Therefore the score is downgraded from "+?" to "-?".
SA3: Historic environment	--?	The site is currently occupied by the picturesque 19 <sup>th</sup> Century Grade II Stable Cross Manor which is itself a heritage asset and contributes to the setting of other heritage assets. Site is also within 5km of other listed buildings, including the 19 <sup>th</sup> Century Grade II * Burton Hall located approximately 1.3km north of site. Site is within the Burton Conservation Area, the open rural setting of which is important to its designation. Additionally the site is located approximately 200m northwest of the Staple Cross Scheduled Monument, however this is located beyond the railway line, therefore there is limited intervisibility between this asset and the site.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site partially within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.



SA7(b) Pollution: Sustainable transport	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by residential receptors which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA9: Flood risk	0	Brownfield site outside of flood zones 3a and 3b.
SA10: Sustainable travel	+	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	+?	Site is within 400m of the Village of Burton and within 400m of the boundary of the Main Settlement of Christchurch. Due to a barrier effect caused by the Christchurch Bypass dual carriageway (A35), to access the services within Christchurch via road requires a commute of at least 1.6km. However, travelling via footpaths and cycle routes, it is possible to cross the bypass by bridge to reach the Christchurch settlement boundary and this commute is approximately 400m. Therefore, the accessibility score is downgraded from "+" to "+?". It is noted that the employment elements of the site will have no effect on the accessibility score.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, cycle paths and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of cycle paths and bus stops in Burton. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.

**Site ID code:** LPR-REG18-149

**Site area (hectares):** 3.7

**ID codes of constituent sites:** 164; 165

**Proposed uses of constituent sites:** Residential; Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is within 250m of Lake Gates SINC, and between 250m and 1km of ancient woodland, an additional SINC, Local Wildlife Site and a Local Nature Reserve. The site is also between 250m and 1km of Corfe & Barrow Hills SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Most of the site is within 250m of Stour Valley AGLV.
SA3: Historic environment	--?	Site is adjacent to a Scheduled Monument (Roman camp, forts and a vexillation fortress), and approximately 275m to the south of another Scheduled Monument (Length of Roman road on Eye Mead). Site is also within close proximity to two Grade II Listed Building (Little Thatch and High House). The Roman camp, forts and fortress are preserved as entirely buried structures, deposits and features, with no visible surface remains while the Length of Roman road on Eye Mead survives well. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and a cycle path in Corfe Mullen.
SA11: Access to services	++	Site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, a sports facility, public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and a cycle path in Corfe Mullen.

**Site ID code:** LPR-REG18-151

**Site area (hectares):** 27.02

**ID codes of constituent sites:** 138

**Proposed uses of constituent sites:** Residential Development

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	A small area of the south of the site is within 250m of Stapehill SINC, and between 250m and 1km of ancient woodland and a number of additional SINC's. Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Mainly greenfield land with capacity for more than 10 dwellings.
SA3: Historic environment	--?	Site is adjacent to a Scheduled Monument (the Three Bowl Barrows on Cannon Hill), and lies approximately 375m to the north of two other Scheduled Monuments (also bowl barrows). All three Scheduled Monuments are comparatively well preserved examples of their class. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land .
SA5: Land and soils	-	Mainly greenfield land on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of the site is within a Minerals Safeguarding Area, while the remainder of the site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is adjacent to an 'A' road (the A31) as well as within 100m of existing residential development in Colehill. An employment area is also located to the east of the site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Mainly greenfield land that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA11: Access to services	+	Site is at the Suburban Centre of Colehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is adjacent to an area of open space, and is also within 800m of a sports facility, public rights of way, and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Colehill. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport.

**Site ID code:** LPR-REG18-152

**Site area (hectares):** 0.16

**ID codes of constituent sites:** 139

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Site is within 250m-1km of Cranborne Common SSSI and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. It is also within this distance of ancient woodland and a number of SINCs. The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening settlement of Alderholt may limit the potential impact of development at the site upon northerly designated biodiversity assets.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed.
SA2: Landscape	-?	Site is small and mainly greenfield.
SA3: Historic environment	-?	Site is within 5km of listed buildings, Scheduled Monuments, a Registered Park and Garden and a Conservation Area. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, sites close relationship with the existing built up area of Alderholt and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site, however it is noted there is a single dwelling located to the north of the site.
SA5: Land and soils	--?	Mainly greenfield site on predominantly Grade 4 agricultural land, with the remainder on Grade 2 agricultural land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	-	Part of site is within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: <u>Brownfield development</u>	-	Mainly greenfield site.
SA7(a) Pollution: Source <u>Protection Zones</u>	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential areas which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of bus stops in Alderholt.
SA9: Flood risk	-	Mainly greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of bus stops in Alderholt.
SA11: Access to services	0	This site is at the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, sports facilities, and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops in Alderholt.

**Site ID code:** LPR-REG18-153

**Site area (hectares):** 3.66

**ID codes of constituent sites:** 25; 26; 27

**Proposed uses of constituent sites:** SANG Land; SANG Land; SANG Land

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	+?	Much of the area covered by this SANG site option is already designated as a Local Wildlife Site and Local Nature Reserve (Pennington's Copse) but small additional areas and a footpath linking it to adjacent West Moors also fall within the site boundary. Its allocation as SANG could have positive effects on biodiversity by reducing pressure on other biodiversity sites but these are uncertain as the sensitivity of Pennington's Copse to additional pressures is unknown.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	+?	Site partially within the Dorset Heathlands 400m consultation zone. Much of the area covered by this SANG site option is already designated as a Local Wildlife Site and Local Nature Reserve (Pennington's Copse) but small additional areas and a footpath linking it to adjacent West Moors also fall within the site boundary. Its allocation as SANG could have positive effects on biodiversity by reducing residential pressure on the Dorset Heathlands but these are uncertain as the sensitivity of Pennington's Copse to additional recreational pressure is unknown.
SA2: Landscape	+?	The proposed use of this site as a SANG will help protect and enhance the quality and character of the landscape.
SA3: Historic environment	0	No effect.
SA4: Built environment	0	No effect.
SA5: Land and soils	0	No effect.
SA6(a) Resource efficiency: Minerals safeguarding	0	No effect.
SA6(b) Resource efficiency: Brownfield development	0	No effect.
SA7(a) Pollution: Source Protection Zones	0	No effect.
SA7(b) Pollution: Sustainable transport	0	No effect.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	0	No effect.
SA8: Climate change mitigation	0	No effect.
SA9: Flood risk	0	No effect.
SA10: Sustainable travel	0	No effect.
SA11: Access to services	0	No effect.
SA12: Safety	0	No effect.
SA13: Health	0	No effect.
SA14: Housing	0	No effect.
SA15: Economy	0	No effect.

**Site ID code:** LPR-REG18-154

**Site area (hectares):** 14.73

**ID codes of constituent sites:** 11

**Proposed uses of constituent sites:** Green Belt amendment to allow Re-use or redevelopment of former water works facilities for residential or employment

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Site is adjacent to and partially within the River Avon SAC and the Avon Valley SPA, Ramsar site and SSSI, is within 1km of the Town Common SSSI, and site is within an Impact Risk Zone for these SSSIs where all planning applications could potentially have adverse effects. Site is also within 1km of SINCs and an LNR. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located within 1km of site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b). The local footpath and road networks provide good access from the site to the SSSI and other designated biodiversity assets, however a barrier effect caused by the intervening built development of Christchurch may limit the potential impact of development on the site upon the Town Common SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	Site is partially within the Dorset Heathlands 400m consultation zone, with the remainder in the 400m-5km zone, with significant adverse effect from the residential element of the proposed uses. However, if the site is used only for employment purposes the proposed employment development would not contribute to this biodiversity score and the impacts would be considered instead under SA1a.
SA2: Landscape	+?	Site is mainly brownfield and currently occupied by the water treatment works. Proposed development could improve the appearance of the site within the landscape, making it more in keeping with the surrounding townscape.

SA3: Historic environment	0	Site is located approximately 230m north of a World War II pillbox and tank traps Scheduled Monument and is also within 5km of other monuments. Site is also within this distance of Conservation Areas, including the Christchurch Hospital, Avon Buildings and Christchurch Central Conservation Areas, and within 5km of listed buildings, including multiple Grade I and II* buildings within the Christchurch Central Conservation Area. However, development at the site is judged unlikely to be capable of significantly affecting the settings of many of these assets due to their separation distances, sites close relationship with the existing built up area of Christchurch and limited intervisibility. Additionally, new development on the site has the potential to improve the appearance of the site within the landscape and townscape, thereby enhancing the settings of historic assets. However, this is dependent upon the nature of the employment elements of development. Therefore the historic environment score is upgraded from "-?" to "0".
SA4: Built environment	+?	Mainly brownfield site, however it is noted that part of the north of the site is greenfield.
SA5: Land and soils	+?	Site is mainly brownfield.
SA6(a) Resource efficiency: Minerals safeguarding	-	Site is partially within a Minerals Safeguarding Area and the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	+?	Mainly brownfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	++	Site is within 800m of bus stops and cycle paths in Christchurch and the southern part of site is also within 800m of Christchurch train station. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. Therefore, site scores '+ +' in relation to proposed residential use. However, if site is used only for employment purposes the score would change to "++?".
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site adjacent to of residential areas which could be subject to temporary noise and disturbance effects during construction of this site. Site is also adjacent to employment areas which could cause pollution affecting residents of the site permanently, however this is uncertain as the nature of the polluting effects are unknown. Therefore, site scores '-' in relation to proposed residential use. However, if site is used only for employment purposes the score would change to "-?".
SA8: Climate change mitigation	++	Site is within 800m of bus stops and cycle paths in Christchurch and the southern part of site is also within 800m of Christchurch train station. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.



SA9: Flood risk	0	Mainly brownfield site predominantly outside of flood zones 3a and 3b. It is noted that the site is partially within flood zones 3a and 3b in the southwest of the site.
SA10: Sustainable travel	++	Site is within 800m of bus stops and cycle paths in Christchurch and the southern part of site is also within 800m of Christchurch train station. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links.
SA11: Access to services	++	Site is at the Main Settlement of Christchurch, therefore scores '++' in relation to proposed residential use. However, if site is used only for employment purposes the accessibility score would change to "0" as proposed employment development does not contribute to this score.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of healthcare facilities, open space, cycle paths and public rights of way, and the southern part of site is also within 800m of sports facilities. Therefore, site scores '++' in relation to proposed residential use. However, if site is used only for employment purposes the score would change to "+" as the site is at a Main Settlement and within 800m of cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings. Therefore, site scores '++' in relation to proposed residential use. However, if site is used only for employment purposes the score would change to "0" as employment development would have no effect on housing provision.
SA15: Economy	+?	Site is within 800m of bus stops and cycle paths in Christchurch and southern part of site is also within 800m of Christchurch train station. Site is also within 800m of a Priority Transport Corridor which could provide future enhancement of sustainable transport links. Therefore, site scores '+?' in relation to proposed residential use. However, if site is used only for employment purposes the score would change to "++" as the site is large.

**Site ID code:** LPR-REG18-155**Site area (hectares):** 2.01**ID codes of constituent sites:** 166**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of ancient woodland and three SINCs.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	-?	Greenfield site with capacity for 10 or fewer dwellings.
SA3: Historic environment	-?	Site is within close proximity to Burts Hill Conservation Area, while a variety of more distant designated heritage assets are present within 5km of the site. The Conservation Area Appraisal notes that Burts Hill is remarkable for its high number of cob and thatch buildings, and has a permeable landscape which comprises a network of lanes, green lanes, gravel tracks and paths.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Greenfield site on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	Site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	Site is more than 800m from any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.
SA11: Access to services	-	Site is at the Village of Furzehill but separated from its boundary by a distance of approximately 150m.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, sports facilities, and public rights of way.
SA14: Housing	+	Proposed or estimated capacity for 10 or fewer dwellings.
SA15: Economy	-	Site is more than 800m from any sustainable transport links and is not in a Primary Transport Corridor.

**Site ID code:** LPR-REG18-157

**Site area (hectares):** 0.83

**ID codes of constituent sites:** 167

**Proposed uses of constituent sites:** Employment Land

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site adjoins the Moors River System SSSI and is within the Impact Risk Zone for it, where all development could potentially have adverse effects. The site is also within 250m of Lions Hill SSSI and between 250m and 1km of Holt and West Moors Heaths SSSI. The southern tip of the site is within 250m of Woolsbridge SINC, and between 250m and 1km of Woolsbridge Farm Carr SINC. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located within 1km of site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	--?	This mainly greenfield site is 0.83ha in size and further than 250m from an AONB or AGLV.
SA3: Historic environment	-?	A variety of designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield site.
SA5: Land and soils	-	This mainly greenfield site is located on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A large proportion of this site contains a Minerals Safeguarding Area while the remainder is within 250m of one.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	This site is within 800m of bus stops and a cycle path.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	This site is within 800m of bus stops and a cycle path.
SA9: Flood risk	-	The majority (>50%) of this site is greenfield and outside of flood zones 2 and 3 although it is noted that the southern tip of this site is within flood zone 2.
SA10: Sustainable travel	+	This site is within 800m of bus stops and a cycle path.
SA11: Access to services	0	Employment site, no effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	This entire site is within 800m of a cycle path.
SA14: Housing	0	Employment site, no effect.
SA15: Economy	++	This site is 0.83ha in size.

**Site ID code:** LPR-REG18-158

**Site area (hectares):** 0.43

**ID codes of constituent sites:** 192

**Proposed uses of constituent sites:** Community Uses (Change of use from Employment)

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site is within 250m of the Avon Valley SAC, SPA and Ramsar site. The site is also within 250m of three SSSIs (Purewell Meadows, Avon Valley and the River Avon System). This site is also within 250m of two SINC's (Stoney Lane Drain and Stanpit) and a Local Nature Reserve. Additionally, this site is between 250m and 1km of another SSSI and two other Local Nature Reserves. The potential effects of the proposed community use aspects of the site on the Dorset Heaths European Sites, located more than 1km from site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	+?	This brownfield site is further than 250m from an AONB or AGLV.
SA3: Historic environment	--?	This site lies between two Conservation Areas (Christchurch Central and Purewell), which contain numerous listed buildings. Additionally, the site is located approximately 450m north east of a Scheduled Monuments: Pre-Conquest monastery, early Christian cemetery, Augustinian priory and a motte and bailey castle at Christchurch. Visually, this Scheduled Monument is an outstanding example of its type. The site is also located approximately 750m north east of another Scheduled Monument: Site of Town Walls in, and E of, Druitt Gardens.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	This entire site is located within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	This site is located within 800m of bus stops and cycle paths in Christchurch. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-?	This site is not surrounded by existing residential development or other sensitive receptors, but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.

SA8: Climate change mitigation	+	This site is located within 800m of bus stops and cycle paths in Christchurch. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	--?	This brownfield site is entirely located within flood zone 3; data unavailable to indicate whether flood zone 3a or 3b therefore significant negative effect is uncertain.
SA10: Sustainable travel	+	This site is located within 800m of bus stops and cycle paths in Christchurch. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site designated for community uses, improving access to community services.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	This site is located within 800m of a cycle path.
SA14: Housing	0	Site designated for community uses, no effect.
SA15: Economy	+	This site is 0.43ha in size.

**Site ID code:** LPR-REG18-159a**Site area (hectares):** 0.56**ID codes of constituent sites:** 168**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site borders the Leigh Common SINC and Local Nature Reserve on three sides, and also abuts the Leigh Common Local Nature Reserve. The site is also located between 250m and 1km of four other SINC's and an area of ancient woodland. Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	This site is located approximately 450m east of a Grade II* Listed Building (Old Manor Farmhouse), and approximately 425m west of a Grade II Listed Building (By the Way House). A Scheduled Monument is also located approximately 525m south east of the site (Section of Roman Road 150m south of Park Farm Cottages). Marked by a raised agger, the Scheduled Monument is a well preserved example of its class. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	This greenfield site is located on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Approximately one third of this site is located within a Minerals Safeguarding Area, while the remainder is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not within a Minerals Safeguarding Area.
SA7(b) Pollution: Sustainable transport	+	This site is within 800m of bus stops and cycle paths in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings and a residential allocation within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.

SA8: Climate change mitigation	+	This site is within 800m of bus stops and cycle paths in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	This greenfield site is not located in flood zone 3.
SA10: Sustainable travel	+	This site is within 800m of bus stops and cycle paths in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	This site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	This site is within 800m of open space, sports facilities, public rights of way and cycle paths.
SA14: Housing	++	This site has capacity for more than 10 dwellings.
SA15: Economy	+?	This site is within 800m of bus stops and cycle paths in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

**Site ID code: LPR-REG18-159b**

**Site area (hectares): 2.73**

**ID codes of constituent sites: 169**

**Proposed uses of constituent sites: Residential**

**Proposed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of six SINC's and four areas of ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Mainly greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	This site contains a Grade II Listed Building: Barley Mow Public House. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield land.
SA5: Land and soils	--?	This mainly greenfield site is located on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	This site is no located within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield land.
SA7(a) Pollution: Source Protection Zones	0	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	This site is within 800m of bus stops in Colehill.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	This site contains a country pub, which might be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	This site is within 800m of bus stops in Colehill.
SA9: Flood risk	-	This mainly greenfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site is within 800m of bus stops in Colehill.
SA11: Access to services	+	Part of this site is between 100m and 400m of the District Centre of Colehill. Therefore accessibility score downgraded from '++' to '+'.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The southern half of this site is within 800m of open space. The entire site is within 800m of public rights of way.
SA14: Housing	++	This site has capacity for more than 10 dwellings.
SA15: Economy	+?	This site is within 800m of bus stops in Colehill.



**Site ID code:** LPR-REG18-160**Site area (hectares):** 5.15**ID codes of constituent sites:** 170**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of two SINCs (Elder Moor and Rushall House).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	This greenfield site is within Corfe Mullen AGLV.
SA3: Historic environment	-?	This site is located approximately 700m south east of a Grade II Listed Building: Warmwell Cottage. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Approximately 95% of this greenfield site is located on Grade 4 agricultural land, while the remainder is located on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	This site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	This entire site is within a Minerals Safeguarding Area.
SA7(b) Pollution: Sustainable transport	+	This site is within 800m of bus stops.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	This site is adjacent to an 'A' road, the A350.
SA8: Climate change mitigation	+	This site is within 800m of bus stops.
SA9: Flood risk	-	This greenfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site is within 800m of bus stops.
SA11: Access to services	--	This site is not within any existing settlement.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	Approximately 90% of this site is within 800m of public rights of way.
SA14: Housing	++	This site has capacity for more than 10 dwellings.
SA15: Economy	+?	This site is within 800m of bus stops.

**Site ID code:** LPR-REG18-161

**Site area (hectares):** 4.12

**ID codes of constituent sites:** 171

**Proposed uses of constituent sites:** Retail and Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	The southern half of this site falls within 250m of Stapehill SINC, while the entire site falls between 250m and 1km of an area of ancient woodland. The south western tip of the site falls between 250m and 1km of another area of ancient woodland. Although this site is more than 1km from an SSSI, with regard to the residential aspects of the proposed development, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The local footpath network provides good access from the site to the SINC. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	This site is located approximately 500m south of a Scheduled Monument (Three Bowl Barrows on Cannon Hill), and approximately 200m and 400m west of two other Scheduled Monuments (also bowl barrows). All three Scheduled Monuments are comparatively well preserved examples of their class. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Approximately 60% of this greenfield site is located on Grade 3 agricultural land, while the remainder is located on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Approximately 40% of this site is within a Minerals Safeguarding area, while the remainder is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	This site is adjacent to an 'A' road, the A31.
SA8: Climate change mitigation	+	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	This greenfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	This site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	This site is within 800m of open space, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

**Site ID code:** LPR-REG18-162

**Site area (hectares):** 0.41

**ID codes of constituent sites:** 172

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	This site is located between 250m and 1km of Ferndown Common SSSI and within an Impact Risk Zone for this SSSI, where residential development could potentially have adverse effects. Additionally, the site is between 250m and 1km of two SINCs (Big Copse and Holmwood) and areas of ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	This site is located approximately 300m west of a Scheduled Monument (Bowl barrow on Poor Common 370m north east of Holmwood) and 425m north west of two other Scheduled Monuments (Bell barrow known as Belle Vue Barrow, and a bowl barrow 250m north east of Hillamsland). A number of Grade II Listed Buildings are also located within 500m of the south of the site. There are two additional barrows located north west of the site. However, the settlement of Ferndown screens the site from these barrows. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	This greenfield site is located on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A large proportion of this site is within a Minerals Safeguarding Area, while the remainder is within 250m of one.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	This site is located within 800m of bus stops and cycle routes in Ferndown. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	This site is adjacent to an 'A' road, the A348. Additionally, the site is adjacent to a large residential allocation which could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	This site is located within 800m of bus stops and cycle routes in Ferndown. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA9: Flood risk	-	This greenfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site is located within 800m of bus stops and cycle routes in Ferndown. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	This site is located at the Main Settlement of Ferndown and West Parley.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	This site is within 800m of open space, sports facilities, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	This site is located within 800m of bus stops and cycle routes in Ferndown. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

**Site ID code:** LPR-RED18-163

**Site area (hectares):** 1.09

**ID codes of constituent sites:** 173

**Proposed uses of constituent sites:** C2 Residential Institution

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	The northern half of this site is located within 250m of Parley Common SSSI, while the remainder is between 250m and 1km of it. The site is also in an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The local footpath and road network provide good access from the site to the SSSI.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--	This site is within the Dorset Heathlands 400m consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	This site is located approximately 50m east of a Grade II Listed Building: Stocks House. The site is also located approximately 800m south east of two Scheduled Monuments (Ralph's Barrow and Mag's Barrow). Both are well preserved examples of their class. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Approximately 65% of this greenfield site is located on Grade 5 agricultural land, while the remainder is located on Grade 2 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	A large proportion of this site is within a Minerals Safeguarding Area, while the remainder is within 250m of one.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	This site is within 800m of bus stops at Ferndown & West Parley. The site is also adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings and a residential allocation within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	This site is within 800m of bus stops at Ferndown & West Parley. The site is also adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	This greenfield site is outside of flood zone 3.

SA10: Sustainable travel	+	This site is within 800m of bus stops at Ferndown & West Parley. The site is also adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	This site is at the Main Settlement of Ferndown and West Parley
SA12: Safety	0	Not a coastal site.
SA13: Health	++	This site is within 800m of open space, sports facilities and public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings (C2 use).
SA15: Economy	+?	This site is within 800m of bus stops at Ferndown & West Parley. The site is also adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

**Site ID code:** LPR-REG18-164

**Site area (hectares):** 3.28

**ID codes of constituent sites:** 174

**Proposed uses of constituent sites:** Commercial Development

**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site adjoins the Town Common SSSI, as well as a Local Wildlife Site (Sopley Common), although it is directly separated from this Local Wildlife Site by the A338. The northern half of the site is also within 250m of the Pithouse SINC. Furthermore, the site is between 250m and 1km of the Avon Valley SPA and Ramsar site, while the northern tip of the site is within this distance of the River Avon SAC. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located adjacent to the south of site and across the A338 to the west of site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	--?	This mainly greenfield site is approximately 3.28ha in size and further than 250m from an AONB or AGLV.
SA3: Historic environment	-?	This site is located to the east of three Scheduled Monuments, all of which are bowl barrows and comparatively well preserved examples of their class. The site is also located approximately 900m north east of Christchurch Conservation Area, which contains three Grade II Listed Buildings. The site is judged unlikely to significantly affect the settings of these heritage assets, due to distance and limited intervisibility.
SA4: Built environment	0	Mainly greenfield site.
SA5: Land and soils	-	This mainly greenfield site is located on non-agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Part of this site is within a Minerals Safeguarding Area, while the remainder is within 250m of one.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+?	This site is located within 800m of a cycle path.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings and a hotel within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	This site is located within 800m of a cycle path.
SA9: Flood risk	-	This mainly greenfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site is located within 800m of a cycle path.
SA11: Access to services	0	Commercial development, no effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	This site is located within 800m of a cycle path.
SA14: Housing	0	Commercial development, no effect.
SA15: Economy	++	This site is approximately 3.28ha in size.



**Site ID code:** LPR-REG18-166**Site area (hectares):** 1.46**ID codes of constituent sites:** 175**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site abuts the Holt and West Moors Heaths SSSI and is within an Impact Risk Zone for this SSSI, where residential development could potentially have adverse effects. The site also adjoins a Local Wildlife Site, a National Nature Reserve and an area of ancient woodland. The eastern part of the site is within 250m of Holt Wood SINC, while the site is between 250m and 1km of five other SINCS, another Local Wildlife Site, National Nature Reserve and four other areas of ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	The site abuts the Woodlands AGLV.
SA3: Historic environment	--?	This site is adjacent to a Grade II Listed Building: Little Thatch. There are also a number of other Grade II Listed Buildings within 250m of the site. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	+?	Mainly brownfield site.
SA5: Land and soils	+?	Mainly brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	0	This site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Mainly brownfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	This site is more than 800m from any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	-	This site is more than 800m from any sustainable transport links.
SA9: Flood risk	0	This mainly brownfield site is outside of flood zone 3.
SA10: Sustainable travel	-	This site is more than 800m from any sustainable transport links.
SA11: Access to services	-	This site is at the Village of Gaunt's Common.
SA12: Safety	0	Not a coastal site.
SA13: Health	+	This site is within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	-	This site is more than 800m from any sustainable transport links.

**Site ID code:** LPR-REG18-167

**Site area (hectares):** 0.12

**ID codes of constituent sites:** 176

**Proposed uses of constituent sites:** Add Land to Green Belt

**Proposed/estimated capacity > 10 dwellings:** No

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	+?	This site is located within 250m of two SINCs (Northleigh House and Woodland House Meadow). The site is also located between 250m and 1km of a Local Wildlife Site, a Local Nature Reserve and an area of ancient woodland. Its allocation as Green Belt land could have positive effects on biodiversity.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	+?	This site is within the Dorset Heathlands 400m-5km consultation zone. Its allocation as Green Belt land could have positive effects on biodiversity.
SA2: Landscape	+?	The addition of this land into the Green Belt will help protect and enhance the quality and character of the landscape.
SA3: Historic environment	0	No effect
SA4: Built environment	0	No effect
SA5: Land and soils	0	No effect
SA6(a) Resource efficiency: Minerals safeguarding	0	No effect
SA6(b) Resource efficiency: Brownfield development	0	No effect
SA7(a) Pollution: Source Protection Zones	0	No effect
SA7(b) Pollution: Sustainable transport	0	No effect
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	0	No effect
SA8: Climate change mitigation	0	No effect
SA9: Flood risk	0	No effect
SA10: Sustainable travel	0	No effect
SA11: Access to services	0	No effect
SA12: Safety	0	No effect
SA13: Health	0	No effect
SA14: Housing	0	No effect
SA15: Economy	0	No effect

**Site ID code:** LPR-REG18-168

**Site area (hectares):** 0.98

**ID codes of constituent sites:** 177

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The southern half of the site falls within 250m of Stapehill SINC, while the entire site falls between 250m and 1km of three other SINC's and an area of ancient woodland. Although the local footpath and road network provide good access from the site to the SINC, the potential impact of this site upon this biodiversity asset may be limited by a barrier effect caused by Wimborne Road West.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	-?	This site is located approximately 750m south west of a Scheduled Monument (Three Bowl Barrows on Cannon Hill), and approximately 125m and 165m north of two other Scheduled Monuments (also bowl barrows). All three Scheduled Monuments are comparatively well preserved examples of their class. The site is also approximately 400m north west of a Grade II Listed Building. Residential development at this site is judged unlikely to significantly affect their settings due to the sites close relationship with the built up area of St Leonards.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	This site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	-?	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	This site is adjacent to an 'A' road, the A31.
SA8: Climate change mitigation	+	This site is located within 800m of bus stops and cycle paths in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA9: Flood risk	0	This brownfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site is located within 800m of bus stops and cycle paths in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	0	Site is at the Main Settlement of Wimborne Minster but separated from its boundary by a distance of approximately 500m, therefore accessibility score downgraded from '++' to '0'.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	This site is within 800m of open space, public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+	This site is located within 800m of bus stops and cycle paths in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

**Site ID code:** LPR-REG18-169

**Site area (hectares):** 1.13

**ID codes of constituent sites:** 187

**Proposed uses of constituent sites:** Residential and Employment

**Proposed/estimated capacity > 10 dwellings:** Yes

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where, with regard to the residential aspects of the proposed development, residential development could potentially have adverse effects. The eastern part of the site falls within 250m of Stapehill SINC, while the entire site falls between 250m and 1km of two areas of ancient woodland. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score (the effects of the proposed residential use only on the Dorset Heaths European sites are separately considered under SA1b).
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	Site is within the Dorset Heathlands 400m-5km consultation zone and no SANG provision has been proposed, with an uncertain significant adverse effect from the residential element of the proposed uses.
SA2: Landscape	--?	This mainly greenfield site has capacity for more than 10 dwellings.
SA3: Historic environment	-?	This site is located approximately 600m south of a Scheduled Monument (Three Bowl Barrows on Cannon Hill), and approximately 450m and 650m west of two other Scheduled Monuments (also bowl barrows). All three Scheduled Monuments are comparatively well preserved examples of their class. The site is also located approximately 400m north of four Grade II Listed Buildings. Residential and employment development at this site is judged unlikely to be capable of significantly affecting their settings due to the site's close relationship with the built up area of Wimborne Minster, and its separation from the listed buildings by Canford Bottom Roundabout.
SA4: Built environment	0	Mainly greenfield site.
SA5: Land and soils	--?	This mainly greenfield site is located on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	This site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	This site is adjacent to an 'A' road, the A31.
SA8: Climate change mitigation	+	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	This mainly greenfield site is outside of flood zone 3.
SA10: Sustainable travel	+	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	This site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	This site is within 800m of open space, while the eastern tip of the site is within 800m of a sport facility. This site is also within 800m of public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+	This site is located within 800m of bus stops and cycle paths in Canford Bottom, Wimborne Minster. The site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

**Site ID code:** LPR-REG18-170

**Site area (hectares):** 1.49

**ID codes of constituent sites:** 178

**Proposed uses of constituent sites:** Residential

**Proposed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of a SINC (Henbury Farm Wood) and two areas of ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	The southern tip of this site abuts the Corfe Mullen AGLV, while the northern tip falls within 250m of the Stour Valley AGLV.
SA3: Historic environment	-?	This site is located approximately 550m east of a Grade II* Listed Building: Henbury Hall Henbury House. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	+?	Mainly brownfield land.
SA5: Land and soils	+?	Mainly brownfield land.
SA6(a) Resource efficiency: <u>Minerals safeguarding</u>	-	Site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: <u>Brownfield development</u>	+?	Mainly brownfield land.
SA7(a) Pollution: Source <u>Protection Zones</u>	-?	Site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable <u>transport</u>	-	This site is more than 800m from any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources <u>of pollution</u>	--	The northern edge of this site adjoins an 'A' road, the A31.
SA8: Climate change mitigation	-	This site is more than 800m from any sustainable transport links.
SA9: Flood risk	0	This mainly brownfield site is outside of flood zone 3.
SA10: Sustainable travel	-	This site is more than 800m from any sustainable transport links.
SA11: Access to services	--	Site is not within any existing settlement.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The north eastern tip of this site is within 800m of a sports facility, while the entire site is within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	-	This site is more than 800m from any sustainable transport links.

**Site ID code:** LPR-REG18-171**Site area (hectares):** 2.45**ID codes of constituent sites:** 179**Proposed uses of constituent sites:** Residential Development**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The site is between 250m and 1km of two SINCs (Honeybrook Copse and Catley Copse) and two areas of ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	-?	Greenfield site with capacity for 10 or fewer dwellings.
SA3: Historic environment	-?	This site is located within 1km of several listed buildings, including a Grade II* Listed Building: Wilksworth Farmhouse. Burts Hill Conservation Area is also located approximately 550m from the site. Residential development is judged unlikely to be capable of significantly affecting their settings due to separation distances.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	This greenfield site is on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	0	The site is not within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	Approximately 50% of this site lies within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	-	This site is more than 800m from any sustainable transport links.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	-	This site is more than 800m from any sustainable transport links.
SA9: Flood risk	-	This greenfield site is outside of flood zone 3.
SA10: Sustainable travel	-	This site is more than 800m from any sustainable transport links.
SA11: Access to services	-	This site is at the Village of Furzehill.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of a sports facility and public rights of way.
SA14: Housing	+	Small site with capacity for 10 or fewer dwellings.
SA15: Economy	-	This site is more than 800m from any sustainable transport links.



**Site ID code:** LPR-REG18-173**Site area (hectares):** 0.01**ID codes of constituent sites:** 180**Proposed uses of constituent sites:** Residential**Proposed/estimated capacity > 10 dwellings:** No

SA objective/ sub-objective	SA score	Justification
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site is within 250m of the River Avon SAC, and the Avon Valley SPA and Ramsar site. The site is also within 250m of the Avon Valley (Bickton to Christchurch) SSSI and its Impact Risk Zone, where residential development could potentially have adverse effects. Additionally, the site is between 250m and 1km of two SINC's and four Local Nature Reserves. Although the local footpath and road network provide good access from the site to the SAC, SPA, Ramsar site and SSSI, the potential impact of the site upon these biodiversity designations may be limited by the size of this site and the fact that it is located within the built up area of Christchurch.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	--?	This site is within the Christchurch Central Conservation Area, which contains a large number of listed buildings. According to the Conservation Area Appraisal, the site is located within Character Area 3: Millhams Street and Ducking Stool Lane. Millhams Street is lined with terraces of modest historic brick cottages, and narrow alleyways through and between the buildings join in a small open space at the head of Ducking Stool Lane. The area is a very small scale intimate section of townscape that contrasts with the larger scale more public High Street and Castle Street. Furthermore the site is located in close proximity to two Scheduled Monuments: Pre-Conquest monastery, early Christian cemetery, Augustinian priory and a motte and bailey castle at Christchurch, and Site of Town Walls in, and East of, Druitt Gardens. However, development of 2 dwellings is judged unlikely to effect the settings of these Scheduled Monuments due to limited intervisibility and the fact that the site is located within the built up area of Christchurch.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	The site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	The site is not within a Source Protection Zone.

**Site ID code:** LPR-REG18-174**Site area (hectares):** 10.14**ID codes of constituent sites:** 181**Proposed uses of constituent sites:** Residential  
**posed/estimated capacity > 10 dwellings:** Yes

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site is between 250m and 1km of an SSSI (Cranborne Common) and within an Impact Risk Zone for this SSSI, where residential development could potentially have adverse effects. The site also adjoins Alderholt Heath SINC, and is within close proximity to another SINC (Daggons Road Station). The northern half of the site is within 250m of an area of ancient woodland. The local footpath and road network provide good access from the site to the SSSI, SINCs and ancient woodland
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	The western half of this site lies within an AGLV and is also a large greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	-?	This site is located approximately 200m south west of a Scheduled Monument: Length of deer park and ditch at Alderholt. The bank survives differentially throughout its length but stands up to 6.4m wide and 1.2m high with a ditch to the north (i.e. internally to the deer park) of up to 0.6m deep. It is the best preserved boundary of a deer park first documented in 1315 when it was held by the Earl of Gloucester and Hertford from the King. Residential development at this site is judged unlikely to significantly affect the setting of this Scheduled Monument due to the presence of a woodland, which separates the site from this heritage asset. The site is also located approximately 350m east of a Grade II Listed Building: Church of St James. A variety of more distant designated heritage assets are also present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	This greenfield site is located on Grade 5 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Approximately 90% of this site is within a Minerals Safeguarding Area, while the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	The site is not within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	Site is within 800m of four bus stops in Alderholt.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.

SA8: Climate change mitigation	+	Site is within 800m of four bus stops in Alderholt.
SA9: Flood risk	-	Greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	Site is within 800m of four bus stops in Alderholt.
SA11: Access to services	0	Site is at the Rural Service Centre of Alderholt.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of open space, while the eastern tip of the site is within 800m of a medical facility. The site is also within 800m of public rights of way.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	Site is within 800m of four bus stops in Alderholt.

**Site ID code: LPR-REG18-176****Site area (hectares): 0.01****ID codes of constituent sites: 184****Proposed uses of constituent sites: Residential****posed/estimated capacity > 10 dwellings: No**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site is within 250m of the River Avon SAC, and the Avon Valley SPA and Ramsar site. The site is also within 250m of the Avon Valley (Bickton to Christchurch) SSSI and its Impact Risk Zone, where residential development could potentially have adverse effects. Although the local footpath and road network provide good access from the site to the SAC, SPA, Ramsar site and SSSI, the potential impact of the site upon these biodiversity designations may be limited by the size of this site and the fact that it is located within the built up area of Christchurch.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	+?	Brownfield site.
SA3: Historic environment	--?	This site is within the Christchurch Central Conservation Area, which contains a large number of listed buildings. According to the Conservation Area Appraisal, the site is located within Character Area 3: Milhams Street and Ducking Stool Lane. Millhams Street is lined with terraces of modest historic brick cottages, and narrow alleyways through and between the buildings join in a small open space at the head of Ducking Stool Lane. The area is a very small scale intimate section of townscape that contrasts with the larger scale more public High Street and Castle Street. Furthermore the site is located in close proximity to two Scheduled Monuments: Pre-Conquest monastery, early Christian cemetery, Augustinian priory and a motte and bailey castle at Christchurch, and Site of Town Walls in, and East of, Druitt Gardens. However, development of 6 dwellings is judged unlikely to affect the settings of these Scheduled Monuments due to limited intervisibility and the fact that the site is located within the built up area of Christchurch.
SA4: Built environment	+?	Brownfield site.
SA5: Land and soils	++	Brownfield site.
SA6(a) Resource efficiency: Minerals safeguarding	-	The site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	+?	Brownfield site.
SA7(a) Pollution: Source Protection Zones	0	The site is not within a Source Protection Zone.

SA7(b) Pollution: Sustainable transport	++	Site is within 800m of bus stops, cycle paths and a railway station. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	Site is surrounded by existing residential development, which could be subject to temporary noise and disturbance effects during construction of the site.
SA8: Climate change mitigation	++	Site is within 800m of bus stops, cycle paths and a railway station. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	--?	Over 50% of this brownfield site is within flood zone 3a.
SA10: Sustainable travel	++	Site is within 800m of bus stops, cycle paths and a railway station. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is within the Main Settlement of Christchurch.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of a healthcare facility, open space and sports facilities. The site is also within 800m of public rights of way and cycle paths.
SA14: Housing	+	Small site with capacity for 10 or fewer dwellings.
SA15: Economy	+?	Site is within 800m of bus stops, cycle paths and a railway station. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

**Site ID code: LPR-REG18-177****Site area (hectares): 11.41****ID codes of constituent sites: 191****Proposed uses of constituent sites: Green Belt and exceptional circumstances for special needs education use****posed/estimated capacity > 10 dwellings: No**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/geodiversity other than Dorset Heathlands international designated biodiversity assets	-?	This site is within 1km of the Avon Valley SAC, SPA and Ramsar site. The site is also within 1km of three SSSIs (St Leonards and St Ives Heaths, Avon Valley and River Avon System), and their Impact Risk Zones where development could potentially have adverse effects. The potential effects of the proposed educational aspects of the site on the Dorset Heathlands European Sites, located within 1km of site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	--?	The southern tip of this site is within 250m of the Avon Valley AGLV.
SA3: Historic environment	-?	This site is located approximately 475m south of a Scheduled Monument (Two bowl barrows in Watchmoor Wood 270m and 290m south west of Ashley Lodge). These barrows each have a mound with maximum dimensions of 13m and 15m in diameter and about 0.5m and 0.85m in height, and survive well. The site is also located approximately 600m south and 415m south west of two Grade II Listed Buildings (Ashley Lodge and Ashley Cottage), respectively. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Mainly greenfield site.
SA5: Land and soils	-	This mainly greenfield site is located on non-agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	This site is partially located within a Minerals Safeguarding Area, while the remainder is within 250m of one.
SA6(b) Resource efficiency: Brownfield development	-	Mainly greenfield site.
SA7(a) Pollution: Source Protection Zones	0	This site is not located within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	This site is within 800m of bus stops and cycle routes in Ashley Heath.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	This site is located within 100m of an 'A' road, the A31. Furthermore, although the site is not surrounded by existing residential development or other sensitive receptors, dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction at this site.
SA8: Climate change mitigation	+	This site is within 800m of bus stops and cycle routes in Ashley Heath.
SA9: Flood risk	-	This mainly greenfield site is not located in flood zone 3.
SA10: Sustainable travel	+	This site is within 800m of bus stops and cycle routes in Ashley Heath.

SA11: Access to services	++	Site designated for special needs education use, improving access to educational services.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	Site is within 800m of open space, while the western half of the site is within 800m of sports facilities. The site is also within 800m of public rights of way and cycle paths.
SA14: Housing	0	Site designated for special needs education use, no residential dwellings.
SA15: Economy	+?	This site is within 800m of bus stops and cycle routes in Ashley Heath.

**Site ID code: LPR-REG18-178****Site area (hectares): 0.15****ID codes of constituent sites: 185****Proposed uses of constituent sites: Employment (B1a and Farm Shop)  
posed/estimated capacity > 10 dwellings: No**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	This site is adjacent to the Christchurch SINC. The potential effects of the proposed employment aspects of the site on the Dorset Heaths European Sites, located further than 1km from site, are also reflected in this biodiversity score.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	N/A	N/A
SA2: Landscape	-?	Small site (<0.5ha) entirely on greenfield land and further than 250m from the AONB or AGLV.
SA3: Historic environment	-?	The site is located approximately 400m south west of a Grade II Listed Building, Walkford Farmhouse. A variety of more distant designated heritage assets are present within 5km of the site. Employment development at the site is judged unlikely to be capable of significantly affecting the settings of these assets due to separation distances and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Approximately 95% of this greenfield site is located on urban land, while the remainder is located on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Approximately 75% of this site is within a Minerals Safeguarding Area, while the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	0	Site is not within a Source Protection Zone
SA7(b) Pollution: Sustainable transport	+?	Site is within 800m of several bus stops in Highcliffe. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not surrounded by existing residential development or other sensitive receptors, but dwellings within 100m of its boundary could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	Site is within 800m of several bus stops in Highcliffe. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Entire greenfield site is outside of flood zone 3.



SA10: Sustainable travel	+	Site is within 800m of several bus stops in Highcliffe. Site is also located within this distance of a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	0	Employment site, no effect.
SA12: Safety	0	Not a coastal site.
SA13: Health	0	Site is not within 800m of a cycle path or one of the District's Main Settlements.
SA14: Housing	0	Employment site, no effect.
SA15: Economy	+	Site is less than 0.5ha in size.

**Site ID code: LPR-REG18-179****Site area (hectares): 7.36****ID codes of constituent sites: 186****Proposed uses of constituent sites: Residential posed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The southern half of the site is within 250m of a SINC and a Local Nature Reserve, while the south western corner of the site is within 250m of a Local Wildlife Site. The northern half of the site is within 250m of an area of ancient woodland. Although the local footpath network provides good access from the site to the Local Nature Reserve and Local Wildlife Site, it is separated from the SINC by the B3073.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	Greenfield site with capacity for more than 10 dwellings.
SA3: Historic environment	--?	The site lies adjacent to a Grade II Listed Building, By The Way House. The site is also located 200m to the north of a Scheduled Monument, Section of Roman Road 150m south of Park Farm Cottages. This Scheduled Monument is well preserved, and marked by a raised agger (embanked road), up to 8m wide which rises to a maximum height of 0.4m above the surrounding ground level. A variety of more distant designated heritage assets are present within 5km of the site.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	This greenfield site is located on Grade 3 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	Approximately 50% of this site is within a Minerals Safeguarding Area, while the remainder is within 250m of it.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	The southern half of this site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	The site is within 800m of bus stops and a cycle path in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	Site is not entirely surrounded by existing residential development or other sensitive receptors but has residential areas within 100m of its boundary, which could be subject to temporary noise and disturbance effects during construction of this site.

SA8: Climate change mitigation	+	The site is within 800m of bus stops and a cycle path in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA9: Flood risk	-	Greenfield site outside of flood zone 3.
SA10: Sustainable travel	+	The site is within 800m of bus stops and a cycle path in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.
SA11: Access to services	++	Site is at the Main Settlement of Wimborne Minster.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	This site lies adjacent to an area of open space and is also within 800m of additional open space, and a sports facility. The site is also within 800m of public rights of way and a cycle path.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	The site is within 800m of bus stops and a cycle path in Wimborne Minster. The site is also located adjacent to a Primary Transport Corridor, which has the potential to bring future improvements and enhancements to public transport. This could help reduce car use.

**Site ID code: LPR-REG18-180a****Site area (hectares): 5.85****ID codes of constituent sites: 188****Proposed uses of constituent sites: Residential****posed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/ geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The western part of this site is within 250m of a SINC, and between 250m and 1km of an area of ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	This site adjoins the Stour Valley AGLV.
SA3: Historic environment	--?	This site adjoins a Scheduled Monument (Roman camp, forts and a vexillation fortress 240m north of Lake Farm), and is also within very close proximity to two other Scheduled Monuments (Mound on The Leaze and Length of Roman road on Eye Mead). The Roman camp, forts and vexillation fortress are situated on level and relatively low-lying land which forms the floodplain of the River Stour. They are all preserved as entirely buried structures, deposits and features, with no visible surface remains. Only 14 examples of vexillation fortresses have been recorded in England. The Length of Roman road on Eye mead is closely associated with the Roman camp, forts and vexillation fortress. The site is also within close proximity to Wimborne Minster Conservation Area and Pamphill Conservation area, which each contain numerous listed buildings.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	This greenfield site is located on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	This site is within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	The site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	The site is within 800m of bus stops and cycle paths in Wimborne Minster.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	0	This site is not within 100m of existing residential development or other sensitive receptors.
SA8: Climate change mitigation	+	The site is within 800m of bus stops and cycle paths in Wimborne Minster.
SA9: Flood risk	--	A large proportion of this greenfield site (>50%) is in flood zone 3.
SA10: Sustainable travel	+	The site is within 800m of bus stops and cycle paths in Wimborne Minster.
SA11: Access to services	--	This site is not located within any existing settlement.
SA12: Safety	0	Not a coastal site.

SA13: Health	++	This site is within 800m of open space and sports facilities, while the northern half of the site is within 800m of a healthcare facility. This site is also within 800m of public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	The site is within 800m of bus stops and cycle paths in Wimborne Minster.

**Site ID code: LPR-REG18-180b****Site area (hectares): 8.7****ID codes of constituent sites: 189****Proposed uses of constituent sites: Residential****posed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	Although this site is more than 1km from an SSSI, it is within an Impact Risk Zone where residential development could potentially have adverse effects. The western half of this site is within 250m of a SINC, and between 250m and 1km of a Local Wildlife Site. The site is also between 250m and 1km of two areas of ancient woodland.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	This site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	This site adjoins the Stour Valley AGLV.
SA3: Historic environment	--?	This site contains a Scheduled Monument (Roman camp, forts and a vexillation fortress 240m north of Lake Farm), and is also within very close proximity to two other Scheduled Monuments (Mound on The Leaze and Length of Roman road on Eye Mead). The Roman camp, forts and vexillation fortress are situated on level and relatively low-lying land which forms the floodplain of the River Stour. They are all preserved as entirely buried structures, deposits and features, with no visible surface remains. Only 14 examples of vexillation fortresses have been recorded in England. The Length of Roman road on Eye mead is closely associated with the Roman camp, forts and vexillation fortress. The site is also within close proximity to Wimborne Minster Conservation Area and Pamphill Conservation area, which each contain numerous listed buildings. The south of the site is also within close proximity to three additional listed buildings (all Grade II), namely Little Thatch, High House and Merley Hall Farmhouse.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	--?	Approximately 70% of this greenfield site is on Grade 3 agricultural land, while the remainder is on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	This site is within a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	--?	The site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	The site is within 800m of bus stops and cycle paths.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	--	This site is adjacent to an 'A' road, the A31.
SA8: Climate change mitigation	+	The site is within 800m of bus stops and cycle paths.

SA9: Flood risk	-	The northern edge of this site falls within flood zone 3. However, a large proportion of this site (>50%) is greenfield and outside of flood zone 3.
SA10: Sustainable travel	+	The site is within 800m of bus stops and cycle paths.
SA11: Access to services	--	This site is not located within any existing settlement.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	This site is within 800m of open space, while the northern edge of the site is within 800m of a sports facility. The site is also within 800m of public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	The site is within 800m of bus stops and cycle paths.

**Site ID code: LPR-REG18-181****Site area (hectares): 0.42****ID codes of constituent sites: 190****Proposed uses of constituent sites: Residential posed/estimated capacity > 10 dwellings: Yes**

<b>SA objective/ sub-objective</b>	<b>SA score</b>	<b>Justification</b>
SA1(a): Biodiversity/geodiversity other than Dorset Heathlands international designated biodiversity assets	--?	The site is within 250m of Corfe Mullen Pastures and within an Impact Risk Zone for this SSSI where residential development could potentially have adverse effects. The site is also within 250m of a Local Wildlife Site, and between 250m and 1km of two SINCs. The local footpath network provides good access from the site to the SSSI and Local Wildlife Site.
SA1(b): Biodiversity - Dorset Heathlands international designated biodiversity assets	--?	The site is within the Dorset Heathlands 400m-5km consultation zone and SANG provision has not been proposed.
SA2: Landscape	--?	The site is in the Corfe Mullen AGLV.
SA3: Historic environment	0	The site is within 5km of listed buildings, scheduled monuments, a registered park and garden and a conservation area. However, residential development at the site is judged unlikely to be capable of significantly affecting their settings due to their separation distances, the sites close relationship with the existing built up area of Corfe Mullen and limited intervisibility.
SA4: Built environment	0	Greenfield site.
SA5: Land and soils	-	Greenfield site on Grade 4 agricultural land.
SA6(a) Resource efficiency: Minerals safeguarding	-	The site is within 250m of a Minerals Safeguarding Area.
SA6(b) Resource efficiency: Brownfield development	-	Greenfield site.
SA7(a) Pollution: Source Protection Zones	-?	The site is within a Source Protection Zone.
SA7(b) Pollution: Sustainable transport	+	The site is within 800m of bus stops and cycle paths in Corfe Mullen.
SA7(c) Pollution: Proximity to sensitive receptors or sources of pollution	-	The site is not surrounded by existing residential development or other sensitive receptors but has such receptors within 100m of its boundary. These could be subject to temporary noise and disturbance effects during construction of this site.
SA8: Climate change mitigation	+	The site is within 800m of bus stops and cycle paths in Corfe Mullen.
SA9: Flood risk	-	Greenfield site that is not in flood zone 3.
SA10: Sustainable travel	+	The site is within 800m of bus stops and cycle paths in Corfe Mullen.
SA11: Access to services	++	The site is at the Main Settlement of Corfe Mullen.
SA12: Safety	0	Not a coastal site.
SA13: Health	++	The site is within 800m of open space, a healthcare facility and a sports facility. The site is also within 800m of public rights of way and cycle paths.
SA14: Housing	++	Proposed or estimated capacity for more than 10 dwellings.
SA15: Economy	+?	The site is within 800m of bus stops and cycle paths in Corfe Mullen.



# Appendix 2

## Site Assessment Framework: Proposed Residential Sites

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative --?	Major negative --	Additional qualitative/ non-GIS factors considered
SA1: Protect and enhance biodiversity and geodiversity.	<p>1(a) Proximity to designated sites other than Dorset Heathlands international designations (Dorset Heaths Special Area of Conservation(SAC) and Dorset Heaths (Purbeck and Wareham) and Studland Dunes SAC, Dorset Heathlands Special Protection Area (SPA), Dorset Heathlands Ramsar Site)</p> <p>Site options that are close to an international, national or local designated conservation site have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure.</p> <p>Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity and geodiversity present on each site, or undesignated habitats and species adjacent to the potential development sites, cannot be determined with certainty at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p> <p>The Dorset Heathlands international biodiversity designations are subject to special rules in the Dorset Heathlands Planning Framework 2015-2020 and potential effects on these designations are considered separately below.</p>	N/A	N/A	N/A	N/A	N/A	More than 1km from any designated biodiversity or geodiversity site other than Dorset Heathlands international designations	Between 250m and 1km of one or more designated biodiversity or geodiversity site other than Dorset Heathlands international designations	N/A	Within 250m of one or more designated biodiversity or geodiversity site other than Dorset Heathlands international designations	N/A	The GIS-based assessment scores may need to be adjusted to take into account relevant qualitative factors where these are known, for example: - the relationship of the development site option and the designated site (e.g. rights of way linking the two); - the allocated use; - the current use; - existing barriers between the development site and the designated site (built environment or topographical features).
	<p>1(b) Proximity to Dorset Heathlands European sites</p> <p>The Dorset Heaths European sites (Dorset Heaths Special Area of Conservation(SAC) and Dorset Heaths (Purbeck and Wareham) and Studland Dunes SAC, Dorset Heathlands Special Protection Area (SPA), Dorset Heathlands Ramsar Site) are vulnerable to a variety of pressures from nearby residential development. The Dorset Heathlands Planning Framework 2015-2020 indicates that development within 400m is likely to have a significant adverse effect and that residential development between 400m and 5km is likely to have a significant adverse effect unless avoidance or mitigation measures, including provision of Suitable Alternative Natural Greenspace (SANG), are implemented. Corresponding consultation zones have been mapped by the Council and used</p>	N/A	N/A	N/A	N/A	N/A	Not within the Dorset Heathlands 400m or 5km consultation zones			Within the Dorset Heathlands 400m-5km consultation zone	Within the Dorset Heathlands 400m consultation zone	Where GIS indicates --? effect because part of site is 400m-5km from the Dorset Heaths European site designations, amend score to -? if proposed use includes SANG (but not 'open space')

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative --?	Major negative --	Additional qualitative/ non-GIS factors considered
SA2: Protect and enhance the quality and character of the landscape.	<p>2(a) Proximity to AONB and Area of Great Landscape value, site size and sites on brownfield or greenfield land</p> <p>Around 45% of East Dorset District lies within Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB). Additionally, a large part of the remaining countryside in East Dorset has been identified as an Area of Great Landscape Value in the Christchurch and East Dorset Local Plan Part 1.</p> <p>Development within those parts of the District could have a negative effect on the quality of the landscape although that is uncertain until the design of the development is known.</p> <p>Outside of designated landscape areas, where development will take place on greenfield land, the character of the local environment is more likely to be affected and larger sites are more likely to have a more prominent impact than smaller sites. However, effects are uncertain depending on the design of new development and the quality of the landscape. Where a brownfield site is redeveloped it is likely that the overall character and appearance of the site will be improved as a result of new development, which is assumed to be of high quality, and this may benefit the appearance of the landscape/townscape. However, this is uncertain as it depends</p>	N/A	N/A	N/A	Sites on brownfield land	N/A	N/A	Small sites (with capacity for 10 or fewer dwellings) entirely or mainly (>50%) on greenfield land	N/A	Sites within, or within 250m of, the AONB or Area of Great Landscape Value or Large sites (with capacity for more than 10 dwellings) entirely or mainly (>50%) on greenfield land	N/A	Where a brownfield site is redeveloped, a qualitative assessment will be made of whether the GIS-based score needs to be adjusted to take into account the existing character of the site, e.g. whether current uses are detracting from the landscape and townscape.
SA3: Protect and enhance the historic environment, heritage assets and their settings.	<p>3(a) Proximity to heritage assets</p> <p>Historic England bases its definition of the setting of a heritage asset on the previous national Planning Policy Statement 5, as 'the surroundings in which [the asset] is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral'. Detailed impacts on the setting of individual historic assets are difficult to determine during a desk-based strategic level of assessment such as this SA for potential sites to be allocated in the Local Plan Review. Effects would be more able to be determined once specific proposals are developed for a site and submitted as part of a planning application.</p> <p>However, in the absence of detailed site assessment work to draw from, as an indication of potential effects on heritage assets from development of any of the potential sites for residential or employment use, the following assumptions will be used to give an initial indication of potential effects. These may then need to be modified as described in the 'additional qualitative factors' column</p>	N/A	N/A	N/A	Sites adjacent to or includes a statutory heritage asset, conservation area or site of archaeological importance where the development enhances the significance of the heritage asset	All other sites	N/A	Sites located within 5km of statutory heritage assets (listed building - all grades; scheduled monument, registered park or garden; registered battlefield; world heritage site) or conservation area	N/A	Sites adjacent to or includes a statutory heritage asset, conservation area or site of archaeological importance where the development does not enhance the significance of the heritage asset	N/A	<p>In addition, where specific heritage assets or features are identified that could potentially be affected by new development at the potential site, in order to understand their character and significance, reference will be made to the available information about the nature and sensitivity of the asset (e.g. Conservation Area Appraisals). Consideration will also be given to existing development and likely visibility between the potential development site and the heritage asset, in order to make an assessment of the likely impacts.</p> <p>In all cases potential effects will be uncertain (-?/-?/+?) as the potential for negative or positive effects on heritage assets will depend on the exact scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect). Sites adjacent to or includes a statutory heritage asset where the development enhances the significance of the heritage asset may result in an uncertain minor positive effect (+?).</p>

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative --?	Major negative --	Additional qualitative/ non-GIS factors considered
SA4: Maintain and enhance local distinctiveness and improve the quality of the built environment.	4(a) Sites on brownfield or greenfield land  The effects of new development on this SA objective will depend largely on the design of the development and the materials used, rather than its location. It is assumed that all new development will be built to high standards of design and construction. However, where sites are on brownfield land there may be particularly good opportunities for improving the appearance of the built environment by replacing older and possibly derelict buildings with high quality new development.	N/A	N/A	N/A	Site on brownfield land	Sites on greenfield land	N/A	N/A	N/A	N/A	N/A	
SA5: Encourage the efficient use of land and protect soils.	5(a) Sites of brownfield or greenfield land and the agricultural grade of the greenfield land  The location of development can influence the efficient use of land, as sites on high quality agricultural land would result in that land being lost to other uses. Development on brownfield land also represents more efficient use of land in comparison to the development of greenfield sites.  Major negative effects may arise where the 'best and most versatile' agricultural land would be lost to development - this is land grades 1, 2 and 3a in the Agricultural Land Classification' system. Data are not available to distinguish Grade 3a land from Grade 3b thus where a site on Grade 3 land would be developed the major negative effect is uncertain (--?).	Sited that are entirely on brownfield land	N/A	N/A	Sites that are mainly (>50%) but not entirely on brownfield land	N/A	N/A	N/A	Sites mainly or entirely (>50%) on greenfield (=non-brownfield) land which is classed as being of Grade 4, Grade 5, urban, or other non-agricultural land by the Agricultural Land	Sites mainly or entirely (>50%) on greenfield (=non-brownfield) land which is classed as being of Grade 3 agricultural quality	Sites mainly or entirely (>50%) on greenfield (=non-brownfield) land which is classed as being of Grade 1 or Grade 2 agricultural quality	
SA6: Make sustainable use of resources and minimise waste generation.	6(a) Proximity to a Minerals Safeguarding Area  All new development will result in the increased consumption of minerals for construction but this will not be influenced by the location of development sites.  However, the location of development sites can influence the efficient use of minerals by their proximity to Minerals Safeguarding Areas/Safeguarded Sites as development in those areas may sterilise mineral resources and restrict the availability of resources in the districts.	N/A	N/A	N/A	N/A	Sites that are not within 250m of a Minerals Safeguarding Area	N/A	N/A	Sites within 250m of a Minerals Safeguarding Area	N/A	N/A	
	6(b) Site on brownfield or greenfield land  All new development will also inevitably involve an increase in waste generation, but it may also offer good opportunities for incorporating sustainable waste management practices, regardless of the location.  Levels of recycling will not be influenced by the location of site options, as the whole of both Christchurch and East Dorset Districts are covered by kerbside recycling collections for residential properties and levels of recycling within employment developments will depend on the practices of the businesses that locate their.  Where development is proposed on brownfield land there may be opportunities for re-using existing buildings and materials although this is uncertain depending on the previous use of the	N/A	N/A	N/A	Sites on brownfield land	N/A	N/A	N/A	Sites on greenfield land	N/A	N/A	

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative --?	Major negative --	Additional qualitative/ non-GIS factors considered	
SA7: Minimise pollution (including air, water, noise, vibration and light).	7(a) Sites located within a Source Protection Zone  The location of housing sites could affect water quality, depending on whether they are in an area where there is capacity at the local sewage treatment works to treat additional wastewater generated by the overall scale of development proposed. However, the overall quantum of development was determined through the adopted Core Strategy and consideration was given to the capacity of sewage treatment works serving the districts at that time. The Local Plan Review will only determine the specific location of that development within the Plan area.  There are a number of Source Protection Zones (SPZs) within the Plan area. Therefore, where a site option is located within a SPZ, there may be a minor negative effect on water quality	N/A	N/A	N/A	N/A	All other sites	N/A	Sites within a SPZ	N/A	N/A	N/A		
	7(b) Proximity to sustainable transport links  The location of residential development will influence levels of air pollution by affecting the level of likely car use amongst residents. There are currently no Air Quality Management Areas (AQMAs) within Christchurch or East Dorset where existing air quality issues would be exacerbated as a result of new development.	Sites within 800m of three or more types of sustainable transport link (bus stops, railway stations or cycle paths)	N/A	N/A	Sites that are within 800m of one or two types of sustainable transport link (bus stops, railway stations or cycle paths)	N/A	N/A	N/A	N/A	Sites that are more than 800m from any sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	
	7(c) Proximity to existing residential development, sensitive receptors, 'A' roads, motorways, railway lines and industrial areas  Where new residential development is proposed within close proximity of sensitive receptors (e.g. existing houses, schools, hospitals etc.) there may be negative effects on amenity as a result of increased noise and light pollution, particularly during the construction phase. New residential development within close proximity of major roads or railways or industrial areas may result in noise or air pollution affecting residents in the longer term.	N/A	N/A	N/A	N/A	Sites that are not within 100m of existing residential development or other sensitive receptors	N/A	N/A	Sites that are not surrounded by existing residential development or other sensitive receptors but have such receptors within 100m	N/A	Sites surrounded by existing residential development or other sensitive receptors or Sites that are adjacent to an 'A' road, motorway or railway line or Sites that are adjacent to an industrial area		

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative --?	Major negative --	Additional qualitative/ non-GIS factors considered
SA8: Minimise factors contributing to climate change.	8(a) Proximity to sustainable transport links  While new housing development will inevitably lead to an increase in greenhouse gas emissions (both through emissions from properties and the increased vehicle traffic associated with population growth), the location of individual housing sites will not have an effect on levels of domestic energy consumption and the potential for renewable energy use. These factors would be influenced more by the specific design and construction methods used, and whether renewable energy infrastructure is to be incorporated in the housing development, which will not be known until planning applications come forward. Therefore, the location of residential development will influence the achievement of this SA objective primarily through the likely impacts on levels of car use amongst residents.	Sites within 800m of three or more sustainable transport links (bus stops, railway stations or cycle paths)	N/A	Sites that are within 800m of one or two sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	N/A	N/A	Sites that are more than 800m from any sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	
SA9: Reduce the risk of flooding.	9(a) Sites on brownfield or greenfield land and within flood zones  The development of new housing on greenfield land would increase the area of impermeable surfaces and could therefore increase overall flood risk, particularly where the sites are within high risk flood zones. National Planning Practice Guidance identifies residential properties as a 'more vulnerable use', which is suitable in areas of flood zone 1 and 2 but would require an exception test in flood zone 3a, and is unsuitable in flood zone 3b.  While new development in any location may offer good opportunities to incorporate SuDS, and therefore have a positive effect on reducing flood risk, this would depend on the	N/A	N/A	N/A	N/A	Sites that are entirely or mainly (>50%) on brownfield land outside of flood zones 3a and 3b	N/A	N/A	Sites entirely or mainly (>50%) on greenfield land and outside of flood zones 3a or 3b	Sites that are entirely or mainly (>50%) on brownfield land within flood zone 3a	Sites entirely or mainly (>50%) on greenfield land and within flood zones 3a or 3b or Sites that are entirely or mainly on brownfield (>50%) land within flood zone 3b	
SA10: Encourage and facilitate the use of sustainable modes of transport.	10(a) Proximity to transport links  The proximity of housing sites to public transport links will affect the extent to which residents are able to make use of non car-based modes of transport to access services, facilities and job opportunities. It is possible that new transport links such as bus routes or cycle paths may be provided as part of larger-scale housing developments but this cannot be assumed.	Sites within 800m of three or more sustainable transport links (bus stops, railway stations or cycle paths)	N/A	Sites that are within 800m of one or two sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	N/A	N/A	Sites that are more than 800m from any sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	
SA11: Provide access to services and facilities in order to meet people's needs.	11(a) Sites within settlement classifications  The location of housing sites will not directly affect the number or range of services in a particular location (although a large scale housing development could potentially stimulate the provision of new services); however the location of housing sites could affect this objective by influencing people's ability to access existing services and facilities.  In policy KS2 of the adopted Core Strategy, Christchurch and East Dorset Councils classified settlements depending on the level of access to services, facilities and employment opportunities. This information can therefore be used as the reference point for assessing the likely levels of access to services from a site, depending on what category of settlement it lies within.	Sites that are within a Main Settlement (Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood, Corfe Mullen)	N/A	Sites that are within a District Centre (West Moors, Highcliffe) or a Suburban Centre (Colehill, St Leonards and St Ives)	N/A	Sites that are within a Rural Service Centre (Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Three Legged Cross)	N/A	N/A	Sites that are within a Village or Hamlet	N/A	Sites that are not within any existing settlement	



SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative --?	Major negative --	Additional qualitative/ non-GIS factors considered
SA15: Facilitate a sustainable and growing economy for the Districts that creates economic and employment opportunity, as well as providing for vital and viable town centres.	<p>15(a) Proximity to sustainable transport links</p> <p>While the population growth associated with new housing sites could have an effect on this objective by increasing the number of economically active people in the Districts who are seeking employment, this could be either positive or negative depending on the provision of jobs, which will not be determined by the location of new housing developments.</p> <p>However, how well connected sites are to public transport links will influence how easily people are able to access job opportunities further away from the site. In all cases, effects are uncertain depending on whether those transport links connect sites to key employment areas, and factors such as the frequency of bus services which is not known.</p>	N/A	N/A	N/A	Sites that are within 800m of a sustainable transport link (bus stop, railway stations or cycle paths)	N/A	N/A	N/A	Sites that are further than 800m from the nearest sustainable transport link (bus stop, railway station or cycle paths)	N/A	N/A	



# Appendix 3

## Site Assessment Framework: Proposed Employment Sites

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative - -?	Major negative - -	Additional qualitative/ non-GIS factors considered
SA1: Protect and enhance biodiversity and geodiversity.	<p>1(a) Proximity to designated sites</p> <p>Site options that are close to an international, national or local designated conservation site have the potential to affect the biodiversity or geodiversity of those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure.</p> <p>Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists, as appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity and geodiversity present on each site, or undesignated habitats and species adjacent to the potential development sites, cannot be determined with certainty at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p>	N/A	N/A	N/A	N/A	N/A	More than 1km from any designated biodiversity or geodiversity site	Between 250m and 1km of one or more designated biodiversity or geodiversity site	N/A	Within 250m of one or more designated biodiversity or geodiversity site	N/A	<p>The GIS-based assessment scores may need to be adjusted to take into account relevant qualitative factors where these are known, for example:</p> <ul style="list-style-type: none"> <li>- the relationship of the development site option and the designated site;</li> <li>- the allocated use;</li> <li>- the current use, including whether site is brownfield and has any known biodiversity interest;</li> <li>- existing barriers between the development site and the designated site (e.g. existing built development);</li> <li>- the potential for human disturbance and trampling (e.g. from recreation and dog walking, or from noise or light) and any existing measures in place to manage these.</li> </ul>
SA2: Protect and enhance the quality and character of the landscape.	<p>2(a) Proximity to AONB and Area of Great Landscape value, site size and sites on brownfield or greenfield land</p> <p>Around 45% of East Dorset District lies within Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB). Additionally, a large part of the remaining countryside in East Dorset has been identified as an Area of Great Landscape Value in the Christchurch and East Dorset Local Plan Part 1.</p> <p>Development within those parts of the District could have a negative effect on the quality of the landscape although that is uncertain until the design of the development is known.</p> <p>Outside of designated landscape areas, where development will take place on greenfield land, the character of the local environment is more likely to be affected and larger sites are more likely to have a more prominent impact than smaller sites. However, effects are uncertain depending on the design of new development and the quality of the landscape. Where a brownfield site is redeveloped it is likely that the overall character and appearance of the site will be improved as a result of new development, which is assumed to be of high quality, and this may benefit the appearance of the landscape/townscape. However, this is uncertain as it depends largely on the appearance of the development in comparison to what was on the site previously.</p>	N/A	N/A	N/A	Sites on brownfield land and further than 250m from the AONB or Area of Great Landscape Value	N/A	N/A	Small sites (0.5 ha or less) entirely or mainly (>50%) on greenfield land and further than 250m from the AONB or Area of Great Landscape Value	N/A	Sites within, or within 250m of, the AONB or Area of Great Landscape Value or Large sites (more than 0.5 ha) entirely or mainly (>50%) on greenfield land and further than 250m from the AONB or Area of Great Landscape Value	N/A	Where a brownfield site is redeveloped, a qualitative assessment will be made of whether the GIS-based score needs to be adjusted to take into account the existing character of the site, e.g. whether current uses are detracting from the landscape and townscape.

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative --?	Major negative --	Additional qualitative/ non-GIS factors considered
SA3: Protect and enhance the historic environment, heritage assets and their settings.	<p>3(a) Proximity to heritage assets</p> <p>Historic England bases its definition of the setting of a heritage asset on the previous national Planning Policy Statement 5, as 'the surroundings in which [the asset] is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral'. Detailed impacts on the setting of individual historic assets are difficult to determine during a desk-based strategic level of assessment such as this SA for potential sites to be allocated in the Local Plan Review. Effects would be more able to be determined once specific proposals are developed for a site and submitted as part of a planning application.</p> <p>However, in the absence of detailed site assessment work to draw from, as an indication of potential effects on heritage assets from development of any of the potential sites for residential or employment use, the following assumptions will be used to give an initial indication of potential effects. These may then need to be modified as described in the 'additional qualitative factors' column</p>	N/A	N/A	N/A	Sites adjacent to or includes a statutory heritage asset where the development enhances the significance of the heritage asset	All other sites	N/A	Sites located within 5km of statutory heritage assets (listed building - all grades; scheduled monument, registered park or garden; registered battlefield; world heritage site)	N/A	Sites adjacent to or includes a statutory heritage asset where the development does not enhance the significance of the heritage asset	N/A	<p>In addition, where specific heritage assets or features are identified that could potentially be affected by new development at the potential site, in order to understand their character and significance, reference will be made to the available information about the nature and sensitivity of the asset (e.g. Conservation Area Appraisals). Consideration will also be given to existing development and likely visibility between the potential development site and the heritage asset, in order to make an assessment of the likely impacts.</p> <p>In all cases potential effects will be uncertain (--?/-?/+?) as the potential for negative or positive effects on heritage assets will depend on the exact scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect). Sites adjacent to or includes a statutory heritage asset where the development enhances the significance of the heritage asset may result in an uncertain minor positive effect (+?).</p>
SA4: Maintain and enhance local distinctiveness and improve the quality of the built environment.	<p>4(a) Sites on brownfield or greenfield land</p> <p>The effects of new development on this SA objective will depend largely on the design of the development and the materials used, rather than its location. It is assumed that all new development will be built to high standards of design and construction. However, where sites are on brownfield land there may be particularly good opportunities for improving the appearance of the built environment by replacing older and possibly derelict buildings with high quality new development.</p>	N/A	N/A	N/A	Site on brownfield land	Sites on greenfield land	N/A	N/A	N/A	N/A	N/A	
SA5: Encourage the efficient use of land and protect soils.	<p>5(a) Sites of brownfield or greenfield land and the agricultural grade of the greenfield land</p> <p>The location of development can influence the efficient use of land, as sites on high quality agricultural land would result in that land being lost to other uses. Development on brownfield land also represents more efficient use of land in comparison to the development of greenfield sites.</p> <p>Major negative effects may arise where the 'best and most versatile' agricultural land would be lost to development - this is land grades 1, 2 and 3a in the Agricultural Land Classification' system. Data are not available to distinguish Grade 3a land from Grade 3b thus where a site on Grade 3 land would be developed the major negative effect is uncertain (--?).</p>	Sited that are entirely on brownfield land	N/A	N/A	Sites that are mainly (>50%) but not entirely on brownfield land	N/A	N/A	N/A	Sites mainly or entirely (>50%) on greenfield (=non-brownfield) land which is classed as being of Grade 4, Grade 5, urban, or other non-agricultural land by the Agricultural Land Classification system	Sites mainly or entirely (>50%) on greenfield (=non-brownfield) land which is classed as being of Grade 3 agricultural quality	Sites mainly or entirely (>50%) on greenfield (=non-brownfield) land which is classed as being of Grade 1 or Grade 2 agricultural quality	

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative - -?	Major negative - -	Additional qualitative/ non-GIS factors considered
SA6: Make sustainable use of resources and minimise waste generation.	6(a) Proximity to a Minerals Safeguarding Area  All new development will result in the increased consumption of minerals for construction but this will not be influenced by the location of development sites.  However, the location of development sites can influence the efficient use of minerals by their proximity to Minerals Safeguarding Areas/Safeguarded Sites as development in those areas may sterilise mineral resources and restrict the availability of resources in the districts.	N/A	N/A	N/A	N/A	Sites that are not within 250m of a Minerals Safeguarding Area	N/A	N/A	Sites within 250m of a Minerals Safeguarding Area	N/A	N/A	
	6(b) Site on brownfield or greenfield land  All new development will also inevitably involve an increase in waste generation, but it may also offer good opportunities for incorporating sustainable waste management practices, regardless of the location.  Levels of recycling will not be influenced by the location of site options, as the whole of both Christchurch and East Dorset Districts are covered by kerbside recycling collections for residential properties and levels of recycling within employment developments will depend on the practices of the businesses that locate their.  Where development is proposed on brownfield land there may be opportunities for re-using existing buildings and materials although this is uncertain depending on the previous use of the site.	N/A	N/A	N/A	Sites on brownfield land	N/A	N/A	N/A	Sites on greenfield land	N/A	N/A	
SA7: Minimise pollution (including air, water, noise, vibration and light).	7(a) Sites located within a Source Protection Zone  The location of employment sites could affect water quality, depending on whether they are in an area where there is capacity at the local sewage treatment works to treat additional wastewater generated by the overall scale of development proposed. As described above, this issue was already considered during the preparation of the adopted Core Strategy which determines the overall quantum of development for Christchurch and East Dorset.  There are a number of Source Protection Zones (SPZs) within the Plan area. Therefore, where a site option is located within a SPZ, there may be a minor negative effect on water quality although this is uncertain (-?).	N/A	N/A	N/A	N/A	All other sites	N/A	Sites within a SPZ	N/A	N/A	N/A	
	7(b) Proximity to sustainable transport links  The location of employment development will influence levels of air pollution by affecting the level of likely car use amongst people commuting to and from the site. Depending on the nature of commercial activities, there may also be an increase in HGV and other vehicle movements to and from sites although this is uncertain and cannot be determined at this stage. There are currently no Air Quality Management Areas (AQMAs) within Christchurch or East Dorset where existing air quality issues would be exacerbated as a result of new development.	N/A	Sites that are within 800m of three or more sustainable transport links (bus stops, railway stations or cycle paths)	N/A	Sites that are within 800m of one or two sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	Sites that are more than 800m from any sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	N/A	

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative - -?	Major negative - -	Additional qualitative/ non-GIS factors considered
	<p>7(c) Proximity to existing residential development and sensitive receptors</p> <p>Where new employment development is proposed within close proximity of sensitive receptors (e.g. houses, schools, hospitals etc.) there may be negative effects on amenity as a result of increased noise and light pollution, particularly during the construction phase but also in the longer term, depending on the nature of commercial activities at the site.</p>	N/A	N/A	N/A	N/A	Sites that are not within 100m of existing residential development or other sensitive receptors	N/A	Sites that are not surrounded by existing residential development or other sensitive receptors but have such receptors within 100m	N/A	Sites surrounded by existing residential development or other sensitive receptors	N/A	
SA8: Minimise factors contributing to climate change.	<p>8(a) Proximity to sustainable transport links</p> <p>While new employment development will inevitably lead to an increase in greenhouse gas emissions (both through emissions from buildings and the increased vehicle traffic associated with commuting and commercial activities), the location of individual employment sites will not have an effect on levels of energy consumption and the potential for renewable energy use. These factors would be influenced more by the specific design and construction methods used, and whether renewable energy infrastructure is to be incorporated in the development, which will not be known until planning applications come forward. The likely levels of emissions from commercial activities cannot be assessed at this stage as this will depend largely on the nature of businesses that eventually locate at the employment sites. Therefore, the location of employment development will influence the achievement of this SA objective primarily through the likely impacts on levels of car use amongst employees.</p>	Sites within 800m of three or more sustainable transport links (bus stops, railway stations or cycle paths)	N/A	Sites that are within 800m of one or two sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	N/A	N/A	Sites that are more than 800m from any sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	
SA9: Reduce the risk of flooding.	<p>9(a) Sites on brownfield or greenfield land and within flood zones</p> <p>Employment development on greenfield land would increase the area of impermeable surfaces and could therefore increase overall flood risk, particularly where the sites are within high risk flood zones. National Planning Practice Guidance identifies offices and general industry as a 'less vulnerable use', which is suitable in areas of flood zone 1, 2 and 3a but is unsuitable in flood zone 3b.</p> <p>While new development in any location may offer good opportunities to incorporate SuDS, and therefore have a positive effect on reducing flood risk, this would depend on the design of the proposed development and not on the location of the site.</p>	N/A	N/A	N/A	N/A	Sites that are entirely or mainly (>50%) on brownfield land outside of flood zone 3b	N/A	N/A	Sites entirely or mainly (>50%) on greenfield land and outside of flood zone 3b	N/A	Sites entirely or mainly (>50%) within flood zone 3b	
SA10: Encourage and facilitate the use of sustainable modes of transport.	<p>10(a) Proximity to transport links</p> <p>Where employment sites are located in close proximity to sustainable transport links there are more likely to be good opportunities for people to commute to and from the site using non-car based modes of transport.</p>	Sites within 800m of three or more sustainable transport links (bus stops, railway stations or cycle paths)	N/A	Sites that are within 800m of one or two sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	N/A	N/A	Sites that are more than 800m from any sustainable transport links (bus stops, railway stations or cycle paths)	N/A	N/A	

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative --?	Major negative --	Additional qualitative/ non-GIS factors considered
SA11: Provide access to services and facilities in order to meet people's needs.	11(a) No effect  The location of employment sites will not have a direct effect on this SA objective and all sites will therefore have a negligible (0) effect.	N/A	N/A	N/A	N/A	All sites	N/A	N/A	N/A	N/A	N/A	
SA12: Provide a safe and secure environment (including coastal protection, major hazards e.g. blast zones, crime / fear of crime).	12(a) Proximity to coastline and existence of coastal defences  The effects of new developments on levels of crime and fear of crime will depend on factors such as the incorporation of green space within developments which, depending on design and the use of appropriate lighting, could have an effect on perceptions of personal safety, particularly at night.  However, such issues will not be influenced by the location of development sites (rather they will be determined through the detailed proposals for each site).	N/A	N/A	N/A	N/A	All other sites	N/A	N/A	N/A	N/A	Sites within close proximity of the coastline <u>and</u> within an area that is not being subject to coastal defence	
SA13: Create conditions to improve health, promoting healthy lifestyles and reducing health inequalities.	13(a) Proximity to cycle paths and within Main Settlements (top level of settlement hierarchy)  The location of employment sites would affect this objective by influencing the extent to which people may be able to walk or cycle to work at the site.  It is assumed that any existing healthcare facility, area of open space or sports facility within a site would be lost to development with adverse effects on this SA objective. It is assumed that any existing PRoW or cycle path crossing a site would be retained, diverting its route if necessary.	N/A	N/A	Sites within 800m of a cycle path <u>or</u> Sites within one of the District's Main Settlements	N/A	Sites that are not within 800m of a cycle path and are not within one of the District's Main Settlements	N/A	N/A	N/A	N/A	Sites that contain a healthcare facility, area of open space or sports facility	
SA14: Help make suitable housing available and affordable for everybody.	14(a) No effect  The location of employment sites will not have a direct effect on this SA objective and all sites will therefore have a negligible (0) effect.	N/A	N/A	N/A	N/A	All sites	N/A	N/A	N/A	N/A	N/A	

SA objective	Quantitative/ GIS-based assessment	Major positive ++	Uncertain major positive ++?	Minor positive +	Uncertain minor positive +?	Negligible 0	Uncertain negligible 0?	Uncertain minor negative -?	Minor negative -	Uncertain major negative - -?	Major negative - -	Additional qualitative/ non-GIS factors considered
SA15: Facilitate a sustainable and growing economy for the Districts that creates economic and employment opportunity, as well as providing for vital and viable town centres.	<p>15(a) Site size</p> <p>All of the potential employment sites are expected to have positive effects on this objective, due to the nature of the proposed development. Larger sites will provide opportunities for generating larger numbers of jobs and the greatest economic benefits, and therefore are assumed to have a significant positive effect.</p> <p>Based on the range of sizes of the potential sites for employment development being considered by Christchurch and East Dorset Councils, larger sites are assumed to be those that are more than 0.5ha in size.</p>	Sites which are large (more than 0.5ha in size)	N/A	Sites which are small (0.5ha in size or smaller)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

**Appendix 4**

SA matrices for the draft policies in the Christchurch Local Plan Options document



### Draft Policy 3.1 Presumption in Favour of Sustainable Development

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with protecting and enhancing biodiversity and geodiversity. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
2. Landscape	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with protecting and enhancing the quality and character of the landscape. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
3. Historic environment	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with protecting and enhancing the historic environment, heritage assets and their settings. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
4. Built environment	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with maintaining and enhancing local distinctiveness and improving the quality of the built environment. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
5. Efficient land use	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with the efficient use of land and protection of soils. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
6. Sustainable resource use	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to

SA Objectives	SA Score	Justification
		secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with the sustainable use of resources and minimisation of waste generation. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
7. Pollution	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with pollution (including air, water, noise, vibration and light). The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
8. Climate change	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with the factors that contribute towards climate change. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
9. Flooding	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with minimising flood risk. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
10. Sustainable transport	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with the promotion and use of sustainable modes of transport. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
11. Services and facilities	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover access issues associated with services and facilities. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless

SA Objectives	SA Score	Justification
		material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
12. Safe environment	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with the provision of a safe and secure environment. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
13. Health	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with the creation of conditions that improve health, promote healthy lifestyles and reduce health inequalities. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
14. Housing	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with the provision of suitable housing and affordable housing. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.
15. Economy/employment	+	The policy reflects the NPPF's presumption in favour of sustainable development, and seeks to secure development that improves the economic, social and environmental conditions in the area, which is assumed to cover issues associated with the facilitation of a sustainable and growing economy. The policy also requires that planning applications are in accordance with other policies in the Local Plan unless material considerations indicate otherwise. Therefore a positive effect can be expected for this SA objective although the general nature of the policy suggests that the effect is likely to be minor.

### Draft Policy 3.2 Settlement Hierarchy

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	+/-?	Policy 3.2 directs development predominantly within Main Settlements and District Centres and restricts development within villages and hamlets, thereby potentially protecting designated sites outside of the Main Settlements and District Centres from adverse effects. However, Christchurch is a Main Settlement and contains the River Avon internationally designated sites. Directing development in this settlement could adversely affect this biodiversity site. As such, mixed minor positive and negative effects are likely but uncertain as they will depend on the exact locations and nature of developments that come forward..
2. Landscape	+	Policy 3.2 directs development predominantly within Main Settlements and District Centres and restricts development within villages and hamlets, thereby protecting the countryside from urbanisation. The 2003 Christchurch Borough-wide Character Assessment highlights that countryside areas are finite in Christchurch and have limited capacity for change. As such, minor positive effects are likely.
3. Historic environment	+/-?	Policy 3.2 directs development predominantly within Main Settlements and District Centres and restricts development within villages and hamlets, thereby potentially protecting heritage assets and their rural settings outside of the Main Settlements and District Centres from adverse effects. However, heritage assets are also present within Main Settlements and District Centres. As such, mixed minor positive and negative effects are likely but uncertain as they will depend on the exact locations and nature of developments that come forward.
4. Built environment	+/-?	Policy 3.2 directs development predominantly within Main Settlements and District Centres and restricts development within villages and hamlets, thereby protecting the countryside from urbanisation. As such, minor positive effects are likely. However, Policy 3.2 also permits some greenfield development within Christchurch, which could contribute to urbanisation of the countryside. As such, uncertain minor negative effects are also likely but uncertain as they will depend on the exact locations and nature of developments that come forward. Therefore, mixed, uncertain minor positive and negative effects are likely.
5. Efficient land use	+/-	Policy 3.2 directs development predominantly within Main Settlements and District Centres, including infill development within Christchurch. This would encourage the use of brownfield sites and encourage the efficient use of land. However, Policy 3.2 also permits some greenfield development within Christchurch, which would not encourage the use of land efficiently or use of brownfield sites, could cause the loss of agricultural land and soil, and could cause contamination. As such, minor negative effects are also likely. As such, mixed, minor positive and negative effects are likely.
6. Sustainable resource use	+/-?	Policy 3.2 directs development predominantly within Main Settlements and District Centres, including infill development within Christchurch. This could avoid the sterilisation of minerals. However, Policy 3.2 also permits some greenfield development within Christchurch, which could cause the sterilisation of minerals. As such, uncertain minor negative effects are also likely. As

SA Objectives	SA Score	Justification
		such, mixed, minor positive and negative effects are likely but uncertain as they will depend on the exact locations and nature of developments that come forward
7. Pollution	+?	By directing development within Main Settlements and District Centres, and restricting development, with the exception of necessary services, in villages and hamlets, Policy 3.2 encourages the co-location of jobs, housing and services. Therefore, additional development should decrease the need for travel and contributions to air pollution. Additionally, by directing development within existing settlements, and predominantly larger settlements, light pollution would be contained at these existing settlements. As such, minor positive effects are likely but uncertain as they will depend on the exact location and design of developments that come forward and people's behaviour with respect to use of walking, cycling and sustainable transport modes.
8. Climate change	+?	By directing development within Main Settlements and District Centres, and restricting development, with the exception of necessary services, in villages and hamlets, Policy 3.2 encourages the co-location of jobs, housing and services. Therefore, additional development should decrease the need for travel and contributions to greenhouse gas emissions and climate change. As such, minor positive effects are likely but uncertain as they will depend on the exact location and design of developments that come forward and people's behaviour with respect to use of walking, cycling and sustainable transport modes.
9. Flooding	-?	Policy 3.2 directs development predominantly within Main Settlements and District Centres and restricts development within villages and hamlets. Christchurch is a Main Settlement and much of this settlement and surrounding land is within Flood Zones 2 and 3. By directing development within this settlement, including on some greenfield land, Policy 3.2 could increase flood risk. As such, minor negative effects are likely but uncertain dependent on the exact location and nature of developments that come forward.
10. Sustainable transport	+	By directing development within Main Settlements and District Centres, and restricting development, with the exception of necessary services, in villages and hamlets, Policy 3.2 encourages the co-location of jobs, housing and services. Therefore, additional development should decrease the need for travel. As such, minor positive effects are likely.
11. Services and facilities	++	By directing development within Main Settlements and District Centres, and restricting development, with the exception of necessary services, in villages and hamlets, Policy 3.2 encourages the co-location of jobs, housing and services. Moreover, Policy 3.2 explicitly states that Main Settlements and District Centres will provide the focus for community, cultural, leisure, retail and utility development. Therefore, the policy would improve access to services and as such, significant positive effects are likely.
12. Safe environment	0	Policy 3.2 is not likely to have an effect on this objective.
13. Health	+	By directing development within Main Settlements and District Centres, and restricting development, with the exception of necessary services, in villages and hamlets, Policy 3.2 encourages the co-location of jobs, housing and services. Moreover, Policy 3.2 explicitly states that Main Settlements

SA Objectives	SA Score	Justification
		and District Centres will provide the focus for recreational development and the majority of health care facilities are located within the Main Settlements and District Centres. Therefore, the policy would improve access to recreation and healthcare and, by increasing access to services, may encourage walking and cycling as methods of transport. As such, minor positive effects are likely.
14. Housing	++	Policy 3.2 supports the development of housing within different settlements and as such significant positive effects are likely.
15. Economy/employment	++	Policy 3.2 supports the development of employment within different settlements and, by directing development within Main Settlements and District Centres, and restricting development, with the exception of necessary services, in villages and hamlets, Policy 3.2 encourages the co-location of jobs, housing and services, increasing access to employment. As such, significant positive effects are likely.

### Draft Policy 3.3 Green Belt

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	+/-	Policy 3.3 reiterates National Green Belt policy which will have no effect relative to the baseline. It also states that limited changes to the existing Green Belt boundary are proposed to enable some new housing to meet local needs and to correct local anomalies. Release of Green Belt land for housing development could result in loss of biodiversity and geodiversity. However, the policy states that significant open space and SANGs will be within the Green Belt. Furthermore, the policy states that for development proposals, a wildlife strategy must be agreed with the Council that ensures no harm to features of acknowledged biodiversity importance, as well as enhancing the biodiversity where possible through improving the condition of existing habitats or creation of new ones. As such, a mixed effect is likely.
2. Landscape	-?	Policy 3.3 reiterates National Green Belt policy, and states that limited changes to the existing Green Belt boundary are proposed to enable some new housing to meet local needs and to correct local anomalies. Although the proposed Green Belt amendments do not fall within the AGLV or AONB, the release of greenfield land for housing has the potential to have an adverse effect on the character of the landscape. Overall, a minor negative effect is likely. The effect is uncertain until the exact scale and design of development is known.
3. Historic environment	--?	Policy 3.3 reiterates National Green Belt policy, and states that limited changes to the existing Green Belt boundary are proposed to enable some new housing to meet local needs and to correct local anomalies. One of the five purposes of Green Belt is to preserve the setting and special character of historic towns and since Christchurch Town is a historic town, the Green Belt amendments along the western edge of Christchurch may adversely affect the setting and special character of the town. Furthermore, the proposed Green Belt amendments are within close proximity to a number of listed buildings (e.g. the Grade II* Burton Hall in Burton and the Grade II* Waterloo Bridge, Tyneham House and 3 Bridge Street in Christchurch) and conservation areas. Therefore, Policy 3.3 is likely to have a significant negative effect in relation to this objective. The effect is uncertain until the exact scale and design of development is known.
4. Built environment	0	Policy 3.3 is not likely to have an effect on this objective.
5. Efficient land use	--	Policy 3.3 reiterates National Green Belt policy, and states that limited changes to the existing Green Belt boundary are proposed to enable some new housing to meet local needs and to correct local anomalies. The areas of Green Belt released for housing development are mainly greenfield land and therefore likely to have a significant negative effect in relation to this objective.
6. Sustainable resource use	0	Policy 3.3 is not likely to have an effect on this objective.
7. Pollution	0	Policy 3.3 is not likely to have an effect on this objective.
8. Climate change	0	Policy 3.3 is not likely to have an effect on this objective.
9. Flooding	--	Policy 3.3 reiterates National Green Belt policy, and states that limited changes to the existing Green Belt boundary are proposed to enable some new housing to meet local needs and to correct local

SA Objectives	SA Score	Justification
		anomalies. The release of Green Belt for development of housing could increase areas of hardstanding, resulting in flooding and some of the released sites (e.g. REG 18-137) are located within Flood Zones 2 and 3. Overall, a significant negative effect is likely.
10. Sustainable transport	+	Policy 3.3 states that limited changes to the existing Green Belt boundary are proposed to enable some new housing to meet local needs and to correct local anomalies. Most of the sites released from the Green Belt for housing development are well located in relation to bus stops or cycle paths but only a small number at Christchurch are well related to rail services. Overall, a minor positive effect is likely.
11. Services and facilities	0	Policy 3.3 is not likely to have an effect on this objective.
12. Safe environment	0	Policy 3.3 is not likely to have an effect on this objective.
13. Health	0	Policy 3.3 is not likely to have an effect on this objective.
14. Housing	+	Policy 3.3 states that limited changes to the existing Green Belt boundaries are proposed to enable some new housing to meet local needs and to correct local anomalies. Therefore a minor positive effect can be expected for this SA objective.
15. Economy/employment	+	Policy 3.3 states that limited changes to the existing Green Belt boundaries are proposed to enable some new housing to meet local needs and to correct local anomalies. The provision of housing could have a minor positive effect on the economy through an increase in the number of working age people living within Christchurch Borough. Overall, a minor positive effect is likely.



### Draft Policy 3.4 Housing Provision in Christchurch

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	-?	A number of the housing allocations identified to meet the required housing provision include, are adjacent to, or are within 250m of sites which are designated for their biodiversity/geodiversity value. As such it is possible that significant negative effects may occur as a result of habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. However, a number of the specific housing allocations include mitigation measures which mean that effects in relation to this SA objective may be minor. All effect are uncertain, until the final layout, design of housing development and mitigation scheme is confirmed.
2. Landscape	-/+?	Some of the housing allocations identified to meet the required housing provision are proposed on greenfield land, which is likely to result in minor negative effects in relation to this SA objective. Several other allocated sites are located on brownfield areas and minor positive effects may occur assuming that the new development is of a higher quality than that being replaced. However effects are uncertain as the final location, layout and design of the housing development is not known at this stage. As such mixed minor positive and minor negative effects, both of which are uncertain, are anticipated in relation to this SA objective.
3. Historic environment	-?	Some of the housing allocations identified to meet the required housing provision are for locations which contain/intersect identified historic environment assets such as listed buildings and conservation areas. It is possible that development may affect historic environment assets through direct impacts or by affecting the setting of them, resulting in minor negative effects. However, effects are uncertain as the final layout and design of the housing development is not known at this stage. As such minor negative but uncertain effects are anticipated in relation to this SA objective.
4. Built environment	+?	While much of the required housing provision will be delivered on greenfield land, which would not have an effect on the existing built environment, some of the housing sites identified are located in areas that are previously developed. It is considered likely that the redevelopment of this land will result in improvements to the built environment, resulting in minor positive effects in relation to this SA objective. However, effects are uncertain as the final layout and design of the housing development is not known at this stage.
5. Efficient land use	--/+	Some of the housing sites identified to meet the required housing provision are located in areas identified as grade 2 agricultural land (i.e. very good quality). The development of these sites would most likely result in the loss of this resource, leading to significant negative effects in relation to this SA objective. However, some sites are on previously developed land, which is efficient as this helps to safeguard other, more valuable, land in the Borough from development, and therefore, minor positive effects are also anticipated.
6. Sustainable resource use	-/+?	All of the sites allocated to meet the required housing provision either intersect or are within 250m of mineral safeguarding areas. Development of these areas could result in sterilisation of the mineral resources in these locations, which is likely to result in minor negative effects in relation to this SA objective. Conversely, some of the allocated sites are on previously developed land, and

SA objectives	SA Score	Justification
		there may be opportunities for re-using existing buildings and materials although this is uncertain depending on the previous use of the land.
7. Pollution	+/-	All of the housing allocations identified to meet the required housing provision are located within close proximity to a sustainable transport link such as a rail station, cycle route or bus stop. For these sites therefore, minor positive effects are anticipated in relation to this SA objective. However, a number of the sites are adjacent to or in close proximity to existing development, and it is therefore possible that pollution in terms of light, noise and dust may occur during the construction phase of the development, resulting in temporary significant negative effects.
8. Climate change	+	All of the housing allocations identified to meet the required housing provision are located within close proximity to a sustainable transport link such as a rail station, cycle route or bus stop, which will facilitate use of sustainable transport links and help to reduce carbon emissions. For these sites therefore, minor positive effects are anticipated in relation to this SA objective.
9. Flooding	--?	All of the housing allocations identified to meet the required housing provision on green field land or in areas identified as medium or high flood risk, specifically flood zones 2 and 3. Developments on greenfield land are likely to lead to increased surface water runoff which may affect flooding within the site and on adjacent areas, which is likely to lead to minor negative effects in relation to this SA objective. For the sites within Flood zones 2 and 3, it is possible that development of these may put more people at risk of flooding events, leading to significant negative effects. However, these effects will be uncertain until the site layout and design, including drainage and flood mitigation design has been confirmed.
10. Sustainable transport	+	All of the housing allocations identified to meet the required housing provision are located within close proximity to a sustainable transport link such as a rail station, cycle route or bus stop. For these sites therefore, minor positive effects are anticipated in relation to this SA objective as this proximity is considered likely to facilitate use of sustainable transport.
11. Services and facilities	+?	All of the housing allocations identified to meet the required housing provision are located within close distance of existing developed areas which include services and facilities, or in close proximity to a sustainable transport link such as a rail station, cycle route or bus stop. For these sites therefore, minor positive effects are anticipated in relation to this SA objective as this proximity to existing services and facilities means that residents of the new development are likely to be able to access services and facilities.
12. Safe environment	0	Policy 3.4 is not likely to have an effect on this SA objective.
13. Health	+	All of the housing allocations identified to meet the required housing provision are located within close proximity to a sustainable transport link such as a rail station, cycle route or bus stop. In addition the majority are also within walking distance of a healthcare facility or sports or open space facility. Therefore, minor positive effects are anticipated in relation to this SA objective as this proximity to existing sustainable transport or opportunities for sport and recreation, as well as healthcare, means that residents of the new development are likely to be able to access healthcare

SA objectives	SA Score	Justification
14. Housing	++?	<p>and have increased opportunities to be active.</p> <p>As set out in the supporting text to policy 3.4, the objectively assessed need (OAN) for housing in the Borough is 7,040. However due to environmental constraints, there is only sufficient capacity for 5,270. The policy sets out how the 5,270 units will be delivered, accounting for the 665 units which have been completed. As such the policy is likely to result in significant positive effects in relation to this SA objective. The remaining 1,770 units are to be delivered through the duty to co-operate with surrounding planning authorities and as these have not been confirmed within the neighbouring plans at this stage, uncertainty remains about this portion of the OAN.</p>
15. Economy/employment	+	<p>All of the housing allocations identified to meet the required housing provision are located within close distance of existing developed areas which include services and facilities, or within walking distance of a sustainable transport link such as a rail station, cycle route or bus stop. As such it is considered that residents of these locations will have good access to employment opportunities in the Borough. As such, minor positive effects are anticipated in relation to this SA objective.</p>

### Draft Policy 3.5 Strategic Green Infrastructure and Heathland Mitigation

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	++	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. By providing green infrastructure and heathland mitigation in the form of SANGs, Policy 3.5 will increase habitat connectivity and, together with Heathland Infrastructure Projects, will mitigate visitor pressures from new residential development between 400 metres and 5 km of protected Dorset Heathlands Internationally Designated Sites, as well as other designated sites. As such, significant positive effects are expected.
2. Landscape	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. By providing green infrastructure and heathland mitigation in the form of SANGs, Policy 3.5 could enhance the landscape. As such, minor positive effects are likely but uncertain dependent on the exact location, nature and design of green infrastructure and heathland mitigation, as well as developments, that come forward.
3. Historic environment	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. By providing green infrastructure and heathland mitigation in the form of SANGs, Policy 3.5 could enhance the settings of heritage assets. As such, minor positive effects are likely but uncertain dependent on the exact location, nature and design of green infrastructure and heathland mitigation, as well as developments, that come forward.
4. Built environment	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. By providing green infrastructure, Policy 3.5 could contribute to a higher quality built environment. As such, minor positive effects are likely but uncertain dependent on the exact location, nature and design of green, as well as developments, that come forward.
5. Efficient land use	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. By providing green infrastructure and heathland mitigation in the form of SANGs and Heathland Infrastructure Projects, Policy 3.5 would protect greenfield land and as such have negligible effects on soil and agricultural land loss. However, green infrastructure also has the potential to intercept and help break down contaminated surface runoff, thereby limiting contamination. As such, overall minor positive effects are likely but uncertain dependent on the exact location, nature and design of green infrastructure and heathland mitigation, as well as developments, that come forward.
6. Sustainable resource use	0	Policy 3.5 is not likely to have an effect on this objective.
7. Pollution	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. This includes the requirement for new developments to enhance and connect cycling and walking provision to open spaces. This may encourage people to travel via walking and cycling, which could limit air and noise pollution. As

SA Objectives	SA Score	Justification
		such, minor positive effects are likely but uncertain dependent on people's behaviour with respect to walking and cycling.
8. Climate change	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. This includes the requirement for new developments to enhance and connect cycling and walking provision to open spaces. This may encourage people to travel via walking and cycling, which could limit greenhouse gas emissions. As such, minor positive effects are likely but uncertain dependent on people's behaviour with respect to walking and cycling.
9. Flooding	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. By providing heathland mitigation in the form of SANGs and Heathland Infrastructure Projects, Policy 3.5 would have a negligible effect on flood risk relative to the current greenfield use. However, green infrastructure incorporated into new developments also has the potential to increase infiltration and storage of surface water, thereby slowing surface water runoff and limiting flood risk. As such, overall minor positive effects are likely but uncertain dependent on the exact location, nature and design of green infrastructure and heathland mitigation, as well as developments, that come forward.
10. Sustainable transport	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. This includes the requirement for new developments to enhance and connect cycling and walking provision to open spaces. This may encourage people to travel via walking and cycling. As such, minor positive effects are likely but uncertain dependent on people's behaviour with respect to walking and cycling.
11. Services and facilities	+?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. This includes the requirement for new developments to enhance and connect cycling and walking provision to open spaces. This could increase access to services. As such, minor positive effects are likely but uncertain as they will depend on whether transport links connect the area to services.
12. Safe environment	0	Policy 3.5 is not likely to have an effect on this objective.
13. Health	++	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. By providing green infrastructure and heathland mitigation in the form of SANGs and Heathland Infrastructure Projects, Policy 3.5 could provide health benefits by creating connected walking and cycling routes and publicly accessible greenspaces for recreation.
14. Housing	-?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. These requirements may restrict housing development, by limiting developments that will not provide the required green infrastructure. As such, minor negative effects are likely but uncertain dependent on whether the policy criteria do in fact affect the delivery of proposals that would contribute to housing.

SA Objectives	SA Score	Justification
15. Economy/employment	-?	Policy 3.5 requires the Council to deliver strategic green infrastructure and heathland mitigation, and requires developments to contribute to green infrastructure. These requirements may restrict commercial development, by limiting developments that will not provide the required green infrastructure. As such, minor negative effects are likely but uncertain dependent on whether the policy criteria do in fact affect the delivery of proposals that would contribute to economic growth.

### Draft Policy 3.6 Provision of Employment Land

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	--?	The policy wording does not relate specifically to biodiversity / geodiversity. The policy is supported by Map 3.3 which identifies the location of the employment allocations. A number of these are within close distance of designated biodiversity/geodiversity sites. The proximity of the sites to these locations may result in increased disturbance and in some cases potentially result in direct impacts in terms of loss of area, which could result in significant negative effects in relation to this SA objective. However, without site specific design and mitigation being identified there remains some uncertainty about the effects likely from these allocation sites.
2. Landscape	+	The policy wording does not relate specifically to landscape. The policy is supported by Map 3.3 which identifies the location of the employment allocations. This focusses the new development on some brownfield sites and in areas of relatively low landscape sensitivity, and is likely to reduce effects in locations of greater landscape sensitivity in other areas of the Borough, it is considered that this may result in minor positive effects in relation to this SA objective.
3. Historic environment	--?	The policy wording does not relate specifically to the historic environment. The policy is supported by Map 3.3 which identifies the location of the employment allocations. The policy directs the employment allocations to locations which include historic environment assets. Therefore it is possible that physical and setting impacts may occur, potentially resulting in significant negative effects in relation to this SA objective. However, without site specific design and mitigation being identified there remains some uncertainty about the effects likely from these allocation sites.
4. Built environment	+?	The policy wording does not relate specifically to the built environment. The policy is supported by Map 3.3 which identifies the location of the employment allocations. The allocations identified in Map 3.3 include areas which are previously developed or surrounded by development. New development within these locations may provide good opportunities for improving the appearance of the built environment by replacing older and possibly derelict buildings with high quality new development, and new landscaping etc. Therefore, a minor positive effect is anticipated, however, without site specific design and mitigation being identified there remains some uncertainty about the effects likely from these allocation sites.
5. Efficient land use	+	The policy wording does not relate specifically to the efficient use of land. The policy is supported by Map 3.3 which identifies the location of the employment allocations. All of the sites identified include previously developed land. As such, it is considered that minor positive effects will occur in relation to this SA objective. Some of the sites include some grade 1 agricultural land, however as they are previously developed sites, the policy is considered likely to have negligible effect on grade 1 agricultural land.
6. Sustainable resource use	+/-	The policy wording does not relate specifically to sustainable resource use. The policy is supported by Map 3.3 which identifies the location of the employment allocations. All of the sites identified include some previously developed land. Development of these locations is considered likely to safeguard resources elsewhere in the Borough, resulting in minor positive effects in relation to this

SA objectives	SA Score	Justification
		SA objective. However, some mineral safeguarding areas are identified within these allocations and the development of them may result in sterilisation of mineral resources, resulting in minor negative effects in relation to this SA objective.
7. Pollution	+?	The policy is supported by Map 3.3 which identifies the location of the employment allocations. All of the sites identified are previously developed land. The policy wording includes specific requirements in relation to live/work units within the Borough, setting out that these will be acceptable with regard to noise, discharges or emissions to land, air or water and will not affect the health, safety or amenities of nearby land. Live/work units would also reduce the need for travel to work, and as most of the sites except the Bournemouth Airport are near Christchurch Town Centre they are in proximity to sustainable transport links, which could help to reduce air pollution. The policy does not provide information on the scale of live/work units across the district, however it is likely that minor positive effects may occur in relation to this SA objective as a result of this policy. The policy does not refer specifically to pollution arising from other types of employment development and therefore there remains some uncertainty about the effects in relation to this SA objective likely from these.
8. Climate change	+	The policy wording does not relate specifically to climate change. The policy is supported by Map 3.3 which identifies the location of the employment allocations. The policy encourages development of new employment land in locations which are accessible via Prime Transport Corridors where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce greenhouse gas emissions from car use. Therefore, the policy is likely to result in minor positive effects in relation to this SA objective.
9. Flooding	-?	The policy wording does not relate specifically to flooding or flood risk. The policy is supported by Map 3.3 which identifies the location of the employment allocations. Map 3.3 identifies that some new employment development will be located within areas of high flood risk (flood zone 3a) and medium flood risk (flood zone 2). Therefore, the policy may result in minor negative effects in relation to this SA objective, however, this is uncertain as it will depend on the specific design and layout of the employment developments.
10. Sustainable transport	+	The policy wording does not relate specifically to sustainable transport. The policy is supported by Map 3.3 which identifies the location of the employment allocations. The policy encourages development of new employment land in locations which are accessible via Prime Transport Corridors where funding will be focused for future improvements and enhancements to public transport, walking and cycling. As such minor positive effects are anticipated in relation to this SA objective.
11. Services and facilities	0	Policy 3.6 is not likely to have an effect on this SA objective.
12. Safe environment	0	Policy 3.6 is not likely to have an effect in relation to this SA objective.
13. Health	+	The provision of employment opportunities has been shown to have a positive impact on mental



SA objectives	SA Score	Justification
		health and wellbeing. It is therefore considered that the provision of sufficient employment land within the Borough will help to increase employment opportunities, resulting in indirect minor positive effects in relation to this SA objective.
14. Housing	+	Generally the policy does not relate to housing and therefore a negligible effect is expected in relation to this SA objective. However, the policy wording relates specifically to the provision of live/work units. The provision of these will result in meeting a housing need for some residents of the Borough. The policy does not provide information on the scale of live/work units across the district however it is likely that minor positive effects may occur in relation to housing as a result of this policy.
15. Economy/employment	++	The policy would result in the provision of 54 hectares of employment land within the Borough, which will meet the requirements for the Borough, as set out in the Bournemouth, Dorset and Poole Workspace Strategy (2016). A significant positive effect is therefore expected in relation to this SA objective.

### Draft Policy 3.7 Future Retail Provision

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	-?	The policy wording does not relate specifically to biodiversity/geodiversity, however it does include the proposed locational strategy for the provision of retail in the Borough, which is that retail uses will be provided in existing centres, largely through the re-use of vacant units, but also through new development. The policy will focus development to Christchurch Town Centre, including to Land between Bridge Street, Stony Lane South and the Civic Offices, which is within close distance of areas designated for their biodiversity/geodiversity value, including Stanpit and Stoney Lane Drain SNCIs and the Town Common, Avon Valley, River Avon System Christchurch Harbour & Purewell Meadows SSSIs. The policy will also focus new retail development to Highcliffe District Centre, which is within close distance of Chewton Common and Chewton Bunny SNCIs and Highcliffe to Mifford Cliffs SSSI. Furthermore, all of the above areas are within 5km of the Dorset Heaths European Protected Sites, and increasing development in these locations may result in indirect effects to the Dorset Heaths. The policy also sets out that retail development will be provided within new developments. Given the close proximity to a number of designated sites, minor negative effects are likely to occur in relation to this SA objective. However, uncertainty exists as the effects on biodiversity/geodiversity will depend on the specific siting, layout and design of the retail development.
2. Landscape	+/-?	The policy wording does not relate specifically to landscape, however it does include the proposed locational strategy for the provision of retail in the Borough. It sets out that retail uses will be provided in existing centres, largely through the re-use of vacant units. The result of this will focus the new development to areas of relatively low landscape sensitivity, and is likely to reduce effects in locations of greater landscape sensitivity in other areas of the Borough resulting in minor positive effects in relation to this SA objective. However, the policy also refers to providing retail in 'new developments', which depending on their location, may result in some minor negative effects on the Borough's landscape. Such effects will be determined by the siting, layout and design of the retail uses and are uncertain. Therefore, the policy is expected to result in mixed minor positive and minor negative, but uncertain, effects in relation to this SA objective.
3. Historic environment	-?	Although the policy wording does not relate specifically to the historic environment, the locational strategy to focus retail development in existing centres and vacant units may result in harm to historic environment assets as some of these are located within these centres. While the extent of these effects will be determined by the siting, layout and design of the retail uses, this policy could result in some effects on historic environment assets, including through setting impacts. As such, the effects of the policy in relation to this SA objective are minor negative but uncertain as they will depend on the specific location and design of the retail development eventually proposed.
4. Built environment	+?	Although the policy wording does not relate specifically to the built environment, the locational strategy to focus retail development in existing centres and vacant units may result in minor positive effects on the built environment as the conversion to retail use may provide good

SA objectives	SA Score	Justification
		opportunities for improving the appearance of the built environment by replacing older and vacant buildings with high quality new development. However, these effects will be determined by the siting, layout and design of the retail uses, and are therefore considered to be minor positive but uncertain.
5. Efficient land use	+?	The policy wording sets out the locational strategy for retail development which focusses retail development to existing centres, including the re-use of vacant units. This is likely to result in increased efficiency in the use of land in the centres identified in the policies. However, the policy also states that retail development will be provided in 'new developments' which may not be on previously developed sites, therefore minor positive but uncertain effects are expected in relation to this SA objective.
6. Sustainable resource use	+/-?	The policy wording sets out the locational strategy for retail development which focusses retail development to existing centres, including the re-use of vacant units. This will result in the need to construct fewer new buildings, which will result in increased efficiency in terms of demolition and construction (which both result in waste and related resource use such as fuel, labour and embodied carbon), and therefore a minor positive effect is identified in relation to this SA objective. However, the policy also sets out that retail development can be provided in 'new development' which may result in greater use of resources and a minor negative effect, although the effects of this 'new build' element of the policy are uncertain in relation to this SA objective as this will depend on the design of these new buildings. Therefore, it is considered likely that mixed minor positive effects and negative but uncertain effects may arise as a result of this policy.
7. Pollution	+/-?	The policy does not include any specific wording in relation to pollution arising from retail uses. Retail uses have limited potential to result in emissions such as noise, odour and air pollution, although there may be some light pollution. During construction or redevelopment of existing buildings there could be some noise and air pollution. However, this will depend on the construction techniques used, timing of operations and the specific siting, layout and design of the retail uses, which could avoid any impacts on local amenity. In addition, the policy encourages development of new retail provision in locations which are accessible via Prime Transport Corridors where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce air pollution from traffic. Therefore, the policy is likely to result in mixed, uncertain minor positive and negative effects in relation to this SA objective..
8. Climate change	+	The policy wording sets out the locational strategy for retail development which focusses retail development to existing centres, including the re-use of vacant units. This will result in the need to construct fewer new buildings, increasing efficiency in terms of demolition and construction (which both result in waste and related resource use such as fuel, labour and embodied carbon), thereby reducing carbon emissions. It is also likely that conversion of existing units will result in an increase in heating and lighting efficiencies. In addition, the policy encourages development of new retail provision in locations which are accessible via prime transport corridors where funding will be

SA objectives	SA Score	Justification
		focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce greenhouse gas emissions from car use. Therefore, the policy is likely to result in minor positive effects in relation to this SA objective.
9. Flooding	-?	The policy wording sets out the locational strategy for retail development which focusses retail development to existing centres, including the re-use of vacant units. Importantly the Land between Bridge Street, Stony Lane South and the Civic Offices site is within an area of high flood risk (flood zone 3a). In addition, there are some areas of medium (flood zone 2) and high (flood zone 3a) flood risk in Christchurch Town Centre. A specific flood risk mitigation strategy is being developed for the Bridge Street/Stony Lane site, and retail uses are classed as 'less vulnerable' uses which may be appropriate in all flood zones except 3b. Therefore, the policy may result in minor negative effects in relation to this SA objective, however, this is uncertain as it will depend on the specific design and layout of retail developments..
10. Sustainable transport	+	The policy wording sets out the locational strategy for retail development which focusses retail development to existing centres, including the re-use of vacant units. The policy encourages development of new retail provision in locations which are accessible via Prime Transport Corridors where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce greenhouse gas emissions from car use. This is likely to result in minor positive effects in relation to this SA objective.
11. Services and facilities	++/-	The policy wording sets out the locational strategy for retail development which focusses retail development to existing centres, including the re-use of vacant units. This is likely to facilitate increased use of existing sustainable transport infrastructure, existing highway infrastructure and car parking. This is likely to ensure that the new retail uses in the Borough are accessible in the future, and result in significant positive effects in relation to this SA objective. However, there is a risk that this approach will result in fewer existing units being available for other services and facilities within these town centre areas, and as a result it is possible that minor negative effects may also arise in relation to this SA objective.
12. Safe environment	+	The policy wording sets out the locational strategy for retail development which focusses retail development to existing centres, including the re-use of vacant units. The re-use of existing units is likely to result in benefits to the public realm in these areas, by creating a busier environment with greater passive surveillance. This is likely to result in indirect minor positive effects in relation to this SA objective.
13. Health	0	Policy 3.7 is not likely to have an effect in relation to this SA objective.
14. Housing	0	Policy 3.7 is not likely to have an effect on this SA objective.
15. Economy/employment	++	The policy would result in the provision of 7,950 square metres (gross) of retail use within the Borough. Retail use provides jobs and can help to capture wealth within a local area. A significant positive effect is therefore expected in relation to this SA objective.

### Draft Policy 3.8 Town Centre Hierarchy

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 3.8 is not likely to have an effect on this SA objective.
2. Landscape	0	Policy 3.8 is not likely to have an effect on this SA objective.
3. Historic environment	0	Policy 3.8 is not likely to have an effect on this SA objective.
4. Built environment	+	The policy reflects the existing hierarchy of settlements within the Borough and its implementation is likely to reinforce the existing pattern and borough-wide relationship of the different built up areas. Therefore minor positive effects are anticipated in relation to this SA objective.
5. Efficient land use	0	Policy 3.8 is not likely to have an effect on this SA objective.
6. Sustainable resource use	0	Policy 3.8 is not likely to have an effect on this SA objective.
7. Pollution	+	Policy 3.8 identifies the town centre hierarchy, the purpose of which is to define the level of growth that should be accommodated sustainably within the retail centres in Christchurch according to their economic circumstances, potential for growth and accessibility by public transport, walking and cycling. Therefore, it should help to encourage sustainable transport modes within the Borough and have a minor positive effect on this objective.
8. Climate change	+	Policy 3.8 identifies the town centre hierarchy, the purpose of which is to define the level of growth that should be accommodated sustainably within the retail centres in Christchurch according to their economic circumstances, potential for growth and accessibility by public transport, walking and cycling. Therefore, it should help to encourage sustainable transport modes within the Borough and have a minor positive effect on this objective.
9. Flooding	0	Policy 3.8 is not likely to have an effect on this SA objective.
10. Sustainable transport	+	Policy 3.8 identifies the town centre hierarchy, the purpose of which is to define the level of growth that should be accommodated sustainably within the retail centres in Christchurch according to their economic circumstances, potential for growth and accessibility by public transport, walking and cycling. Therefore, it should help to encourage sustainable transport modes within the Borough and have a minor positive effect on this objective.
11. Services and facilities	+	Policy 3.8 identifies the town centre hierarchy, the purpose of which is to define the level of growth that should be accommodated sustainably within the retail centres in Christchurch according to their economic circumstances, potential for growth and accessibility by public transport, walking and cycling. Therefore, it should help to maintain services and facilities within the Borough and have a minor positive effect on this objective.
12. Safe environment	0	Policy 3.8 is not likely to have an effect on this SA objective.
13. Health	0	Policy 3.8 is not likely to have an effect on this SA objective.
14. Housing	0	Policy 3.8 is not likely to have an effect on this SA objective.

SA objectives	SA Score	Justification
15. Economy/employment	+	Policy 3.8 identifies the town centre hierarchy, the purpose of which is to define the level of growth that should be accommodated sustainably within the retail centres in Christchurch according to their economic circumstances, potential for growth and accessibility by public transport, walking and cycling. Therefore, it should help to maintain employment opportunities within the Borough and have a minor positive effect on this objective.

### Draft Policy 3.9 Role of Town and District Centres

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	-?	The policy wording does not relate specifically to biodiversity/geodiversity, however it does include the proposed locational strategy for the provision of town centre uses (including employment, retail, leisure and entertainment, arts, culture, religion, health, tourism, places of assembly, community facilities and higher density housing) in the Borough. As it sets out that town centre uses will be provided in Town and District Centres, this is likely to result in increased development in Christchurch Town Centre and Highcliffe District Centre, in accordance with the town centre hierarchy presented in Policy 3.8. Christchurch Town Centre is within close distance of areas designated for their biodiversity/geodiversity value, including Stanpit and Stoney Lane Drain SNCIs and the Town Common, Avon Valley, River Avon System & Purewell Meadows, Dudmoor and Dudmoor Farm SSSIs. In addition Highcliffe District Centre is within close distance of Chewton Common and Chewton Bunny SNCIs and Highcliffe to Mifford Cliffs SSSI. Furthermore both centres are within 5km of the Dorset Heaths European Protected Sites. Therefore, indirect minor negative effects are likely to occur in relation to this SA objective. However, this is uncertain as the effects on biodiversity/geodiversity will depend on the specific siting, layout and design of town centre development.
2. Landscape	+	The policy wording does not relate specifically to landscape, however it does include the proposed locational strategy for the provision of town centre uses within the Borough. Town centre uses will be provided in Christchurch Town Centre and Highcliffe District Centre, both of which are areas of relatively low landscape sensitivity. This is likely to reduce effects on the landscape in the other, more sensitive, areas of the Borough. As a result the policy is expected to result in minor positive effects in relation to this SA objective.
3. Historic environment	-?	The policy wording does not relate specifically to the historic environment, however it does include the proposed locational strategy for the provision of town centre uses within the Borough. Town centre uses will be provided in Christchurch Town Centre and Highcliffe District Centre, both of which include a significant number of historic environment assets. New development within these locations could have an impact on historic environment assets and their setting. As such, minor negative effects in relation to this SA objective are likely to occur. However, this is uncertain as the effects on the historic environment will depend on the specific siting, layout and design of town centre development.
4. Built environment	+	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. This is likely to retain and reinforce the current hierarchy of settlements within the Borough, and also reduce the sub-urbanisation of surrounding areas. This is considered likely to result in minor positive effects in relation to this SA objective.
5. Efficient land use	+	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. Focussing development within the boundaries of these centres is likely to encourage re-use of brownfield land and limit development of greenfield sites elsewhere

SA objectives	SA Score	Justification
		in the Borough, which could result in loss of high quality agricultural land. It is therefore considered likely that this will result in minor positive effects in relation to this SA objective.
6. Sustainable resource use	+	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. This is likely to result in some re-use of existing buildings, thereby reducing waste and saving resources. In addition, this approach is likely to create greater efficiencies of scale for existing sustainable transport infrastructure and transport routes, reducing the need to provide new ones. As such it is considered likely that minor positive effects will arise in relation to this SA objective as a result of this policy.
7. Pollution	+/-?	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. The effect of this will be to focus development, which can result in polluting emissions in terms of air quality, odour, light and noise, to those locations. As such it is expected that minor negative effects are likely to arise within these centres - however this will depend on the construction techniques used, timing of operations and the specific siting, layout and design of the retail uses, which could avoid any impacts on local amenity Furthermore, the effect of this policy will be to reduce development in other areas of the Borough, thereby reducing potential pollutants in these areas. The policy encourages town centre uses to be focussed to locations which are accessible via Prime Transport Corridors where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Train travel may also be encouraged through the proximity of Christchurch Town Centre to Christchurch rail station. This may help to reduce air pollution from car use. Therefore mixed negative but uncertain and positive effects are anticipated for different areas of the Borough.
8. Climate change	++	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. The effect of this will be to focus development into areas which already benefit from utilities and other supporting infrastructure, thereby increasing scales of efficiencies in relation to these and requiring the provision of minimal new infrastructure. The policy encourages town centre uses to be focussed to locations which are accessible via Prime Transport Corridors where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Train travel may also be encouraged through the proximity of Christchurch Town Centre to Christchurch rail station. This may help to reduce greenhouse gas emissions from car use. As such it is considered likely that significant positive effects will arise in relation to this SA objective.
9. Flooding	--?	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. Importantly some parts of these areas have been identified as flood zones 2 and 3. As such, it is possible that this policy will result in a greater number of people being exposed to higher flood risk. However this will depend on the specific design and layout of developments and such effects are therefore uncertain. For this reason, it is considered that the policy may result in significant negative but uncertain effects in relation to this SA objective.



SA objectives	SA Score	Justification
10. Sustainable transport	++	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. The policy encourages town centre uses to be focussed to locations which are accessible via Prime Transport Corridors where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Train travel may also be encouraged through the proximity of Christchurch Town Centre to Christchurch rail station. This may help to reduce greenhouse gas emissions from car use. The policy also requires developments that cannot be within the centres to be located at edge of centres in locations with good walking connectivity to a centre. As such it is considered likely that significant positive effects will arise in relation to this SA objective as a result of this policy.
11. Services and facilities	++/-	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. The policy includes specific reference to ensuring that employment, retail, leisure and entertainment, arts, culture, religion, health, tourism, places of assembly, community facilities and higher density housing are all provided within these areas. This will improve access for services and facilities for those living within these centres or in locations that are well connected to these centres. This is likely to result in significant positive effects for these groups of people in relation to this SA objective. However it may occur that those living outside the centres or in locations which do not benefit from good connectivity to these locations will not see improved access to services as a result of this policy. Therefore, minor negative effects are also likely to occur in relation to this SA objective.
12. Safe environment	+	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. The intensification of development within these areas is likely to result in benefits to the public realm, by creating a busier environment with greater passive surveillance. This is likely to result in indirect minor positive effects in relation to this SA objective.
13. Health	0	Policy 3.9 is not likely to have an effect on this SA objective.
14. Housing	+	The policy provides for higher density housing to be provided in Christchurch Town Centre and Highcliffe District Centre. The specific reference to higher density makes it likely that more houses would be provided compared to a lower density approach, and therefore the policy is expected to result in minor positive effects in relation to this SA objective.
15. Economy/employment	++	The policy wording includes the locational strategy to focus town centre uses in Christchurch Town Centre and Highcliffe District Centre. This is likely to increase the critical mass of town centre uses, which includes 'employment' uses, but also other uses which also result in job creation. This is likely to result in significant positive effects in relation to this SA objective.

### Draft Policy 3.10 Transport Strategy and Prime Transport Corridors

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	-	Development of transport network supported by policy would have direct effects and enhancement of the Prime Transport Corridors would have indirect effects by creating better connected locations to which housing and employment development will be directed. Residential and employment development along the Prime Transport Corridors, as well as improvements to the Prime Transport Corridors, could have a significant adverse effect on a large number of designated sites (including River Avon SAC, Avon Valley SPA and Avon Valley Ramsar site). However, the policy states that the proposals for new walking and cycle routes set out in Policy 3.10 will not involve any loss of European designated habitats. Furthermore, improvements to the Blackwater Junction will be designed to avoid encroaching onto Town Common SSSI whilst new walking and cycle paths should be routed to avoid any fragments of the heathland sites and the River Avon sites. This mitigation reduces the potential significant negative effect to a minor negative one.
2. Landscape	-	It is possible that residential and employment development coming forward under this policy could affect the character of the Borough's landscape. However, the areas along and at the end of the Prime Transport Corridors do not fall within the AGLV or AONB. Furthermore, the policy states that higher density development will be located in and around the town centres. Overall, a minor negative effect is likely.
3. Historic environment	-?	Residential and employment development along and at the end of the Prime Transport Corridors could have an adverse effect on the historic environment due to the presence of listed buildings, conservation areas and scheduled monuments. The identified road improvements are also in close proximity to designated heritage assets including a number of Grade II listed buildings and Conservation Areas. However, it is not known whether the highways improvements will directly impact upon the listed buildings and conservation areas immediately adjacent to the Prime Transport Corridors. Overall, a minor negative but uncertain effect is likely.
4. Built environment	0	Policy 3.10 is not likely to have an effect on this objective.
5. Efficient land use	0	Policy 3.10 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 3.10 is not likely to have an effect on this objective.
7. Pollution	+/-	Policy 3.10 makes reference to the improvements to walking, cycling and bus access within and between the urban areas, and also to Christchurch and Hinton Admiral railway stations, which will help reduce use of the private car. The policy also quotes the Local Transport Plan, stating that development will be supported where Travel Plans encourage working from home, flexible working and car sharing to help reduce congestion levels, and community travel planning will be encouraged in rural areas. This will help reduce pollution levels. Conversely, improving the transport corridors could make the road network more attractive for car journeys, encouraging residents to use a car rather than cycle or walk.

SA Objectives	SA Score	Justification
8. Climate change	+/-	Policy 3.10 makes reference to the improvements to walking, cycling and bus access within and between the urban areas, and also to Christchurch and Hinton Admiral railway stations, which will help reduce use of the private car. The policy also quotes the Local Transport Plan, stating that development will be supported where Travel Plans encourage working from home, flexible working and car sharing to help reduce congestion levels, and community travel planning will be encouraged in rural areas. This will help reduce the amount of greenhouse gasses emitted from vehicles. Conversely, improving the transport corridors could make the road network more attractive for car journeys, encouraging residents to use a car rather than cycle or walk.
9. Flooding	0	Policy 3.10 is not likely to have an effect on this objective.
10. Sustainable transport	++/-	Policy 3.10 makes reference to the improvements to walking, cycling and public transport within and between the urban areas, and also to Christchurch and Hinton Admiral railway stations so as to encourage greater use of rail services. This is likely to result in significant positive effects. However, the policy proposes improvements to Prime Transport Corridors such as junction improvements which could in fact encourage use of the private car, resulting in a minor negative effect for this objective.
11. Services and facilities	+	The highway improvements should improve access to services and facilities by car, with congestion eased, and this could be of benefit for public transport. The policy also proposes walking and cycling improvements within and between the urban areas. Therefore, a minor positive effect is likely.
12. Safe environment	0	Policy 3.10 is not likely to have an effect on this objective.
13. Health	+/-	Walking and cycling improvements including the enhancement and protection of the existing rights of way network and trailways to provide off road walking and cycling links between suburban and rural areas are likely to have minor positive effects in relation to this objective. Reductions in congestion through transport improvements are likely to facilitate free-flowing movement of traffic, addressing in particular congestion at peak times, which should help to alleviate air pollution and its effects on the health of residents and workers. Conversely, this could make the road network more attractive for car journeys, offsetting some of these benefits, and also encouraging residents to use a car rather than cycle or walk. Mixed minor effects on this objective are likely.
14. Housing	0	Policy 3.10 is not likely to have an effect on this objective.
15. Economy/employment	+	The highways improvements are required in order to address traffic congestion, which could help support economic growth. A minor positive effect is likely.

### Draft Policy 3.11 Strategic Transport Improvements

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	--	Policy 3.11 facilitates the delivery of strategic transport improvements identified in the Local Transport Plan through S106 Planning Obligations and the Community Infrastructure Levy. A number of designated sites, namely Dorset Heaths SAC, Dorset Heathlands SPA and Dorset Heathlands Ramsar site, could be directly affected by the transport improvements indirectly provided by this policy, through physical and non-physical disturbance. Air pollution as a result of the Hurn Roundabout and Blackwater Junction improvements, as well as the widening of the A338, could also affect a large number of designated sites, including those mentioned above. Overall, a significant negative effect is likely.
2. Landscape	-?	Policy 3.11 facilitates the delivery of strategic transport improvements identified in the Local Transport Plan through S106 Planning Obligations and the Community Infrastructure Levy. Although the transport improvement areas do not fall within the AGLV or AONB, it is possible that they're development could affect the character of the Borough's landscape. Overall, a minor negative but uncertain effect is likely.
3. Historic environment	-?	Policy 3.11 facilitates the delivery of strategic transport improvements identified in the Local Transport Plan through S106 Planning Obligations and the Community Infrastructure Levy. The transport improvement areas indirectly provided by this policy are within close proximity to designated heritage assets including a number of Grade II listed buildings and Conservation Areas. However, it is not known whether the highways improvements will directly impact upon the listed buildings and conservation areas immediately adjacent to them. Overall, a minor negative but uncertain effect is likely.
4. Built environment	0	Policy 3.11 is not likely to have an effect on this objective.
5. Efficient land use	0	Policy 3.11 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 3.11 is not likely to have an effect on this objective.
7. Pollution	+/-	Reductions in congestion as a result of the strategic transport improvements, facilitated by S106 Planning Obligations and the Community Infrastructure Levy are likely to facilitate free-flowing movement of traffic, which should help to alleviate air pollution and its effects on the health of residents and workers. Conversely, this could make the road network more attractive for car journeys, encouraging residents to use a car rather than cycle or walk. Mixed minor positive and minor negative effects are therefore likely.
8. Climate change	-	Policy 3.11 facilitates the delivery of strategic transport improvements identified in the Local Transport Plan through S106 Planning Obligations and the Community Infrastructure Levy. The indirectly provided transport improvements could make the road network more attractive for car journeys, encouraging residents to use a car rather than cycle or walk. A minor negative effect is therefore likely.
9. Flooding	0	Policy 3.11 is not likely to have an effect on this objective.

SA Objectives	SA Score	Justification
10. Sustainable transport	-	Policy 3.11 facilitates the delivery of strategic transport improvements identified in the Local Transport Plan through S106 Planning Obligations and the Community Infrastructure Levy. The indirectly provided transport improvements could encourage use of the private car, resulting in a minor negative effect for this objective.
11. Services and facilities	+	Policy 3.11 facilitates the delivery of strategic transport improvements identified in the Local Transport Plan through S106 Planning Obligations and the Community Infrastructure Levy. The highway improvements should improve access to services and facilities by car, with congestion eased. Therefore, a minor positive effect is likely.
12. Safe environment	0	Policy 3.11 is not likely to have an effect on this objective.
13. Health	+/-	Policy 3.11 facilitates the delivery of strategic transport improvements identified in the Local Transport Plan through S106 Planning Obligations and the Community Infrastructure Levy. Reductions in congestion are likely to facilitate free-flowing movement of traffic, which should help to alleviate air pollution and its effects on the health of residents and workers. Conversely, this could make the road network more attractive for car journeys, offsetting some of these benefits, and also encouraging residents to use a car rather than cycle or walk. Mixed minor effects on this objective are likely.
14. Housing	0	Policy 3.11 is not likely to have an effect on this objective.
15. Economy/employment	+	Policy 3.11 facilitates the delivery of strategic transport improvements identified in the Local Transport Plan through S106 Planning Obligations and the Community Infrastructure Levy. The highways improvements are required in order to address traffic congestion, which could help support economic growth. A minor positive effect is likely.

### Draft Policy 3.12 Transport and Development

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 3.12 is not likely to have an effect on this objective.
2. Landscape	0	Policy 3.12 is not likely to have an effect on this objective.
3. Historic environment	0	Policy 3.12 is not likely to have an effect on this objective.
4. Built environment	0	Policy 3.12 is not likely to have an effect on this objective.
5. Efficient land use	0	Policy 3.12 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 3.12 is not likely to have an effect on this objective.
7. Pollution	+	Reducing the need to travel and promoting alternative modes of transport to the private car should help alleviate air pollution and its effects on the health of residents and workers. Furthermore, the provision of new and the improvement of existing public transport, pedestrian and cycle routes should encourage more sustainable modes of transport which will also help reduce air pollution. A minor positive effect is likely.
8. Climate change	+	Reducing the need to travel and promoting alternative modes of transport to the private car should help reduce greenhouse gas emissions from vehicles. Furthermore, the provision of electric vehicle charging points, as well as the provision of new and improvements to existing public transport, pedestrian and cycle routes, should also reduce greenhouse gas emissions. A minor positive effect is likely.
9. Flooding	0	Policy 3.12 is not likely to have an effect on this objective.
10. Sustainable transport	++	Policy 3.12 seeks to reduce the need to travel, and promotes alternative modes of transport through the provision of new pedestrian and cycle routes. It also states that development will be permitted where a travel plan is submitted that promotes sustainable travel patterns, pedestrian and cycle routes. More sustainable travel modes such as park and change, car sharing and car clubs are all supported by the policy. A significant positive effect is likely.
11. Services and facilities	+	Policy 3.12 states that the Council will use its planning powers to provide improved access to key services and facilities. It further states that development should be in accessible locations that are well linked to existing communities by walking, cycling and public transport routes. A minor positive effect is likely.
12. Safe environment	+	The supporting text to Policy 3.12 in addition to the policy wording highlight the importance of highway safety for pedestrians, cyclists and occupants of vehicles. The policy specifically states that development must be designed to provide safe access onto the existing transport network and allow safe movement of development related trips on the immediate network. A minor positive effect is likely.
13. Health	+	Reducing the need to travel should help alleviate air pollution and its effects on the health of

SA Objectives	SA Score	Justification
		residents and workers. Further, this policy promotes the provision of new and the improvement of existing pedestrian and cycle routes which could increase uptake in more active modes of transport, with positive effects on people's health.
14. Housing	0	Policy 3.12 is not likely to have an effect on this objective.
15. Economy/employment	0	Policy 3.12 is not likely to have an effect on this objective.

### Draft Policy 3.13 Parking Provision

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 3.13 is not likely to have an effect on this objective.
2. Landscape	0	Policy 3.13 is not likely to have an effect on this objective.
3. Historic environment	0	Policy 3.13 is not likely to have an effect on this objective.
4. Built environment	+	Policy 3.13 states that adequate vehicle and cycle parking facilities will be provided to serve the need of proposed developments. The policy goes on to state that cycle and vehicle parking should be of the highest quality design and use land efficiently. As such, a minor positive effect is likely.
5. Efficient land use	0	Policy 3.13 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 3.13 is not likely to have an effect on this objective.
7. Pollution	+/-	The provision of cycle parking facilities could encourage cycling, which would improve air quality. However, at the same time the provision of vehicle parking facilities could encourage use of the private car, which would have an adverse effect on air pollution. Overall, a mixed effect is likely.
8. Climate change	+/-	The provision of cycle parking facilities could encourage cycling. However, at the same time the provision of vehicle parking facilities could encourage use of the private car. Overall, a mixed effect is likely.
9. Flooding	0	Policy 3.13 is not likely to have an effect on this objective.
10. Sustainable transport	+/-	The provision of cycle parking facilities could encourage cycling. However, at the same time the provision of vehicle parking facilities could encourage use of the private car. Overall, a mixed effect is likely.
11. Services and facilities	+	The provision of vehicle and cycle parking facilities is likely to improve general accessibility to services and people's needs. This is particularly important with regard to improving access to services and facilities in rural areas where public transport alternatives are likely to be limited. A minor positive effect is likely.
12. Safe environment	0	Policy 3.13 is not likely to have an effect on this objective.
13. Health	+/-	The provision of cycle parking facilities could encourage cycling, which would have positive effects of health. However, at the same time the provision of vehicle parking facilities could encourage use of the private car, reducing the amount of physical exercise a person might get. Overall, a mixed effect is likely.



SA Objectives	SA Score	Justification
14. Housing	0	Policy 3.13 is not likely to have an effect on this objective.
15. Economy/employment	+	The provision of vehicle and cycle parking facilities is likely to improve general accessibility to town centres, which may encourage more people to visit the town centres and shop. This could have a minor positive effect on the economy.

### Draft Policy 3.14 Community Facilities and Services

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 3.14 is not likely to have an effect on this objective.
2. Landscape	0	Policy 3.14 is not likely to have an effect on this objective.
3. Historic environment	0	Policy 3.14 is not likely to have an effect on this objective.
4. Built environment	0	Policy 3.14 is not likely to have an effect on this objective.
5. Efficient land use	0	Policy 3.14 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 3.14 is not likely to have an effect on this objective.
7. Pollution	+	Policy 3.14 is likely to have a minor positive effect on this objective because the development of community facilities and services in the settlements of Christchurch, Highcliffe and Burton will mean that people will not have to travel long distances to reach the facilities. Furthermore, the policy states that some facilities can be provided in smaller settlements in innovative ways such as the provision of health care in the home. Services can also be provided in more innovative ways in suburban areas of Christchurch where access to facilities is more restricted to the car. This will help reduce air pollution caused by use of the private car and congestion.
8. Climate change	+	Policy 3.14 is likely to have a minor positive effect on this objective because the development of community facilities and services in the settlements of Christchurch, Highcliffe and Burton will mean that people will not have to travel long distances to reach the facilities. Furthermore, the policy states that some facilities can be provided in smaller settlements in innovative ways such as the provision of health care in the home. Services can also be provided in more innovative ways in suburban areas of Christchurch where access to facilities is more restricted to the car. This will help reduce the amount of greenhouse gasses emitted by the private car and congestion.
9. Flooding	0	Policy 3.14 is not likely to have an effect on this objective.
10. Sustainable transport	+	The policy states that new facilities will be concentrated in the settlements of Christchurch, Highcliffe and Burton where access can be by public transport, bike and on foot. A minor positive effect is therefore likely.
11. Services and facilities	++	Policy 3.14 seeks to support existing and future population growth through the provision of community facilities and services. Further, the policy states that new facilities will be concentrated in the settlements of Christchurch, Highcliffe and Burton where access can be by public transport, bike and on foot. Overall, a significant positive effect is likely.
12. Safe environment	0	Policy 3.14 is not likely to have an effect on this objective.

SA Objectives	SA Score	Justification
13. Health	0	Policy 3.14 is not likely to have an effect on this objective.
14. Housing	0	Policy 3.14 is not likely to have an effect on this objective.
15. Economy/employment	0	Policy 3.14 is not likely to have an effect on this objective.

### Draft Policy 5.1 Christchurch Urban Extension, Roeshot Hill

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	-?	<p>The site is close to the Mude Valley Nature Reserve SNCI to the south and as such there is potential for new residential development at this location to result in significant negative effects due to fragmentation of or disturbance to important habitats. It is also within the within the Dorset Heathlands 400m-5km consultation zone with the potential for significant negative effects on the European designations. The urban extension has been set out through a masterplan and following consultation with Natural England and the approach is to include the delivery of a SANG to the north of the railway line as well as requirement to conserve natural habitats and protected species to involve the creation of a buffer zone within the site along the River Mude. The SANG is to be linked to the wider green infrastructure network which will promote habitat connectivity in the area as well as limit the potential for adverse impacts on the South East Dorset Heathlands, the New Forest and the Salisbury Road to Burton Common SSSI. As such the potential significant negative effect expected in relation to this SA objective reduced to a minor effect. The overall effect is uncertain, dependent on the specific design of new development which comes forward at this location as part of the framework masterplan.</p>
2. Landscape	-?	<p>The policy allocates mostly greenfield so development at this location therefore would result in encroachment into the countryside with potential significant effects on this SA objective. The urban extension has been set out through a masterplan. As part of this approach new development is to respond respectively to the densities and design of the existing development. Furthermore the new development will be set amongst a network of open spaces including a central greenspace by the new local centre and these will link to a green infrastructure network to the countryside. It is expected that this overall approach would help to mitigate adverse impacts associated with development within the countryside. Improvements to be delivered within the urban extension include the realignment and undergrounding of the centre high voltage power cables thereby removing an urbanising feature which would otherwise be visible in the wider rural landscape. As such a minor negative effect is expected in relation to this SA objective. The overall effect is uncertain, dependent on the specific design of new development which comes forward at this location as part of the framework masterplan.</p>
3. Historic environment	+/-?	<p>The allocated land contains a small part of the Burton Conservation Area at its western edge, where a number of listed buildings and Staple Cross Scheduled Monument are located. It also adjoins the Verno Lane Conservation Area which is relatively self-contained to the east. New development at this location has the potential to adversely impact upon the setting of these designated heritage assets. A significant negative effect is therefore expected in relation to this SA objective. The policy however requires that new development responds positively to the town's high quality examples of local vernacular and also appreciates local densities and typologies and there is a specific requirement in the policy to avoid adverse impacts on the Conservation Areas so the effect is</p>

SA Objectives	SA Score	Justification
		reduced to minor negative. The policy also requires new development to enhance the setting of the Scheduled Monument, with positive effects in relation to this objective. These effects are uncertain, dependent upon the design of any development which comes forward.
4. Built environment	++/-	The allocated land is mostly greenfield land. As such development would result in encroachment into the countryside with potential for a degree of sub-urbanisation to occur. The policy however requires that the urban extension is provided in line with the masterplan with a high level of design to be achieved and local densities to be respected. The provision of new greenspaces is likely to help further mitigate the effect of development on the countryside. As such the negative effect expected in relation to this SA objective is only minor. The negative effect expected on this SA objective is expected in combination with a significant positive effect given that the policy text states that new development should be of a high quality design which picks up on the local vernacular. Other design considerations which will be required as part of the provision of new development at this location include those which relate to sustainable construction and the promotion of renewable energy.
5. Efficient land use	--?	The policy allocates mostly greenfield land. This land is mostly Grade 2 agricultural land (very good quality) and contains an area of allotments the use of which would be lost as a result of development. As such the policy would result in the loss of a large amount of higher value agricultural soils and a significant negative effect is therefore expected in relation to this SA objective. Although some mitigation is provided by the policy requirement that replacement allotments be provided the overall effect on SA objective 5 remains significant negative. Effects are uncertain as they will depend on the exact design of developments that come forward.
6. Sustainable resource use	-	The policy allocates mostly greenfield rather than brownfield land with minor negative effects on this SA objective. Most of the land within the area's boundaries also contains part of a Mineral Safeguarding Area meaning that development of this land has the potential to result in the loss of access to or sterilisation of mineral resources in the area, also resulting in a minor negative effect. Supporting text to this policy acknowledges the presence of sand and gravel deposits on this area of land and commits the Council to working closely with the county councils and landowner regarding potential minerals extraction. Should such extraction occur prior to development then the score in relation to this SA objective would be reduced to a negligible effect.
7. Pollution	+/--?	The allocated land is relatively close to both Christchurch to the south west and Highcliffe to the south east, which are a main settlement and district centre in the Borough respectively. As such new residents will be able to access existing services and facilities and employment opportunities on foot or by cycle. Furthermore the allocation would include the delivery of a new neighbourhood

SA Objectives	SA Score	Justification
		<p>centre and it is expected that this approach would help to limit the number of journeys required to be made by private vehicle. The urban extension is envisaged as a walkable neighbourhood which is well connected to the existing urban area and where new cycling and bus route are provided. It would also be close to existing bus stops to the south at Hunt Road and to existing cycle paths. Additionally, the land is located adjacent to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area by existing services and facilities are likely to help promote modal shift and reduce contribution to air pollution in the area, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The minor positive effect expected in relation this SA objective is likely to be combined with a significant negative effect in relation to this SA objective however. New housing development at this location is to be provided adjacent to the A35 to the south which may result in new residents being subject to noise and air pollution. Furthermore development for new housing at this location is likely to result in noise and light pollution over the construction period required which would be to detriment of the existing residential properties further to the south. It is noted that the supporting text of the policy requires that minerals operations to the north of the railway line would not have an adverse impact on the quality of the development and this is expected to limit the potential for resultant dust to affect new residents.</p>
8. Climate change	++?	<p>The allocated land is relatively close to both Christchurch to the south west and Highcliffe to the south east, which are a main settlement and district centre in the Borough respectively. As such new residents will be able to access existing services and facilities and employment opportunities on foot or by cycle. Furthermore the allocation would include the delivery of a new neighbourhood centre and it is expected that this approach would help to limit the number of journeys required to be made by private vehicle. The urban extension is envisaged as a walkable neighbourhood which is well connected to the existing urban area and where new cycling and bus route are provided. It would also be close to existing bus stops to the south at Hunt Road and to existing cycle paths. Additionally, the land is located adjacent to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area by existing services and facilities are likely to help promote modal shift and reduce the emission of greenhouse gases in the area, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. Furthermore the policy requires that new development should be compliant with the climate change policies of the Local Plan and the provision of technologies which would promote energy efficiency and energy renewable sources is to be encouraged. A significant positive but uncertain effect is therefore expected on this SA objective.</p>

SA Objectives	SA Score	Justification
9. Flooding	0	The allocated land identified is mostly greenfield and its development may therefore result in an adverse impact in terms of increasing the risk of surface water flooding in the Borough. The policy however requires the inclusion of significant areas of greenspace in line with the masterplan for the area. A sufficient area of land is to be provided within the area to allow for surface water storage to be agreed in consultation with the Environment Agency. As such it is expected that the development would not result in an adverse impact in terms of flood risk at the site or surrounding area. While it is noted that an area of Flood Zone 2 is within the boundaries of the site, new development is to be located in areas of low flood risk according to the Council's Strategic Flood Risk Assessment (Level 2, 2009), and Dorset Surface Water Management Plan (July 2011). A negligible effect is therefore expected in relation to this SA objective.
10. Sustainable transport	+?	The allocated land is relatively close to both Christchurch to the south west and Highcliffe to the south east, which are a main settlement and district centre in the Borough respectively. As such new residents will be able to access existing services and facilities and employment opportunities on foot or by cycle. Furthermore the allocation would include the delivery of a new neighbourhood centre and it is expected that this approach would help to limit the number of journeys required to be made by private vehicle. The urban extension is envisaged as a walkable neighbourhood which is well connected to the existing urban area and where new cycling and bus route are provided. It would also be close to existing bus stops to the south at Hunt Road and to existing cycle paths. Additionally, the land is located adjacent to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area close to existing services and facilities are likely to help promote modal shift in the area. In the absence of a nearby railway station, a minor positive effect is expected on this SA objective. The positive effect is uncertain it will depend on the exact location and design of developments that come forward and people's behaviour with respect to use of walking, cycling and sustainable transport modes.
11. Services and facilities	++	The allocated land is adjacent to Christchurch to the south west and relatively close to Highcliffe to the south east, which are a main settlement and district centre respectively. As such new residents will have relatively easy access to existing services and facilities. Existing bus stops to the south at Hunt Road and existing cycle paths are close to the site and new bus stop provisions are to be made as part of the development. The new development is to be delivered as a walkable neighbourhood with cycle routes and is to be connected to the existing urban area. Furthermore the policy requires that the masterplan of the urban extension is delivered to provide a new neighbourhood centre which would make services and facilities for new residents even more accessible. This provision would also be to the benefit of existing residents in the surrounding areas. As such a significant positive effect is expected in relation to this SA objective.

SA Objectives	SA Score	Justification
12. Safe environment	+	Development may be required to contribute to junction improvements in the local area. Furthermore the green infrastructure be incorporated within the urban extension is required to have adequate access, lighting and natural surveillance from surrounding properties. It is expected that these policy requirements would help to limit the potential for traffic accidents occurring and the potential for crimes in the area. A minor positive effect is expected in relation to this SA objective.
13. Health	++	The allocated land is relatively close to both Christchurch to the south west and Highcliffe to the south east, which are a main settlement and district centre in the Borough respectively. As such new residents will be able to walk or cycle to existing services and facilities including healthcare facilities and sports facilities. The site is also close to existing open spaces at the urban edge and the new urban extension will incorporate new greenspace. Furthermore the development will comprise two walkable neighbourhoods and be well connected to the existing urban area and the wider rural countryside by footpaths and cycle ways. Taken together, these features will support active travel and recreation by residents of the urban extension with a significant positive effect in relation to this SA objective. While the site currently takes in an area of allotments, the policy text highlights that this provision is to be relocated in line with the Council's Allotments Strategy.
14. Housing	++	The policy is a strategic housing allocation for around 950 new homes, of which 35% are to be affordable, and will therefore make a significant contribution towards housing need for the Borough. The level of affordable housing which is to be provided has been tested alongside other infrastructure cost as part of the master planning process. A significant positive effect is therefore expected in relation to this SA objective.
15. Economy/employment	+	The policy is a strategic housing allocation and while it provides for a new neighbourhood centre, this is not expected to provide a significant number of new jobs. The location is relatively close to the main settlement of Christchurch and district centre of Highcliffe, however, and would therefore provide new residents with relatively easy access to existing employment opportunities. The policy would also place new homes at a location with access to existing employment opportunities further afield via existing public transport links and requires, especially as it would incorporate new sustainable transport links and junction improvements. The policy's requirement that additional provision of convenience and comparison floorspace within the urban extension should not impact the vitality and viability of Christchurch and Highcliffe Centres is expected to help protect existing employment opportunities at these locations. A minor positive is expected in relation to this SA objective.



### Draft Policy 5.2 Housing Option - Stony Lane/Bridge Street, Christchurch

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	--?	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. While this land is mostly brownfield, it is within the Dorset Heathlands 400m-5km consultation zone with the potential for significant negative effects on the European designations. It also contains a very small portion of or is bordered by a number of important local, national and international designated sites which may be adversely impacts by increased levels of development at this location. These include Avon Valley SPA and Ramsar Site, Avon Valley (Bickton to Christchurch) SSSI to the west and Purewell Meadows SSSI and Local Wildlife Site to the north east. The potential for a significant negative effect due to recreation pressure is mitigated by the policy requirement for SANG provision but the proximity to a variety of valued wildlife sites also creates the potential for a significant negative effect due to fragmentation of or disturbance to these. The overall effect is uncertain dependent on the design of new development at this location.
2. Landscape	+?	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. This land is mostly brownfield and is has been identified as currently containing lower quality development meaning there is potential for urban regeneration and enhancement of the town centre as set out in the supporting text of the policy. Development at this location has the potential to improve the appearance of development within the landscape and make it more in keeping with the surrounding residential townscape. A minor positive effect is therefore expected in relation to this SA objective. The positive effect is uncertain dependent upon the design of any development which comes forward.
3. Historic environment	+?	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. This land is mostly brownfield containing larger industrial buildings many of which have been identified as being lower quality development in the supporting text of the policy, creating a potential for redevelopment to enhance the setting of heritage assets. This area contains part of the Christchurch Central Conservation Area to the west and part of the Purewell Conservation Area to the east as well as a number of Listed Buildings along Bridge Street and Purewell whose setting could be adversely affected through the provision of new development. The policy text requires that high quality road frontages are delivered to reflect the location of the land between the identified conservation areas. A minor positive effect is therefore expected in relation to this SA objective. The positive effect is uncertain dependent upon the design of any development which comes forward.
4. Built environment	+?	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. This land is mostly brownfield containing larger industrial buildings many of which have been identified as being lower quality development in the supporting text of the policy. The policy text requires that high quality road frontages are delivered to reflect the location of the land between the Christchurch Central

SA Objectives	SA Score	Justification
		Conservation Area to the west and the Purewell Conservation Area to the east. The policy is therefore expected to result in the regeneration of this area which would be to the benefit of the quality of development. A minor positive effect is therefore expected in relation to this SA objective. The positive effect is uncertain dependent upon the specific design of any development which comes forward.
5. Efficient land use	++	The policy would result in the redevelopment of mostly brownfield land therefore a significant positive effect is expected in relation to this SA objective.
6. Sustainable resource use	+/-?	Redevelopment of this mostly brownfield land provides an opportunity for re-using existing buildings and materials with a minor positive effect in relation to this SA objective. The land identified is also located within close proximity of a number of Mineral Safeguarding Areas however meaning that redevelopment of this land has the potential to result in the sterilisation of mineral resources in the area. The effects are uncertain, depending on whether the development actually reuses existing buildings and materials and whether the development's design buffers residential and other sensitive uses on-site from potential adjacent mineral extraction.
7. Pollution	+/-?	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. The provision of this new development which includes a mix of uses within close proximity of the town centre boundary of Christchurch is likely to encourage the use of alternative modes of transport and may thereby help to reduce adverse impacts on air quality which result from the use of private vehicles, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The area includes bus stops along Stony Lane and Bridge Street and a cycle path also passes through it. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. The minor positive effect expected in relation this SA objective is likely to be combined with a temporary minor negative effect however. Redevelopment at this location is likely to result in noise and light pollution over the construction period required which would be to detriment of the surrounding residential properties.
8. Climate change	++	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. The provision of this new development which includes a mix of uses within close proximity of the town centre boundary of Christchurch is likely to encourage the use of alternative modes of transport and thereby may help to reduce the number of journeys undertaken by private vehicles by residents. The area includes bus stops along Stony Lane and Bridge Street and a cycle path also passes through it. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. As such the policy is likely to help reduce the emission of greenhouse gases resulting from journeys to and from this location and a minor positive effect is therefore expected in relation to this SA objective, but this is

SA Objectives	SA Score	Justification
		uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes.
9. Flooding	-	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. The land is mostly brownfield and its development would therefore result in a negligible impact in terms of increasing the area of impermeable surfaces in the Christchurch Borough. The land is, however, mostly located within Flood Zone 3 meaning that users of the new development and in particular new residents would be at risk of being impacted upon by flooding events. The significant negative effect expected in relation to this SA objective is mitigated by the policy requirement that new development contributes towards a flood mitigation strategy for the area, reducing the effect to a minor negative one.
10. Sustainable transport	+?	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. The provision of this new development which includes a mix of uses within close proximity of the town centre boundary of Christchurch is likely to encourage the use of alternative modes of transport and thereby may help to reduce the number of journeys undertaken by private vehicles by residents. The area includes bus stops along Stony Lane and Bridge Street and a cycle path also passes through it. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. As such although the policy does not directly support the provision new or improved public transport services in Christchurch Borough a minor positive effect is expected on this SA objective. The positive effect is uncertain it will depend on the exact location and design of developments that come forward and people's behaviour with respect to use of walking, cycling and sustainable transport modes.
11. Services and facilities	++	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. The provision of this new development which includes a mix of uses within close proximity of the town centre boundary of the Main Settlement of Christchurch would provide new residents with easy access to existing services and facilities as well as helping to enhance the current offer of such existing provisions for those residents already living in the surrounding areas. A significant positive effect is therefore expected in relation to this SA objective.
12. Safe environment	0	The policy is unlikely to impact on the level of crime experienced by residents and as such a negligible effect is expected in relation to this SA objective.
13. Health	++/-?	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. The provision of this new development which includes a mix of uses within close proximity of the town centre boundary of Christchurch would provide new residents with easy access to existing services and facilities. This includes existing healthcare facilities (for example Farmhouse Surgery and Barn Surgery), sports

SA Objectives	SA Score	Justification
		facilities (for example the sports pitches to the south of Stony Lane South) and open spaces. The close proximity of the land to the town centre as well as the cycle path which passes through it would also help to encourage residents to undertake journeys by active modes of transport. The significant positive effect expected in relation to this SA objective is however combined with an uncertain minor negative effect given that the boundaries of this area take in a proposed open space. As the incorporation of this open space is not reflected in the policy text it may be lost when redevelopment of the land is undertaken.
14. Housing	++	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. In total 213 new homes of which 50% are to be affordable are to be delivered at this land which would reflect a substantial contribution towards the identified housing need for the Borough. A significant positive effect is therefore expected in relation to this SA objective.
15. Economy/employment	++	The policy would result in the redevelopment of land at Stony Lane and Bridge Street in Christchurch for housing, retail, leisure and commercial uses. The provision of new retail and commercial uses in close proximity to the existing public transport nodes on Stony Lane and Bridge Street is expected to improve the accessibility of employment opportunities in Christchurch Borough. Furthermore new residents at this location will have access to public transport services which will help to provide access to employment opportunities further afield. The close proximity of Christchurch town centre to this land is likely to help increase the vitality and viability of both areas given that shoppers will be more likely to undertake combined trips by foot. A significant positive effect is therefore expected in relation to this SA objective.

### Draft Policy 5.3 Housing Option - Knapp Mill and Avon Trading Park, Christchurch

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	--?	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. While much of this land is brownfield and therefore likely to have reduced value in terms of biodiversity, it is bordered by a number of important local, national and international designated sites which may be adversely impacts by increased levels of development at this location. These include Avon Valley SPA and Ramsar Site, River Avon SAC, Avon Valley (Bickton to Christchurch) SSSI and River Avon System SSSI all of which are to the east. The northern part of the area is located within the of the Dorset Heathlands 400m consultation zone but the policy specifies that residential development will be directed to the south of this within the 400m-5km consultation zone. As such development in this area may result in the fragmentation of or disturbance to these sites with additional potential for recreational pressures resulting given that residential development would be provided in this area. The potential for a significant negative effect due to recreation pressure is mitigated by the policy requirement for SANG provision but the proximity to a variety of valued wildlife sites also creates the potential for a significant negative effect due to fragmentation of or disturbance to these. The overall effect is uncertain dependent on the design of new development at this location.
2. Landscape	+/-?	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. Much of this land is brownfield and the portion of the Avon Trading Park which it includes has been identified as vacant in the supporting text of the policy. Development at this location therefore has the potential to improve the appearance of development within the landscape and make it more in keeping with the surrounding residential townscape, resulting in a minor positive effect in relation to this SA objective. The minor positive effect expected is likely to be combined with a minor negative effect given that it would result in the development of areas of greenfield land which are within the boundaries of the area to the north. The overall effect is uncertain dependent upon the design of any development which comes forward.
3. Historic environment	+?	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. Much of this land is brownfield and the portion of the Avon Trading Park which it includes has been identified as vacant in the supporting text of the policy. Development supported by this policy is required to be of a high quality and it is expected that this approach would help improve the quality of the built environment in the area. The closest heritage asset to the area is Latch Farmhouse which a Grade II Listed Building set amongst existing residential development to the west. The policy may help improve the setting of this heritage asset but the effect will ultimately depend on the specific design of any development which comes forward and therefore an uncertain minor positive effect is expected in relation to this SA objective.
4. Built environment	+?	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. Much of this land is brownfield and the portion of the Avon Trading Park which it includes has been identified as vacant in the supporting text of the

SA Objectives	SA Score	Justification
		policy. Development supported by this policy is required to be of a high quality and it is expected that this approach would help improve the quality of the built environment in the area. A minor positive effect is therefore expected in relation to this SA objective. The positive effect is uncertain dependent upon the specific design of any development which comes forward.
5. Efficient land use	+/-	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. Much of this land is brownfield and the portion of the Avon Trading Park which it includes has been identified as vacant in the supporting text of the policy. Re-use of this portion of the site results in a minor positive effect in relation to this SA objective. Land in the north of the area is Grade 4 agricultural land and development of this would result in a minor negative effect in relation to this SA objective.
6. Sustainable resource use	+/-	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. Much of this land is brownfield and the portion of the Avon Trading Park which it includes has been identified as vacant in the supporting text of the policy. Re-use of this portion of the site results in a minor positive effect in relation to this SA objective. The land identified also contains part of a Mineral Safeguarding Area however meaning that redevelopment of this land has the potential to result in the loss of access to or sterilisation of mineral resources in the area which, along with development of the greenfield portion of this site results in a minor negative effect in relation to this SA objective.
7. Pollution	+/-?	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. The policy would support the provision of new homes which are in close proximity to shops and services, Christchurch railway station on Stour Road and bus routes, and within easy walking distance of Christchurch Town Centre. Furthermore the policy requires that new development which is delivered at this location makes contributions towards transport infrastructure requirements. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area by existing services and facilities are likely to help promote modal shift and reduce contribution to air pollution in the area, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The minor positive effect expected in relation this SA objective is likely to be combined with a temporary minor negative effect however. Redevelopment for new housing at this location is likely to result in noise and light pollution over the construction period required which would be to detriment of the residential properties to the west.
8. Climate change	+?	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. The policy would support the provision of new homes which are in close proximity to shops and services, Christchurch railway station on Stour Road and bus routes, and within easy walking distance of Christchurch Town Centre. Furthermore the policy

SA Objectives	SA Score	Justification
		requires that new development which is delivered at this location makes contributions towards transport infrastructure requirements. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area close to existing services and facilities are likely to help promote modal shift and reduced greenhouse gas emissions in the area, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. As such the policy is likely to have a minor positive effect in relation to this SA objective.
9. Flooding	0	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. The land identified is mostly brownfield and its development would therefore result in a negligible impact in terms of increasing the area of impermeable surfaces in the Christchurch Borough. The most northerly portion of land is greenfield and there its development may increase the risk of surface water flooding in the Borough. A small portion of the land to the east of Mill Road is however located within Flood Zone 3 meaning that users of the new development and in particular new residents at this location would be at risk of being impacted upon by flooding events. The potential minor negative effect is mitigated by the policy requirement that new development at this location is subject to the incorporation of flood mitigation and alleviation measures, resulting in an overall negligible effect.
10. Sustainable transport	+?	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. The policy would support the provision of new homes which are in close proximity to shops and services, Christchurch railway station on Stour Road and bus routes, and within easy walking distance of Christchurch Town Centre. Furthermore the policy requires that new development which is delivered at this location makes contributions towards transport infrastructure requirements. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area by existing services and facilities are likely to help promote modal shift in the area. As such the policy is likely to have a minor positive effect in relation to this SA objective. The positive effect is uncertain it will depend on the exact location and design of developments that come forward and people's behaviour with respect to use of walking, cycling and sustainable transport modes.
11. Services and facilities	+	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. The policy would support the provision of new homes which are in close proximity to shops and services, Christchurch railway station on Stour Road and bus routes, and within easy walking distance of Christchurch Town Centre. As such new residents would be provided with easy access to nearby existing services and facilities as well as sustainable transport nodes which provide access to services and facilities further afield. A minor positive effect

SA Objectives	SA Score	Justification
		is therefore expected in relation to this SA objective.
12. Safe environment	0	The policy is unlikely to impact on the level of crime experienced by residents and as such a negligible effect is expected in relation to this SA objective.
13. Health	+	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. While the land has not been identified to provide new services and facilities which could benefit local public health, new residents at this location would be in close proximity to existing healthcare facilities (Christchurch Hospital), areas of open space and school playing fields. The close proximity of the land to the town centre as well as the cycle path which passes through it would also help to encourage residents to undertake journeys by active modes of transport. A minor positive effect is therefore expected in relation to this SA objective.
14. Housing	++	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. A minimum of 55 new homes of which 50% are to be affordable are to be delivered at this land which would reflect a relatively large contribution towards the identified housing need for the Borough. A significant positive effect is therefore expected in relation to this SA objective.
15. Economy/employment	+	The policy identifies the land at Knapp Mill and Avon Trading Park in Christchurch as suitable to accommodate new housing development. While the policy does not support the provision of new industrial, commercial or retail uses the supporting text of the policy highlights that much of the Avon Trading park is currently vacant and that residential redevelopment is to be considered only if commercial uses on parts of the trading park cease. The policy is therefore not expected to result in the loss of viable employment uses which are in operation. Furthermore new residents at this location will have access to public transport services which will help to provide access to employment opportunities further afield. The close proximity of Christchurch town centre to this land would also provide new residents with access to further employment opportunities at this location. A minor positive effect is therefore expected in relation to this SA objective.



### Draft Policy 5.4 Land South of Burton village

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	--?	The policy allocates land to the south of the village of Burton for residential development. The area is within the Dorset Heathlands 400m-5km consultation zone with the potential for significant negative effects on the European designations. It is also relatively close to the international and national designations of the River Avon and to Purewell Meadows LNR. Mitigation is provided by the policy's requirements to avoid adverse impacts on offsite areas used by qualifying species of the Avon Valley SPA and Ramsar site and Dorset Heathlands SPA and that SANG is provided but other types of effect, for example on the water quality of the River Avon designations could still arise. A significant negative effect is therefore expected in relation to this SA objective but with uncertainty relating to the specific design of new development which comes forward at this location.
2. Landscape	-?	The policy allocates mostly greenfield land and development would therefore result in encroachment of development into the open countryside with a potential significant negative effect. The policy's requirement for open space to be provided as part of any new development at this location could help to offset any impact on landscape setting reducing the potential effect to a minor negative. The overall effect is uncertain, dependent on the specific design of new development and associated open space which comes forward.
3. Historic environment	-?	This land contains part of Burton Conservation Area as well as a Listed Building towards its eastern edge, with the potential for a significant negative effect in relation to this SA objective. Mitigation is provided by the policy requirements for development to be consistent in scale and character with Burton Village and the Conservation Area and to retain the Listed Building, reducing the effect to a minor negative. The mixed is uncertain dependent upon the design of any development which comes forward.
4. Built environment	-	This land is currently greenfield land and as such development would result in encroachment into the countryside and a degree of sub-urbanisation. A minor negative effect is therefore expected in relation to this SA objective.
5. Efficient land use	-	This land is currently greenfield land and as such its development is considered to be less efficient than the development of brownfield land in the Borough, with a minor negative effect. The land has also been identified as containing Grade 4 agricultural soils and loss of these would also result in a minor negative effect.
6. Sustainable resource use	-	The allocated land is greenfield and also contains part of a Mineral Safeguarding Area meaning that redevelopment of this land also has the potential to result in the loss of access to or sterilisation of mineral resources in the area. A minor negative effect is therefore expected in relation to this SA objective.
7. Pollution	+/-?	New homes provided at this location would have nearby access to some existing services and facilities in the village to the immediate north. Existing bus stops are accessible immediately to the north of this land at Martins Hill Lane. Furthermore the policy requires that new development which is delivered at this location makes contributions towards community facilities within the village and

SA Objectives	SA Score	Justification
		also supports pedestrian and cycle access to the site. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area by existing services and facilities are likely to help promote modal shift and reduce contribution to air pollution in the area, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The minor positive effect expected in relation this SA objective is likely to be combined with a minor negative effect in relation to this SA objective however. Development for new housing at this location is likely to result in noise and light pollution over the construction period required which would be to detriment of the residential properties to the north.
8. Climate change	++?	New homes provided at this location would have nearby access to some existing services and facilities in the village to the immediate north. Existing bus stops are accessible immediately to the north of this land at Martins Hill Lane. Furthermore the policy requires that new development which is delivered at this location makes contributions towards community facilities within the village and also supports pedestrian and cycle access to the site. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area by existing services and facilities are likely to help promote an element of modal shift and reduce greenhouse gas emissions in the area, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. Furthermore the policy also requires that new development is undertaken in line with the Policy 4.3 and Policy 4.4 in the Local Plan which relate to sustainable standards of construction and provision of renewable energy. As such the policy is likely to have a significant positive effect in relation to this SA objective.
9. Flooding	-	The land identified is mostly greenfield and its development may therefore result in an adverse impact in terms of increasing impermeable surfaces and the risk of surface water flooding in the Borough. A small portion of the land towards the centre is located within Flood Zone 3 meaning that new residents at this location would be at risk of being impacted upon by flooding events. The potential significant negative effect is reduced to a minor negative one by the policy requirement that a flood management strategy is to be prepared to address onsite flood risk.
10. Sustainable transport	+?	New homes provided at this location would have nearby access to some existing services and facilities in the village to the immediate north. Existing bus stops are accessible immediately to the north of this land at Martins Hill Lane. Furthermore the policy requires that new development which is delivered at this location makes contributions towards community facilities within the village and also supports transport network improvements and pedestrian and cycle access to the site. Additionally, the land is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling.

SA Objectives	SA Score	Justification
		These measures combined with the location of the area by existing services and facilities are likely to help promote an element of modal shift in the area. As such the policy is likely to have a minor positive effect in relation to this SA objective, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes.
11. Services and facilities	+	New homes provided at this location would have nearby access to some existing services and facilities in Burton village to the immediate north. Services and facilities at the Main Settlement of Christchurch to the south west would also be accessible from this location but to a lesser degree. Existing bus stops are accessible immediately to the north of this land at Martins Hill Lane. Furthermore the policy requires that new development which is delivered at this location makes contributions towards community facilities within the village and also supports transport network improvements and pedestrian and cycle access to the site. As such new residents would be provided with easy access to nearby existing services and facilities (particularly any new community facilities within the village) as well as sustainable transport nodes which provide access to services and facilities further afield. A minor positive effect is therefore expected in relation to this SA objective.
12. Safe environment	0	The policy is unlikely to impact on the level of crime experienced by residents and as such a negligible effect is expected in relation to this SA objective.
13. Health	++	The development of land is to provide new open space in accordance with local standards. Any new development is also required to contribute towards community facilities in the village. It is considered likely that both of these future provisions would be to the benefit of the health of residents both at this land and in the surrounding area. Furthermore new residents at this location would be in close proximity to existing healthcare facilities in the village (Burton Medical Centre) and areas of open space and a proposed open space. A significant positive effect is therefore expected in relation to this SA objective.
14. Housing	++	The land is to deliver approximately 45 new homes of which up to 50% are to be delivered as affordable homes. The affordable housing which is to be delivered at this location is required to meet a specifically identified need set out in the Burton local housing needs survey. A significant positive effect is therefore expected in relation to this SA objective.
15. Economy/employment	+/-	The policy would not result in the provision of new employment opportunities in the village. Burton itself is a village which offers access to a limited number of employment opportunities particularly compared with the larger settlements in the Borough. The policy however would place new homes at a location which provides access to employment opportunities further afield via existing public transport links and requires that new development supports transport network improvements which would further improve access to such opportunities. An overall mixed effect (minor positive/minor negative) is therefore expected in relation to this SA objective.



### Draft Policy 5.5 Housing options - Burton and Winkton

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	--?	The policy identifies the land at Burton and Winkton villages as suitable to accommodate housing development. As set out in the supporting text of the policy, the majority of development would take place on greenfield land to the east and south of Burton, and between Burton and Winkton. The area is within the Dorset Heathlands 400m-5km consultation zone with the potential for significant negative effects on the European designations. It is also relatively close to the international and national designations of the River Avon to the west and to locally designated sites to the south. Mitigation of potential recreation pressure effects is provided by the policy's requirement for SANG provision and the requirement for development to be of a density and design appropriate to a more rural location may help to reduce the potential for habitat loss. However, other types of effect, for example on the water quality or supporting habitat of the River Avon designations could still arise. A significant negative effect is therefore expected in relation to this SA objective but with uncertainty relating to the specific design of new development which comes forward at this location.
2. Landscape	-?	Development at these locations would result in encroachment into the countryside with a potential significant negative effect in relation to this SA objective. The policy's requirements for a design brief reflecting proximity to open countryside and for provision of open space are judged to reduce this to a minor negative effect. The overall effect is uncertain dependent upon the design of any development and associated open space which comes forward.
3. Historic environment	-?	The area includes much of the Burton Conservation Area and the Winkton Conservation Area. Delivery of housing within this area has the potential to adversely impact the mostly rural setting of these designations and the setting of the Listed Buildings within their boundaries. A significant negative effect is therefore expected in relation to this SA objective. As the policy specifies that development will be subject to approval of a design brief reflecting proximity to the Conservation Areas this negative effect is expected on combination with a minor positive effect, reducing the effect to a minor negative. The overall effect is uncertain dependent upon the design of any development which comes forward.
4. Built environment	-	The area includes a large amount of land and much of that which is identified to accommodate development is currently greenfield land. As such development would result in a high degree of encroachment into the countryside with a degree of sub-urbanisation likely. A significant negative effect is therefore expected in relation to this SA objective. The policy requirements that new development should be of a density and design which is appropriate to a more rural location and that development will be subject to approval of a design brief reflecting its proximity to open countryside are judged to reduce this to a minor negative effect.
5. Efficient land use	--	The policy identifies the land at Burton and Winkton villages as suitable to accommodate housing development. While the policy would allow for some development at Winkton as set out in the supporting text of the policy, the policy area includes a large area of greenfield land. This land is

SA Objectives	SA Score	Justification
		Grade 2 agricultural land (very good quality) and currently in agricultural use. As such the policy would result in the loss of a large amount of higher value agricultural soils and a significant negative effect is therefore expected in relation to this SA objective.
6. Sustainable resource use	-	While the policy would allow for some development at Winkton as set out in the supporting text of the policy, the policy area includes a large area of greenfield land. Most of the undeveloped land within the area's boundaries also contains part of a Mineral Safeguarding Area meaning that development of this land has the potential to result in the loss of access to or sterilisation of mineral resources in the area. Overall a minor negative is therefore expected in relation to this SA objective.
7. Pollution	+/-?	New homes provided at this location would have nearby access to some existing services and facilities in the villages particularly at Burton. Existing bus stops are accessible within these villages including at Stony Lane, Martins Hill Lane and Salisbury Road. Furthermore the policy requires that new development which is delivered at this location makes contributions towards or provides a new community facility within Burton and makes contributions towards transport infrastructure. These measures combined with the location of the area by existing services and facilities are likely to help promote modal shift and reduce contribution to air pollution in the area, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The minor positive effect expected in relation this SA objective is likely to be combined with a minor negative effect in relation to this SA objective however. Development for new housing at this location is likely to result in noise and light pollution over the construction period required which would be to detriment of the existing residential properties within the villages.
8. Climate change	+?	New homes provided at this location would have nearby access to some existing services and facilities in the villages particularly at Burton. Existing bus stops are accessible within these villages including at Stony Lane, Martins Hill Lane and Salisbury Road. Furthermore the policy requires that new development which is delivered at this location makes contributions towards or provides a new community facility within Burton and makes contributions towards transport infrastructure. Additionally, the southern part of the area is located in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. These measures combined with the location of the area by existing services and facilities are likely to help promote an element of modal shift and reduce greenhouse gas emissions in the area. Therefore, minor positive effects are likely but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes.
9. Flooding	-	The land identified is mostly greenfield and its development may therefore result in an adverse impact in terms of increasing impermeable surfaces and the risk of surface water flooding in the Borough. Portions of the land along the Avon Valley Path and towards Stony Lane as well as to the south of Burton around Martins Hill Lane are located within Flood Zone 3 meaning that new residents at these locations would be at risk of being impacted upon by flooding events. The

SA Objectives	SA Score	Justification
		potential significant negative effect is reduced to a minor negative by the policy requirement that an appropriate flood mitigation strategy is developed.
10. Sustainable transport	+?	New homes provided at this location would have nearby access to some existing services and facilities in the villages particularly at Burton. Existing bus stops are accessible within these villages including at Stony Lane, Martins Hill Lane and Salisbury Road. Furthermore the policy requires that new development which is delivered at this location makes contributions towards or provides a new community facility within Burton and makes contributions towards transport infrastructure. These measures combined with the location of the area by existing services and facilities are likely to help promote an element of modal shift in the area. Therefore, a minor positive effect is likely, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes.
11. Services and facilities	+	New homes provided at this location would have nearby access to some existing services and facilities in the villages particularly at Burton. Services and facilities at the Main Settlement of Christchurch to the south west would also be accessible from this location but to a lesser degree. Existing bus stops are accessible within these villages including at Stony Lane, Martins Hill Lane and Salisbury Road. Furthermore the policy requires that new development which is delivered at this location makes contributions towards or provides a new community facility within Burton, provides land for a new cemetery and makes contributions towards transport infrastructure. As such new residents would be provided with easy access to nearby existing services and facilities (particularly any new community facilities and a new cemetery at the villages) as well as sustainable transport nodes which provide access to services and facilities further afield. A minor positive effect is therefore expected in relation to this SA objective.
12. Safe environment	0	The policy is unlikely to impact on the level of crime experienced by residents and as such a negligible effect is expected in relation to this SA objective.
13. Health	++	New development is required by the policy text to contribute towards or provide a new community facility in Burton and new residents at this location would be in close proximity to existing healthcare facilities in the village (Burton Medical Centre). The policy also requires provision of open space for Burton and the area is close to areas of open space and a proposed open space. A significant positive effect is therefore expected in relation to this SA objective.
14. Housing	++	A minimum of 568 new homes of which up to 50% are to be affordable are to be delivered at this land which would reflect a significant contribution towards housing need for the Borough. A significant positive effect is therefore expected in relation to this SA objective.
15. Economy/employment	+/-	The policy would not result in the provision of new employment opportunities in the villages. These villages offer access to a limited number of employment opportunities particularly compared with the larger settlements in the Borough. The policy however would place new homes at a location which provides access to employment opportunities further afield via existing public transport links and requires that new development supports transport network improvements which would further

SA Objectives	SA Score	Justification
		improve access to such opportunities. An overall mixed effect (minor positive/minor negative) is therefore expected in relation to this SA objective.



### Draft Policy 5.6 Housing options - East and North of Christchurch

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	--?	The policy allocates land at Hoburne and adjoining Bransgore for housing development. Both sites are greenfield and within the Dorset Heathlands 400m-5km consultation zone. Land adjoining Bransgore is adjacent to Barrett's Copse which is designated as Ancient Woodland and a SINC so that development in this area may result in the fragmentation of or disturbance to this site with additional potential for recreational pressures resulting given that residential development would be provided in this area. A potential significant negative effect is therefore expected on this SA objective. Mitigation of potential recreation pressure effects is provided by the policy's requirement for SANG provision; the requirement for development to be of a density and design appropriate to a more rural location may help to reduce the potential for habitat loss. However, other types of effect, for example on the adjacent SINC/Ancient Woodland could still arise. A significant negative effect is therefore expected in relation to this SA objective but with uncertainty relating to the specific design of new development which comes forward at this location.
2. Landscape	-?	Both sites are greenfield. Development at the land adjoining Bransgore would result in encroachment into the countryside. Development at Holbourne has the potential at adversely impact on the townscape of this settlement given that it would result in the loss of an area of open space. The potential significant negative effect is mitigated by the policy requirements for development to be of a high quality and of a density and design appropriate to a more rural location and for the design brief for the Bransgore site to reflect the close proximity of the site to the open countryside and the New Forest National Park. The overall effect is uncertain dependent upon the design of any development which comes forward.
3. Historic environment	--?	The policy allocates land at Hoburne and adjoining Bransgore for housing development. The land at Hoburne includes a small portion of the Verno Lane Conservation Area and is adjacent to the Grade II Listed Building The Thatch. The land adjoining Bransgore is adjoined by three Grade II Listed Buildings to the south along Burley Road and to the east at Wiltshire Road. Delivery of a large amount of housing at either of these areas has the potential to adversely impact the setting of these heritage assets. A significant negative effect is therefore expected in relation to this SA objective as design requirements in the policy do not require any specific mitigation in relation to the Conservation Area and other historic environment assets. The overall effect is uncertain dependent upon the design of any development which comes forward.
4. Built environment	-	The land adjoining Bransgore is currently greenfield land. As such development would result in encroachment into the countryside with a degree of sub-urbanisation likely. A minor negative effect is therefore expected in relation to this SA objective. The potential significant negative effect is mitigated by the policy requirements for development to be of a high quality and of a density and design appropriate to a more rural location and for the design brief for the Bransgore site to reflect the close proximity of the site to the open countryside and the New Forest National Park, reducing the effect to a minor negative one.

SA Objectives	SA Score	Justification
5. Efficient land use	--	The allocated sites include mostly greenfield land. Land within the sites is split between Grade 2 and Grade 3 agricultural land (very good to good quality). As such the policy would result in the loss of a large amount of higher value agricultural soils and a significant negative effect is therefore expected in relation to this SA objective.
6. Sustainable resource use	-	These sites include mostly greenfield land. Most of the land which adjoins Bransgore also contains part of a Mineral Safeguarding Area meaning that development of this land has the potential to result in the loss of access to or sterilisation of mineral resources in the area. Overall a minor negative is therefore expected in relation to this SA objective.
7. Pollution	+/-?	New homes provided at these locations would have nearby access to some existing services and facilities particularly at Highcliffe which is in close proximity to Hoburne. The land at Bransgore is not in close proximity to existing services and facilities within the Borough however Bransgrove itself is identified as a village in the New Forest Core Strategy which provides access to some local facilities and workplaces. Existing bus stops are accessible in close proximity to both locations at Burley Road and Smugglers Lane North. Furthermore the policy requires that new development which is delivered at this location makes contributions towards transport infrastructure. These measures combined with the location of the sites by existing services and facilities are likely to help promote modal shift and reduce contribution to air pollution in the area, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The minor positive effect expected in relation this SA objective is likely to be combined with a minor negative effect in relation to this SA objective however. New housing development at Hoburne would be provided adjacent to the A35 and therefore new residents may be subject to noise pollution. Furthermore development for new housing at these sites is likely to result in noise and light pollution over the construction period required which would be to detriment of the existing residential properties in the surrounding areas.
8. Climate change	+?	New homes provided at these locations would have nearby access to some existing services and facilities particularly at Highcliffe which is in close proximity to Hoburne. The land at Bransgore is not in close proximity to existing services and facilities within the Borough however Bransgrove itself is identified as a village in the New Forest Core Strategy which provides access to some local facilities and workplaces. Existing bus stops are accessible in close proximity to both locations at Burley Road and Smugglers Lane North. Furthermore the policy requires that new development which is delivered at this location makes contributions towards transport infrastructure. These measures combined with the location of the sites by existing services and facilities are likely to help promote an element of modal shift and reduce greenhouse gas emissions in the area. Therefore, a minor positive effect is likely, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes.
9. Flooding	-	The policy allocates land at Hoburne and adjoining Bransgore for housing development. The land identified is mostly greenfield and its development may therefore result in an adverse impact in

SA Objectives	SA Score	Justification
		terms of an additional area of impermeable surfaces increasing the risk of surface water flooding in the Borough. The western portion of the site which adjoins Bransgore is located within Flood Zone 3 meaning that new residents at this location would be at risk of flooding. The potential significant negative effect is reduced to a minor negative one by the policy requirement that an appropriate flood mitigation strategy is developed. The policy text also requires that site drainage and a new pumping station are provided for the Bransgore area to support new development at this site.
10. Sustainable transport	+?	New homes provided at these locations would have nearby access to some existing services and facilities particularly at Highcliffe which is in close proximity to Hoburne. The land at Bransgore is not in close proximity to existing services and facilities within the Borough, however Bransgrove itself is identified as a village in the New Forest Core Strategy which provides access to some local facilities and workplaces. Existing bus stops are accessible in close proximity to both locations at Burley Road and Smugglers Lane North. Furthermore the policy requires that new development which is delivered at this location makes contributions towards transport infrastructure. These measures combined with the location of the sites by existing services and facilities are likely to help promote an element of modal shift. Therefore, a minor positive effect is likely, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes.
11. Services and facilities	+	New homes provided at these locations would have nearby access to some existing services and facilities particularly at Highcliffe which is in close proximity to Hoburne. The land at Bransgore is not in close proximity to existing services and facilities within the Borough however Bransgrove itself is identified as a village in the New Forest Core Strategy which provides access to some local facilities and workplaces. Furthermore the policy makes contributions towards transport infrastructure which would help to improve access to services and facilities further afield. A minor positive effect is therefore expected in relation to this SA objective.
12. Safe environment	0	The policy is unlikely to impact on the level of crime experienced by residents and as such a negligible effect is expected in relation to this SA objective.
13. Health	+/-	New residents at the site adjoining Bransgore would be in close proximity to existing healthcare facilities in the village (Bransgore Surgery) but no areas of open space. The site at Hoburne would deliver new residential development in close proximity to areas of open space, school sports facilities and cycle paths with might help to encourage healthy lifestyles. This site is not located in close proximity to existing healthcare facilities however and furthermore takes in an area of proposed open space. Overall a mixed effect (minor positive/minor negative) is expected in relation to this SA objective given the variable access from the sites allocated to existing healthcare facilities and open spaces. The potential significant effect from loss of open space from development of the site at Hoburne is judged to be reduced to a minor negative effect as supporting text to the policy states that it is surplus to requirements.
14. Housing	++	The policy allocates land at Hoburne and adjoining Bransgore for housing development. A minimum

SA Objectives	SA Score	Justification
		of 150 new homes of which 50% are to be affordable are to be delivered at this land housing need for the Borough. The site which adjoins Bransgore would also help to address housing need in New Forest District which has significant constraints which currently restrict potential housing supply. A significant positive effect is therefore expected in relation to this SA objective.
15. Economy/employment	+/-	The policy allocates land at Hoburne and adjoining Bransgore for housing development. The policy would not result in the provision of new employment opportunities at either location. Hoburne is located in relatively close proximity to the district centre of Highcliffe which provides access to some employment opportunities. The village of Bransgore within New Forest District also provides access some employment opportunities however these are limited as identified through the New Forest Core Strategy. The policy however would place new homes at locations which provides access to employment opportunities further afield via existing public transport links and requires that new development supports transport network improvements which would further improve access to such opportunities. An overall mixed effect (minor positive/minor negative) is therefore expected in relation to this SA objective.

### Draft Policy 5.7 Land East of Salisbury Road: Open Space

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	+/-?	Policy 5.7 allocates land east of Salisbury Road at Station Road for public open space for recreational use and potentially for some associated built development. The site is in proximity to SSSIs, SACs, SPAs and Ramsar site. The addition of any built development associated with open space and recreation use may result in disturbance to these sites. However, the change of use of this space from agricultural land to designated open space for recreation may limit any recreational pressures on these sites. As such, mixed minor positive and negative effects are likely but uncertain as they are dependent on the sensitivities of surrounding biodiversity sites and the exact nature of open space and design of developments that come forward.
2. Landscape	+/-?	Policy 5.7 allocates land east of Salisbury Road at Station Road for public open space for recreational use and potentially for some associated built development. The site comprises greenfield land and is not located in proximity to an Area of Outstanding Natural Beauty or an Area of Great Landscape Value. Policy 5.7 protects this open space, which could protect the landscape and have a minor positive effect. However, the addition of any built development associated with open space and recreation use may have a minor negative effect on the landscape. As such, minor positive and negative effects are likely but uncertain as they are dependent on the exact nature of open space and design of developments that come forward.
3. Historic environment	+/-?	Policy 5.7 allocates land east of Salisbury Road at Station Road for public open space for recreational use and potentially for some associated built development. The site is part of the Burton Conservation Area and adjacent to Grade II listed buildings. The site is also in proximity to other Conservation Areas and listed buildings, as well as scheduled monuments. Policy 5.7 protects open space that could contribute to the significant of these heritage assets and their settings. However, the addition of any built development associated with open space and recreation use may adversely affect the settings of heritage assets. As such, minor positive and negative effects are likely but uncertain as they are dependent on the exact nature of open space and design of developments that come forward.
4. Built environment	0	Policy 5.7 is not likely to have an effect on this objective.
5. Efficient land use	0	Policy 5.7 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 5.7 is not likely to have an effect on this objective.
7. Pollution	0	Policy 5.7 is not likely to have an effect on this objective.
8. Climate change	0	Policy 5.7 is not likely to have an effect on this objective.
9. Flooding	0	Policy 5.7 is not likely to have an effect on this objective.
10. Sustainable transport	0	Policy 5.7 is not likely to have an effect on this objective.
11. Services and facilities	++	Policy 5.7 allocates land east of Salisbury Road at Station Road for public open space for recreational use and potentially for some associated built development. This open space provides opportunities

SA Objectives	SA Score	Justification
		for leisure and as such significant positive effects are likely.
12. Safe environment	0	Policy 5.7 is not likely to have an effect on this objective.
13. Health	++	Policy 5.7 allocates land east of Salisbury Road at Station Road for public open space for recreational use and potentially for some associated built development. Recreational open space has associated health benefits. As such significant positive effects are likely.
14. Housing	0	Policy 5.7 is not likely to have an effect on this objective.
15. Economy/employment	0	Policy 5.7 is not likely to have an effect on this objective.

### Draft Policy 5.8 Cycle Routes

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	--?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. Some of the routes cross European sites and could have a significant negative effect on the designated habitats and species within those sites. The HRA Screening Report identified that physical damage/loss of habitat and erosion/trampling and general disturbance from recreation could affect Dorset Heaths SAC, Dorset Heathlands SPA and Dorset Heathlands Ramsar site because the proposed cycle route referred to as 'Avon Buildings to Avon Causeway' goes through these sites. Physical damage/loss of habitat could also affect River Avon SAC, Avon Valley SPA, Avon Valley Ramsar site and Solent and Dorset Coast pSPA because the 'Somersetford to Town Centre', 'Stour Road' and 'Stanpit to Tuckton' proposed cycle routes cross these European sites..
2. Landscape	0	Policy 5.8 is not likely to have an effect on this objective.
3. Historic environment	-?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. The supporting text for Policy 5.8 highlights that the proposed Castle Street to Purewell Cycle Route may be challenging to deliver as it is located within the Christchurch Central Conservation Area which contains many listed buildings and structures. Therefore, delivery of this route may adversely affect these heritage assets and their settings. As such, minor negative effects are likely but uncertain dependent on the exact design of cycle routes that come forward.
4. Built environment	0	Policy 5.8 is not likely to have an effect on this objective.
5. Efficient land use	0	Policy 5.8 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 5.8 is not likely to have an effect on this objective.
7. Pollution	+?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. This could encourage people to travel by cycling, thereby limiting air and noise pollution. However, the policy does not specify whether proposed routes would be segregated from road traffic, which may affect the likelihood of people using such routes. As such, minor positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of cycle routes. It is recommended that the policy specifies that the routes be segregated from road traffic to increase safety and encourage their use.
8. Climate change	+?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. This could encourage people to travel by cycling, thereby limiting greenhouse gas emissions. However, the policy does not specify whether proposed routes would be segregated from road traffic, which may affect the likelihood of people using such routes. As such, minor positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of cycle routes. It is recommended that the policy specifies that the routes be segregated from road traffic to increase safety and encourage their use.

SA Objectives	SA Score	Justification
9. Flooding	0	Policy 5.8 is not likely to have an effect on this objective.
10. Sustainable transport	+?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. This could encourage people to travel by cycling. However, the policy does not specify whether proposed routes would be segregated from road traffic, which may affect the likelihood of people using such routes. As such, minor positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of cycle routes. It is recommended that the policy specifies that the routes be segregated from road traffic to increase safety and encourage their use.
11. Services and facilities	+?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. This could increase access to services. As such, minor positive effects are likely but uncertain as they will depend on whether cycle links connect to services and people's behaviour with respect to use of cycle routes.
12. Safe environment	0	Policy 5.8 is not likely to have an effect on this objective. The policy does not specify whether proposed routes would be segregated from road traffic, which may affect safety. It is recommended that the policy specifies that the routes be segregated from road traffic to increase safety and encourage their use.
13. Health	+?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. This could encourage people to travel by cycling, with associated health benefits. However, the policy does not specify whether proposed routes would be segregated from road traffic, which may affect the likelihood of people using such routes. As such, minor positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of cycle routes. It is recommended that the policy specifies that the routes be segregated from road traffic to increase safety and encourage their use.
14. Housing	+/-?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. This may restrict housing development. However, appropriately designed large housing allocations could incorporate or help to deliver parts of the proposed cycle routes. As such, mixed, minor positive and negative effects are likely but uncertain dependent on whether the policy criteria do in fact affect the delivery of proposals that would contribute to housing or if larger proposals may incorporate or deliver cycle routes.
15. Economy/employment	+/-?	Policy 5.8 proposes cycle routes for delivery/improvement and restricts development proposals that could prejudice the implementation of these routes. This could increase access to employment opportunities. As such, minor positive effects are likely but uncertain as they will depend on whether cycle links connect to employment opportunities and people's behaviour with respect to use of walking, cycling and sustainable transport modes. However, Policy 5.8 may also restrict commercial development. Although, appropriately designed large developments could incorporate or help to deliver parts of the proposed cycle routes. As such, minor negative effects are also likely but uncertain dependent on whether the policy criteria do in fact affect the delivery of proposals that



SA Objectives	SA Score	Justification
		would contribute to economic growth or if larger proposals may incorporate or deliver cycle routes. Therefore, uncertain minor positive and negative effects are likely.

### Draft Policies 5.9-5.12 Christchurch Town Centre

1.1 The matrix below presents the SA scores for the Town, District and Local Centres Policies 5.9-5.12, which relate to Christchurch Town Centre:

- Draft Policy 5.9: Christchurch Town Centre Vision
- Draft Policy 5.10: Christchurch Town Centre Boundary
- Draft Policy 5.11: Christchurch Primary Shopping Area and Shopping Frontages
- Draft Policy 5.12: Christchurch Town Centre Retail Allocations

SA Objectives	Policy 5.9	Policy 5.10	Policy 5.11	Policy 5.12
1. Biodiversity/geodiversity	--?	--?	0	--?
2. Landscape	+?	+?	0	+?
3. Historic environment	+/-?	--?	0	--?
4. Built environment	++	+?	0	++
5. Efficient land use	++?	++?	0	++?
6. Sustainable resource use	+?	+?	0	+?
7. Pollution	++/--?	++/--?	++?	++/--?
8. Climate change	++?	++?	++?	++?
9. Flooding	-?	--?	0	0?
10. Sustainable transport	++?	++?	++?	++?
11. Services and facilities	++	++	++	++
12. Safe environment	0	0	0	0
13. Health	+	+	+	+
14. Housing	+	0	0	+
15. Economy/employment	++	++	++	++

1.2 Uncertain significant negative effects are likely for Policy 5.9: Christchurch Town Centre Vision, Policy 5.10: Christchurch Town Centre Boundary and Policy 5.12: Christchurch Town Centre Retail Allocations in relation to SA objective 1: **biodiversity**, as these policies identify the Town Centre, Primary Shopping Area, and sites within these that will be the main focus for retail development. The Town Centre contains the River Avon SAC, SPA and Ramsar site, and the Avon Valley (Bickton to Christchurch) and River Avon System SSSIs. The Town Centre is also adjacent to the Stanpit and Stony Lane Drain SINC, the Stanpit Marsh Local Nature Reserve, the Christchurch Harbour SSSI and the Purewell Meadows Local Nature Reserve and SSSI. Additionally, the areas are in proximity to other SINC and Local Nature Reserves and part of the Town Centre is within a SSSI Impact Risk Zone where all planning applications could cause negative effects. Moreover, Policy 5.12 allocates some sites that will be part of mixed use developments including residential development. These sites are within the 400m-5km consultation zone of the Dorset Heathlands internationally designated sites and could therefore have a significant negative effect. However, Policy 5.12 does not explicitly require residential development to also deliver SANG to mitigate effects from residential development. As such, development in these areas may result in the

fragmentation of or disturbance to these sites and a significant negative effect is likely but uncertain dependent on the exact location and nature of any development proposals coming forward within the Town Centre and Primary Shopping Area.

- 1.3 As the Town Centre, Primary Shopping Area, and sites within these are already predominantly developed, redevelopment could contribute to an improved townscape and higher quality built environment, particularly since locations with a currently low quality built environment such as Saxon Square are identified for redevelopment. The areas are not within or in close proximity to an Area of Great Landscape Value or an Area of Outstanding Natural Beauty. Additionally, Policy 5.9 requires that the townscape quality of the centre will be enhanced and that only high quality development proposals will be permitted. Also, Policy 5.12 requires development to create high quality road frontages and quality mixed use development, including higher density housing appropriate to a town centre location. As such, minor positive effects are identified for Policy 5.9, Policy 5.10 and Policy 5.12 with regard to SA objective 2: landscape. Significant positive effects for Policy 5.9 and Policy 5.12 and minor positive effects for Policy 5.10 are likely with regard to SA objective 4: **built environment**, but effects for all policies with regard to both objectives are uncertain as they will depend on the exact locations and nature of developments that come forward.
- 1.4 Mixed, uncertain minor positive and minor negative effects are likely for Policy 5.9, and uncertain significant negative effects are likely for Policy 5.10 and 5.12 in relation to SA objective 3: **historic environment**. The Town Centre, Primary Shopping Area, and sites within these contain the Christchurch Central and the Avon Buildings Conservation Areas, Grade II, II\* and I listed buildings, and the Town Walls scheduled monument. Additionally, the Town Centre contains the Christian cemetery, Augustinian priory and a motte and bailey castle scheduled monument and is adjacent to the Purewell Conservation Area. The areas are also in proximity to other Conservation Areas, listed buildings and scheduled monuments. These assets and their settings could therefore be adversely affected by development within the Town Centre and Primary Shopping Area. However, as the Town Centre and Primary Shopping Area are already predominantly developed, redevelopment could potentially enhance the settings of these heritage assets. Also, Policy 5.12 requires development to create high quality road frontages and quality mixed use development, including higher density housing appropriate to a town centre location. As such, significant negative effects are likely but uncertain as they will depend on the exact locations and nature of developments that come forward. Additionally, Policy 5.9 requires that the townscape quality of the centre will be enhanced and that only high quality development proposals will be permitted that respect and enhance the historic character of the centres. As such, this could reduce the negative effect of this policy with regard to this SA objective from significant to minor but uncertain as they will depend on the exact locations and nature of developments that come forward.
- 1.5 Uncertain, significant positive effects are likely for Policy 5.9, Policy 5.10 and 5.12 with regard to SA objective 5: **efficient land use**. As the Town Centre, Primary Shopping Area, and sites within these are already predominantly developed, future development within these areas would mostly take place on brownfield land. Therefore, significant positive effects are likely but uncertain, as they will depend on whether all development takes place on brownfield land.
- 1.6 As the Town Centre, Primary Shopping Area, and sites within these are already predominantly developed, future development within these areas would mostly take place on brownfield land and this may encourage the reuse of existing building materials, although this is uncertain until exact locations and nature of development are known. Although, part of the Town Centre is within and the majority of the Town Centre and Primary Shopping Area are in proximity to Minerals Safeguarding Areas, as the Town Centre is predominantly developed, redevelopment will have a negligible effect on the sterilisation of minerals. As such, overall minor positive effects are likely for Policy 5.9, Policy 5.10 and Policy 5.12 with regard to SA objective 6: sustainable resource use, but uncertain as they will depend on the exact nature and location of developments that come forward.
- 1.7 Policy 5.11: Christchurch Primary Shopping Area and Shopping Frontages requires retail development to be concentrated within the Christchurch Town Centre Primary Shopping Area. As such, this policy is not likely to have an effect on the environmental objectives; SA objective 1-6 and SA objective 9: flooding.

- 1.8 Uncertain, mixed, significant positive and negative effects are likely for Policy 5.9, Policy 5.10 and 5.12 with regard to SA objective 7: **pollution**, whilst uncertain significant positive effects are likely for Policy 5.11. Uncertain significant positive effects are also likely for Policy 5.9, Policy 5.10, Policy 5.11 and Policy 5.12 with regard to SA objective 8: **climate change** and SA 7 objective 10: **sustainable transport**. The Town Centre, Primary Shopping Area, and sites within these include a healthcare facility, schools and residential developments. These receptors could be affected by noise and air pollution during construction of sites within these areas. As such, significant negative effects are likely but uncertain as they will depend on the exact location of new development. However, the Town Centre, Primary Shopping Area, and sites within these, including the concentrated retail development directed in the Primary Shopping Area by Policy 5.11, are in proximity to bus stops and cycle routes, and part of the areas are in proximity to a train station. The areas also contain Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Additionally, Policy 5.9 states the use of sustainable modes of transport will be encouraged, to minimise congestion and pollution, and Policy 5.12 requires development to make contributions toward transport infrastructure, which may include sustainable transport. Therefore, people may be encouraged to use sustainable travel to access the area, thereby also limiting noise and air pollution and greenhouse gas emissions. Policy 5.9 also states that future growth and development will be based around promoting the town centre as a place to shop, participate in leisure activities, enjoy culture, access key services, and enjoy good food and drink. By co-locating these services, this could reduce the need for travel, thereby also limiting noise and air pollution and greenhouse gas emissions. As such, significant positive effects are also likely but uncertain as they will depend on people's behaviour with respect to use of walking, cycling and sustainable transport modes.
- 1.9 With regard to SA objective 9: **flooding**, part of the town centre is within Flood Zones 2, 3a and 3b. Policy 5.9 and Policy 5.12 propose some residential development, which the NPPF considers a 'more vulnerable' use and inappropriate within Flood Zones 3a and 3b. Also, Policies 5.9, 5.10 and 5.12 propose retail development, which the NPPF considers a 'less vulnerable' use and inappropriate within Flood Zone 3b. As such, development resulting from these policies could increase flood risk and could have significant negative effects. However, Policy 5.9 requires residential development to be located outside of areas affected by high flood risk and Policy 5.12 requires developments to contribute toward a flood mitigation strategy for the area, including physical design and flood alleviation measures for specific sites as appropriate. These requirements could reduce the potential significant negative effects of the policies. As such, Policy 5.9 is likely to have minor negative effects, Policy 5.10 is likely to have significant negative effects and Policy 5.12 is likely to have negligible effects with regard to SA 9: flooding. These effects are all uncertain dependent on the exact locations, design and nature of developments that come forward.
- 1.10 Significant positive effects are likely for Policy 5.9, 5.10, 5.11 and 5.12 with regard to SA objective 11: **services and facilities** and SA objective 15: **economy/employment**. These policies focus retail development in the Town Centre and Primary Shopping Area, providing services and employment opportunities. Additionally, these areas contain Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling, which could enhance access to services and employment opportunities. Policy 5.9 states that high density residential development will take place in Christchurch Town Centre, which benefits from good public transport links and a range of services and employment opportunities. Policy 5.9 also states new office development will be focussed in the Town Centre and that use of sustainable modes of transport will be encouraged and states that development proposals that improve ease of movement and legibility will be permitted. Additionally, Policy 5.12 requires development to make contributions toward transport infrastructure. Therefore, access to employment and services may be further improved. Additionally, Policy 5.9 states that future growth and development will be based around promoting the town centre as a place to shop, participate in leisure activities, enjoy culture, access key services, and enjoy good food and drink. By co-locating these services, this could also increase access to services and employment opportunities.
- 1.11 Christchurch Town Centre and Primary Shopping Area are not coastal areas and therefore Policy 5.9, 5.10, 5.11 and 5.12 would not increase risks from major hazards. As such, negligible effects are likely with regard to SA objective 12: safe environment.

- 1.12 Minor positive effects are likely for Policy 5.9 and 5.12 and minor positive effects are likely for Policy 5.10 and Policy 5.11 with regard to SA objective 13: **health** as the Town Centre and Primary Shopping Area are in close proximity to cycle routes and Public Rights of Way and these areas contain Prime Transport Corridors; areas where funding will be focused for future improvements and enhancements to walking and cycling. Therefore, these policies may encourage people to visit these areas via walking and cycling, which have associated health benefits.
- 1.13 Policies 5.10 and 5.11 do not make contributions to housing development. As such, negligible effects are likely with regard to SA objective 14: housing. Policy 5.9 allocates some high density residential development within the Town Centre and Policy 5.12 allocates some sites that will be part of mixed use developments including residential development. As such, minor positive effects are likely for Policy 5.9 and Policy 5.12 with regard to SA 14: housing.

### Draft Policies 5.13-5.14 Highcliffe District Centre

1.15 The matrix below presents the SA scores for the Town, District and Local Centres Policy 5.13 and Policy 5.14, which relate to Highcliffe District Centre:

- Draft Policy 5.13: Highcliffe District Centre
- Draft Policy 5.14: Highcliffe District Centre & Shopping Frontages

SA Objectives	Policy 5.13	Policy 5.14
1. Biodiversity/geodiversity	--?	--?
2. Landscape	+?	+?
3. Historic environment	-?	-?
4. Built environment	++	+?
5. Efficient land use	++?	++?
6. Sustainable resource use	+?	+?
7. Pollution	+/--?	+/--?
8. Climate change	++?	++?
9. Flooding	+?	+?
10. Sustainable transport	++?	++?
11. Services and facilities	++	++
12. Safe environment	0	0
13. Health	+	+
14. Housing	0	0
15. Economy/employment	++	++

1.16 Uncertain significant negative effects are likely for Policy 5.13: Highcliffe District Centre and Policy 5.14: Highcliffe District Centre & Shopping Frontages in relation to SA objective 1: **biodiversity**, as the District Centre is located in close proximity to the Chewton Common SINC, and these policies identify the District Centre and shopping frontages within this that will be the main focus for retail development. The District Centre is also located in in proximity to the Nea Meadows and Steamer Point Local Nature Reserves and Highcliffe to Milford Cliffs SSSI. As such, development in this area may result in disturbance to these sites and a significant negative effect is likely but uncertain dependent on the exact location and nature of any development proposals coming forward within the District Centre.

1.17 As the District Centre is already predominantly developed, redevelopment could contribute to an improved townscape and higher quality built environment. The District Centre and shopping frontages within this are not within or in close proximity to an Area of Great Landscape Value or an Area of Outstanding Natural Beauty. Additionally, Policy 5.13 requires that the townscape quality of the centre will be improved to secure a high quality environment that will give the centre a distinct character and enhance its sense of identity. As such, minor positive effects are likely for Policy 5.13 and 5.14 in relation to SA objective 2: landscape, with significant positive effects likely in relation to SA objective 4: **built environment** for Policy 5.13 and minor positive effects for Policy 5.14. However, effects for both policies with regard to both objectives are

uncertain as they will depend on the exact locations and nature of developments that come forward.

- 1.18 Uncertain minor negative effects are likely for Policy 5.13 and 5.14 in relation to SA objective 3: historic environment. The District Centre and shopping frontages within this are in proximity to Conservation Areas, listed buildings and scheduled monuments. These assets and their settings could therefore be adversely affected by development within the District Centre. However, as the District Centre is already predominantly developed, redevelopment could potentially enhance the settings of these heritage assets. Additionally, Policy 5.13 requires that the townscape quality of the centre will be improved. As such, minor negative effects are likely but uncertain as they will depend on the exact locations and nature of developments that come forward.
- 1.19 As the District Centre is already predominantly developed, future development within these areas would mostly take place on brownfield land. Therefore, significant positive effects are likely but uncertain in relation to SA objective 5: **efficient land use**, as they will depend on whether all development takes place on brownfield land. As future development within these areas would mostly take place on brownfield land, this may also encourage the reuse of existing building materials. As such, minor positive effects are likely for Policy 5.13 and Policy 5.14 with regard to SA objective 6: sustainable resource use, but uncertain as they will depend on the exact nature and location of developments that come forward.
- 1.20 Uncertain, mixed, minor positive and significant negative effects are likely for Policy 5.13 and Policy 5.14 with regard to SA objective 7: **pollution**, whilst uncertain significant positive effects are likely regard to SA objective 8: **climate change** and SA 7 objective 10: **sustainable transport**. The District Centre and shopping frontages within this are surrounded by residential development. These receptors could be affected by noise and air pollution during construction of sites within these areas. As such, significant negative effects are likely but uncertain as they will depend on the exact location of new development. However, the District Centre is in proximity to bus stops and cycle paths, and contains a Prime Transport Corridor, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Additionally, Policy 5.13 states the use of sustainable modes of transport will be encouraged, to minimise congestion and pollution. Therefore, people may be encouraged to use sustainable travel to access the area, thereby limiting noise and air pollution and greenhouse gas emissions. Policy 5.13 also states that community services will be retained, supported and where possible enhanced. By co-locating these services and retail development, this could reduce the need for travel, thereby also limiting noise and air pollution and greenhouse gas emissions. As such, minor positive effects are also likely but uncertain as they will depend on people's behaviour with respect to use of walking, cycling and sustainable transport modes
- 1.21 Uncertain, minor positive effects are likely for Policy 5.13 and Policy 5.14 with regard to SA objective 9: flooding as the District Centre is located outside of Flood Zones 2 and 3 and, as the District Centre is already predominantly developed, future development within this area would mostly take place on brownfield land. This may limit flood risk and as such minor positive effects are likely but uncertain as they will depend on the exact nature and location of developments that come forward.
- 1.22 Significant positive effects are likely for Policy 5.13 and Policy 5.14 with regard to SA objective 11: **services and facilities** and SA objective 15: **economy/employment**. These policies focus retail development in the District Centre and shopping frontages within this, providing services and employment opportunities. Additionally, Policy 5.13 states the use of sustainable modes of transport will be encouraged and this area contains a Prime Transport Corridor, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This could enhance access to services and employment opportunities. Policy 5.13 also states that community services will be retained, supported and where possible enhanced. By co-locating these services and retail development, this could also increase access to services and employment opportunities.
- 1.23 Highcliffe District Centre is not a coastal area and therefore Policy 5.13 and 5.14 would not increase risks from major hazards. Additionally, Policy 5.13 and 5.14 do not make contributions to housing development. As such, negligible effects are likely with regard to SA objective 12: safe environment and SA objective 14: housing.

- 1.24 Minor positive effects are likely for Policies 5.13 and 5.14 with regard to SA objective 13: health as the District Centre and shopping frontages within this are in close proximity to cycle routes and Public Rights of Way and this area contains a Prime Transport Corridor; areas where funding will be focused for future improvements and enhancements to walking and cycling. Therefore, these policies may encourage people to visit this area via walking and cycling, which have associated health benefits.



### Draft Policy 5.15 Barrack Road Local Centre

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 5.15 is not likely to have an effect on this objective.
2. Landscape	0	Policy 5.15 is not likely to have an effect on this objective.
3. Historic environment	0	Policy 5.15 is not likely to have an effect on this objective.
4. Built environment	0	Policy 5.15 is not likely to have an effect on this objective.
5. Efficient land use	0	Policy 5.15 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 5.15 is not likely to have an effect on this objective.
7. Pollution	++?	Policy 5.15 defines the Barrack Road Local Centre and secondary shopping frontages to retain retail uses. The area is located in proximity to bus stops and cycle routes, and to Christchurch rail station. The area also contains Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, people may be encouraged to use sustainable travel to access the area, limiting noise and air pollution. As such, significant positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of walking, cycling and sustainable transport modes.
8. Climate change	++?	Policy 5.15 defines the Barrack Road Local Centre and secondary shopping frontages to retain retail uses. The area is located in proximity to bus stops and cycle routes, and to Christchurch rail station. The area also contains Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, people may be encouraged to use sustainable travel to access the area, limiting greenhouse gas emissions. As such, significant positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of walking, cycling and sustainable transport modes.
9. Flooding	0	Policy 5.15 is not likely to have an effect on this objective.
10. Sustainable transport	++?	Policy 5.15 defines the Barrack Road Local Centre and secondary shopping frontages to retain retail uses. The area is located in proximity to bus stops and cycle routes, and to Christchurch rail station. The area also contains Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, people may be encouraged to use sustainable travel to access the area. As such, significant positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of walking, cycling and sustainable transport modes.
11. Services and facilities	++	Policy 5.15 defines the Barrack Road Local Centre and secondary shopping frontages to retain retail uses. This area of retail use provides access to services for the local area. The area also contains Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, access to these services may be further improved. As such, significant positive effects are likely.

SA Objectives	SA Score	Justification
12. Safe environment	0	Policy 5.15 defines the Barrack Road Local Centre and secondary shopping frontages. This is not a coastal area and would therefore not increase risks from major hazards. This policy is not likely to have an effect on crime.
13. Health	+	Policy 5.15 defines the Barrack Road Local Centre and secondary shopping frontages to retain retail uses. The area is located in proximity to cycle routes and Public Rights of Way and contains Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to walking and cycling. Therefore, the policy may encourage people to visit the area via walking and cycling, which have associated health benefits. As such, minor positive effects are likely.
14. Housing	0	Policy 5.15 is not likely to have an effect on this objective.
15. Economy/employment	+	Policy 5.15 defines the Barrack Road Local Centre and secondary shopping frontages to retain retail uses. This area of retail development provides access to employment opportunities for the local area. The area also contains Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, access to these employment opportunities may be further improved. As such, minor positive effects are likely.

### Draft Policy 5.16 Purewell Local Centre

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 5.16 is not likely to have an effect on this objective.
2. Landscape	0	Policy 5.16 is not likely to have an effect on this objective.
3. Historic environment	0	Policy 5.16 is not likely to have an effect on this objective.
4. Built environment	0	Policy 5.16 is not likely to have an effect on this objective.
5. Efficient land use	0	Policy 5.16 is not likely to have an effect on this objective.
6. Sustainable resource use	0	Policy 5.16 is not likely to have an effect on this objective.
7. Pollution	+?	Policy 5.16 defines the Purewell Local Centre and secondary shopping frontages to retain retail uses. The area is located in proximity to bus stops and cycle routes. The area is also in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, people may be encouraged to use sustainable travel to access the area, limiting noise and air pollution. As such, minor positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of walking, cycling and sustainable transport modes.
8. Climate change	+?	Policy 5.16 defines the Purewell Local Centre and secondary shopping frontages to retain retail uses. The area is located in proximity to bus stops and cycle routes. The area is also in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, people may be encouraged to use sustainable travel to access the area, limiting greenhouse gas emissions. As such, minor positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of walking, cycling and sustainable transport modes.
9. Flooding	0	Policy 5.16 is not likely to have an effect on this objective.
10. Sustainable transport	+?	Policy 5.16 defines the Purewell Local Centre and secondary shopping frontages to retain retail uses. The area is located in proximity to bus stops and cycle routes. The area is also in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, people may be encouraged to use sustainable travel to access the area. As such, minor positive effects are likely but uncertain as they will depend on people's behaviour with respect to use of walking, cycling and sustainable transport modes.
11. Services and facilities	++	Policy 5.16 defines the Purewell Local Centre and secondary shopping frontages to retain retail uses. This area of retail development provides access to services for the local area. The area is also in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, access to these services may be further improved. As such, significant positive effects are likely.
12. Safe environment	0	Policy 5.16 defines the Purewell Local Centre and secondary shopping frontages to retain retail uses.

SA Objectives	SA Score	Justification
		This is not a coastal area and would therefore not increase risks from major hazards. This policy is not likely to have an effect on crime.
13. Health	+	Policy 5.16 defines the Purewell Local Centre and secondary shopping frontages to retain retail uses. The area is located in proximity to cycle routes, Public Rights of Way and Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to walking and cycling. Therefore, the Policy may encourage people to visit the area via walking and cycling, which have associated health benefits. As such, minor positive effects are likely.
14. Housing	0	Policy 5.16 is not likely to have an effect on this objective.
15. Economy/employment	+	Policy 5.16 defines the Purewell Local Centre and secondary shopping frontages to retain retail uses. This area of retail development provides access to employment opportunities for the local area. The area is also in proximity to Prime Transport Corridors, areas where funding will be focused for future improvements and enhancements to public transport, walking and cycling. Therefore, access to these employment opportunities may be further improved. As such, minor positive effects are likely.

### Draft Policy 5.17 Cemetery provision

SA Objectives	SA Score	Justification
1. Biodiversity/geodiversity	+/-?	Policy 5.17 allocates land to the east of Burton Village for the provision of a future cemetery. The site is in proximity to SSSIs, SPAs, Ramsar sites and partially in proximity to SINCs. A future cemetery may include some built development, which may result in disturbance to these sites. However, a future cemetery would also protect open space, which may contribute to protecting these sites. As such, mixed minor positive and negative effects are likely but uncertain as they are dependent on the exact nature and design of the cemetery.
2. Landscape	+/-?	Policy 5.17 allocates land to the east of Burton Village for the provision of a future cemetery. The site comprises greenfield land and is not located in proximity to an Area of Outstanding Natural Beauty or an Area of Great Landscape Value. A future cemetery may include some built development, which may have a minor negative effect on the landscape. However, a future cemetery would also protect open space, which could protect and have a minor positive effect on the landscape. As such, mixed minor positive and negative effects are likely but uncertain as they are dependent on the exact nature and design of the cemetery.
3. Historic environment	+/-?	Policy 5.17 allocates land to the east of Burton Village for the provision of a future cemetery. The site is adjacent to the Burton Conservation Area and in proximity to other Conservation Areas, as well as listed buildings and scheduled monuments. A future cemetery may include some built development, which may adversely affect the settings of these heritage assets. However, a future cemetery would also protect open space, which could protect the settings of these heritage assets. As such, mixed minor positive and negative effects are likely but uncertain as they are dependent on the exact nature and design of the cemetery.
4. Built environment	+/-?	Policy 5.17 allocates land to the east of Burton Village for the provision of a future cemetery. A future cemetery may include some built development, which may adversely affect the built environment. However, a future cemetery would also protect open space, which could contribute to a nicer quality built environment. As such, mixed minor positive and negative effects are likely but uncertain as they are dependent on the exact nature and design of the cemetery.
5. Efficient land use	--	Policy 5.17 allocates land to the east of Burton Village for the provision of a future cemetery. This site is greenfield grade 2 agricultural land. The use of this land as a cemetery would take the land out of future agriculture use and therefore Policy 5.17 would contribute to the loss of agricultural land and soils. As such, significant adverse effects are likely.
6. Sustainable resource use	-	Policy 5.17 allocates land to the east of Burton Village for the provision of a future cemetery. This site is greenfield and within a Minerals Safeguarding Area. The use of this land as a cemetery would take the land out of future mineral use. As such, minor negative effects are likely.
7. Pollution	0	Policy 5.17 is not likely to have an effect on this objective.
8. Climate change	0	Policy 5.17 is not likely to have an effect on this objective.
9. Flooding	0	Policy 5.17 is not likely to have an effect on this objective.

SA Objectives	SA Score	Justification
10. Sustainable transport	0	Policy 5.17 is not likely to have an effect on this objective.
11. Services and facilities	0	Policy 5.17 is not likely to have an effect on this objective.
12. Safe environment	0	Policy 5.17 is not likely to have an effect on this objective.
13. Health	0	Policy 5.17 is not likely to have an effect on this objective.
14. Housing	0	Policy 5.17 is not likely to have an effect on this objective.
15. Economy/employment	0	Policy 5.17 is not likely to have an effect on this objective.

### Draft Policy 5.18 Vision for Bournemouth Airport

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	-?	The airport and business park contain the Hurn Airport-NE Industrial Area SNCI, and are within close proximity to the Hurn Forest, Avon Common Plantation, Sopley Common Plantation, Fillybrook Plantation, Fillybrook-Crabs Field and Pithouse Farm SNCIs. The airport and business park also contain part of the Moors River System SSSI and are within close proximity of the Hurn Common, Parley Common, St Leonards and St Ives Heaths, Town common, Avon Valley and Moors River System SSSIs. In addition, most of the northern boundary of the Northern Business Park and a small part of the airport's eastern boundary are adjacent to the Dorset Heaths European protected sites. Therefore, the policy could have significant negative effects on these nature conservation sites. However, much of the airport and business park is already developed and in current use, and the policy wording states that growth of the airport and business park will "seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections" and that "Where the need for development outweighs policy protection of the natural environment, measures will be provided to mitigate or compensate any harm". Given the requirement of the policy to seek 'positive improvements' to a range of biodiversity receptors, the potential significant negative effect is reduced to minor negative uncertain, as it will depend on how well the mitigation measures referred to in the policy and supporting text are achieved. Successful mitigation could further reduce the effect to negligible.
2. Landscape	0	The policy wording does not relate specifically to landscape. The airport and business park are not within a designated landscape area, and are approximately 1km to the southwest of the Avon Valley Area of Great Landscape Value (AGLV). Development at the airport and business park is unlikely to affect this AGLV and therefore negligible effects are anticipated in relation to this SA objective.
3. Historic environment	-?	The airport and business park are within close proximity of the Grade II listed Church of St Barnabus. The proposals to increase development at the airport and business park therefore have the potential to affect the setting of this heritage asset. In addition, the policy includes infrastructure enhancements to the B3073. This passes through the Hurn Conservation Area and within the setting of grade II listed buildings including 1 and 2 Riverside Cottages, Granary at Hurnbridge Farm and Building to the west of Farmhouse. The policy wording does not relate specifically to the historic environment. However, the supporting text to the policy sets out that improvements to the B3073 should not adversely affect the character of Hurn Conservation Area. Minor negative effects may occur to the listed buildings and Hurn Conservation Area, although this will depend on the specific location, siting and design of development in the Northern Business Park and the B3073 improvements and effects are therefore uncertain.
4. Built environment	+	The policy wording includes specific reference to creating 'flagship' built facilities, and clearing outworn infrastructure and buildings. The delivery of these ambitions is likely to result in an improved built environment within the airport and business park. In addition, focussing employment in this area comprising brownfield land is likely to help safeguard other locations in the

SA objectives	SA Score	Justification
		borough from employment development, reducing the likelihood of sub-urbanisation. Overall this policy is considered likely to result in minor positive effects in relation to this SA objective.
5. Efficient land use	++	The policy wording includes specific reference to clearing outworn infrastructure and buildings and replacing these, as such the policy will result in more efficient use of land as it provides for brownfield development. In addition, focussing employment in this area is likely to help safeguard other locations in the borough from employment development, reducing the likelihood of sub-urbanisation. As a result of this approach, this policy is considered likely to result in significant positive effects in relation to this SA objective. The airport and business park includes some grade 1 agricultural land however this is beneath the runway and as this is not expected to be relocated, the policy is considered likely to have a negligible effect on grade 1 agricultural land.
6. Sustainable resource use	++/-	The policy sets out that development will be focussed in the airport and business park and that this will include development of brownfield land. This is likely to result in opportunities to utilise existing utilities and infrastructure, and potentially buildings in some cases, which is more sustainable in terms of resource use than construction of new utilities, infrastructure and buildings. The policy also sets out that new development in this location will incorporate low carbon and energy efficiency measures, further contributing to greater efficiency. Finally, the policy states that “successful implementation of the airport’s area wide travel plan is required to help facilitate sustainable access to the airport and business park”, and it also cross refers to the improvements in public transport and cycle access along the B3073 set out in Policy 3.10 and 3.11. As such the approach outlined within the policy is considered likely to result in significant positive effects in relation to this SA objective. The airport and business park are mostly within a mineral safeguarding area. Although some areas of the airport and business park have been developed, not all areas have been and therefore the implementation of the policy may result in a loss of mineral resource, leading to minor negative effects in relation to this SA objective.
7. Pollution	+/-?	The policy wording will result in focussing new employment development to the airport and business park. The effect of this will be to focus development, which may result in polluting emissions in terms of air quality, odour, light and noise, to this area. As such it is expected that minor negative effects are likely to arise within this area and area immediately surrounding it, however this is uncertain as it will depend on the specific siting and design of the development. In addition the development of the airport and business park will result in greater use of air travel, which may have implications for air pollution. Furthermore, the development of these areas will increase traffic along the surrounding roads, relating to increased traffic emissions. However, the Airport and business park is also accessible by the Prime Transport Corridors, where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce greenhouse gas emissions from car use. The policy states that “successful implementation of the airport’s area wide travel plan is required to help facilitate sustainable access to the airport and business park”, and it also cross refers to the improvements in public transport



SA objectives	SA Score	Justification
		and cycle access along the B3073 set out in Policy 3.10 and 3.11, which helps to further promote more sustainable forms of transport. These will help to mitigate the pollution effects of the development, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. In light of these considerations it is anticipated that mixed minor negative and minor positive but uncertain effects may occur in relation to this SA objective.
8. Climate change	+ +?/-	The development of the airport and business park will result in greater use of air travel, which could increase greenhouse gas emissions. Furthermore, the development of these areas will increase traffic along the surrounding roads, also resulting in increased traffic emissions. However, the policy sets out that development will be focussed in the airport and business park and that this will include development of brownfield land. This is likely to result in opportunities to utilise existing utilities and infrastructure, and potentially buildings in some cases, which is more sustainable in terms of resource use than construction of new utilities, infrastructure and buildings thereby resulting in reduced climate change impacts. In addition, the policy specifically sets out that development within this area will incorporate low carbon and energy efficiency measures including utilisation of energy from decentralised, renewable and low carbon heat sources. Furthermore the Airport and business park is also accessible by the Prime Transport Corridors, where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce greenhouse gas emissions from car use, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The policy states that "successful implementation of the airport's area wide travel plan is required to help facilitate sustainable access to the airport and business park", and it also cross refers to the improvements in public transport and cycle access along the B3073 set out in Policy 3.10 and 3.11, which helps to further promote more sustainable forms of transport. Therefore, the policy is expected to have mixed minor negative and uncertain significant positive effects in relation to this SA objective.
9. Flooding	0	The airport and business park include areas of flood zones 2 and 3. The policy takes specific account of this, setting out that strategic measures will be put in place, including flood storage, watercourse improvements and the adoption of a zoning approach within the site. As a result of these policy requirements it is considered likely that the effects in relation to this SA objective will be negligible.
10. Sustainable transport	+?	The policy wording includes specific reference to the implementation of the airport area wide travel plan, and it also cross refers to the improvements in public transport and cycle access along the B3073 set out in Policy 3.10 and 3.11, which together should improve accessibility by sustainable modes of travel, specifically for cycling and bus travel. This is considered likely to result in minor positive effects in relation to this SA objective, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes.
11. Services and facilities	+	The policy sets out that development at the airport and business park will incorporate a range of

SA objectives	SA Score	Justification
		employment land and premises to serve the local and sub-regional economy. The supporting text expands on this, in relation to this SA objective, stating that there will be a need to provide “other ancillary uses to make the site more attractive for employees including convenience/retail, restaurant facilities, banking, amenity space and conference and leisure facilities”. It is considered that these uses are within the ‘other premises’ set out in the policy wording. The implementation of the policy will likely result in increased range of services and facilities for those working in the site and nearby area, coupled with improvements to transport links this is likely to further increase access to services and facilities. It is considered that the policy will result in minor positive effects in relation to this SA objective.
12. Safe environment	0	Policy 5.18 is not likely to have an effect on this SA objective.
13. Health	0	Policy 5.18 is not likely to have an effect on this SA objective.
14. Housing	0	Policy 5.18 is not likely to have an effect on this SA objective.
15. Economy/employment	++	The policy provides for the creation of significant employment land and premises to serve the local and sub-regional economy. As a result, significant employment and economic growth are anticipated to result from the implementation of this policy. Significant positive effects are considered likely in relation to this SA objective.

### Draft Policy 5.19 Strategy for the Operational Airport and Strategy for the Airport Northern Business Parks

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	-?	The airport and business park contain the Hurn Airport-NE Industrial Area SNCI, and are within close proximity to the Hurn Forest, Avon Common Plantation, Sopley Common Plantation, Fillybrook Plantation, Fillybrook-Crabs Field and Pithouse Farm SNCIs. The airport and business park also contain part of the Moors River System SSSI and are within close proximity of the Hurn Common, Parley Common, St Leonards and St Ives Heaths, Town common, Avon Valley and Moors River System SSSIs. In addition, most of the northern boundary of the Northern Business Park and a small part of the airport's eastern boundary are adjacent to the Dorset Heaths European protected sites. The specific land uses to be developed may result in disturbance to these designated sites, and significant negative effects in relation to this SA objective. These effects are reduced to minor negative however, due to the zoning approach set out in Policy 5.20, and the mitigation measures referred to in Policy 5.18. The proposed zoning approach will create a buffer zone between the development and the Moors River SSSI. Effects will be dependent on the specific location, siting and design of the developments and successful implementation of mitigation measures and the extent of any effects is therefore uncertain. The effects in relation to this SA objective are therefore considered to be minor negative but uncertain.
2. Landscape	0	The policy wording does not relate specifically to landscape. The airport and northern business park are not within a designated landscape area, and are approximately 1km to the southwest of the Avon Valley Area of Great Landscape Value (AGLV). Development at the airport and business park are unlikely to affect this AGLV and therefore negligible effects are anticipated in relation to this SA objective.
3. Historic environment	-?	The policy wording does not relate specifically to the historic environment. The airport and business park are within close proximity of the Grade II listed Church of St Barnabus. The policy sets out that significant redevelopment of the northern business parks are to take place. This has the potential to affect this heritage asset, resulting in minor negative effects in relation to this SA objective, however this depends on the specific siting, location and design of the development and uncertainties exist in relation to the extent of such effects.
4. Built environment	+	The policy wording includes specific development types to be provided within the airport and northern business parks. The policy specifically refers to high quality employment opportunities. The policy is likely to result in the clearance of existing, low quality development, and replacement of this with 'high quality'. The result of the policy will also be to help safeguard other more sensitive areas of the built environment within the Borough and to help prevent sub-urbanisation. As such it is anticipated that minor positive effects are likely to occur in relation to this SA objective.
5. Efficient land use	++	The policy will result in the provision of airport related facilities in the immediate vicinity of the airport, which is an efficient use of land. The policy will also result in the redevelopment of the northern business parks, which will result in more efficient use of land as it provides for brownfield development. In addition, the focussing of employment to this area is likely to help safeguard other

SA objectives	SA Score	Justification
		locations in the borough from employment development, reducing the likelihood of sub-urbanisation. As a result of this approach, this policy is considered likely to result in significant positive effects in relation to this SA objective. The airport and business park includes some grade 1 agricultural land, however this is beneath the runway and as this is not expected to be relocated, the policy is likely to have a negligible effect on grade 1 agricultural land.
6. Sustainable resource use	++/-	The policy sets out that development will be focussed to the airport and northern business parks and this will involve development of brownfield land. This is likely to result in opportunities to utilise existing utilities and infrastructure, and potentially buildings in some cases, which is more sustainable in terms of resource use than construction of new utilities, infrastructure and buildings. As such the policy is considered likely to result in significant positive effects in relation to this SA objective. However, the airport and business park are mostly within a mineral safeguarding area. Although some areas of the airport and northern business parks have been developed, not all areas have been and therefore the implementation of the policy may result in a loss of mineral resource, leading to minor negative effects in relation to this SA objective.
7. Pollution	+/-?	The policy wording will result in focussing new development to the airport and business parks. The effect of this will be to focus development, which may result in polluting emissions in terms of air quality, odour, light and noise, to this area. As such it is expected that minor negative effects are likely to arise within this area and area immediately surrounding it, although this is uncertain as it will depend on the specific siting and design of the development. In addition the development of the airport and business parks will result in greater use of air travel, which may result in increased air pollution. Furthermore, the development of these areas is likely to increase traffic along the surrounding roads, also resulting in increased traffic emissions. However, the Airport and business parks are also accessible by the Prime Transport Corridors, where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce pollution from car use, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. As such, mixed uncertain minor positive and negative effects are likely.
8. Climate change	+/-?	The development of the airport and business park will result in greater use of air travel, which could increase greenhouse gas emissions. Furthermore, the development of these areas will increase traffic along the surrounding roads, also resulting in increased traffic emissions. However, the Airport and business parks are also accessible by the Prime Transport Corridors, where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce greenhouse gas emissions from car use, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The policy is therefore likely to result in uncertain mixed minor positive and negative effects in relation to this SA objective.
9. Flooding	- ?	The airport and business parks include areas of flood zones 2 and 3. The policy sets out that these

SA objectives	SA Score	Justification
		areas will be developed, therefore likely to result in minor negative effects in relation to this SA objective. However these are uncertain as this will depend on the precise location, layout and design of developments.
10. Sustainable transport	+?	The policy sets out that development will occur in the airport and the northern business parks. The Airport and business parks are also accessible by the Prime Transport Corridors, where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce greenhouse gas emissions from car use, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. This is considered likely to result in minor positive effects in relation to this SA objective.
11. Services and facilities	+	The policy sets out that development at the airport and northern business parks will be developed to provide a range of employment and other uses. The policy specifically refers to convenience retail, restaurants, banking, amenity space, business support and education and training facilities. The implementation of this policy will likely result in increased range of services and facilities for those working in the site and nearby area. It is considered that the policy will result in minor positive effects in relation to this SA objective.
12. Safe environment	0	Policy 5.19 is not likely to have an effect on this SA objective.
13. Health	0	Policy 5.19 is not likely to have an effect on this SA objective.
14. Housing	0	Policy 5.19 is not likely to have an effect on this SA objective.
15. Economy/employment	++	The policy provides for the creation of significant employment land and premises. As a result, significant employment and economic growth are anticipated to result from the implementation of this policy. Significant positive effects are considered likely in relation to this SA objective.

### Draft Policy 5.20 Bournemouth Operational Airport Development Zoning

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	The policy approach will create a buffer zone between airport development and the Moors River SSSI and the Troublefield Wildlife Trust Reserve, which should help to avoid effects on these nature conservation sites.
2. Landscape	0	The policy zones development within the airport so as to reduce impact on the openness of the green belt and Hurn Village. This should also help to avoid effects on the wider landscape.
3. Historic environment	0	The policy zones development within the airport so as to reduce impact on Hurn Village, which is partly designated as a conservation area and includes three grade II listed buildings, specifically 1 and 2 Riverside Cottages, Granary at Hurnbridge Farm and Building to the west of Farmhouse. This should also help to avoid effects on the historic environment.
4. Built environment	+	The policy zones development within the airport in a manner which will reinforce the current typology and design of the areas identified and makes use of brownfield land. As such this policy is likely to result in minor positive effects in relation to this SA objective.
5. Efficient land use	+	The policy zones development within the airport which makes use of brownfield land. As such, minor positive effects are anticipated in relation to this SA objective.
6. Sustainable resource use	+/-	The policy zones development within the airport and makes use of brownfield land. As such, minor positive effects are anticipated in relation to this SA objective. However, the airport is mostly within a mineral safeguarding area therefore it is possible that the implementation of the policy will restrict the ability to work this resource, resulting in minor negative effects in relation to this SA objective as well.
7. Pollution	+/-?	The policy zones development within the airport. The effect of this will be to focus development, which may result in polluting emissions in terms of air quality, odour, light and noise, to this area. As such it is expected that minor negative effects are likely to arise within this area and area immediately surrounding it, although this is uncertain as it will depend on the specific siting and design of the development. In addition the development of the airport will result in greater use of air travel, which may result in increased air pollution. Furthermore, the airport development is also likely to increase traffic along the surrounding roads, resulting in increased traffic emissions. However, although not specified in the policy, the airport is also accessible by the Prime Transport Corridors, where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to reduce pollution from car use, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. As such, mixed uncertain minor positive and negative effects are likely.
8. Climate change	+/-?	The policy zones development within the airport. The development of the airport will result in greater use of air travel, which may result in increased greenhouse gas emissions. Furthermore, the airport development is likely to increase traffic along the surrounding roads, also resulting in increased emissions from traffic. Although not specified in the policy, the airport is also accessible by the Prime Transport Corridors, where funding will be focused for future improvements and

SA objectives	SA Score	Justification
		enhancements to public transport, walking and cycling. This may help to reduce greenhouse gas emissions from car use, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes. The policy is therefore likely to result in uncertain indirect, mixed, minor positive and negative effects in relation to this SA objective.
9. Flooding	0	Policy 5.20 zones development within the airport and prevents development from taking place within Zone C which includes the airport runways and taxiways. There is an area of flood zone 3 down the eastern boundary of of Zone C and an area of flood zone 2 along the northern boundary of Zone C but none in Zones A or B. Therefore, this policy will not have an effect in relation to this SA objective.
10. Sustainable transport	+?	Although not specified in the policy, the airport is also accessible by the Prime Transport Corridors, where funding will be focused for future improvements and enhancements to public transport, walking and cycling. This may help to encourage sustainable transport use and a minor positive effect is likely, but this is uncertain dependent on people's behaviour with regards to use of walking, cycling and sustainable transport modes.
11. Services and facilities	0	Policy 5.20 is not likely to have an effect on this SA objective.
12. Safe environment	0	The policy zones development within the airport and prevents development from taking place near the airport runways and taxiways, which will avoid effects on public health and safety.
13. Health	0	The policy zones development within the airport and prevents development from taking place near the airport runways and taxiways, which will avoid effects on public health and safety.
14. Housing	0	Policy 5.20 is not likely to have an effect on this SA objective.
15. Economy/employment	+	The policy sets out a zoning approach which will allow for the future development of the airport without affecting nearby designations. As this helps to secure the future development of the airport, the policy therefore results in minor positive effects in relation to this SA objective.

### Draft Policy 5.21 Bournemouth Airport Public Safety Zones

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 5.21 is not likely to have an effect on this SA objective.
2. Landscape	0	Policy 5.21 is not likely to have an effect on this SA objective.
3. Historic environment	0	Policy 5.21 is not likely to have an effect on this SA objective.
4. Built environment	0	Policy 5.21 is not likely to have an effect on this SA objective.
5. Efficient land use	0	Policy 5.21 is not likely to have an effect on this SA objective.
6. Sustainable resource use	0	Policy 5.21 is not likely to have an effect on this SA objective.
7. Pollution	0	Policy 5.21 is not likely to have an effect on this SA objective.
8. Climate change	0	Policy 5.21 is not likely to have an effect on this SA objective.
9. Flooding	0	Policy 5.21 is not likely to have an effect on this SA objective.
10. Sustainable transport	0	Policy 5.21 is not likely to have an effect on this SA objective.
11. Services and facilities	0	Policy 5.21 is not likely to have an effect on this SA objective.
12. Safe environment	++	The designation of the airport safety zone seeks to ensure that appropriate safeguarding distances are provided surrounding airports. The result of this will be to help ensure that the population is not put at unacceptable risk. The policy directly addresses the provision of a safe environment and therefore significant positive effects are considered likely in relation to this SA objective.
13. Health	0	Policy 5.21 is not likely to have an effect on this SA objective.
14. Housing	0	The policy seeks to restrict housing development within the safety zones, however given the justification for the designation it is unlikely that housing would be appropriate in this location. This, coupled with the relatively small proportion of the Borough within the safety zones, makes it likely that a negligible effect is anticipated in relation to this SA objective.
15. Economy/employment	0	The policy seeks to restrict employment development within the safety zones, however given the justification for the designation it is unlikely that employment would be appropriate in this location. This, coupled with the relatively small proportion of the Borough within the safety zones, makes it likely that a negligible effect is anticipated in relation to this SA objective.



### Draft Policy 5.22 Bournemouth Airport Aerodrome Safeguarding

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 5.22 is not likely to have an effect on this SA objective.
2. Landscape	0	Policy 5.22 is not likely to have an effect on this SA objective.
3. Historic environment	0	Policy 5.22 is not likely to have an effect on this SA objective.
4. Built environment	0	Policy 5.22 is not likely to have an effect on this SA objective.
5. Efficient land use	0	Policy 5.22 is not likely to have an effect on this SA objective.
6. Sustainable resource use	0	Policy 5.22 is not likely to have an effect on this SA objective.
7. Pollution	0	Policy 5.22 is not likely to have an effect on this SA objective.
8. Climate change	0	Policy 5.22 is not likely to have an effect on this SA objective.
9. Flooding	0	Policy 5.22 is not likely to have an effect on this SA objective.
10. Sustainable transport	0	Policy 5.22 is not likely to have an effect on this SA objective.
11. Services and facilities	0	Policy 5.22 is not likely to have an effect on this SA objective.
12. Safe environment	++	The policy seeks to ensure that radar associated with Bournemouth Airport operates effectively. This is an important element of the safe operation of the airport. The policy therefore results in significant positive effects in relation to this SA objective.
13. Health	+	The policy seeks to ensure that radar associated with Bournemouth Airport operates effectively. This could have an indirect minor positive effect on human health.
14. Housing	0	Policy 5.22 is not likely to have an effect on this SA objective.
15. Economy/employment	0	Policy 5.22 is not likely to have an effect on this SA objective.

### Draft Policy 5.23 Development and Aircraft Noise

SA objectives	SA Score	Justification
1. Biodiversity/geodiversity	0	Policy 5.23 is not likely to have an effect on this SA objective.
2. Landscape	0	Policy 5.23 is not likely to have an effect on this SA objective.
3. Historic environment	0	Policy 5.23 is not likely to have an effect on this SA objective.
4. Built environment	0	Policy 5.23 is not likely to have an effect on this SA objective.
5. Efficient land use	0	Policy 5.23 is not likely to have an effect on this SA objective.
6. Sustainable resource use	0	Policy 5.23 is not likely to have an effect on this SA objective.
7. Pollution	+	The policy restricts development so as to help ensure that unacceptable noise pollution does not occur. Given the relatively limited extent of the Borough that would be affected by the policy minor positive effects are anticipated in relation to this SA objective.
8. Climate change	0	Policy 5.23 is not likely to have an effect on this SA objective.
9. Flooding	0	Policy 5.23 is not likely to have an effect on this SA objective.
10. Sustainable transport	0	Policy 5.23 is not likely to have an effect on this SA objective.
11. Services and facilities	0	Policy 5.23 is not likely to have an effect on this SA objective.
12. Safe environment	0	Policy 5.23 is not likely to have an effect on this SA objective.
13. Health	+	The policy restricts development so as to help ensure that unacceptable noise pollution does not occur. This is likely to result in comparative health benefits compared to a scenario whereby development was permitted without regard to noise levels. Given the relatively limited extent of the Borough that would be affected by the policy minor positive effects are anticipated in relation to this SA objective.
14. Housing	0	Policy 5.23 is not likely to have an effect on this SA objective as no proposed housing sites intersect the noise contours identified on Plan 5.25.
15. Economy/employment	-?	The area covered by the noise contours on plan 5.25 includes an area which is also allocated as the Northern Business Park employment allocation. It is possible that the policy may restrict employment provision within this allocation, resulting in minor negative effects, however the extent of this is uncertain as it will depend on location and design, specifically noise mitigation measures.

# Appendix 5

## Health Impact Assessment

# Health Impact Assessment of the Christchurch Local Plan Review Options Consultation

## Introduction

- 1.1 This report presents the findings of the Health Impact Assessment (HIA) of the Christchurch Local Plan Review Options Consultation.
- 1.2 HIA is a means of assessing the likely health effects of plans, programmes and projects. HIA is not a statutory requirement, but can support decision-making by identifying possible impacts of a plan on the health of existing and future residents and the population as a whole. In 2005 the Office of the Deputy Prime Minister (ODPM) published 'A Practical Guide to the Strategic Environmental Assessment Directive', which noted that:  
  
*"Responsible Authorities may find it helpful to draw on the methods of Health Impact Assessment when considering how a plan or programme might affect people's health".*
- 1.3 The purpose of HIA is to assist decision-makers in understanding the health impacts of a plan. It seeks to inform and enhance the decision-making process, making decisions more holistic and robust by:
  - Highlighting practical ways to enhance the positive health, equality and well-being effects of a plan; and
  - Avoiding or reducing the negative health, equality and well-being effects.
- 1.4 There is no formal procedure for undertaking HIAs. However the techniques for sustainability appraisal can be used to provide a consistent and transparent assessment. There is some cross over between this HIA and the sustainability appraisal (SA) of the Christchurch Local Plan Review Options Consultation. Specifically, the SA includes a review the effects of the Local Plan Review Options Consultation on health issues, through several of the SA objectives, specifically including SA objective 7: pollution, SA objective 11: services and facilities, SA objective 12: safe environment and SA objective 13: health. This document is part of the overall assessment of the Christchurch Local Plan Review Options Consultation and provides a review of the health and wellbeing impacts of the plan in addition to those matters that have been assessed through the SA process.

## The Submission Christchurch Local Plan Review Options Consultation

### Introduction

- 1.5 The Christchurch Local Plan Review Options Consultation seeks to guide the location and type of development undertaken within the Borough over the plan period (2013-2033). It includes one vision, seven strategic objectives and 73 policies. It is important to note that strategic planning is only one of the functions of Christchurch Borough Council, so it is not expected that the Local Plan alone would address all of the health issues that face the Borough.

### Health Baseline

- 1.6 Generally people in Christchurch live longer than average as life expectancy for both men and women in the Borough is longer than the England average. Furthermore, in comparison to the England average, Christchurch Borough records generally less violent crime, more long term employment, higher levels of breastfeeding, fewer obese children, fewer children in low income families, lower incidence of Tuberculosis, fewer incidences of sexually transmitted disease, and fewer deaths related to cardiovascular issues under the age of 75.
- 1.7 In addition, although there are areas of deprivation, generally in the town centre, levels of deprivation are far below the average for England.

- 1.8 However, there are also some negative health indicators. A key health issue in the borough is diabetes, the incidence of which is higher than the England average. In addition, hospital stays for self-harm are above average - in 2015/16, 285 such instances occurred in Christchurch compared to an average of 196.5 for England, which demonstrates the importance of addressing mental health and wellbeing issues in the borough<sup>6</sup>.
- 1.9 In addition, the proportion of elderly persons suffering a long-term health problem or disability in the Borough is significantly worse than the England Average. For those over 65 years of age, 29.2% of the population suffer from a long-term health problem or disability in Christchurch compared to an England Average of 16%<sup>7</sup>. The Christchurch parliamentary constituency has the highest rate of dementia in the UK, with 28 per 1,000 people living with dementia<sup>8</sup>.

## Method of Health Impact Assessment

- 1.10 The Christchurch Local Plan Review Options Consultation has been reviewed to consider the likely impacts of the vision, objectives, policy options and site options on each of the eleven health indicators criteria which have been brought forward from the HIA of the previous planning framework for the borough, the Christchurch and East Dorset Core Strategy. These health criteria were originally developed based on health characteristics of people in the Borough and, as they generally focus on the health and wellbeing of residents (which is where the borough generally performs worse than the England average) remain appropriate.
- 1.11 The eleven health criteria for the HIA are:
1. Provision of good quality, energy efficient housing for all ages and needs.
  2. Create a good quality built environment which provides safe and secure places and routes.
  3. Access to fresh fruit, vegetables and good quality affordable food, a high proportion of which is locally sourced.
  4. Promotion of active travel, including physical activity levels and reducing air pollution.
  5. Creation of suitable recreational facilities which are accessible.
  6. Creation of access to learning and training.
  7. Creation of opportunities for employment.
  8. Creation of suitable community facilities which provide opportunities for volunteering and for participation in community events.
  9. Creation of suitable health facilities which are accessible.
  10. Create a good quality natural environment.
  11. Adaptation to climate change, including flooding and coastal erosion.
- 1.12 For each health criterion, consideration has been given to whether the Local Plan Review Options Consultation is likely to affect its achievement. A colour coded scoring system has been used to show whether these effects are anticipated to be positive, neutral or negative, as shown in **Table 1** below.

**Table 1: HIA Scoring System**

Score	Likely Effect
+	Positive

<sup>6</sup> Information taken from public health England profile 2017. Available at <http://fingertipsreports.phe.org.uk/health-profiles/2017/e0700048.pdf> accessed 27/06/2018.

<sup>7</sup> Information taken from Nomis, based on 2011 census data.

<https://www.nomisweb.co.uk/query/construct/submit.asp?menuopt=201&subcomp=> accessed 04/07/2018.

<sup>8</sup> Dementia statistics hub <https://www.dementiastatistics.org/statistics/dementia-maps> accessed 04/07/2018.

0	Neutral
-	Negative

- 1.13 The HIA assessment reviews each chapter of the Local Plan Review Options Consultation document in its entirety. This ensures that the overall impacts of each chapter are considered, but also highlights specific effects from individual policies.

## Summary of findings for the Christchurch Local Plan Review Options Consultation

- 1.14 The findings of the HIA are that each of the chapters include draft policies which will result in positive effects on all of the Health Criteria. The assessment has not identified any chapters in the document which are likely to result in neutral or negative effects. An overview of the likely effects on each health criteria is provided below.

### 1. Provision of good quality, energy efficient housing for all ages and needs

- 1.15 The Options document states that the types and design of housing provided will be provided in accordance with the findings of the strategic housing market assessment. This includes provision for affordable housing, housing for the elderly and accessible designed housing. In addition, a number of the proposed residential development allocations include design criteria, meaning that the housing provided is likely to be of a high quality. In addition, the construction of sustainable and energy efficient housing is required by numerous draft policies in the Options document. As such, positive effects are anticipated in relation to this health criterion.

### 2. Create a good quality built environment which provides safe and secure places and routes

- 1.16 A number of the draft policies in the Options document relate to the quality of the design of new development and it is therefore considered that implementation of these will result in a good quality built environment. Draft Policy 4.15 in particular sets out that all development proposals will be assessed in terms of community safety, potentially in liaison with the police architecture team if appropriate. In addition, a number of highways and junction improvements are proposed, which should also address highway safety, and safe cycle routes are proposed through Policy 5.8. As such, positive effects are anticipated in relation to this health criterion.

### 3. Access to fresh fruit, vegetables and good quality affordable food, a high proportion of which is locally sourced

- 1.17 Although none of the draft policies specifically set out provisions for fresh fruit and vegetables, the Options document includes proposed retail allocations, and the continuation of town centre uses within Christchurch Town Centre. Retail allocations are likely to increase the offer of fresh fruit and vegetables in the Borough. Furthermore, all new development is proposed in locations which are accessible by public transport, or are along prime transport corridors (which are anticipated to be improved for public transport) – thereby increasing access to the new, and existing retail in the Borough. In addition to this general increase in access to fresh and local food, Policy 5.1 sets out that the Roeshot Hill development area will feature allotments, and Policy 4.34 allows for rural diversification to include for retail including farm shops and pick your own. These draft policies are likely to enable direct access to fresh local produce. Also, Strategic Objective 4 includes references to expanding agriculture and horticulture in the Borough. As such, positive effects are anticipated in relation to this health criterion.

### 4. Promotion of active travel, including physical activity levels and reducing air pollution

- 1.18 The Options document strongly focusses development to locations which are accessible by sustainable modes of travel, which will provide for active travel, for example traveling by bus

involves an element of walking. Policy 5.8 in particular provides for the creation of new cycle routes in the Borough which will significantly contribute towards the aims of this health criterion.

#### **5. Creation of suitable recreational facilities which are accessible**

- 1.19 The Options document includes provision for new recreational facilities, this includes open space provided by Policy 5.7, the strategic suitable alternative natural greenspace (SANG) provided by policy 3.5, and cycle routes provided for by Policy 5.8. Furthermore the plan seeks to increase sustainable travel opportunities, thereby increasing access to existing, and new facilities. In addition, the draft plan provides for enhanced town centre facilities at Christchurch Town Centre and Highcliffe, thereby increasing the opportunity for leisure and recreation in these areas, which are generally accessible. As such, positive effects are anticipated in relation to this health criterion.

#### **6. Creation of access to learning and training**

- 1.20 The Options document specifically provides a positive context for development at Portfield School in Policy 4.13, which should help to facilitate the provision of additional facilities there. In addition, Policy 5.19 specifically sets out that training centres should be provided in the airport northern business parks. In general, the draft plan also provides for new community facilities, which may result in opportunities for learning and training, through community groups, night classes etc. As such, positive effects are anticipated in relation to this health criterion.

#### **7. Creation of opportunities for employment**

- 1.21 The draft plan includes numerous allocations for meeting the identified employment development needs, therefore, this will support this health criterion.

#### **8. Creation of suitable community facilities which provide opportunities for volunteering and for participation in community events**

- 1.22 The Options document includes provision for community facilities. A specific example of this is Policy 5.1 which provides for a community centre at the heart of the Roeshot Hill development site. Also, town centre policies provide support for increasing community facility provision. Furthermore, Policy 5.7 provides for new open space including formal sports provision. As such, the Options document is likely to result in the provision of more community facilities which in turn is likely to result in opportunities for volunteering and community events.

#### **9. Creation of suitable health facilities which are accessible**

- 1.23 The Options document makes specific references to the provision of new healthcare facilities, and for the provision health care in more innovate ways. Specific draft policies where new health facilities are required include 5.1 (Roeshot Hill) and 5.9 (Christchurch Town Centre Vision). In addition the Options document proposes new housing in accessible locations, helping to ensure access to healthcare.

#### **10. Create a good quality natural environment**

- 1.24 A large proportion of the Borough is covered by European and national biodiversity designations demonstrating it currently has a good quality natural environment. A number of the draft policies provide for direct protection of the natural environment or for mitigation / compensation for any harm to this. As such the Options document is considered likely to create a good quality natural environment.

#### **11. Adaptation to climate change, including flooding and coastal erosion**

- 1.25 The Options document includes numerous draft policies which require new development in the borough to incorporate sustainable drainage and take account of flood risk, which will help mitigate increased flood events from surface water flooding. In addition, Policy 4.10 ensures that coastal protection works will not be prejudiced. As such, positive effects are anticipated in relation to this health criterion.

## Detailed findings for the Christchurch Local Plan Review Options Consultation

Detailed findings for the Christchurch Local Plan Review Options Consultation are set out in **Table 2** below.

### Summary and Conclusion

- 1.26 This report includes a health impact assessment (HIA) of the Christchurch Local Plan Review Options Consultation. It is important to note that this draft plan is one of a number of policy documents and therefore will contribute towards health, but is not anticipated to resolve all health issues alone.
- 1.27 Generally, health of Christchurch residents is good, with several health indicators performing better than the England average. However, health indicators also suggest that there are issues with general health and wellbeing, including mental health in the Borough. The health criteria assessed within this HIA are focussed to help identify the effects of the Christchurch Local Plan Review Options Consultation on health and wellbeing.
- 1.28 Overall, the Christchurch Local Plan Review Options Consultation is likely to result in positive effects in relation to all of the health criteria, and is therefore anticipated to contribute to improving health in the Borough.



**Table 2: Likely effects of the Christchurch Local Plan Review Options Consultation on the eleven health criteria**

Reference	Health Criteria	Likely Effect	Commentary
<b>Chapter 3: Strategic Policy</b>			
1	Provision of good quality, energy efficient housing for all ages and needs	+	<p>Chapter 3 includes numerous references to the provision of housing within the Borough. The provision of new housing is specifically set out in the Christchurch Local Plan Vision, strategic objective 5, draft policies 3.4, 3.6 &amp; 3.9. A specific commitment to providing energy efficient housing is included in Strategic Objective 3.</p> <p>As a result of these policies, new housing is likely to be provided in the Borough and this is likely to be constructed to good standards of energy efficiency, or including renewable energy development so as to reduce carbon emissions. As such, positive effects are anticipated in relation to this health criterion.</p>
2	Create a good quality built environment which provides safe and secure places and routes	+	<p>Chapter 3 includes several references to creating a good quality environment with safe and secure places and routes. Specific references are included within the Christchurch Local Plan Vision, Strategic Objectives 1, 2, 4 &amp; 6, draft policies 3.5, 3.6, 3.7, 3.9, 3.10, 3.12 (which includes specific reference to safe access, movement and layouts) and 3.14.</p> <p>Chapter 3 will result in the provision of new development which should meet modern standards of design, be designed to respect the historic and natural environment and will be arranged so as to provide for safer movement of people. As such, positive effects are anticipated in relation to this health criterion.</p>
3	Access to fresh fruit, vegetables and good quality affordable food, a high proportion of which is locally sourced	+	<p>References to the provision of shops and services, including food retail floor space for local residents are included in the Christchurch Local Plan Vision, strategic objective 2, strategic objective 7, as well as draft policies 3.2, 3.7 (which specifically refers to food retail) &amp; 3.9.</p> <p>In addition strategic objective 4 includes references to expanding agriculture and horticulture in the Borough and draft policy 3.4 provides for allotments through the Christchurch Roeshot Hill urban extension master plan. As such it is considered that these policies will enable local food production and chapter 3 will result in positive effects in relation to this health criterion.</p>

Reference	Health Criteria	Likely Effect	Commentary
4	Promotion of active travel, including physical activity levels and reducing air pollution	+	There are multiple references to promoting active travel, particularly within the Christchurch Local Plan Vision, strategic objectives 3 & 6, and draft policies 3.3, 3.5, 3.10, 3.11, 3.12 & 3.14. In addition the distribution of development as set out in draft policy 3.9 will also result in promotion of active travel. As such the implementation of these policies is likely to result in positive effects in relation to this health criterion.
5	Creation of suitable recreational facilities which are accessible	+	References to the provision of suitable, accessible recreational facilities are included within the Christchurch Local Plan Vision, strategic objectives 2 and 6, and draft policies 3.2, 3.5, 3.9, 3.10, 3.12 & 3.14. As such, positive effects are anticipated in relation to this health criterion.
6	Creation of access to learning and training	+	Reference to providing community facilities is included within the Christchurch Local Plan Vision, Strategic objective 7 as well as draft policies 3.2, 3.9 & 3.14 (which specifically refers to provision of education facilities).  Chapter 3 is therefore considered likely to facilitate the provision of education facilities within the Borough, which should increase the potential for people to access learning and training. The provision of more generic 'community facilities' is also considered likely to result in increasing access to learning and training, as these may provide for less formal learning opportunities.
7	Creation of opportunities for employment	+	Chapter 3 includes numerous references to creating opportunities for employment. Particular references are included within the Christchurch Local Plan Vision, Strategic Objectives 2, 4 & 7 as well as draft policies 3.2, 3.6, 3.7 & 3.9.  The chapter sets out a positive framework for the provision of employment development in the Borough, and includes several detailed policies about where this shall be located and safeguarded. As such positive effects are anticipated in relation to this health criterion.
8	Creation of suitable community facilities which provide opportunities for volunteering and for participation in community events	+	Although Chapter 3 does not include specific reference to volunteering and community events, there are several references to the creation of community facilities in the Borough, including Christchurch Local Plan Vision, strategic objective 7 and draft policies 3.2, 3.9 & 3.14.  The provision of community facilities is likely to enable opportunities for volunteering and community events, and therefore, given that the chapter sets out that community facilities will be provided, positive effects are anticipated in relation to this health criterion.

Reference	Health Criteria	Likely Effect	Commentary
9	Creation of suitable health facilities which are accessible	+	<p>The provision of appropriate community facilities is provided for within chapter 3. Specifically, references to the provision of health facilities or health care are included in the Christchurch Local Plan Vision (which sets out that “The challenges of supporting a significant elderly and retired population will be planned for through provision of appropriate housing, health and community facilities and services”), and draft policies 3.9 &amp; 3.14. In addition to these, strategic objective 7 and draft policy 3.2 also refer to the provision of community facilities in a more general sense, which may host some health care services.</p> <p>Chapter 3 sets out that new community facilities will be provided within the Borough, but also proposes innovative health care arrangements including home provision. As such, positive effects are anticipated in relation to this health criterion.</p>
10	Create a good quality natural environment	+	<p>Chapter 3 includes several references to the natural environment, and in particular how this may be enhanced by development. Specific references are included in Christchurch Local Plan Vision (which states that “The natural environment of Christchurch and the historic and thriving market town are, and will continue to be, the most important assets for the area”), strategic objectives 1 &amp; 4, as well as draft policies 3.3 and 3.5.</p> <p>Protection of the natural environment and provision of green infrastructure within new development in the Borough is set out in Chapter 3. This protection and enhancement of the natural environment is likely to result in positive effects in relation to this health criterion.</p>
11	Adaptation to climate change, including flooding and coastal erosion	+	<p>Chapter 3 is likely to result in positive effects in relation to this health criterion, as it includes several references to adapting to climate change and/or providing energy efficient development and/or facilitating journeys by sustainable modes of travel. Particular references are found within the Christchurch Local Plan Vision, strategic objectives 3 &amp; 6, as well as policies 3.10 &amp; 3.12.</p> <p>Chapter 3 includes several policies which require development to be constructed more sustainably or incorporate renewable energy. As such, positive effects are anticipated in relation to this health criterion.</p>

Reference	Health Criteria	Likely Effect	Commentary
<b>Chapter 4: Core Policies and Development Management</b>			
1	Provision of good quality, energy efficient housing for all ages and needs	+	<p>The provision of good quality, including well designed, housing is provided for in draft policies 4.3 (which specifically refers to sustainable development standards), 4.4 (which specifically refers to renewable energy provision as part of development), 4.11, 4.12, 4.14, 4.15, 4.16, 4.17, 4.18, 4.19, 4.20, 4.21, 4.22, 4.26, 4.27, 4.28, 4.29 &amp; 4.34.</p> <p>Overall, chapter 4 is likely to provide for a significant amount of housing within the Borough throughout the life of the draft plan. In addition Chapter 4 includes a number of design related policies which will help to ensure good quality housing is provided. Policy 4.3 in particular sets out the requirements in relation to sustainability of new houses. As such, positive effects are anticipated in relation to this health criterion.</p>
2	Create a good quality built environment which provides safe and secure places and routes	+	<p>Several policies in Chapter 4 relate to the provision of a high quality built environment. Particular draft policies which refer to high quality built environment include draft policies 4.1, 4.2, 4.7, 4.8, 4.9, 4.14, 4.15, 4.19, 4.21, 4.22, 4.23, 4.24, 4.25, 4.26, 4.27, 4.28, 4.29, 4.31, 4.33 &amp; 4.34.</p> <p>The policies in chapter 4 set out that development provided within the Borough should be provided in a manner that respects and is sensitive to the natural environment and heritage assets, and will be supported by a range of services and facilities within appropriate distances. As such, it is considered that the built environment will be of a good quality. Policy 4.15 particularly sets out that development will be assessed in terms of community safety. As such positive effects are anticipated in relation to this health criterion.</p>
3	Access to fresh fruit, vegetables and good quality affordable food, a high proportion of which is locally sourced	+	<p>Policies in Chapter 4 do not specifically refer to increasing access to fresh fruit and vegetables from local sources, however Policy 4.34 allows for rural diversification to include for retail including farm shops and pick your own. Furthermore, Policy 4.35 relates to safeguarding shops, which will help to safeguard food retail floor space. As such, positive effects are anticipated in relation to this health criterion.</p>
4	Promotion of active travel, including physical activity levels and reducing air pollution	+	<p>Draft policies in Chapter 4 make reference to increasing options for sustainable travel, specific references include draft policies 4.15, 4.29, 4.30, 4.34 &amp; 4.36.</p> <p>Development in accordance with the draft policies set out in Chapter 4 will require development to be located in locations which are either accessible by existing public transport,</p>

Reference	Health Criteria	Likely Effect	Commentary
			or on prime transport corridors, which are anticipated to be subject to improvements to sustainable transport infrastructure. As such, the draft policies provide for a development form that will facilitate more active travel and less air pollution resulting from private car trips. As such, positive effects are anticipated in relation to this health criterion.
5	Creation of suitable recreational facilities which are accessible	+	Draft policies in Chapter 4 provide for the creation of recreation facilities within the Borough. Specific policies which facilitate this include 4.1, 4.2, 4.19, 4.29 & 4.36.  It is important to note that as Christchurch Borough features a significant amount of European protected heathlands, there are already significant opportunities for recreation within the borough. However in order to reduce recreational pressure on these habitats, the draft plan proposes new recreational facilities which should be within an appropriate distance of new developments, and how these will be funded. The key draft policy in relation to this is 4.29, which specifically addresses this criterion. As such, positive effects are anticipated in relation to this health criterion.
6	Creation of access to learning and training	+	Draft policies in Chapter 4 that will provide for access to learning and training include 4.13, 4.15, 4.30 4.34 & 4.36.  Draft policies in Chapter 4 will provide for development which has good access to sustainable transport, thereby improving access to schools and other community buildings in the Borough. Specifically, Policy 4.13 relates to Portfield School, and is likely to result in a more positive context for the provision of new buildings and facilities at this school. Furthermore, draft policy 4.2 relating to the protection of European habitats involves provision for education in relation to the species within these habitats. As such, positive effects are anticipated in relation to this health criterion.
7	Creation of opportunities for employment	+	Draft policies 4.30, 4.31, 4.33, 4.34 & 4.36 specifically refer to the provision of employment sites within the Borough and as such will directly result in the creation of employment opportunities. It is also important to note that the Options document also includes draft policies in relation to provision of housing, which will result in employment opportunities in the construction sector. As such, positive effects are anticipated in relation to this health criterion.
8	Creation of suitable community facilities which provide opportunities for volunteering and for participation in	+	Draft policies 4.2, 4.13, 4.29 & 4.35 relate to the provision or safeguarding of community facilities. The draft policies within Chapter 4 are likely to result in a positive context for the provision of school facilities at Portfield School, and should also result in the provision of new

Reference	Health Criteria	Likely Effect	Commentary
	community events		recreation facilities. They should also help to safeguard existing facilities. As such, positive effects are anticipated in relation to this health criterion.
9	Creation of suitable health facilities which are accessible	+	<p>Policy 4.20 specifically refers to the provision of health-related development for the elderly, setting out that C2 developments will not be required to provide affordable housing contributions. This is likely to aid the viability of such developments.</p> <p>In addition Policy 4.15 seeks to increase access from new homes to sustainable transport modes - which will enhance access to existing health facilities within the Borough. As such, positive effects are anticipated in relation to this health criterion.</p>
10	Create a good quality natural environment	+	<p>Draft policies 4.1, 4.2, 4.3, 4.6, 4.7, 4.8, 4.10, 4.11, 4.12, 4.19, 4.27, 4.28, 4.29, 4.33, 4.34, 4.35 &amp; 4.36 relate to the protection and/or enhancement of the natural environment within the Borough.</p> <p>Chapter 4 includes numerous policies which require development to safeguard the natural environment. This includes references to ensuring that flood risk does not increase unacceptably, that pollution from development should be controlled, that waste should be appropriately treated and disposed of and that the green belt and other protected areas (including designated biodiversity sites and coastal areas) should be protected. As such, positive effects are anticipated in relation to this health criterion.</p>
11	Adaptation to climate change, including flooding and coastal erosion	+	<p>Draft policies which relate to adapting to climate change include 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.9 &amp; 4.10.</p> <p>Draft policies in Chapter 4 should facilitate development which safeguards designated habitats (thereby increasing resilience of ecological networks to climate change); provide development which is sustainably constructed and energy efficient and includes renewable energy generation facilities; provides for sustainable drainage (which helps to reduce flood events), mitigates flood risk; and safeguards coastal protection works.</p> <p>In terms of climate change mitigation, draft policies 4.15, 4.30, 4.34 &amp; 4.36 promote access by sustainable modes of travel, which will help to reduce carbon emissions from transport, and Policy 4.4 requires renewable energy generation. As such, positive effects are anticipated in relation to this health criterion.</p>

Reference	Health Criteria	Likely Effect	Commentary
<b>Chapter 5: Site Allocations &amp; Area Based Policies</b>			
1	Provision of good quality, energy efficient housing for all ages and needs	+	Chapter 5 includes a number of draft policies which relate to the provision of housing and set out a requirement for high quality design include 5.1, 5.2, 5.3, 5.4, 5.5, 5.6 & 5.9. In particular, draft policies 5.1, 5.4 require both the provision of housing with high quality design and for this to be sustainable and energy efficient. As such, positive effects are anticipated in relation to this health criterion.
2	Create a good quality built environment which provides safe and secure places and routes	+	Chapter 5 includes numerous draft policies which refer to the provision of good design quality which will help facilitate the creation of good a quality built environment. These include 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.9, 5.12, 5.13, 5.18 & 5.19. The implementation of the policies will therefore help result in positive effects in relation to this health criterion.
3	Access to fresh fruit, vegetables and good quality affordable food, a high proportion of which is locally sourced	+	Although the draft policies in Chapter 5 do not specifically refer to the provision of fresh fruit and vegetables, overall implementation of the draft policies within this chapter is likely to result in the provision of new retail floor space within the Borough which will be accessible.  In particular, draft policies 5.1 & 5.9 provide shops within locations surrounded by new homes. Importantly, Policy 5.1 sets out that the Roeshot Hill allocation will become a central hub for allotments, which should enhance opportunities for growing fruit and vegetables. In addition to this, draft policies 5.2, 5.12 & 5.13 result in the provision of increased retail floor space, which may enhance access to fresh fruit and vegetables and draft policies 5.3, 5.4, 5.6, 5.10 & 5.11 should improve access to existing retail as these allocate new homes and retail in accessible locations. In addition draft policy 5.8 will result in the provision of sustainable travel options which will increase accessibility to food shops. As such, positive effects are anticipated in relation to this health criterion.
4	Promotion of active travel, including physical activity levels and reducing air pollution	+	Draft policies 5.1, 5.4, 5.9 & 5.18 specifically refer to the provision of sustainable travel modes, all of which will include an element of active travel, and will help to reduce air pollution by reducing emissions from traffic. In addition draft policies 5.2, 5.3, 5.6, 5.10, 5.11, 5.12 & 5.13 allocate land to locations which are accessible by sustainable modes by being close to existing shops and facilities, thereby facilitating walking and cycling. In addition draft policies 5.18, 5.19 allocate developments to prime transport corridors, along which sustainable travel enhancements are anticipated. Policy 5.8 in particular provides for new cycle routes, which

Reference	Health Criteria	Likely Effect	Commentary
			will directly contribute towards promoting active travel. As such, positive effects are anticipated in relation to this health criterion.
5	Creation of suitable recreational facilities which are accessible	+	Draft policies 5.1, 5.4, 5.9, 5.12 & 5.13 specifically provide for allocations which include recreational facilities (this includes the consideration of retail and other town centre uses as contributing to recreation). Policy 5.7 provides for open space recreational facilities in an accessible location. In addition, draft policies 5.2, 5.3, 5.5 & 5.6 provide for new development in accessible locations, which will facilitate access to the new recreational facilities. Draft policy 5.8 in particular provides for new cycle routes, which will facilitate access to recreational facilities. As such, positive effects are anticipated in relation to this health criterion.
6	Creation of access to learning and training	+	Draft policies 5.1 & 5.13 specifically refer to the on-site provision of community facilities. Community facilities are considered likely to provide space for learning and training. Furthermore, draft policies 5.2, 5.3, 5.4, 5.5, 5.6 & 5.9 should result in developments which are accessible by sustainable modes, thereby increasing opportunities for people to access existing learning and training opportunities. In addition, Policy 5.19 sets out that training centres should be provided in the airport northern business parks. As such, positive effects are anticipated in relation to this health criterion.
7	Creation of opportunities for employment	+	Chapter 5 includes a number of draft policies which provide for employment development, including 5.1, 5.2, 5.9, 5.12, 5.13, 5.18 & 5.19 employment. As such, positive effects are anticipated in relation to this health criterion.
8	Creation of suitable community facilities which provide opportunities for volunteering and for participation in community events	+	While the draft policies in Chapter 5 do not specifically refer to volunteering and community events, there are several draft policies which provide for the creation of community facilities, specifically including 5.1, 5.9 & 5.13. In addition, draft policies 5.4 & 5.5 require developments to provide funding towards community facilities. As such the draft policies are considered likely to result in the provision of community facilities which will facilitate opportunities for volunteering and community events, and a positive effect is anticipated in relation to this health criterion.



Reference	Health Criteria	Likely Effect	Commentary
9	Creation of suitable health facilities which are accessible	+	Draft policies 5.1, 5.9 & 5.13 include specific requirement for the provision of health services. In addition, draft policies 5.2, 5.3, 5.5 & 5.6 provide for new housing development in accessible locations, which will facilitate access to the new recreational facilities. Policy 5.8 in particular provides for new cycle routes, which will facilitate access to recreational facilities. As such, positive effects are anticipated in relation to this health criterion.
10	Create a good quality natural environment	+	Chapter 5 contains significant provisions for the protection of the natural environment, Policy 5.1 specifically sets out that the natural environment will be provided for within the Roeshot Hill allocation. In addition, draft policies 5.2, 5.3, 5.4, 5.5, 5.6 & 5.18 require contributions to be made to help mitigate their impact on the natural environment. In light of these policy requirements, positive effects are anticipated in relation to this health criterion.
11	Adaptation to climate change, including flooding and coastal erosion	+	A number of the draft policies in Chapter 5 provide for adaptation to the effects of climate change. Specifically, Policy 5.1 provides for centralised district heating, renewable energy and sustainable construction, and policies 5.4 & 5.18 refer to sustainable construction. Furthermore, draft policies 5.2, 5.3, 5.5, 5.6, 5.9 & 5.12 require adequate flood mitigation to be built in to developments, which will help to mitigate the effects of increasing flood events. As such, positive effects are anticipated in relation to this health criterion.

# Appendix 6

## Equalities Impact Assessment

# Equality Impact Assessment of the Christchurch Local Plan Review Options Consultation

## Introduction

- 1.1 This report presents the findings of an assessment of the likely effects of the Christchurch Local Plan Review Options Consultation on equality issues.
- 1.2 The requirement to undertake formal Equality Impact Assessment (EqIA) of plans was introduced in the Equality Act 2010, but was abolished in 2012 as part of a Government bid to reduce bureaucracy. Despite this, authorities are still required to have regard to the provisions of the Equality Act, namely the Public Sector Duty which requires public authorities to have due regard for equalities considerations when exercising their functions. In fulfilling this duty, many authorities still find it useful to produce a written record of equalities issues having been specifically considered. That is the purpose of this report.
- 1.3 The Equality Act 2010 identifies nine 'protected characteristics' and seeks to protect people from discrimination on the basis of these characteristics. They are:
  - Age
  - Disability
  - Gender reassignment
  - Marriage and civil partnership
  - Pregnancy and maternity
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation
- 1.4 There are three main duties set out in the Equality Act 2010, which public authorities including Christchurch Borough Council must meet in exercising their functions:
  - To eliminate discrimination, harassment, victimisation and other conduct that is prohibited under the Act.
  - To advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share it.
  - To foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

## The Christchurch Local Plan Review Options Consultation

### Introduction

- 1.5 The Christchurch Local Plan Review Options Consultation seeks to guide the location and type of development undertaken within the Borough over the plan period (2013-2033). It includes one vision, seven strategic objectives and 73 policies. Strategic planning is only one of the functions of Christchurch Borough Council, so it is not expected that the Local Plan alone would address all of the duties of the Equality Act.

## Baseline Information

1. The SA Report of the Christchurch Local Plan Review Options Consultation, and the Options document itself, set out baseline information about Christchurch Borough, including some information relevant to the protected characteristics covered by the Equality Act. The most relevant information (supplemented by further research) has been summarised below.
  - The population of Christchurch is less diverse than the national average, with 2.4% of the population in Christchurch classed as Black Minority Ethnic (BME) compared with 14% in England and Wales.
  - There is a higher proportion of residents in Christchurch aged over 65 (29.7%), compared to 18% in England and Wales.
  - The health of people in Christchurch is generally better than the England average with life expectancy for both men and women in the Borough higher than the England average. Healthcare priorities in Christchurch include anxiety, depression and dementia care, smoking, type 2 diabetes and circulatory disease and harms caused by road traffic collisions.
  - Christchurch is ranked 259th for the multiple deprivation score out of the 356 local authority areas in England and Wales (where 1 is most deprived and 356 is least deprived). However, there is evidence of disparity between the different parts of the Borough, with some parts of the Borough in the 25% most deprived and some in the 10% least deprived areas nationally. 8.7% of Christchurch households were classified as being fuel poor in 2014 and about 12.3% of children in Christchurch live in poverty. The average gross weekly pay by residents in Christchurch (£576.60) is more than both the regional (£527) and national average (£552.70), whilst the unemployment rate in the Borough is lower than the national average.
  - Air quality in the Borough is relatively good, with no air quality management areas designated.
2. There is little baseline information available that is directly relevant to other protected characteristics including gender reassignment, marriage and civil partnership, pregnancy and maternity, religion or belief, sex or sexual orientation.

## Method of Equality Impact Assessment

3. The Christchurch Local Plan Review Options document has been reviewed to consider the likely impacts of the vision, objectives, policy options and site options on each of the nine protected characteristics from the Equality Act 2010 listed above. For each protected characteristic, consideration has been given to whether the Local Plan Review Options document is compatible or incompatible with the three main duties set out in the Equality Act 2010.
4. A colour coded scoring system has been used to show the effects that the Local Plan is likely to have on each protected characteristics, as shown in **Table 1** below.

**Table 3: EqIA Scoring System**

Score	Likely Effect
+	Positive
0	Neutral
-	Negative

## Findings for the Christchurch Local Plan Review Options Consultation

- 1.6 The findings of the equality impact assessment for the vision, strategic objectives, draft policies and areas/sites allocated in the Christchurch Local Plan Review Options document are presented in Error! Reference source not found. below. Although it does not directly affect people with particular protected characteristics, the Local Plan Review Options document has been assessed as having mostly positive or neutral effects with regards the relevant protected characteristics considered in this assessment. It is therefore considered that the Christchurch Local Plan Review Options document is generally compatible with the three main duties of the Equality Act 2010. Specific findings are set out below.

### Findings for the policies in the Christchurch Local Plan Review Options Consultation

- 1.7 Chapter 3 of the Options document sets out the strategic policies and objectives for the Borough. The Christchurch Local Plan Vision is likely to result in positive effects in relation to **Age**, due to the specific reference in the vision to supporting the elderly and retired population.
- 1.8 Draft strategic objectives 3 and 6 are likely to result in positive effects in relation to **Age** and **Disability**, as both of these relate to improving access by sustainable modes of travel, thereby increasing choice and advancing the equality opportunity for those who do not have access to a private car. This is particularly relevant to those with mobility or other impairments which may prevent them from driving.
- 1.9 Draft strategic objective 5 is likely to result in positive effects in relation to **Age**, **Disability** and **Race**, as it sets out that housing within the Borough will be provided to meet the local needs, based on the strategic housing market assessment.
- 1.10 Draft strategic objective 7 includes an aim to help communities to thrive and help people support each other. This is likely to help foster good relations between persons who share a relevant protected characteristic and those who do not share it. As such, draft strategic objective 7 is likely to result in positive effects in relation to **All of the protected characteristics**.
- 1.11 Draft Policy 3.6 sets out that live/work units shall be provided within the Borough. Such units are likely to make it easier for those with mobility issues to access employment opportunities, and as such these units are likely to advance the opportunity of equality for those who do not have access to a private car or have mobility impairments. This policy is likely to result in positive effects in relation to **Age** and **Disability**.
- 1.12 Draft Policies 3.7, 3.9, 3.10, 3.12 and 3.14 either promote a wide choice of travel modes or promote development to sustainable locations. The result of this is likely to increase accessibility to services, facilities and employment for those who may not have access to a private car, which may include younger people without driving licenses or financial resources to purchase and maintain one or people with impairments (for example due to disability or age related symptoms) that prevent them from driving or similarly being able to afford a car. As such these policies are likely to advance equality of opportunity, giving rise to positive effects in relation to **Age** and **Disability**.
- 1.13 Draft policy 4.13 provides a positive planning context for development at Portfield School. As this policy sets a positive basis for consideration of new facilities at this site in respect of green belt issues, the policy is considered likely to advance equality of opportunity for those with the relevant protected characteristic of **Disability**.
- 1.14 Draft policies 4.14, 4.16, 4.17, 4.20, 4.22 set out that residential units across the Borough will be provided to meet housing needs, in particular providing specialised residential units with facilities for the elderly or for those with disabilities. Policy 4.22 specifically refers to granny annexes, which will similarly help to provide accommodation for these population groups. The provision of appropriately designed units is likely to help advance the equality of opportunity, and for granny annexes, help to foster good relations between those who share a relevant protected characteristic and those who do not, resulting in positive effects in relation to the relevant protected characteristics of **Age** and **Disability**.

- 1.15 Draft policies 4.15, 4.18, 4.29, 4.30, 4.34, 4.35, 4.36 set out that new development will be focussed to locations which are accessible by a variety of travel options. This will help to advance the equality of opportunity for those who do not have access to a private car or have mobility impairments. As such positive effects in relation to **Age** and **Disability** are anticipated.
- 1.16 Draft policy 4.21 provides for specialised residential units for elderly persons in the Borough. Providing suitable accommodation for elderly persons will help to advance the equality of opportunity and will result in positive effects in relation to **Age**.
- 1.17 Draft policies 5.1, 5.2, 5.5, 5.9, 5.10, 5.11, 5.12, 5.13, 5.18 and 5.19 all focus development to locations which are accessible by modes of travel other than the private car. The result of this is that access to employment, services and facilities for those without a private car, or with mobility issues, is likely to be increased, advancing the equality of opportunity. As a result positive effects are likely to arise in relation to the relevant protected characteristics of **Age** and **Disability**.
- 1.18 No negative effects in relation to any of the relevant protected characteristics have been identified and therefore the Local Plan Review Options Consultation is considered likely to help improve equality in Christchurch Borough over the lifetime of the plan.

## Summary and Conclusions

- 1.19 This Equality Impact Assessment has found that the Christchurch Local Plan Review Options Consultation is likely to result in either positive or neutral effects on equality in the Borough of Christchurch, in relation to all of the relevant protected characteristics set out in the Equality Act 2010. The plan is most likely to result in positive effects for the relevant protected characteristics of age and disability, largely through the provision of appropriate housing units to meet the needs of these groups, and by helping to ensure that new development forms promote modes of travel other than the private car.
- 1.20 No negative effects in relation to equality have been identified.
- 1.21 Overall the draft plan is likely to enhance equality over its lifetime.

LUC

July 2018

**Table 4: Likely effects of the Christchurch Local Plan Review Options Consultation on the nine protected characteristics under the Equality Act 2010**

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
<b>Strategic Policies</b>									
Christchurch Local Plan Vision	+	0	0	0	0	0	0	0	0
An element of the vision is to support the significant elderly and retired population in the Borough. It is considered this may advance equality of opportunity and a positive effect is anticipated for the protected characteristic of <b>Age</b> . Effects on the other protected characteristics are anticipated to be neutral.									
<b>Strategic Objectives</b>									
Objective 1 To manage and safeguard the natural environment of Christchurch	0	0	0	0	0	0	0	0	0
Objective 1 does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Objective 2 To maintain and improve the character of the town and villages, and to create vibrant local centres	0	0	0	0	0	0	0	0	0
Objective 2 does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral									

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
effect has therefore been recorded for all protected characteristics.									
Objective 3 To adapt to the challenges of Climate Change	+	+	0	0	0	0	0	0	0
Objective 3 sets out that development will be undertaken in a sustainable pattern and in accessible locations. Improved access is likely to help those who may be affected by mobility issues and it is considered this may advance equality of opportunity. As such positive effects are anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Objective 4 To enable the mixed economy of Christchurch to grow, and to develop new employment sectors	0	0	0	0	0	0	0	0	0
Objective 4 does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Objective 5 To deliver a suitable, affordable and sustainable range of housing to provide for local needs	+	+	0	0	0	+	0	0	0



Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Objective 5 sets out that the size and type of dwellings delivered in the Borough will reflect the local need, which will provide for racial minority groups and include housing capable of meeting people's needs at all stages of life. It is therefore considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age, Disability and Race</b> .									
Objective 6 To reduce the need for people to travel and to have more travel choices	+	+	0	0	0	0	0	0	0
Objective 6 sets out that development will be located in the most accessible locations, focussed on prime transport corridors and town centres. Improved access is likely to help those who may be affected by mobility issues and as such it is considered that this may advance equality of opportunity. Positive effects are anticipated in relation to the protected characteristics of <b>Age and Disability</b> .									
Objective 7 To help our communities to thrive and help people support each other	+	+	+	+	+	+	+	+	+
Objective 7 includes an ambition to help communities thrive and help people support each other. If delivered, this is likely to help foster good relations between persons who share a relevant protected characteristic and those who do not share it. For this reason, positive effects are anticipated in relation to <b>All</b> of the <b>protected characteristics</b> .									
<b>Strategic Policy</b>									
Draft Policy 3.1 Presumption in Favour of Sustainable Development	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 3.1 sets out a presumption in favour of sustainable development. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 3.2 Settlement Hierarchy	0	0	0	0	0	0	0	0	0
Draft Policy 3.2 sets out the settlement hierarchy for the Borough. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 3.3 Green Belt	0	0	0	0	0	0	0	0	0
Draft Policy 3.3 sets out that the greenbelt will be protected. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 3.4 Housing Provision in Christchurch	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 3.4 sets out the strategy for housing provision in the Borough. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 3.5 Strategic Green Infrastructure and Heathland Mitigation	0	0	0	0	0	0	0	0	0
Draft Policy 3.5 sets out how strategic green infrastructure and heathland mitigation will be delivered over the plan period. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 3.6 Provision of Employment Land	+	+	0	0	0	0	0	0	0
Draft Policy 3.6 sets out the strategy for the provision of employment land in the Borough over the plan period. Whilst increased employment opportunities across the borough are likely to benefit all population groups, this is unlikely to make a difference to equality or inequality within the Borough. However, the policy includes specific provision of live / work units. Such units may increase work opportunities for those with mobility impairments and it is considered that this may advance equality of opportunity therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 3.7 Future Retail Provision	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 3.7 sets out the future retail provision within the Borough and specifically that retail development will be focussed to existing centres including Christchurch Centre and Highcliffe, which benefit from being easier to access than more remote areas of the Borough. This focus on accessible locations is likely to make it easier for those without access to a private car, or with mobility impairments to access retail services, therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 3.8 Town Centre Hierarchy	0	0	0	0	0	0	0	0	0
Draft Policy 3.8 sets out the Town Centre hierarchy for the Borough. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 3.9 Role of Town and District Centres	+	+	0	0	0	0	0	0	0
Draft Policy 3.9 sets out the town and district centres of the Borough will be the focus of town centre uses. Focussing such uses to these locations, which are accessible by the widest choice of travel options in the Borough, is likely to make it easier for those who do not have access to a private car, or with mobility impairments to access retail services. It is considered that this may advance equality of opportunity therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 3.10 Transport Strategy and Prime Transport Corridors	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 3.10 sets out that development will be located in the most accessible locations, focussed on prime transport corridors and town centres. Improved access is likely to help those who may be affected by mobility issues. It is considered that this may advance equality of opportunity therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 3.11 Strategic Transport Improvements	0	0	0	0	0	0	0	0	0
Draft Policy 3.11 sets out strategic transport infrastructure improvements within the Borough. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 3.12 Transport and Development	+	+	0	0	0	0	0	0	0
Draft Policy 3.12 sets out that the Council will use its planning powers to influence development so that it reduces the need to travel, promotes additional modes of travel as an option to residents of the Borough and ensures that development takes place in accessible locations. The policy specifically refers to the safe access of and movement on the transport network. Delivery of these policy aims is likely to be positive for all population groups but it is considered that specific benefits are likely for those who may not have access to a private car or have mobility issues. It is considered that this may advance equality of opportunity therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 3.13 Parking Provision	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 3.13 sets out that appropriate parking provision will be made within the borough. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 3.14 Community Facilities and Services	+	+	0	0	0	0	0	0	0
Draft Policy 3.14 specifically seeks to improve access to service and facilities for different age groups within the community and specifically sets out that facilities will be located in locations with good accessibility by a range of travel modes. Improved access is likely to help those who may be affected by mobility issues. It is considered that this may advance equality of opportunity therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b> .									
<b>Core Policies &amp; Development Management</b>									
Draft Policy 4.1 Safeguarding Biodiversity and Geodiversity	0	0	0	0	0	0	0	0	0
Draft Policy 4.1 sets out the approach to safeguarding biodiversity and geodiversity. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.2 Protection of the Dorset Heathlands	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 4.2 sets out the approach to safeguarding the Dorset Heathlands. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.3 Sustainable Development and New Development	0	0	0	0	0	0	0	0	0
Draft Policy 4.3 sets out the approach to sustainable development. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.4 Renewable energy provision for residential and non-residential developments	0	0	0	0	0	0	0	0	0
Draft Policy 4.4 sets out the approach to renewable energy provision. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.5 Sources of Renewable Energy	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 4.5 sets out the approach to renewable energy apparatus. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.6 Flood Management, Mitigation, and Defence	0	0	0	0	0	0	0	0	0
Draft Policy 4.6 sets out the approach to flood management, mitigation and defence. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.7 Waste Facilities in new development	0	0	0	0	0	0	0	0	0
Draft Policy 4.7 sets out the requirements for waste facilities in new development. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.8 Pollution and existing development	0	0	0	0	0	0	0	0	0



Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 4.8 sets out the requirements in terms of pollution and existing development. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.9 Drainage and new development	0	0	0	0	0	0	0	0	0
Draft Policy 4.9 sets out the requirements for drainage in new development. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.10 Development in the Coastal Zone	0	0	0	0	0	0	0	0	0
Draft Policy 4.10 sets out the requirements for development in the coastal zone. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.11 Replacement Buildings in the Green Belt	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 4.11 relates to replacement buildings in the green belt. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.12 Extensions to Existing Buildings in the Green Belt	0	0	0	0	0	0	0	0	0
Draft Policy 4.12 relates to extending existing buildings in the green belt. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.13 Portfield School, Hurn	0	+	0	0	0	0	0	0	0
Draft Policy 4.13 relates to Portfield School which provides for special educational needs. The Policy sets out that development on the school site can be considered as 'very special circumstances' in light of the green belt designation of the site. This policy position is considered likely to increase the opportunities for development of this school, which is likely to lead to positive effects in relation to the protected characteristic of <b>Disability</b> .									
Draft Policy 4.14 Size and type of new dwellings	+	+	0	0	0	0	0	0	0
Draft Policy 4.14 sets out that the overall size and type of dwellings will reflect current and projected needs identified in the strategic housing market assessment. The policy specifically refers to the monitoring of retirement and older persons housing in order to ensure sufficient supply / and or avoiding proliferation. In accordance with the supporting text, this will also result in the provision of other specialist housing needs. Therefore positive effects in relation									

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
to the protected characteristics of <b>Age</b> and <b>Disability</b> are anticipated.									
Draft Policy 4.15 Design, layout and density of new housing development	+	+	0	0	0	0	0	0	0
<p>Draft Policy 4.15 sets out the requirements of design, layout and density of new housing. The policy sets out that high density development will be acceptable where residents have the best access to facilities services and jobs, and further sets out such locations include those with good access to public transport, town centres and on prime transport corridors (which are to be subject to public transport enhancements). As such the location of new high density residential units will be focussed to locations with good accessibility by modes other than the private car. Delivery of these policy aims are likely to be positive for all population groups but it is considered that specific benefits are likely for those who may not have access to a private car or have mobility issues. It is considered that this may advance equality of opportunity therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b>.</p> <p>The policy also relates to designing out crime, which although is likely to help reduce discrimination, harassment and victimisation, this would benefit all community groups, rather than any with a relevant protected characteristic. As such the effect of this element of the policy is considered neutral in equality terms.</p>									
Draft Policy 4.16 Provision of affordable housing	+	+	0	0	0	0	0	0	0
<p>Draft Policy 4.16 sets out the requirements for affordable housing, and specifically sets out that 10% of the affordable housing in the Borough should be specially adapted or for supported housing. The provision of such homes is likely to advance equality of opportunity for those with particular mobility or equipment needs and as such a positive effect is anticipated in relation to the relevant protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
Draft Policy 4.17 Exception sites for the provision of affordable	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
housing									
Draft Policy 4.17 sets out the approach to affordable housing exception sites. It sets out that affordable housing provided in line with this policy will meet local housing needs. It is therefore considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 4.18 Loss of residential accommodation in Christchurch town centre	+	+	0	0	0	0	0	0	0
Draft Policy 4.18 relates to safeguarding residential accommodation in Christchurch town Centre. A key element of the policy is to retain residential accommodation in the town centre. Such accommodation is likely to benefit from good access to a range of services and facilities without reliance on the private car, thereby providing for advanced equality of opportunity for those with mobility impairments. Therefore whilst retaining such units will not make a difference to the current status, it may help to protect such persons from rising inequality of opportunity. Therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 4.19 Residential infill development criteria	0	0	0	0	0	0	0	0	0
Draft policy 4.19 relates to residential infill development. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.20 Housing and Accommodation Proposals for Vulnerable People	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
<p>Draft Policy 4.20 relates specifically to providing housing and accommodation for vulnerable people. It sets out that development of C2 use class will not be subject to affordable housing which is likely to help increase viability. The result of this is likely to be an enhanced financial climate for the provision of health and care related facilities. This is anticipated to advance the equality of opportunity in relation to the protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
<p>Draft Policy 4.21 Criteria for elderly persons accommodation</p>	+	0	0	0	0	0	0	0	0
<p>Draft Policy 4.21 sets out that elderly persons' accommodation will be permitted by urban infilling, subject to various criteria. The policy is therefore likely to result in positive effects in relation to the relevant protected characteristic of <b>Age</b>.</p>									
<p>Draft Policy 4.22 Criteria for development of 'granny annexes' on residential dwellings</p>	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 4.22 relates to the provision of granny annexes. Such annexes may be constructed for use by older persons or those requiring specialised housing needs, thereby advancing the equality of opportunity, and helping to foster good relations between persons who share a relevant protected characteristic and persons who do not share it. As such, positive effects are likely to arise in relation to the relevant protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 4.23 Agricultural Dwellings	0	0	0	0	0	0	0	0	0
Draft Policy 4.23 relates to agricultural dwellings. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.24 Valuing and Conserving our Historic Environment	0	0	0	0	0	0	0	0	0
Draft Policy 4.24 relates to the historic environment. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.25 Demolition of unlisted buildings in Conservation Areas	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 4.25 relates to demolition in conservation areas. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.26 New Development in or close to Conservation Areas	0	0	0	0	0	0	0	0	0
Draft Policy 4.26 relates to new development in or close to conservation areas. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.27 Design of New Development	0	0	0	0	0	0	0	0	0
Draft Policy 4.27 sets out the requirements of development in relation to design. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.28 Landscape Quality and Character	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 4.28 seeks to protect and safeguard landscape quality and character. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.29 Open Space, Leisure and Green Infrastructure	+	+	0	0	0	0	0	0	0
Draft Policy 4.29 sets out accessibility standards for open space provision. The delivery of these standards is likely to improve accessibility to open space for all persons, and particularly for those who may not have access to a private car or may have mobility impairments. It is therefore considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 4.30 Christchurch Employment Land Hierarchy	+	+	0	0	0	0	0	0	0
Draft Policy 4.30 sets out the employment land hierarchy within the Borough. The sites identified are either already accessible by sustainable modes of travel or are in locations where public transport opportunities will be enhanced. As such the focus of employment land to these locations is likely to increase accessibility to jobs by a wider choice of travel modes than other locations might. This is likely to improve accessibility for those who may not have access to a private car or may have mobility impairments. It is therefore considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 4.31 Alternative Uses for Employment Land Where Justified by Market Evidence	0	0	0	0	0	0	0	0	0



Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 4.31 relates to alternative land uses for employment land. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.32 Electronic Communications Network	0	0	0	0	0	0	0	0	0
Draft Policy 4.32 relates to electronic communications network development. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.33 Conversion and Re-use of Existing Buildings for Economic Development	0	0	0	0	0	0	0	0	0
Draft Policy 4.33 relates to conversion and re-use of existing buildings for economic development. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 4.34 New Economic Development and Rural Diversification	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
<p>Draft Policy 4.34 sets out that new economic development and rural diversification will be supported where (amongst other things) sites are accessible by sustainable modes other than the car and will minimise additional trips on the highway network. The policy also supports live/work spaces in rural areas. The result of this is likely to be employment sites which are accessible by a wide choice of travel modes, reducing reliance on the private car. This is likely to improve accessibility for those who may not have access to a private car or may have mobility impairments. The provision of live/work spaces is may also help to provide opportunities for those with mobility impairments to access work. It is therefore is considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
Draft Policy 4.35 Safeguarding Local Shops, Services and Facilities	+	+	0	0	0	0	0	0	0
<p>Draft Policy 4.35 relates to safeguarding Local Shops, Services and Facilities. A key element of the policy is to retain local shops, services and facilities. It is considered that the loss of these would be likely to increase reliance on the private car, thereby reducing opportunity for those with mobility impairments. Therefore whilst retaining such facilities will not make a difference to the current status, it may help to protect such persons from rising inequality of opportunity. Therefore a positive effect is anticipated in relation to the protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
Draft Policy 4.36 Tourism	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
<p>Draft Policy 4.36 sets out that new visitor attractions and accommodation should be located in sustainable locations which can be accessed by sustainable modes of transport, and that sustainable modes of transport to existing tourist attractions will be encouraged. The result of this is likely to be tourism sites which are accessible by a wide choice of travel modes, reducing reliance on the private car. This is likely to improve accessibility to tourism destinations for those who may not have access to a private car or may have mobility impairments. It is therefore considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
<b>Site Allocations and Area Based Policies</b>									
Draft Policy 5.1 Christchurch Urban Extension, Roeshot Hill	+	+	0	0	0	0	0	0	0
<p>Draft Policy 5.1 includes site allocation requirements for the Christchurch Urban Extension, Roeshot Hill. The policy requires walkable neighbourhoods and connectivity to the surrounding area by public transport. The policy requires the provision of services and facilities within the site, which will also reduce reliance on the private car. The policy sets out that local health services will be provided for in the central hub of the site. In addition the policy provides for sport and recreation through the provision of open space. It is considered that the policy is likely to result in increasing travel mode options, thereby advancing equality of opportunity for those who may not have access to a private car or those with mobility impairments. Although the provision of healthcare in the allocation site is mentioned, it is not set out if this healthcare will be targeted to a particular demographic (such as the elderly or for midwife services). As such no discernible equality effects are anticipated to arise from this. In addition the policy sets out that open space will be provided in accordance with the adopted masterplan. The masterplan includes provision for children's play, and therefore positive effects are anticipated for younger persons due to advancing the opportunity for leisure and the potential for this to foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The policy is anticipated to result in positive effects in relation to the relevant protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
Draft Policy 5.2 Housing Option - Stony Lane/Bridge Street, Christchurch	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
<p>Draft Policy 5.2 includes site allocation requirements for the Stony Lane/Bridge Street housing option. It sets out that the allocation will feature residential and town centre uses. This combination of uses is likely to increase accessibility to services and facilities by modes of travel other than the private car. It is considered that the policy is likely to result in increasing travel mode options, thereby advancing equality of opportunity for those who may not have access to a private car or those with mobility impairments. As such positive effects are anticipated in relation to the relevant protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
Draft Policy 5.3 Housing Option - Knapp Mill and Avon Trading Park, Christchurch	0	0	0	0	0	0	0	0	0
<p>Draft Policy 5.3 includes site allocation requirements for the Knapp Mill and Avon Trading Park housing option. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.</p>									
Draft Policy 5.4 Land South of Burton village	0	0	0	0	0	0	0	0	0
<p>Draft Policy 5.4 includes site allocation requirements for the Land South of Burton village housing option. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.</p>									
Draft Policy 5.5 Housing options - Burton and Winkton	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 5.5 includes site allocation requirements for Burton and Winkton. It sets out that the allocation will feature a new community centre. This is likely to provide for accessibility to nearby community services reducing reliance on the private car, thereby advancing equality of opportunity for those who may not have access to a private car or those with mobility impairments. As such positive effects are anticipated in relation to the relevant protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 5.6 Housing options - East and North of Christchurch	0	0	0	0	0	0	0	0	0
Draft Policy 5.6 includes site allocation requirements for the East and North of Christchurch housing option. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 5.7 Land East of Salisbury Road: Open Space	0	0	0	0	0	0	0	0	0
Draft Policy 5.7 safeguards Land East of Salisbury Road for green space. The provision of green space is likely to benefit all population groups and it is not considered that any changes to equality for any of the protected characteristics or main duties set out in the Equality Act 2010 will result from this. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 5.8 Cycle Routes	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 5.8 identifies cycle routes which are to be provided within the Borough. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 5.9 Christchurch Town Centre Vision	+	+	0	0	0	0	0	0	0
Draft Policy 5.9 sets out the vision for Christchurch Town Centre. It sets out that that community and health facilities in the town will be improved. Given that the town centre has good accessibility by travel modes other than the private car this policy is likely to improve access to facilities and services for those who may not have access to a private car or may have mobility impairments. It is therefore is considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 5.10 Christchurch Town Centre Boundary	+	+	0	0	0	0	0	0	0
Draft Policy 5.10 defines the Christchurch Town Centre boundary. The policy sets out that town centre uses will be focussed to locations within this boundary. Given that the town centre has good accessibility by travel modes other than the private car this policy is likely to improve access to facilities and services for those who may not have access to a private car or may have mobility impairments. It is therefore is considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 5.11 Christchurch Primary Shopping Area and Shopping Frontages	+	+	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
<p>Draft Policy 5.11 sets out that retail will be focussed in the primary shopping areas and shopping frontages. These locations benefit from good levels of accessibility by public transport, this is likely to help improve access to shops for those who may not have access to a private car or may have mobility impairments. It is therefore is considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
Draft Policy 5.12 Christchurch Town Centre Retail Allocations	+	+	0	0	0	0	0	0	0
<p>Draft Policy 5.12 sets out the retail allocations in Christchurch Town Centre. The result of this policy is likely to be that retail will be focussed to locations which benefit from good levels of accessibility by public transport, this is likely to help improve access to shops for those who may not have access to a private car or may have mobility impairments. It is therefore is considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
Draft Policy 5.13 Highcliffe District Centre	+	+	0	0	0	0	0	0	0
<p>Draft Policy 5.13 sets out the requirements of development in Highcliffe District Centre. The result of this policy is likely to be that retail and community services will be focussed to this location, which benefits from a relatively good level of accessibility by public transport. In addition the policy sets out that sustainable transport facilities will be improved. This is likely to help improve access to shops for those who may not have access to a private car or may have mobility impairments. It is therefore is considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b>.</p>									
Draft Policy 5.14 Highcliffe Shopping Frontages	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 5.14 defines the Highcliffe Shopping Frontages. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 5.15 Barrack Road Local Centre	0	0	0	0	0	0	0	0	0
Draft Policy 5.15 defines the Barrack Road Local Centre. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 5.16 Purewell Local Centre	0	0	0	0	0	0	0	0	0
Draft Policy 5.16 defines the Purewell Local Centre. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 5.17 Cemetery provision	0	0	0	0	0	0	0	0	0



Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 5.17 sets out cemetery provision to land to the east of Burton Village. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 5.18 Vision for Bournemouth Airport	+	+	0	0	0	0	0	0	0
Draft Policy 5.18 sets out the strategy for development at Bournemouth Airport. The policy sets out that public transport enhancements will be implemented to enhance access to this area. This is likely to help improve access to employment opportunities for those who may not have access to a private car or may have mobility impairments. It is therefore considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 5.19 Strategy for the Operational Airport	+	+	0	0	0	0	0	0	0
Draft Policy 5.19 sets out the strategy for the airport. In particular this sets out that the northern business parks will be the focus of employment, and also town centre services and facilities. The close proximity of these services to employment uses is likely to enhance accessibility to these for those who work but may not have access to a private car, or may have mobility impairments. It is therefore considered this may advance equality of opportunity, and positive effects are therefore anticipated for the protected characteristics of <b>Age</b> and <b>Disability</b> .									
Draft Policy 5.20 Bournemouth Operational Airport Development Zoning	0	0	0	0	0	0	0	0	0

Policy	Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Race	Religion or belief	Sex	Sexual orientation
Draft Policy 5.20 sets out various zones on the airport site. The policy wording does not include any direct or indirect references to any of the protected characteristics or main duties set out in the Equality Act 2010. A neutral effect has therefore been recorded for all protected characteristics.									
Draft Policy 5.21 Bournemouth Airport Public Safety Zones	0	0	0	0	0	0	0	0	0
Draft Policy 5.21 sets out Bournemouth Airport Public Safety Zones. Whilst the policy will help to ensure health and safety for all population groups, it is not anticipated to result in any specific elimination of harassment, advanced opportunities or foster good relations between these groups and a neutral effect has therefore been recorded in relation to all protected characteristics.									
Draft Policy 5.22 Bournemouth Airport Aerodrome Safeguarding	0	0	0	0	0	0	0	0	0
Draft Policy 5.22 relates to the operational integrity of radar associated with Bournemouth airport. Whilst the policy will help to ensure health and safety for all population groups, it is not anticipated to result in any specific elimination of harassment, advanced opportunities or foster good relations between these groups and a neutral effect has therefore been recorded in relation to all protected characteristics.									
Draft Policy 5.23 Development and Aircraft Noise	0	0	0	0	0	0	0	0	0
Draft Policy 5.23 relates to the impacts of noise on development. Whilst the policy will help to ensure appropriate noise levels are experienced by occupants of development for all population groups, it is not anticipated to result in any specific elimination of harassment, advanced opportunities or foster good relations between these groups and a neutral effect has therefore been recorded in relation to all protected characteristics.									

