Bournemouth, Christchurch and Poole and Dorset Councils

LOCAL TRANSPORT PLAN 4 INTEGRATED IMPACT ASSESSMENT

Scoping Report

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1 INTRODUCTION

1.1 BACKGROUND

1.1.1. Bournemouth, Christchurch and Poole (BCP) Council and Dorset Council are currently preparing a new Fourth Joint Local Transport Plan (LTP4) which will set out the long-term goals, strategy, and policies for improving transport over the next 10-15 years. This will replace the existing LTP3, which was agreed in 2011[1].

1.1.2. The LTP4 is currently being developed to identify the transport policies and interventions that will be required to help realise this economic potential, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits.

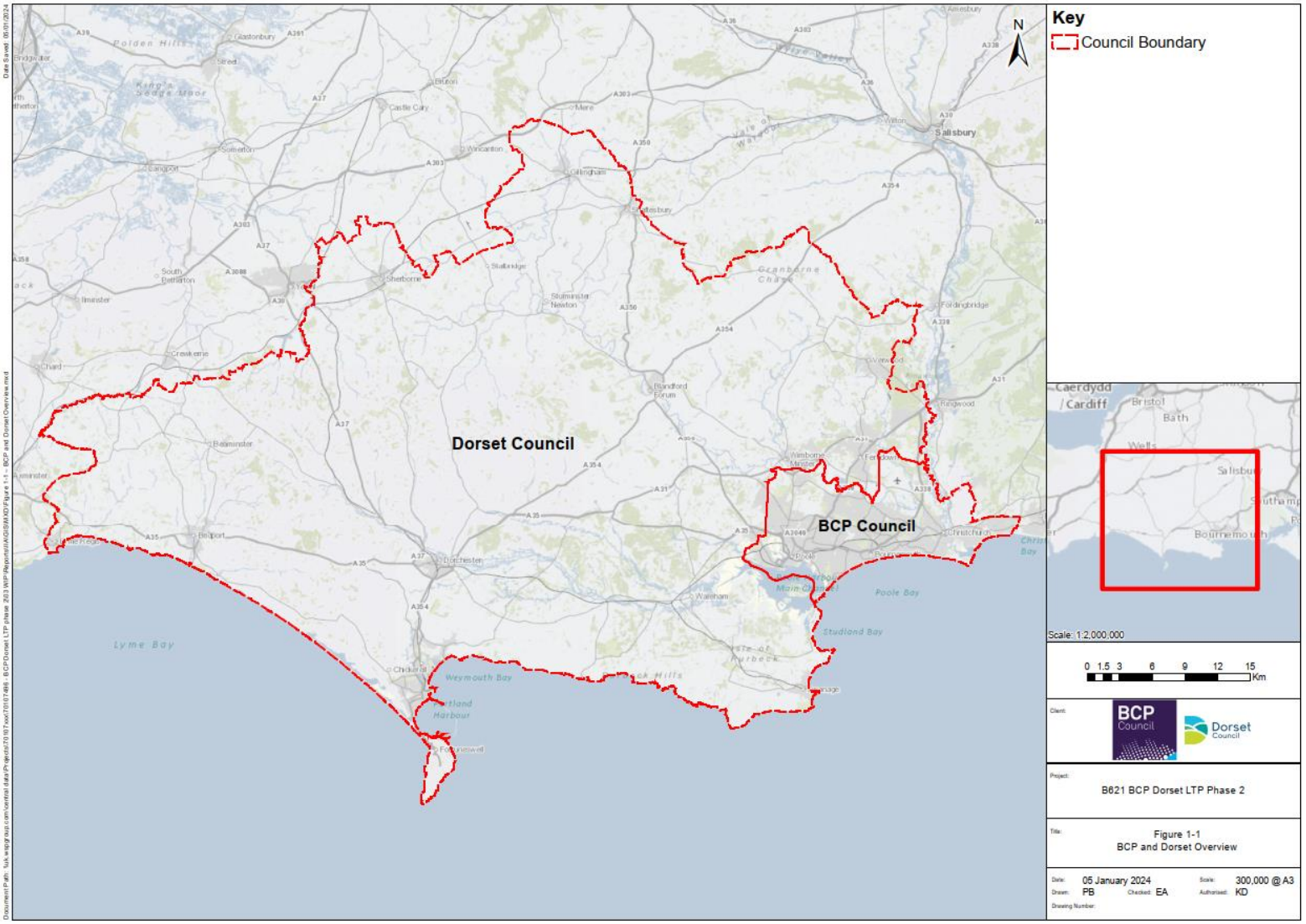
1.1.3. The need for decarbonisation and the closure of the emissions gap is a key emerging theme of LTP4. This theme is not only pivotal for limiting the impacts of climate change and improving environmental quality, but also is a key factor for alignment with national policy drivers.

1.1.4. Dorset is a large, predominantly rural county covering 2,491km^2 and varies greatly in size from urban BCP which is 161km^2. BCP is situated to the east of Dorset and is encircled by Dorset. Dorset is located within the South West of England, bordered by Hampshire to the east, Wiltshire and Somerset to the north, and Devon to the west.

1.1.5. **Figure 1-1** sets out BCP and Dorset's boundary.

[1] Local Transport Plan 3 - Dorset Council

Figure 1-1 - LTP Plan Area



1.2 LOCAL TRANSPORT PLANS

1.2.1. The UK Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone'[2] introduced the concept of Local Transport Plans to steer the development of national transport policies at the local level. The Transport Act 2000[3] (now amended by the Local Transport Act 2008) then made it a statutory requirement for local transport authorities outside of London to produce LTPs having regard to UK Government policies and guidance on the environment.

1.2.2. The Local Transport Act 2008 gives local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option of setting different timespans for strategy and implementation. The Act requires local authorities to consider UK Government policies and guidance 'with respect to mitigation of, or adaptation to, climate change or otherwise with respect to the protection or improvement of the environment; and therefore, how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.

1.2.3. Alongside the LTP Guidance, additional technical guidance on LTP Quantifiable Carbon Reduction (QCR) is also being drafted by DfT. This guidance is intended to assist Local Transport Authorities (LTAs) in developing more evidence-based decisions on local transport interventions required using the quantitative assessment of the carbon impacts at the strategic planning stage of scheme development.

1.2.4. LTPs will likely need to reflect and respond to the challenges set out below and set their own vision which can contribute to delivering interventions which can help to tackle:

- Climate and Environmental challenges – the Government's commitment to Net Zero;[5]
- Growth of the Economy - the Government's commitment to Levelling Up[6] and Sustainable Growth for housing and jobs;
- The emergence of new technologies – innovation within transport (EV and new fuels), managing transport and networks (demand management, data, and engagement) and digitally connected;
- Emerging and new Government Policy and planning best practice – new LTPs are likely to have to align strongly with spatial planning, place making and deliver better quality of life; and
- National trends at a local level. Aging population, social inequalities, health inequalities, enhance and protect the environment and work within the constraints of local and national land use/destinations.

[2] Department for Transport, A new deal for transport: better for everyone - White Paper, 1998. Available online at: https://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/previous/anewdealfortransportbetterfo5695

[3] Transport Act 2000. Available online at: https://www.legislation.gov.uk/ukpga/2000/38/introduction

1.3 PURPOSE OF THE REPORT

1.3.1. WSP has been appointed by BCP and Dorset (BCP&D) Councils to assist with undertaking an Integrated Impact Assessment (IIA) that incorporates the requirements of a Strategic Environmental Assessment (SEA) of the LTP4, see Section 3.2 of this Report for more information. The IIA will ensure that sustainability considerations are fundamental to the LTP.

1.3.2. This report sets out the first stage of the IIA process, known as scoping. The purpose of this stage is to define the scope of the IIA by:

- Identifying likely options for the delivery of the Local Transport Plan (**Section 2**);
- Presenting the methodology and framework for undertaking the IIA (**Section 3**);
- Reviewing current relevant legislation, plans and programmes baseline (**Section 4**);
- Establishing the current and future environmental, social and economic baseline for the area (the future baseline representing the likely evolution of the current baseline without the LTP) (**Section 5**);
- Identifying key issues and opportunities for the LTP (**Section 5**);
- Identifying sustainability objectives to inform an overall framework for appraisal of options (**Section 6**); and
- Setting out next steps (**Section 7**).

2 THE TRANSPORT PLAN

2.1 BACKGROUND

2.1.1. The UK Government has declared a climate emergency and became the first major economy in the world to pass laws committing to end its contribution to global warming by 2050 through the Climate Change Act 2008[4]. The Act was updated in 2019 to commit to zero emissions by 2045.

2.1.2. In line with the National agenda and urgent need to take climate action, both BCP Council and Dorset Council declared climate emergencies in 2019. BCP Council have made a commitment to become a carbon neutral council by 2030, and Dorset Council have pledged to be net zero by 2040.

2.1.3. Transport is currently the largest emitting sector of greenhouse gas (GHG) emissions, producing 24% of the UK's total emissions in 2020[5]. To address the contribution of transport to carbon emissions, the UK Government has committed to a ban on new petrol and diesel vehicle sales by 2035[6]. The modal shift to active and sustainable transport is predicted to significantly reduce these emissions and car kilometres both nationally and locally.

2.2 EMERGING VISION AND OBJECTIVES

2.2.1. The draft Vision Statement for LTP4 reads as follows:

"By 2040, our travel will be transformed through innovation and digital connectivity, creating greater accessibility, better travel choices and making transport inclusive for all living, working and visiting BCP and Dorset. Our transport networks will level-up our urban and rural communities, achieve carbon neutrality and protect our unique local environment."

2.2.2. To achieve this Vision Statement the LTP4 aims to follow the visions and themes outlined below:

- Objective 1: Achieve a transport system which safeguards the local environment and actively reduces carbon emissions to achieve Net Zero by 2050.
- Objective 2: Develop a transport networking that promotes and builds active lifestyles to improve physical and mental health and wellbeing.
- Objective 3: Create prosperous places that support sustainable economic growth.
- Objective 4: Improving personal safety across every aspect of our transport system.
- Objective 5: Create a resilient and well-maintained transport network, which is fit for purpose.
- Objective 6: Create a transport network that provides equitable access for all.

[4] HM Government (2008) Climate Change Act. Available online at: Climate Change Act 2008 (legislation.gov.uk)
[5] Department for Transport (2022) Transport and environment statistics 2022. Available online at: Transport and environment statistics 2022 - GOV.UK (www.gov.uk)
[6] HM Government (2021) Net Zero Strategy: Build Back Greener. Available online at: Net Zero Strategy: Build Back Greener - GOV.UK (www.gov.uk)

3 APPROACH TO IIA

3.1 INTRODUCTION

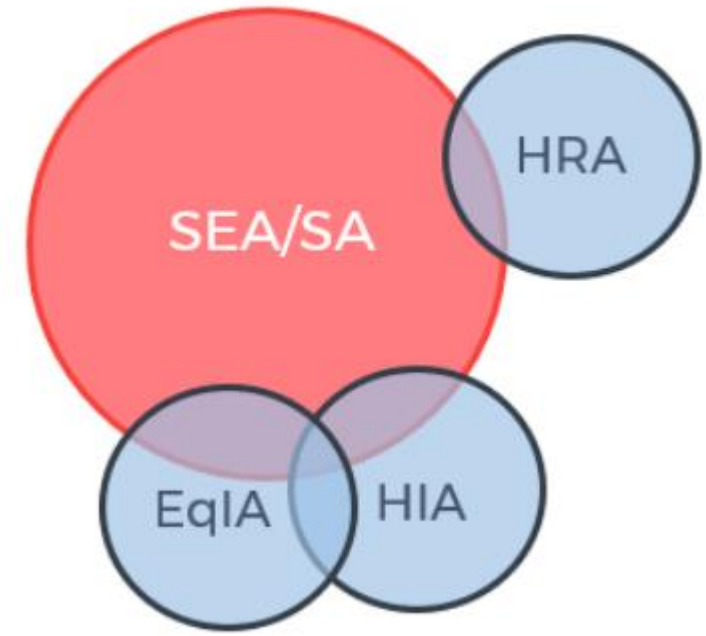
3.1.1. Sustainability Appraisal is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.

3.1.2. For the assessment of the LPT4 an IIA approach has been proposed. This process brings together multiple assessments into one streamline process. The assessments included as part of the IIA are as follows:

- Sustainability Appraisal (SA);
- Health Impact Assessment (HIA);
- Equality Impact Assessment (EqIA); and
- Habitat Regulations Assessment (HRA).

3.1.3. An integrated assessment approach enables synergies and cross-cutting impacts to be identified. A single process can improve efficiencies in the assessment itself, as many of the issues covered in the different forms of assessment overlap. This is demonstrated in **Figure 3-1** below.

Figure 3-1 - IIA and Component Processes



3.2 IIA REGULATORY REQUIREMENTS

3.2.1. Strategic Environmental Assessment (SEA) and SA are processes that is carried out during the preparation of local transport plans and spatial development strategies. Their role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

3.2.2. SEA is enacted in law through the 'Environmental Assessment of Plans and Programmes Regulations' (known as the SEA Regulations)[7].

3.2.3. SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projected listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[8].

3.2.4. SEA only considers the environmental effects of a plan whilst SA also considers a plan's wider economic and social effects. Therefore, for the assessment of the LTP a SA approach will be applied – this is the main driver of the assessment process. It is obligatory that SAs meet all of the requirements of the SEA Regulations.

3.3 KEY STAGES

3.3.1. The key stages of the IIA process as follows:

- **Stage A:** Setting the context and objectives, establishing the baseline and deciding on scope **(this stage)**;
- **Stage B:** Developing and refining strategic alternatives and assessing their effects;
- **Stage C:** Preparing the Environmental Report (and EqIA, HIA and HRA);
- **Stage D:** Consulting on the draft plan or programme and the Environmental Report and prepare a Post Adoption Statement (PAS); and
- **Stage E:** Monitoring the significant effects of implementing the plan or programme on the environment.

[7] The Environmental Assessment of Plans and Programmes (Amendment) Regulations 2020, https://www.legislation.gov.uk/uksi/2020/1531/made
[8] Town and Country Planning (Environmental Impact Assessment) Regulations, 2017 https://www.legislation.gov.uk/uksi/2017/571/contents/made

3.4 IIA COMPONENT ASSESSMENT

Health Impact Assessment

3.4.1. HIA is a process to identify the likely health effects of plans, policies or developments and to implement measures to avoid negative impacts and promote opportunities to maximise the benefits. There is no formally adopted methodology for HIA although there is a body of practice and guidance at a policy level. Assessment of health can be undertaken as a discrete process within an HIA and can also be embedded within environmental assessments.

3.4.2. HIA is not a statutory requirement of the Local Transport Plan preparation process. However, Planning Practice Guidance states that '*Local planning authorities should ensure that health and wellbeing and health infrastructure are considered in local, and neighbourhood plans and in planning decision making*'.

3.4.3. HIAs can be done at any stage in the development process but are best done at the earliest stage possible.

Equalities Impact Assessment

3.4.4. The Equality Act 2010[9] includes a public-sector equality duty that requires public organisations and those delivering public functions to: show due regard to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations between communities.

3.4.5. The EqIA process focuses on assessing and recording the likely equality effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following nine Personal Protected Characteristics:

- Age;
- Disability;
- Gender;
- Gender Reassignment;
- Marriage and Civil Partnership;
- Pregnancy and Maternity;
- Race;
- Religion or Belief; and
- Sexual Orientation.

[9] HM Government (2010) Equality Act, [online] available at: Equality Act 2010 (legislation.gov.uk)

Habitats Regulations Assessment

3.4.6. Under Article 6(3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations[10] , an assessment (referred to as an HRA) needs to be undertaken in respect of any plan or project which:

- Either alone or in conjunction with other plans or projects would be likely to have a significant effect on a site designated within the Natura 2000 network – these are Special Areas of Conservation (SACs), candidate SACs (cSACs), and Special Protection Areas (SPAs). In addition, Ramsar sites (wetlands of international important), potential SPAs (pSPAs) and in England possible SACs (pSACs), are considered in this process as a matter of law or UK Government policy. [These sites are collectively termed 'European sites' in Habitats Regulations Assessment (HRA)]; and
- Is not directly connected with, or necessary to, the management of the site.

3.4.7. There are a number of SACs, SPA and Ramsar sites located within the BCP&D Council area which could be affected by the LTP. These have been detailed in **Section 5.6 – Biodiversity**.

3.4.8. Guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive:

- Stage 1: Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant;
- Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site;
- Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site; and
- Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the Natura 2000 network.

3.4.9. The first stage of the Habitats Regulations Assessment (screening) will be undertaken as the LTP4 develops. Stages 2 to 4 will be progressed when sufficient information is available to undertake them. The HRA screening will enable consideration of LTP4 regarding likely significant effects on European sites, as required by the legislation.

[10] HM Government (2017), The Conservation of Habitats and Species Regulations 2017, [online] available at: The Conservation of Habitats and Species Regulations 2017 (legislation.gov.uk)

4 POLICY CONTEXT

4.1.1. Economic, social and environmental objectives relevant to the LTP4 in international, national, regional and local governance have been reviewed to help establish the scope of the IIA.

4.1.2. Regulation 12(3), Schedule 2, Information for Environmental Reports of the SEA Regulations requires information on the following:

- An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes (Schedule 2, Paragraph 1); and
- The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation (Schedule 2, Paragraph 5).

4.1.3. The purpose of the review is to ensure the IIA complies with legislation and governance. The process entails identifying and reviewing environmental protection objectives that are directly relevant to both the LTP4 and IIA.

4.1.4. The scoping task of identifying related legislation, policies and plans cannot yield an exhaustive or definitive list. The review has therefore been focussed to ensure only policies that are current and of direct relevance to the LTP4 and sustainability are included.

4.1.5. A detailed outline of the policy documents, objectives and targets reviewed is set out in Appendix A. **Table 4-1** below outlines the key messages of the review. The review provides the context for the IIA and helps to inform the IIA Framework of objectives (**Section 6**), which will guide the subsequent appraisal process.

Table 4-1 - Key Messages from Policy Review

IIA Topic	Key Messages from Review
Population and Equalities	▪ Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport. ▪ The Plan should provide regional infrastructure that drives productivity, supports economic prosperity and sustainable public services. ▪ The delivery of new developments should not be of detriment to the interests of existing communities. ▪ Projects and proposals should help to improve social value by providing opportunity, addressing inequality, tackling the climate crisis and improving life chances. ▪ There is a need to: • Reduce inequalities in care (both physical and mental) across and within communities that cause disparities; • Ensure fair and equal access to services and support irrespective of race, religion, sex, age, sexual orientation, disability, gender reassignment, marriage and civil partnership or pregnancy/maternity; • Plan for an ageing population with complex needs, which will require inputs from all parts of the health and social case system; and • Ensure that there are appropriate facilities for people with disabilities and the elderly.

IIA Topic	Key Messages from Review
Human Health	▪ Good placemaking is linked to a wider set of positive social, economic and environmental outcomes; ▪ Twenty-minute neighbourhoods can provide an effective way to create healthy and active communities whilst improving equality, inclusion and help tackle climate change; ▪ Regular physical activity provides a range of physical and mental health and social benefits. ▪ Access to the natural and historic environment can have positive impacts on mental and physical wellbeing. ▪ There is a need to: • Promote healthy standards of living; • Prioritise walking, cycling and use of public transport; and • Enhance accessibility to key community facilities, services and jobs for all.
Economy and Employment	▪ The National Planning Policy Framework (NPPF) states that planning policies should recognise and address the specific locational requirements of different sectors, which includes making provision for clusters or networks of knowledge and data-driven, high technology industries in suitably accessible locations; ▪ Working with businesses and infrastructure owners is necessary to develop proposals that meet the needs of the freight and logistics sector; and ▪ Continued investment in the transport infrastructure is an essential part of post-pandemic economic recovery. ▪ There is a need to: • Promote a low carbon, green economy; • Create the conditions for growth; • Provide conditions for a thriving education sector; • Support the sustainable growth and expansion of businesses; and • Deliver increased economic growth and decreased emissions.
Community Safety	▪ Safety is an important consideration for road users owing to the significant impact of serious and fatal accidents. ▪ There is a need to: • Continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do; • Work towards the vision that no road user should be killed or seriously injured on the roads of BCP and Dorset; and • Reduce transport related crime and the fear of crime, as well as encourage reporting.
Biodiversity and Natural Capital	▪ Requirement for new developments to minimise adverse impacts on biodiversity and provide net gains in biodiversity where possible. ▪ There is a need to: • Identify opportunities for green infrastructure (GI) provision, recognising the multiple functions that GI provides to the area and linking into regional and national GI networks;

IIA Topic	Key Messages from Review
	• Protect and enhance biodiversity, including designated sites, priority species, habitats and ecological networks; • Minimise the impact on biodiversity and ensure net gain wherever possible; • Maintain and enhance ecosystems and their services; and • Improve the long-term sustainability of ecological and physical processes that underpin the functioning of ecosystems.
Landscape and Townscape	▪ The delivery of new developments should not have adverse impacts on the quality of the natural and built environment. ▪ There is a need to: • Conserve and enhance the quality and distinctiveness of natural landscapes and seascapes, including National Landscapes and National Parks, in ways that allow them to continue to evolve; • Conserve and enhance the quality and distinctiveness of historic assets and townscapes; and • Provide greater access to greenspace, to help reconnect people to nature.
Historic Environment	▪ The delivery of new developments should not have adverse impacts to the historic environment. ▪ There is a need to: • Conserve and enhance the significance and setting of internationally, nationally and locally designated cultural and historical assets as well as those which are undesignated; • Enhance the beauty of the natural scenery and improving its environmental value while being sensitive to considerations of its heritage; • Encourage access to and engagement with the historic environment; and • Ensure that transport development adjacent, or in close proximity to the local conservation areas, designated assets, archaeological remains or listed buildings, respects their character and context, and does not detract from the quality of the built environment.
Water Environment	▪ Water resources in the region are under increasing pressure from a rapidly growing population, climate change and environmental needs; ▪ Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest flood risk; ▪ Any ‘essential infrastructure’ proposed to be located in Flood Zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood; ▪ There is a need to: • Protect and enhance surface and groundwater quality and ensure that water quality is improved or maintained where possible; • Avoid development in areas prone to flooding; and • Ensure that infrastructure is resilient to the impact of climate change and sea level rise.
Air Quality	▪ Air pollution increases the risks of diseases such as asthma, respiratory and heart disease, particularly for those who are more vulnerable such as the very young and the elderly or those with existing health conditions;

IIA Topic	Key Messages from Review
	▪ The impacts of poor air quality are not distributed evenly across the population; and ▪ Additional opportunities to improve air quality or mitigate impacts should be identified, such as GI provision and enhancement. ▪ There is a need to: • Ensure that air quality is maintained (through net maintenance) or enhanced and that emissions of air pollutants are kept to a minimum; and • Encourage active and sustainable travel options that use clean energy will help reduce air pollution.
Climate Change and Greenhouse Gases	▪ Take all possible action to mitigate climate change, while adapting to reduce its impact; and ▪ Avoid increased vulnerability to the range of impacts arising from climate change. ▪ There is a need to: • Reduce emissions of greenhouse gases that may cause climate change; • Increase energy efficiency and move towards a low carbon economy; • Ensure that infrastructure is resilient to the impacts of climate change; and • Support the transition to electric vehicles (EV), especially in light of the ban on new petrol and diesel vehicles in the UK by 2035, by scaling up the EV charging infrastructure.
Noise	▪ Development must be undertaken in accordance with statutory requirements for noise; and ▪ There is a need to promote good health and a good quality of life through the effective management of noise within the context of UK Government policy on sustainable development.
Material Assets	▪ The delivery of new developments should not have adverse impacts on soils, land stability, or resources. ▪ There is a need to: • Facilitate the sustainable supply and use of minerals and minimise impacts on soil quality, considering any mitigation measures proposed; • Maintain and enhance geodiversity through the management of sites, areas and wider landscapes; and • Consider land stability in respect of new development; and encourage a circular economy.

5 BASELINE, ISSUES AND OPPORTUNITIES

5.1 INTRODUCTION

5.1.1. This section sets out the key baseline information for each of the IIA topics, as well as anticipated future trends without the implementation of the LTP4. It also identifies key issues and opportunities for sustainability in relation to LTP4, which have been used to develop an appraisal framework in **Section 6**.

5.2 POPULATION AND EQUALITIES

Summary of Current Baseline

5.2.1. BCP&D have a total population of approximately 400,300 people and 379,600 people respectively (a combined population of 779,900)[11]. The population of BCP has increased by 5.7% between 2011 and 2021[12], compared to a 4.0% increase in Dorset over the same period[13].

5.2.2. The highest proportion of people in BCP are aged between 20-24 years, making up 6.7% of the total population[11]. Conversely, the 70-74 years age group has the highest proportion of people in Dorset, comprising 8.0% of the total population. The percentage of those in BCP&D aged 65 and over exceed the national average of 18.4% at 21.6% and 29.6% respectively. Spatially, residents aged 65 and over tend to live away from major population centres in BCP and are more concentrated around the rural parts of Dorset.

5.2.3. BCP has a high population density of 2,470 people per square kilometre (km^2), with contrast to Dorset at 152 people per km[11]. The population density in BCP is significantly higher than the regional and national population density averages of 239 people per km^2, and 434 people per km^2 respectively. Dorset has a lower population density than both averages. However, approximately 68% of the population of Dorset live within rural areas, contrasting with only 6% in BCP. **Figure B-1** in **Appendix B** shows the population density across the county.

5.2.4. **Table 5-1** below shows the split of population by place type. It shows that the majority of the population (77%) live in urban areas, followed by rural villages, hamlets and isolated dwellings (14%).

[11] Office for National Statistics Population and household estimates, England and Wales: Census 2021. Available online at: Population and household estimates, England and Wales: Census 2021 - Office for National Statistics (ons.gov.uk)
[12] Bournemouth, Christchurch and Poole population change, Census 2021 – ONS
[13] Dorset population change, Census 2021 – ONS

Table 5-1 – Population by Place Type[14]

Place Type	Population (by place type)	Population %
Urban	525,704	77%
Rural Town and Fringe	43,616	9%
Rural Village, Hamlet and Isolated Dwelling	90,982	14%

5.2.5. Within BCP, approximately 51.2% of the population are female and 48.8% are male, which is comparable with the national average of 51.0% and 49.0% respectively[11]. Dorset has a slightly higher proportion of females at 51.4% and a slightly lower proportion of males at 48.6%.

5.2.6. According to 2021 Census data[15], 91.4% of the population of BCP are White, 3.3% identified themselves as Asian, 2,8% as Mixed or Multiple ethnic groups, 1.4% as 'Other', and 1.0% as Black. The diversity in BCP may owe to 15% of the population being comprised of non-UK born residents[16]. The ethnic make-up of Dorset is much less diverse, with 97.1% identified as White, 1.2% as Mixed or Multiple ethnic groups, 1.1% as Asian, 0.4% as 'Other', and 0.3% as Black.

5.2.7. The majority of residents in BCP are Christian (46.8%), followed by no religion (42.2%), Muslim (1.7%), Other (0.7%), Hindu (0.7%), Buddhist (0.5%), Jewish (0.4%), and Sikh (0.1%)[17]. However, 6.9% of people did not answer the Census question about religious belief. Identifying as Christian is also the most common religion in Dorset, at a higher rate of 51.6%.. This is followed by no religion (40.1%), Other (0.6%), Muslim (0.4%), Buddhist (0.4%) and Jewish (0.1%).

5.2.8. Looking at the Indices of Multiple Deprivation (IMD) in 2019[18], the BCP&D area contains neighbourhoods ranging from 10% most deprived to 10% least deprived, see **Figure B-2** in **Appendix B**.

5.2.9. BCP was ranked 166th out of 326 Local Authority Districts (LADs) in 2019 (1 being the most deprived and 326 the least deprived), with 137 Lower Super Output Areas (LSOAs) in the most 10% deprived

[14] WSP, BCP and Dorset Local Transport Plan Quantified Carbon Reductions Study, 2023
[15] Office for National Statistics. Ethnic group, England and Wales: Census 2021. Available online at: Ethnic group, England and Wales - Office for National Statistics (ons.gov.uk)
[16] BCP Council, Statistics, data and census. International migration. Available online at: Demography and migration | BCP (bcpcouncil.gov.uk)
[17] Office for National Statistics, Religion, England and Wales: Census 2021. Available online at: Religion, England and Wales - Office for National Statistics (ons.gov.uk)
[18] Ministry of Housing, Communities and Local Government, Indices of Multiple Deprivation 2019. Available online at: English indices of deprivation 2019 - GOV.UK (www.gov.uk)

nationally. These most deprived areas are particularly concentrated in Turlin Moor, Alderney, Turbary Common and West Howe, Boscombe and Somerford[19].

5.2.10. Dorset was ranked 197th out of 326 LADs in 2019 (1 being the most deprived and 326 the least deprived), with 150 LSOAs in the most 10% deprived nationally. The most deprived areas in Dorset are largely located in the urban areas, in particular Weymouth and Portland, but 66 of Dorset neighbourhoods could also be considered deprived in terms of barriers to housing and essential services[20], reflecting rurality and distance from services.

Future Baseline

5.2.11. Population projections by the Office for National Statistics suggest that, by 2050, the 65 and over population will be 24.7% of England's total population. By 2032, it is anticipated that more people will be living on their own, making up 40% of all households nationally. The number of over 85s living alone is expected to more than double to 1.4 million nationally in which social isolation could become a more prevalent issue. This may be further exacerbated in Dorset by the number of people living rurally.

5.2.12. This could become a significant issue across the region and may be further exacerbated by the number of people living rurally in Dorset, particularly in combination with the ageing demographic. Higher age groups can have particularly complex transport and accessibility requirements.

5.2.13. In 2016, 14% of the working age population in the UK were from an ethnic minority background[21]. This is increasing, with the proportion expected to rise to 21% by 2051. The working population across the region is likely to become increasingly diverse, particularly in BCP, as indicated by this national trend.

5.2.14. High rates of overall deprivation create a unique set of challenges for transport. There are multiple factors that can contribute to this distribution including a lack of service provision, limited accessibility and opportunity, and poor digital connectivity.

5.2.15. Population growth is likely to continue to increase in BCP and Dorset. Implementing the plan would provide opportunities for the dispersion of population growth through providing infrastructure and improving access to wider areas of BCP&D with lower population growth. This will also help to support community cohesion and reduce isolation, particularly amongst the elderly and those living rurally.

[19] Public Health Dorset (2022) Bournemouth, Christchurch and Poole Council (BCP) JSNA Summary. Available online at: JSNA Narrative Template (publichealthdorset.org.uk)
[20] Dorset Council (2022) State of Dorset 2021 – Deprivation. Available online at: Deprivation Reports - Dorset Council
[21] The Kings Fund (2012) Demography: Future Trends. Available online at: https://www.kingsfund.org.uk/projects/timethink-differently/trends-demography

Issues and Opportunities

5.2.16. The following issues and opportunities have been identified in **Table 5-2** below.

Table 5-2 – Issues and Opportunities for Population and Equalities

Key Issues & Opportunities	Considerations for the LTP4
▪ Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender. ▪ The rural nature of large parts of Dorset could pose significant challenges in providing good services for all residents. There will, therefore, be a need for increased access to transport. ▪ The population of BCP&D is predicted to increase in number resulting in a change in the age profile. ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction. ▪ With an increasing ageing population in Dorset in particular, there is likely to be additional strain on the area's services and infrastructure; this is likely to be exacerbated with a higher-than-average number of people living in rural areas. ▪ The change in working habits has also affected traditional 5/2-day shift patterns for public transport with one in 10 local bus services in the UK cancelled in 2022[22].	▪ There are opportunities to improve access to rural areas through transport services, digital services and bring services to people. ▪ There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families. ▪ The LTP4 should seek opportunities to improve connectivity in the rural areas of Dorset.

[22] The Guardian (2033) Almost one in 10 local bus services axed over last year in Great Britain. Available online at: https://www.theguardian.com/uk-news/2023/jan/24/almost-one-10-local-bus-services-axed-last-year-great-britain?utm_source=substack&utm_medium=email

5.3 HUMAN HEALTH

Summary of Current Baseline

5.3.1. The average life expectancy (at birth) across both BCP[23] and Dorset[24] is higher than the national average (79.6 years for males and 83.2 for females) for both males and females at 80.2 years and 83.8 years respectively.

5.3.2. The percentage of physically active adults is consistent across BCP and Dorset. Levels above the national average of 66.3% are recorded, at 70.7%. The percentage of adults who are classified as overweight or obese in both BCP&D is similar to but lower than the national average (62%) at 61.0%.

5.3.3. Obesity in BCP is higher than the regional average of 61.0%, but slightly lower than the national average of 62%, with 61.9% of adults (18+) classified as overweight or obese[23]. This rate is comparable in Dorset at 61.7%[24].

5.3.4. In Year 6 children across BCP, 16.3% are classified as obese, better than the national average and regional average of 20.2% and 16.5% respectively[23]. This prevalence of obesity is much lower in Dorset, at 14.9%[24]. These levels are more than likely higher in BCP as more children reside in urban areas where takeaways are more concentrated, compared to the predominantly rural character of Dorset.

5.3.5. Public Health England describe the health of people across BCP&D as varied compared with the England average. This is reflected in the IMD 2019[18], where BCP is ranked 140th out of 317 LADs nationally (where a rank of 1 is the most deprived and 317 is the least deprived). Dorset was ranked 191st and is therefore less deprived than BCP in the health domain. **Figure B-3** in **Appendix B** shows health deprivation across BCP and Dorset.

5.3.6. Poor air quality is a significant public health issue and there is clear evidence that particulate matter has a significant contributory role in mortality. Each year in the UK between 28,000 and 36,000 deaths a year are attributed to long-term exposure to poor air quality[25]. Air pollution can also be linked to cardiovascular disease, diabetes and dementia. Sufferers of chronic respiratory diseases such as chronic obstructive pulmonary disease (COPD) and asthma are especially vulnerable to the effects of air pollutants. Air pollution has also been shown to have an increased health impact on those in lower socio-economic groups.

5.3.7. There are two Air Quality Management Areas (AQMAs) located in BCP (specifically, in Poole) and two AQMAs in Dorset (see **Section 5.9** for more details) that identify areas of higher air pollution that may affect health, particularly in the vicinity of AQMAs.

[23] Bournemouth, Christchurch and Poole Local Authority Health Profile 2019. Available online at: E06000058 (phe.org.uk)
[24] Dorset Local Authority Health Profile 2019. Available online at: E06000059 (phe.org.uk)
[25] Gov.uk, Public Health England publishes air pollution evidence review, 2019. Available online at: https://www.gov.uk/government/news/public-health-england-publishes-air-pollution-evidence-review

5.3.8. BCP has a higher mortality rate from COPD at 35.1 people per 100,000 when compared to the regional average of 32.2 people per 100,000, but lower than the national average of 39.8 people per 100,000[26]. Conversely, Dorset has a lower mortality rate from COPD at 24.7 people per 100,000.

5.3.9. Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. Loneliness can have a huge impact on the wellbeing of many people particularly older people, those with disabilities and new and expectant mothers. It can often result in unhappiness, lowering of self-confidence and ability to reach out for help.

5.3.10. According to Age UK, the majority of the people aged 65 and over in BCP are within very low and low risk areas for loneliness[27]. However, within BCP areas such as Kinson South, Strouden Park, Grange, and Poole Town have very high risk of loneliness. The majority of the people aged 65 and over in Dorset are also within very low and low risk areas for loneliness with the exception of areas such as Lodbourne, Gillingham Town, Shaftesbury, Stour Valley, Portman, Blandford, Bridport, Wool, Wareham, Swanage, Stour, Wimborne Minster, The Cross and Potterne, and Ferndown experiencing a very high risk of loneliness. In general, urban areas, such as the densely populated neighbourhoods of BCP and the large towns of Dorset, have higher levels of loneliness.

5.3.11. The proportion of people within BCP&D who are disabled under the equality act (day-to-day activities limited a lot) is significantly lower than the national average (17.7%)[28]. In BCP, 7.3% of the population are disabled under the equality act, with 6.5% considered disabled in Dorset.

Future Baseline

5.3.12. The ageing population across BCP&D is expected to continue to grow in the future, which may cause strain on the transport industry due to rising inequalities in in access to healthcare, community facilities and other services.

5.3.13. A population with a larger proportion of older people will likely result in an increase in the number of people in BCP&D with physical and sensory impairments which could result in a greater demand for access to health and social care services.

5.3.14. The anticipated population growth and the increasing affordability and convenience of car travel is likely to result in an increase in the number of private vehicles on the roads. This could have subsequent cumulative effects on air quality, noise pollution and public health if current trends continue.

[26] Public Health England, Inhale - Interactive Health Atlas of Lung conditions in England 2019. Available online at: Respiratory disease - OHID (phe.org.uk)
[27] Age UK (2016). Risk of Loneliness. Available online at: https://www.ageuk.org.uk/our-impact/policy-research/loneliness-research-and-resources/loneliness-maps/
[28] Office for National Statistics, Disability England and Wales: Census 2021. Available online at: https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021

5.3.15. The rising cost of living, or the 'cost-of-living crisis', is also predicted to impact those with pre-existing mental health problems, as they are among those at greatest risk[29]. It is well documented that recessions increase social inequalities, which are drivers of poor mental health[30].

5.3.16. Reduced levels of physical activity is a growing issue nationally, with fewer people reporting that they are achieving the level of activity recommended by the NHS. Effective transport planning can play a role in encouraging active transport choices (e.g., walking and cycling) as well as improve accessibility to sports and recreation facilities. Continued traffic growth without adequate provision for pedestrian and cyclists' facilities is unsustainable.

5.3.17. Air pollution has been linked to diabetes and dementia – both chronic illnesses in the UK are expected to rise in future. Increased mortality and morbidity amongst diabetics is associated with increased nitrogen dioxide concentrations with long term exposure to traffic borne air pollution positively correlating with incidence of type two diabetes and increased mortality among diabetics[31]. Addressing poor air quality within BCP&D is an important element of their respective climate emergency declaration.

5.3.18. In 2023, the government enacted the Levelling Up and Regeneration Act[32], setting out a broad approach to rebalancing the UK economy and addressing significant regional inequalities that restrict people, places, and prosperity. The Levelling Up and Regeneration Act has the potential to reduce inequalities, improving health outcomes. Working towards becoming a Marmot Community could help to reduce health inequalities across BCP&D both now and in the future, in order to achieve six common goals as set out in Professor Sir Michael Marmot's original report from 2010[33]:

1. Give every child the best start in life
2. Enable all children, young people and adults to maximise their capabilities and have control over their lives
3. Create fair employment and good work for all
4. Ensure healthy standard of living for all
5. Create and develop healthy and sustainable places and communities
6. Strengthen the role and impact of ill-health prevention

5.3.19. Without the LTP4, it is likely that health issues across BCP&DC will continue to persist. The plan would allow for BCP&D to improve access to community services, greenspaces and sports/

[29] Mental Health Foundation (2023) Mental Health and the Cost-of-Living Crisis: Another pandemic in the making? Available at: https://www.mentalhealth.org.uk/our-work/policy-and-advocacy/mental-health-and-cost-of-living-crisis-report
[30] Wahlbeck, K. & McDaid, D. (2012), 'Actions to alleviate the mental health impact of the economic crisis', World Psychiatry Available at: https://doi.org/10.1002/j.2051-5545.2012.tb00114.x
[31] Committee on the Medical Effects of Air Pollutants (COMEAP), The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom, 2010. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/304641/COMEAP_mortality_effects_of_long_term_exposure.pdf
[32] Legislation.gov.uk (2023) Levelling Up and Regeneration Act 2023. Available online at: Levelling-up and Regeneration Act 2023 (legislation.gov.uk)
[33] Fair Society, Healthy Lives, 'The Marmot Review', 2008 [online] available at: https://www.instituteofhealthequity.org/resources-reports/fair-society-healthy-lives-the-marmot-review

recreational facilities to the areas where access to health and community services is poor. This will also help to support community cohesion and reduce isolation and levels of loneliness.

Issues and Opportunities

5.3.20. The following issues and opportunities have been identified in **Table 5-3** below.

Table 5-3 – Issues and Opportunities for Human Health

Key Issues & Opportunities	Considerations for the LTP4
▪ The population of the area is ageing; older people may not have access to appropriate forms of private transport to access healthcare, community, and social care facilities. ▪ There are high levels of physical inactivity and obesity across BCP and Dorset. ▪ Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. ▪ There are higher levels of loneliness in rural areas than urban areas. ▪ Addressing poor air quality within BCP&D is an important element of their respective climate emergency declaration.	▪ The transport plan should maximise opportunities to enhance walking and cycling routes and encourage the use of active travel. This will help to improve both access and levels of physical activity. ▪ The transport plan should improve access to natural and historic places such as parks and gardens. ▪ There will be an ongoing need to provide inclusive services in order to meet the needs of older residents. ▪ There will be a need to improve public transport users' confidence in returning to public transport post-COVID. ▪ Transport must become accessible and affordable for all that live and work in the region to reduce inequalities and impacts of the rising cost of living. ▪ Health funding could help deliver active transport initiatives. ▪ There were 3.5 million disabled people in work in 2017, with the Government aiming to increase this to 4.5 million by 2027. By helping more disabled people into work, this will enable people to reach their potential and to achieve economic independence.

5.4 ECONOMY AND EMPLOYMENT

Summary of Current Baseline

5.4.1. In 2021, 63.1% of the population of BCP were of working age (between 16-64 years) which is slightly higher than both the regional and national averages of 62.5% and 62.9% respectively[11]. In contrast, Dorset has a lower working age population than the regional and national averages at 56.3%.

5.4.2. BCP has a relatively high number of jobs compared to its size. Job density[34] within BCP is recorded as 0.89 which is higher than the regional average of 0.87 and the national average of 0.85[35]. Dorset has an equivalent job density to the regional average at 0.87[36]. The job density in BCP make it an attractive prospect for the residents of Dorset, with commuting daily and frequently for work. The majority of BCP residents both live and work within BCP, whereas the residents of Dorset are far more likely to commute, by car, into BCP for work.

5.4.3. BCP has an economic inactivity of 19.1%, compared to 19% in the South West and 21.2% in the UK. The main reason for economic inactivity is being a student (27%). Economic inactivity is marginally lower in Dorset, at 18.4%, and is mainly attributed to a high number of people in retirement (27.1%).

5.4.4. As of 2023, there are 18,180 active businesses in BCP and 20,430 in Dorset, cumulatively comprising 13.9% of businesses in the South West region[37]. **Table 5-4** shows BCP and Dorset's key economic sectors compared to regional and national averages. Human health and social work activities is the largest economic sector in BCP, with a higher employment rate than both the regional and national averages. Wholesale and retail trade; repair of motor vehicles and motorcycles is the largest economic sector in Dorset.

Table 5-4 – Employment by Economic Sector in BCP and Dorset[3536]

Industry	BCP (%)	Dorset (%)	South West (%)	England (%)
B : Mining And Quarrying	0.0	0.1	0.1	0.2
C : Manufacturing	7.0	10.9	8.6	7.6
D : Electricity, Gas, Steam And Air Conditioning Supply	0.3	0.1	0.4	0.4

[34] The ratio of total jobs to population aged 16-64.
[35] Nomis Local Labour Statistics. Available online at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)
[36] Nomis Local Labour Statistics. Available online at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)
[37] Office for National Statistics, UK business: activity, size and location. Available online at: UK business: activity, size and location - Office for National Statistics (ons.gov.uk)

Industry	BCP (%)	Dorset (%)	South West (%)	England (%)
E : Water Supply; Sewerage, Waste Management And Remediation Activities	0.5	1.0	1.0	0.7
F : Construction	4.9	6.1	5.5	4.9
G : Wholesale And Retail Trade; Repair Of Motor Vehicles And Motorcycles	14.1	13.6	13.7	14.0
H : Transportation And Storage	3.2	2.4	4.3	5.0
I : Accommodation And Food Service Activities	9.7	12.2	9.9	8.0
J : Information And Communication	3.2	2.0	3.3	4.6
K : Financial And Insurance Activities	7.0	0.9	2.8	3.3
L : Real Estate Activities	1.9	2.0	1.8	1.9
M : Professional, Scientific And Technical Activities	6.5	9.5	8.4	9.1
N : Administrative And Support Service Activities	6.5	4.8	7.1	9.0
O : Public Administration And Defence; Compulsory Social Security	2.7	4.8	4.4	4.7
P : Education	8.6	10.2	9.4	8.6
Q : Human Health And Social Work Activities	18.4	12.9	14.5	13.5
R : Arts, Entertainment And Recreation	3.2	3.4	2.8	2.4
S : Other Service Activities	1.9	2.7	1.9	2.0

5.4.5. BCP has a strong asset base, with a growing 5G and digital capacity, an international airport and significant UK passenger and freight port capabilities[38]. BCP has an important role with the Dorset Local Enterprise Partnership (LEP), and benefits from connections into the South West. By the end

[38] BCP Council, BCP Futures – Economic Development Strategy (EDS) for Bournemouth, Christchurch and Poole. 2021-2026. Available online at: Appendix 1 24112021 Cabinet.pdf (bcpcouncil.gov.uk)

of 2024, Dorset council in partnership with BCP council and the Dorset LEP aim to have established a dialogue with government for a county deal for the whole of Dorset to enhance and drive economic development and the skills agenda, attracting additional government funding into Dorset[39].

5.4.6. The visitor sector contributes £1.3bn to the BCP economy each year[40], and £1.05bn to the Dorset economy annually[41]. In 2021, this created 12,141 tourism jobs in BCP, and 25,936 tourism jobs in Dorset in 2019. In terms of gross value added (GVA), £417m in GVA was contributed to the local economy in BCP in 2021, and £703m generated in GVA in Dorset. This continues to develop as a major growth sector bringing both economic benefits and reputational advantages. Major tourist attractions across the region include:

- Jurassic Coast World Heritage site
- Lyme Regis Regatta and Carnival
- Portland Castle
- Durdle Door
- Bournemouth Air Festival
- Bournemouth Aviation Museum
- Christchurch Castle and Norman House
- Poole Seafood Festival
- Poole Harbour

Future Baseline

5.4.7. The rising population in BCP&D is accelerating the need for the delivery of additional housing, services and infrastructure. Growth in jobs is also anticipated in order to close the gap between increases in population and the need for employment. There is a need for improving accessibility to these jobs and training opportunities.

5.4.8. During and since the COVID-19 pandemic homeworking has been encouraged for those who are able, leading to a short-term reduction in travel demand. This trend will likely continue as employers look to maintain flexible working conditions in future. In addition, peak periods for traffic congestion are likely to change with less people commuting for work. Public transport will need to adapt to these altered working and lifestyle patterns and encourage more passengers.

5.4.9. Without the implementation of the LTP4, the future trends are anticipated to continue. The plan presents an opportunity to provide increased investment into BCP and Dorset's transport network, improving access to employment opportunities. Additionally, the plan provides opportunities to develop the transport network to reflect the changes to travel behaviours.

[39] Dorset Council, Driving economic prosperity delivery plan. Available online at: Driving economic prosperity delivery plan - Dorset Council
[40] Bournemouth, Christchurch and Poole: Working together to deliver a great destination, Tourism Strategy: 2023 – 2027. Available online at: FINAL BCP Report (bcpcouncil.gov.uk)
[41] Visit Dorset Business Support Hub, Tourism research for Dorset & SW England, How Tourism Benefits The Dorset Economy Infographic (2019) - minus Poole and Bournemouth statistics. Available online at: 2019 Infographic-The Economic Impact of Rural Dorset's Visitor Economy P (simpleviewinc.com)

Issues and Opportunities

5.4.10. The following issues and opportunities have been identified in **Table 5-5** below.

Table 5-5 – Issues and Opportunities for Economy and Employment

Key Issues & Opportunities	Considerations for the LTP4
▪ If employment remains more concentrated in urban centres, this could put increased pressure on transport systems as commuting distances increase. ▪ Dorset has a lower working age population than the average and there are high levels of economic inactivity. ▪ The main reason for economic inactivity in BCP is being a student, compared to retired in Dorset, providing a unique set of challenges.	▪ BCP&D are in prime locations for new and existing businesses; however, Dorset is currently not as well connected as BCP to other parts of the UK, especially by rail. Therefore, the LTP4 provides an opportunity to improve these connectivity gaps. ▪ There is the potential to improve connectivity between business which will help to improve access to the skills pool as well supporting improvements in productivity. ▪ There is potential to improve transport systems to reduce strains and community distances to urban centres. ▪ There is potential to promote heritage-led regeneration, supporting the vitality and viability of town centres, promoting access to the historic environment and sustainable tourism. ▪ The impact of factors such as Brexit, COVID-19, new vehicle and energy technologies, disruptive digital technologies, changing working patterns and preferences and extreme climactic events will play a part in determining the types of transport investment which will most benefit the economy.

5.5 COMMUNITY SAFETY

Summary of Current Baseline

5.5.1. On average across BCP, 36.4 people (per 100,000 resident population) are killed or seriously injured (KSI) on the region's roads each year, lower than the regional average (39.8 people per 100,000 resident population) and the national average (42.6 people per 100,000 resident population)[23]. This rate is significantly worse in Dorset, at 53.4 people (per 100,000 resident population)[24]. Each day an average of six people are injured while using BCP and Dorset's roads[42].

5.5.2. According to the Department for Transport (DfT), in 2022, 75% of fatalities and 62% of casualties of all severities in Great Britain were male[43]. In addition, 25% of fatalities and 29% of casualties were aged 17 to 29 years old and 23% of fatalities and 7% of casualties were aged 70 years old and over.

5.5.3. During the same time period, 46% of fatalities on Great Britain's roads were car occupants, 22% were pedestrians, 21% were motorcyclists and 5% were pedal cyclists[44].

5.5.4. In 2022, serious accidents were more densely populated in Bournemouth, Christchurch, Ferndown, Dorchester and Weymouth. Accidents are most commonly associated with the A354, A31, A35 and A338[44].

5.5.5. The South West is the third safest region in England. The overall crime rate in the South West in 2022 was 61 crimes per 1,000 people, and the most common crimes were violence and sexual offences, which happened to roughly every 28 out of 1,000 residents[45].

5.5.6. Bournemouth's average crime rate is higher than the regional average, at approximately 91 crimes per 1,000 people, 51% higher than the Dorset rate of 60 crimes per 1,000 people[46]. The crime rate in Poole is similar to Dorset, at 62 crimes per 1,000 people[47]. Christchurch has the lowest crime rate in the region, at 44 crimes per 1,000 people[48].

5.5.7. With regards to crime deprivation, levels of deprivation are varied across BCP and Dorset. BCP has the highest crime deprivation levels, ranking 153rd out of 317 local authorities within the UK (an indicator of 1st being the most deprived neighbourhood, and 317 being the least deprived neighbourhood)[18]. Dorset ranks 272nd out of 317 local authorities within the UK. These are shown in **Figure B-4** in **Appendix B**.

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[42] Dorset Council, Dorset Strategic Road Safety Partnership Strategy 2021 – 2030. Available online at: Dorset Strategic Road Safety Partnership Strategy 2021 - 2030 - Dorset Council

[43] DfT, Reported road casualties Great Britain, provisional results: 2022, May 2023 [online] available at: https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2022/reported-road-casualties-great-britain-provisional-results-2022

[44] Dorset Traffic Collision Map, 2022 [online] available at: https://www.google.com/maps/d/viewer?mid=1D3myfT_NvOq6_EvkOZ-cAxGpAPeqAcw&femb=1&ll=50.726193047375006%2C-1.8592537344614901&z=13

[45] CrimeRate. South West Crime Statistics. Available online at: South West Crime Safety Statistics | CrimeRate

[46] CrimeRate. Bournemouth Crime Statistics. Available online at: Bournemouth Crime and Safety Statistics | CrimeRate

[47] CrimeRate. Poole Crime Statistics. Available online at: Poole, Dorset Crime and Safety Statistics | CrimeRate

[48] CrimeRate. Christchurch Crime Statistics. Available online at: Christchurch, Dorset Crime and Safety Statistics | CrimeRate

5.5.8. In 2021/22, the number of reported sexual offences committed on public transport in the UK decreased by 7.3% from 2019/20 (52.3% of these assaults were against females). The number of drug offences increased by 8.7% to 3,114 in 2021/22 (93% of these being possession of controlled drug)[49].

Future Baseline

5.5.9. The number of people killed or seriously injured on the roads is lower than the England average in BCP, but higher than the England average in Dorset. As the population increases, there are expected to be a greater number of vehicles on the roads, which could result in an increase in the number of accidents.

5.5.10. National Highways has set a target to reduce the number of people KSI on the strategic road network by at least 50% by the end of 2025 against the 2005-2009 baseline, with a clear long-term goal to bring the number of people killed or injured on the network as close as possible to zero by 2040[50].

5.5.11. The Office for Rail and Road's annual assessment in 2020 reported that this target was met, with an estimated 95% of travel on roads rated at least 3-star in 2019[51]. This could help contribute to a reduction in serious road accidents in BCP and Dorset.

5.5.12. Good progress has been made to improve road safety in BCP and Dorset. The Dorset Strategic Road Safety Partnership (DSRSP) has a clear aim and commitment to eradicate preventable deaths and serious injuries on Dorset's roads[42]. The first DSRSP Strategy set a target of a 4% year on year reduction in KSIs by 2020[52]. This target was exceeded, and a 32% reduction was achieved, and the DSRSP now has a vision of zero KSIs by 2050.

5.5.13. Trends around road safety across BCP&D are anticipated to continue without the LTP4. The new LTP4 presents opportunities to further improve safety on BCP and Dorset's roads.

[49] British Transport Police, Statistical Bulletin 2021/22. Available online at: stats_bulletin_2021_2022.pdf (btp.police.uk)
[50] Highways England (2020) Highways England Delivery Plan 2020-2025. Available online at: https://assets.publishing.service.gov.uk/media/5f3e8f9fe90e072ec4834242/5-year_Delivery_Plan_2020-2025_FINAL.pdf
[51] Office of Rail and Road (2020) Annual Assessment of Highways England End of Road Period 1 2015-2020. Available online at: https://www.orr.gov.uk/sites/default/files/om/ORR-Annual-Assessment-of-Highways-England-End-of-Road-Period-1-DIGITAL.pdf
[52] Against the baseline average for 2005-09.

Issues and Opportunities

5.5.14. The following issues and opportunities have been identified in **Table 5-6** below.

Table 5-6 – Issues and Opportunities for Community Safety

Key Issues & Opportunities	Considerations for the LTP4
▪ Crime on public transport in the UK is on the rise, particularly with regards to sexual assault, violent crimes and disruption. ▪ As the population within BCP&D increases there are expected to be a greater number of vehicles on the area's roads, which may result in an increase in the number of accidents and those KSI on roads. ▪ There are areas across the region which have high levels of crime deprivation. ▪ Children in the most deprived neighbourhoods are nearly three times more likely to be KSI as a pedestrian compared to non-deprived neighbourhoods[53]. ▪ There are opportunities to increase the safety of active transport modes such as cycling and walking. ▪ Vulnerable road uses such as cyclist and pedestrians are more likely to be casualties.	▪ There are opportunities for LTP4 proposals to include designing out crime principles, particularly in those areas with high crime rates and crime deprivation. ▪ There is a need to engage with communities and encourage the reporting of crimes as well as ensuring safety for all transport users. ▪ LTP4 should seek opportunities to increase the safety of active transport modes such as cycling and walking. ▪ The plan should support the implementation of the Road Safety Strategy and a Safe Systems approach. ▪ There are also opportunities to improve safety on public transport across the region, especially for women. ▪ LTP4 will need to ensure improvements to transport networks, including improving lighting, to ensure safety on networks.

[53] Centre for Transport Studies, Road Safety Research Briefing 1: Children and Traffic: Those in deprived areas still at disproportionate risk. Available online at: https://www.ucl.ac.uk/transport/sites/transport/files/deprivation-and-road-safety-children.pdf

5.6 BIODIVERSITY & NATURAL CAPITAL

Summary of Current Baseline

5.6.1. There are a large range of nationally and locally designated sites[54] within the region of BCP&D including:

- 141 Sites of Special Scientific Interest (SSSI);
- 9 Marine Conservation Zones;
- 1,365 Sites of Nature Conservation Interest (SNCI)
- 11 National Nature Reserves (NNR); and
- 51 Local Nature Reserves (LNR).

5.6.2. In addition to these there are numerous internationally designated sites within BCP and Dorset, outlined below in **Table 5-7**. For example, Chesil Beach and the Fleet is of international geomorphologic importance and is the largest example of a lagoonal habitat in England[55], and Poole Harbour is the best and largest example in the UK of a bar-built estuary with lagoon characteristics[56].

Table 5-7 – International Designations in BCP and Dorset

Ramsar	Special Area of Conservation (SAC)	Special Protection Areas (SPA)
▪ Avon Valley ▪ Chesil Beach and the Fleet ▪ Dorset Heathlands ▪ Poole Harbour	▪ Bracket's Coppice ▪ Cerne & Sydling Downs ▪ Chesil and the Fleet ▪ Crookhill Brick Pit ▪ Dorset Heaths (Purbeck & Wareham) & Studland Dunes ▪ Dorset Heaths ▪ Fontmell & Melbury Downs ▪ Holnest ▪ Isle of Portland to Studland Cliffs ▪ Lyme Bay and Torbay ▪ River Avon ▪ River Axe ▪ Rocksmoor ▪ Sidmouth to West Bay ▪ St. Albans Head to Durlston Head ▪ Studland to Portland ▪ West Dorset Alder Woods	▪ Avon Valley ▪ Chesil Beach and the Fleet ▪ Dorset Heathlands ▪ Poole Harbour ▪ Solent and Dorset Coast

5.6.3. All designated sites are shown on **Figure B-5** in **Appendix B**.

5.6.4. There are 56 habitats recognised as being of 'principal importance' for the conservation of biological diversity in England under section 41 of the Natural Environment and Rural Community (NERC) Act

[54] Natural England, Designated Sites View. Available online at: Site list (naturalengland.org.uk)
[55] Natural England, Chesil Beach and The Fleet SPA. Available online at: Designated Sites View (naturalengland.org.uk)
[56] Ramsar Sites Information Service, Poole Harbour. Available online at: Poole Harbour | Ramsar Sites Information Service

2006[57]. Priority habitats are a focus for conservation action in England. These habitats include (but are not limited to) coastal saltmarsh, coastal sand dunes, intertidal mudflats, saline lagoons, lowland calcareous grassland, lowland heathland, reedbeds, and lowland mixed deciduous woodland. The region's coastal habitats are particularly important, but it also contains some areas of ancient and semi-natural woodland, which are a valuable resource. As well as providing ecologically rich habitats for wildlife, woodlands play an important role in flood amelioration, soil conservation, carbon storage and climate regulation, recreation and tourism. Additionally, irreplaceable habitats are a focus for conservation, including ancient woodland, ancient and veteran trees, blanket bog, limestone pavements, coastal sand dunes, spartina saltmarsh swards, mediterranean saltmarsh scrub, and lowland fens[58].

5.6.5. The UK National Ecosystem Assessment (UK NEA)[59] revealed that the loss, fragmentation and deterioration of natural habitats in the UK since the 1940s has caused a decline in the provision of many ecosystem services. **Table 5-8** shows BCP and Dorset's species richness data according to the Natural Environment Valuation Online (NEVO) tool[60]. Dorset has the highest species richness with 80 out of the 100 priority species chosen by the Joint Nature Conservation Committee (JNCC), and Bournemouth has the least at 28.

Table 5-8 – Species Richness in BCP and Dorset[60]

Species	Bournemouth	Christchurch	Poole	Dorset
Plants	11 / 38	16 / 38	15 / 38	28 / 38
Invertebrates	7 / 25	8 / 25	10 / 25	22 / 25
Birds	6 / 17	9 / 17	8 / 17	14 / 17
Mammals	3 / 14	7 / 14	6 / 14	13 / 14
Lichen	0 / 5	0 / 5	0 / 5	2 / 5
Herptiles	1 / 1	1 / 1	1 / 1	1 / 1
Total	**28 / 100**	**41 / 100**	**40 / 100**	**80 / 100**

[57] Natural Environment and Rural Community 2006. Available online at: https://www.legislation.gov.uk/ukpga/2006/16/contents
[58] UK Government (2024) Irreplaceable Habitats. Available at: https://www.gov.uk/guidance/irreplaceable-habitats#what-irreplaceable-habitats-are
[59] UK National Ecosystem Assessment (2011) The UK National Ecosystem Assessment Technical Report. UNEP-WCMC, Cambridge.
[60] University of Exeter, NEVO. Available online at: https://www.exeter.ac.uk/research/leep/research/nevo/

5.6.6. The NEVO tool also indicates that out of the 250.4k ha comprising Dorset, 73% of the land cover is agriculture. Due to the high cover of agricultural land, food provision is an important ecosystem service within Dorset. In addition to primary agricultural products, farmland can help prevent soil erosion, support flood risk through surface water storage and runoff attenuation and sequester carbon. Conversely, BCP has over 50% urban land cover, with urban land conversion attributable to reduced local species richness and abundance[61].

5.6.7. Natural capital is a key theme in the Government's 25-year Environment Plan: A Green Future[62]. The UK's natural capital accounts[63] show that approximately 20-25 million tonnes of carbon have been sequestered by vegetation in the UK each year between 2007 and 2015, whilst around 1.5 million tonnes of air pollutants have been removed each year. This equates to a monetary value of approximately £1.5 billion for carbon sequestration and £1 billion for pollution removal in 2015. In 2020, air pollution accounted for £2.4 billion of regulating services and led to an estimated 2,001 deaths being avoided and prevented 49,126 life years being lost[64]. Natural capital therefore has a mitigating effect on the emissions of carbon and air pollutants associated with transport.

Future Baseline

5.6.8. The 2023 State of Nature Report[65] highlights the general decrease in biodiversity in the UK. Since 1970, species abundance has decreased by 193% and species distribution has decreased by 135%. Of the 8,431 species that have been assessed using the International Union for Conservation of Nature (IUCN) Regional Red List criteria, 16.15% are currently threatened with extinction from Great Britain and 2% are already extinct. A rising population and associated need for development may cause further loss, fragmentation and degradation of habitats, causing a further decline in biodiversity.

5.6.9. The picture in BCP&D is broadly similar, with declines in species abundance, distribution, and loss of local wildlife sites. In Dorset, around 1 in 40 land and freshwater species recorded in the past are now thought to be extinct[66].

5.6.10. Development of greenbelt land in particular is likely to encourage less sustainable travel methods (i.e. use of the private car), given these areas are likely to have limited existing transport

[61] Li, G. *et al.* (2022) 'Global impacts of future urban expansion on terrestrial vertebrate diversity', *Nature Communications*, 13(1). doi:10.1038/s41467-022-29324-2.

[62] A Green Future: Our 25 Year Plan to Improve the Environment (2018) Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

[63] Office for National Statistics (2019) UK natural capital accounts: Estimates of the financial and societal value of natural resources to people in the UK.

[64] Office for National Statistics (2023) UK natural capital accounts: 2022. Available online at: UK natural capital accounts - Office for National Statistics (ons.gov.uk)

[65] NBN (2023) State of Nature Report. Available online at: https://stateofnature.org.uk/wp-content/uploads/2023/09/TP25999-State-of-Nature-main-report_2023_FULL-DOC-v12.pdf

[66] Dorset Wildlife Trust (2023) Landmark State of Nature Report shows wildlife's devastating decline. Available online at: Landmark State of Nature Report shows wildlife's devastating decline | Dorset Wildlife Trust

infrastructure available. This may have knock-on effects on habitats sensitive to air quality and disturbance.

5.6.11. Climate change presents another threat to ecosystem services and biodiversity. Current IPCC[67] predictions for temperature increases are expected to be 2°C by the middle of the 21st century. This increase in temperature is expected to lead to increases in flooding events and northward colonisation of species in the UK. In order to preserve biodiversity and natural habitats, soft engineering and nature-based solutions will need to be used over traditional hard engineering.

5.6.12. The Environment Act 2021[68] specifies a mandatory 10% increase in biodiversity net gain (BNG) for new developments. This will apply from January 2024 for developments[69] that fall under the Town and Country Planning Act 1990[70], and from 2025 for Nationally Significant Infrastructure Projects (NSIPs). Biodiversity on development sites will need to be preserved, with additional mitigation put in to increase biodiversity. This increase in biodiversity may be provided on site enhancement, or through off-site compensation. As part of this, counties are required to undertake Local Nature Recovery Strategies (LNRS). Strategies must agree priorities for recovery and identify the most valuable existing areas for nature, as well as areas which could become of particular importance, or where the recovery or enhancement of biodiversity could make a particular contribution to other environmental benefits. Dorset Council, alongside supporting authorities Natural England and BCP Council, is currently producing its LNRS.

5.6.13. An increase in the number of private vehicles on the roads and associated increases in noise pollution, air pollution, and contaminated surface water run-off, could restrict the ability of existing roadside habitats (including trees) to reduce these impacts. Even with the transition towards electric vehicles, particulate emissions are predicted to be problematic into the future due to the impacts of non-exhaust emissions.

5.6.14. However, there is also an increasing trend amongst governments and businesses to be “Future Ready”, which includes addressing issues surrounding biodiversity, resource use, and climate change. Investing in natural capital and delivering resilient nature-based solutions is an effective way of addressing these issues simultaneously. As such, the multiple benefits that arise from taking a natural capital approach significantly contribute to sustainable development, often at lower cost than more conventional infrastructure[71].

5.6.15. There are opportunities that will help to conserve and enhance biodiversity and natural capital, and which would be expected to continue without the LTP4. However, there is potential that without the LTP4 some sites and habitats could be threatened by development of infrastructure in inappropriate

[67] IPCC (2022) Climate Change 2022: Impacts, Adaptation and Vulnerability. Available at: https://www.ipcc.ch/report/ar6/wg2/
[68] Environment Act (2021). Available at: https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted
[69] Unless exempt. The law will apply to small developments from April 2024.
[70] Town and Country Planning Act 1990 (legislation.gov.uk)
[71] IPBES (2019) Summary for policymakers of the global assessment report on biodiversity and ecosystem services of the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services. Available online at: https://ipbes.net/global-assessment

locations. The LTP4 may also provide opportunities to increase biodiversity and natural capital assets including implementing green infrastructure (GI) along transport corridors.

Issues and Opportunities

5.6.16. The following issues and opportunities have been identified in **Table 5-9** below.

Table 5-9 – Issues and Opportunities for Biodiversity & Natural Capital

Key Issues & Opportunities	Considerations for the LTP4
▪ There are a wide range of statutory local, national and international sites designated for nature conservation across BCP and Dorset, which may be affected by increased transport infrastructure development. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development. ▪ New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. ▪ New transport routes will need to be carefully planned so that they avoid development next to or across water courses where possible. ▪ Given that ecosystem services are the benefits that nature provides to people, areas of high (potential) provision are often the green and blue spaces close to centres of population, as well as connecting habitats that link these with more remote designated habitats and landscapes.	▪ LTP4 presents opportunities to be strategic in the enhancement of biodiversity at the landscape scale through the use of GI and biophilic design. These can be combined with priorities for wider ecosystems services benefits to deliver landscape wide environment gain for biodiversity and people. ▪ The LTP4 present opportunities to achieve biodiversity net gain (BNG) through the development of its policies and schemes. ▪ There is scope to encourage the redevelopment of existing assets as well as build new, to focus development away from areas of high biodiversity and ecosystem service provision, and to enhance the quality of the transport 'soft estate' alongside existing and new transport corridors in order to improve habitat connectivity. ▪ Enhancing the quality of transport 'soft estate' can also help improve the resilience of the transport network to future climate change, for example by reducing flood risk and providing shading and cooling benefits. ▪ Human health and quality of life can be improved by taking a natural capital approach to LTP4. ▪ Views of vegetation from other modes of transport (e.g. along roads and railways) can also enhance mental wellbeing, for example by reducing stress levels. ▪ There is scope to encourage the redevelopment of existing assets as well as build new, to focus development away from areas of high biodiversity and ecosystem service provision, and to enhance the quality of the transport 'soft estate' alongside existing and new transport corridors in order to improve habitat connectivity. ▪ There is potential for the LTP to reduce levels of pollution, including noise, air and light, minimising habitat and species disturbance.

5.7 LANDSCAPE & TOWNSCAPE

Summary of Current Baseline

5.7.1. Green Belt land is designated with the aim to prevent urban sprawl by keeping land permanently open. The South East Dorset Green Belt was first designated in 1980 as part of the adoption of the South East Dorset Structure Plan[72]. The Green Belt extends over 30,000 ha, with 80% located in the Dorset Council area, and 20% located in the BCP Council area, restricting development to heavily developed areas in the region.

5.7.2. An Area of Outstanding Natural Beauty (AONB), now referred to as a National Landscape, is a designated landscape whose distinctive character and natural beauty are deemed precious enough to be safeguarded in the national interest. There are two National Landscapes in BCP and Dorset: Dorset National Landscape and a large section of the Cranborne Chase and West Wiltshire Downs National Landscape. These are shown in **Figure B-6** in **Appendix B**.

5.7.3. In 2019 Cranborne Chase became the first National Landscape in the country to be designated in its entirety as an International Dark-Sky Reserve. With only 21 International Dark Sky Reserves in the world, it is one of the best places in the country for stargazing. Dark Sky Reserves are areas that are minimally affected by Artificial Light at Night. This not only makes the starry sky more visible, but has additional benefits for wildlife and human health.

5.7.4. BCP&D fall within a number of Natural England's National Character Areas (NCAs)[73]. These are defined in **Table 5-10** below. **Figure B-7** in **Appendix B** shows the boundaries of these NCAs.

5.7.5. The coastline makes up part of the Jurassic Coast UNESCO World Heritage Site, which stretches for 95 miles between Old Harry Rocks at Studland Bay in Dorset to Exmouth in East Devon. The coastline was granted UNESCO status for its outstanding geology which reveals 185 million years of Earth's history making it one of the world's richest heritage sites for prehistoric remains. It makes an important contribution to the areas' seascape character.

Table 5-10 – National Character Areas (NCAs) in BCP and Dorset[73]

NCA	Description
131: New Forest	Plateau, averaging around 80–100 m above sea level, of Palaeogenic deposits, which are exposed along the coast as internationally recognised fossil fauna, and overlain by Quaternary gravels in river terraces which retain evidence of prehistoric settlement. The gravels produce the acid soils which support the habitats and species designated under Natura 2000; it is one of the most important and extensive habitats of this type in lowland Europe.

[72] Dorset Council Local Plan, Green Belt Background Paper. Available online at: 1a7588bc-933a-aee1-8acc-27119f5fbada (dorsetcouncil.gov.uk)
[73] Natural England (2014) Corporate report: National Character Area profiles. Available online at: https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles

NCA	Description
133: Blackmore Vale and Vale of Wardour	Steeped in a long history of pastoral agriculture, is characterised by hedged fields with an abundance of hedgerow trees, many of them veteran. This is productive pastureland that is often waterlogged; it is crossed by streams and several rivers.
134: Dorset Downs and Cranborne Chase	Characterised by large, open fields of pasture and arable, punctuated by blocks of woodland all draped over the undulating chalk topography. Features one of the densest assemblages of prehistoric sites and monuments in Europe, with areas such as the South Dorset Ridgeway revealing some 8,000 years of human activity.
135: Dorset Heaths	Contains part of the larger Dorset Natural Landscape as well as a major conurbation – the second largest in south- west England – consisting of the contiguous settlements of Poole, Bournemouth and Christchurch. Historically the area was dominated by extensive blocks of heathland (the Egdon Heath of Thomas Hardy's novels) separated by river valleys and also by the two natural harbours of Poole and Christchurch.
136: South Purbeck	Compact but highly diverse landscape whose principal geological strata are expressed in distinct landscapes: the steep Purbeck chalk ridge, gently undulating Corfe and Swan Vales, coastal slope at Kimmeridge, seaward-dipping limestone plateau and gently rolling chalk downland around Chaldon Herring. The entire NCA falls within the Dorset Natural Landscape. The dramatic 42 km of coast reveals exposures of all these strata creating cliffs, bays, stacks, arches and coves. The beauty of the coast is recognised through Heritage Coast status, while the outstanding geology, geomorphology and palaeontology have been awarded inscription as the UNESCO World Heritage Site.
137: Isle of Portland	The habitats of the west side of the Isle, extending into Chesil Beach and the Fleet, are of international importance and designated a Special Area of Conservation (SAC). The cliff habitats of the east side of the Isle are also of international importance and form part of the Isle of Portland to Studland Cliffs SAC. The plateau land slopes southwards, finally dipping into the sea at Portland Bill, where its presence creates the famous tidal race.
138: Weymouth Lowlands	Defined by its complex geology of a broad ridge-and-valley pattern of chalk, limestone and clay and associated landform, a dynamic coast and its cultural heritage. The 68-kilometre stretch of coast is part of the UNESCO World Heritage Site; reflecting its internationally important geology, beauty and access opportunities.
139: Marshwood and Powerstock Vales	Sits within a horseshoe of high ground, overlooked by characteristic flat-topped Greensand hills to the west and north and by the mass of the Dorset Downs to the east. The Marshwood Vale, characterised by regular hedged fields with an abundance of hedgerow oaks, is productive pastureland dotted with isolated farmsteads, some of pre-medieval origin. Across the River Brit, the Powerstock Vale lies on terraces of limestone, its combes incised by steep, wooded valleys.
140: Yeovil Scarplands	Remote, rural landscape comprises a series of broad ridges and steep scarps separating sheltered clay vales. The area has a long history of settlement

NCA	Description
	reflected through the archaeology, from Neolithic hill forts, through Roman villas, to remnant medieval open fields – along with many Listed Buildings.
147: Blackdowns	Long, dark ridges, deep valleys and dynamic cliffs are the essence of this NCA. The ridges create prominent backdrops from afar and offer far-reaching views. Flat plateaux, large, regular fields and long, straight roads create a sense of openness and uniformity on the ridges. Beech hedgerows and avenues enclose the grazed landscape, although areas of remnant common, lowland heath and scrub still exist, providing open access.

5.7.6. Key settlements in the region include Bournemouth, Christchurch, Poole, Dorchester, Blandford Forum, Gillingham, Swanage, Weymouth and Bridport. Many settlements developed because of their strategic importance in relation to geographical features, such as river crossings or valleys in ranges of hills. Dorset's high chalk hills have provided a location for defensive settlements for millennia.

Future Baseline

5.7.7. Designated landscapes, such as Green Belt and National Landscapes, are given the highest status of protection against development within their boundaries to conserve their landscape and scenic beauty. However, they may still be impacted indirectly through changes to their setting and tranquillity due to increased traffic flows, change in land use, visitor pressure and light and noise pollution. Climate change will also put pressure on landscape and seascape designations as new pests and diseases emerge sea levels rise and extreme weather increase the stresses on nature conservation. Ongoing pressures on public finances and the need to reduce both central and local authority budgets will continue to have a direct impact upon the management of designations.

5.7.8. Landscape, seascape and townscape character and quality is under particular threat from future development (including the construction and operation of transport infrastructure) through, for example, loss of tranquillity, increased lighting, visual intrusion, and the incremental loss of landscape features and characteristic elements.

5.7.9. Similarly, pressures from expanding populations put more strain on existing systems, and more pressure on recreational landscapes and tourist attractions. The presence of greenbelt land across BCP&D puts pressure on the existing urban centres as expansion is limited within these areas, putting strain on current land uses.

5.7.10. Without the LTP4 there may be reduced opportunities for new infrastructure to enhance and support the local landscape and townscape character through, quality design, provision of GI and/or habitat creation.

Issues and Opportunities

5.7.11. The following issues and opportunities have been identified in **Table 5-11** below.

Table 5-11 – Issues and Opportunities for Landscape & Townscape

Key Issues & Opportunities	Considerations for the LTP4
▪ Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes and seascapes, eroding the character and quality of the landscapes and seascapes, increasing pollution and eroding the visual amenity for residents and visitors alike. ▪ Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people. ▪ There is a need to reduce light pollution and protect Dorset's dark skies ▪ Climate change will also put pressure on the landscape and seascape designations as new pests and diseases emerge sea levels rise and extreme weather increasing the stresses on nature conservation.	▪ The design of transport infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations. Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such as air, light and noise). ▪ LTP4 must consider the importance of landscape, seascape and townscape character when outlining options, ensuring development does not erode the quality and key characteristics of the landscape and townscape, and instead respects it. There is potential for transport to improve access to the countryside, to promote sustainable tourism and to provide greater awareness of the region's National Landscapes as well as other designated areas, including the natural environment. Increasing access to the countryside, whilst increasing pressure on those resources, can greatly improve health and wellbeing, help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity through urban built form to the countryside for wildlife. It can also bring new audiences to tourist attractions and enable better appreciation of historic assets through creating new views and vistas, providing information and enhancing access.

5.8 HISTORIC ENVIRONMENT

Summary of Current Baseline

5.8.1. BCP&D are home to a diverse range of historic and heritage assets with a rich historic landscape featuring numerous hillforts, castles and churches, the Roman town of Dorchester, many other historic towns and villages including the distinctive (but physically connected) coastal settlements of Bournemouth, Christchurch and Poole. 'The Jurassic Coast' is internationally renowned and is designated as England's only natural World Heritage Site, inscribed in 2001 for the area's important

fossil sites and classic features such as Durdle Door74. BCP&D also contains evidence of human habitation from the Palaeolithic to the present day, encompassing military, maritime, and industrial heritage. The area holds significance for science (in particular natural science), tourism and the arts. There are a number of designated assets throughout BCP&D including[75], which have been set out in Table 5-12 below.

Table 5-12 – Designated Historic Assets

Designated Asset	BCP	Dorset
Scheduled Monuments	3	985
Listed Buildings	738	9,215
Protected Wrecks	3	4
Registered Park and Gardens	3	36

5.8.2. More details of these can be seen in **Figure B-8** in **Appendix B**.

5.8.3. Local planning authorities are obliged to designate conservation for areas in their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. The purpose of a conservation area is not to prevent all development but rather to enable its careful management. There are 48[76] and 186[77] conservation areas located in BCP&D respectively.

5.8.4. Historic England's Heritage at Risk (HAR)[78] programme helps to understand the overall state of England's heritage sites. It identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. There are 11 and 208 heritage assets on the HAR register in BCP&D respectively[79].

5.8.5. The National Landscape designations within BCP&D are also rich archaeological resources, which was one of the key reasons for their designation. Dorset National Landscape has a wealth of heritage, with features that span all ages, from the Neolithic to the present day[80]. The South Dorset Ridgeway is one such feature, comprising an extensive Neolithic – Bronze Age ceremonial landscape considered to have an archaeological significance equivalent to the World Heritage Site of Stonehenge and Avebury[81].

[74] UNESCO, United Kingdom Commission. World Heritage sites. Available online at: World Heritage Sites – UNESCO UK
[75] Historic England, Search the List. Available online at: Search the List - Find listed buildings, monuments, battlefields and more | Historic England
[76] Conservation areas | BCP (bcpcouncil.gov.uk)
[77] Conservation areas - Dorset Council
[78] Heritage at Risk (2022) Available at: https://experience.arcgis.com/experience/cb50293b60cd42e98f7d312cec9115a9/
[79] Historic England (2023) Heritage at Risk, South West Register. Available online at: Historic England - Heritage at Risk Register 2023, South West
[80] Dorset National Landscape, Reading the past. Available online at: Reading the Past | Dorset National Landscape (dorset-nl.org.uk)
[81] Dorset Council, South Dorset Ridgeway. Available online at: South Dorset Ridgeway - Dorset Council

5.8.6. Swanage Railway is a heritage railway line situated along the Isle of Purbeck, Dorset. It is a popular attraction, offering a living and working museum that provides a green corridor between Wareham and Swanage, taking 60,000 car journeys off the road a year[82]. The Swanage Railway thrived from the 1880s to the 1940s, until almost seven miles of the line was demolished in 1972, being relayed by railway and community volunteers for 30 years[83].

5.8.7. The Dorset Historic Environment Record (HER)[84] is a record of the county's known archaeology, including historic buildings and maritime archaeology and holds over 40,000 records of historic interest in Dorset.

Future Baseline

5.8.8. Protection of the historic environment is firmly embedded in national and local planning policy, and this has been the case since 1990. This policy has developed independently of the European Union and is unlikely to change with the Retained EU Law Bill. However, whilst direct (physical) impacts on designated historical sites are strongly restricted, adverse effects on the setting of designated heritage assets does still occur, for example relating to visual intrusion, or aspects such as traffic, lighting and noise. This can be a sensitive planning issue.

5.8.9. Historic England provides specific guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes, set against the background of the National Planning Policy Framework[85]. In addition to the visual setting, 'setting' can also include intangible characteristics such as sound, smells and historic associations / relationship.

5.8.10. The number of vehicles on the roads is likely to increase as BCP and Dorset's population rises, increasing air pollution and road traffic. This has the potential to impact and degrade the settings of listed buildings, scheduled monuments and parks and gardens.

5.8.11. Expansion of roads and the development of new residential and commercial areas, to accommodate the increased number of private vehicles, road traffic, and population increase, will put pressure on land space and could result in land take from historical assets or in direct physical impacts on heritage assets and their significance.

5.8.12. Protection of the historic environment is likely to be maintained through existing local, regional and national plans and policies, however without the LTP4 there may be reduced opportunities for new development to enhance and support the local heritage character and strike the right balance between protection and enhancement the need for development. The LTP4 presents opportunities to reduce the number of vehicles on local roads, reducing the degradation of heritage assets.

[82] Swanage Railway, The Environment at Swanage Railway. Available online at: https://www.swanagerailway.co.uk/environment
[83] Andrew P.M. Wright, History. Available online at: https://www.swanagerailway.co.uk/history
[84] Heritage Gateway, no date, Available online at: https://www.heritagegateway.org.uk/Gateway/Results.aspx
[85] Department for Levelling Up, Housing and Communities, National Planning Policy Framework, 2023 [online] available at: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf

Issues and Opportunities

5.8.13. The following issues and opportunities have been identified in **Table 5-13** below.

Table 5-13 – Issues and Opportunities for Historic Environment

Key Issues & Opportunities	Considerations for the LTP4
▪ There is potential for development to encroach on assets, particularly affecting the settings of assets through increased air pollution, noise, and visual effects. ▪ New and/or upgraded transport infrastructure across BCP&D has the potential to affect the character, survival, fabric, condition and setting of cultural heritage assets (both above and below ground) in addition to increased pressure from population growth. ▪ Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This has implications and can represent a significant constraint to future scheme design, which should respect, retain, and protect the remains (e.g., through avoidance and redesign). ▪ There is potential for development to have implications for assets on the Heritage at Risk register, either now or in the future. ▪ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address. ▪ Improved transport infrastructure could contribute to heritage-led regeneration, the vitality and viability of town centres, and sustainable heritage-based tourism. ▪ Improved transport infrastructure could improve access to and enjoyment of heritage assets.	▪ There are opportunities for enhancing the setting of heritage assets through the development of schemes that reduce traffic noise and enhance accessibility; for example through increased active transport options. ▪ LTP4 should seek to ensure that transport schemes conserve and enhance the significance of heritage assets including any contribution made by their settings. ▪ Scheme design should consider and respond to the local context, including the character of historic landscapes/townscapes/seascapes, rural settlements and urban areas. ▪ There may be opportunities to enhance the historic environment by removing insensitive past schemes and/or reducing severance.

5.9 WATER ENVIRONMENT

Summary of Current Baseline

5.9.1. BCP&D fall within the South West River Basin District. Bournemouth, Poole and Dorset are within the Dorset Management Catchment, and Christchurch is within the Avon Hampshire Management Catchment. The Avon Hampshire Management Catchment is within one operational Catchment: Avon Hampshire Operational Catchment (with 51 water bodies). Dorset Management Catchment covers three operational catchments:

- Poole Harbour Rivers (with 20 water bodies);
- Stour Dorset (with 38 water bodies); and
- West Dorset Rivers (with 11 water bodies).

5.9.2. The Water Framework Directive (WFD)[86] sets an objective of aiming to achieve at least 'good' status for all waterbodies by a set deadline specific for each waterbody. Most of the monitored waterbodies are 'main rivers' that are under the jurisdiction of the Environment Agency. **Table 5-14** below shows water quality (ecological and chemical) data[87] of the 120 waterbodies across BCP&D for the WFD Cycle 3 Classification (undertaken in 2022)[88].

Table 5-14 – Water Quality (Ecological and Chemical)

River Basin Management Catchment	Classification							
	Ecological Status						Chemical Status	
	Total Water Bodies	High	Good	Moderate	Poor	Bad	Fail	Good
Avon Hampshire Management Catchment								
Avon Hampshire	51	0	15	30	6	0	51	0
Dorset Management Catchment								
Poole Harbour Rivers	19[89]	0	5	8	3	3	19	0
Stour Dorset	38	0	5	18	12	3	38	0

[86] Department for Environment, Food & Rural Affairs (2014) Water Framework Directive implementation in England and Wales: new and updated standards to protect the water environment. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/307788/river-basin-planning-standards.pdf

[87] Environment Agency. Catchment Data Explorer – South West River Basin District. Available online at: South West River Basin District | Catchment Data Explorer

[88] 2019 or 2022 depending on the most recent data.

[89] No measurements for Stannon Lake Water Body.

River Basin Management Catchment	Classification							
	Ecological Status						Chemical Status	
	Total Water Bodies	High	Good	Moderate	Poor	Bad	Fail	Good
West Dorset Rivers	11	0	2	7	2	0	11	0
Total	**119**	0	27	63	23	6	119	0

5.9.3. Of the 119 water bodies, just 23% are achieving 'good' ecological status, falling far short of the WFD target for 100%. The percentage of water bodies achieving 'moderate' status was 53%, whilst 19% had 'poor' status. All water bodies failed based on their chemical status.

5.9.4. The reasons for not achieving good is predominantly due to agriculture and rural land management, sewage discharge by the water industry and the domestic general public, and urban and transport issues, whereby there is pollution from rural areas, towns, cities and transport, and physical modification which change the natural flow of the river.

5.9.5. The South West River Basin District River Basin Management Plan, developed in 2009, and updated in 2022, states that 94% (2,527) of water bodies should be of 'good or better' ecological status by 2027[90].

5.9.6. Groundwater is an important asset for drinking water. Several Source Protection Zones are designated within the BCP&D area to safeguard drinking water abstraction sites from activities that may impact drinking water quality[91].

5.9.1. National flood zone data correlates with the location of main rivers and ordinary watercourses as areas with the greatest risk of flooding. The government's flood map[92] for planning shows that portions of BCP&D lie within flood risk zones 1, 2 and 3, specifically along statutory main rivers and coastal areas. In BCP, considerable sections of the River Stour and River Avon are within flood risk zone 3, meaning they have a high probability of flooding. Levels of flooding and flood risk can be seen in **Figure B-9** in **Appendix B**.

5.9.2. Dorset's Local Flood Risk Management Strategy (LFRMS)[93] identifies that flooding poses a significant risk from both surface and ground water flooding, with 22,300 properties at risk of surface water flooding in a 1-in-200-year flood event[94]. The risk of flooding from the sea is greatest at communities along the coast including Lyme Regis, West Bay, Chiswell, Weymouth, Swanage and

[90] Environment Agency (2022) South West River Basin District River Basin Management Plan: updated 2022. Available online at: South West river basin district river basin management plan: updated 2022 - GOV.UK (www.gov.uk)
[91] Environment Agency (2025) Source Protection Zones. Available online at: https://www.data.gov.uk/dataset/09889a48-0439-4bbe-8f2a-87bba26fbbf5/source-protection-zones-merged1
[92] Environment Agency, Flood Map for Planning. Available online at: https://flood-map-for-planning.service.gov.uk/
[93] A LFRMS has not been prepared for BCP
[94] Dorset Council (2014) Local Flood Risk Management Strategy for Dorset (Technical Report). Available online at: Managing flood risk - Dorset Council

Christchurch. Highways flooding was considerable during the winter 2013 to 2014 floods, with 764 incidences recorded. Following this event, cumulatively BCP&D received approximately £6,479 of flood recovering funding from the Department for Transport[95].

5.9.3. The LFRMS highlights the role of flood defences in reducing or mitigating the risk of flooding. There are a number of coastal flood defences across the region, protecting the communities of West Bay, Burton Bradstock, Fortuneswell, Weymouth, Overcombe, Wareham, Poole and Christchurch. Poole is set to receive further protection through The Poole Bridge to Hunger Hill Flood Defence Scheme, which will provide 1.4km of flood defences that will protect it from a 1-in-200-year flood event[96].

Future Baseline

5.9.4. In terms of water quality, the requirements of the WFD should lead to continued improvements to water quality in watercourses. However, water quality is also likely to continue to be affected by pollution incidents in the area; runoff from urban, transport and agricultural areas; the presence of non-native species; and physical modifications to water bodies.

5.9.5. Meeting water supply demand over the next 25 years will be challenging in the South West. Deficits may develop across England by the 2050s due to climate change alone; these would be exacerbated by population growth. If no action is taken between 2025 and 2050, around 3,435 million extra litres of water per day will be needed to address future pressures[97].

5.9.6. At a regional level, the future implications of climate change projections include: increased coastal and flood-plain flood events leading to damage to property and disruption to economic activity; water shortages; and higher incidence of damage to transportation, utilities, property and communications infrastructure caused by an increase in the number of extreme weather events (e.g. heat, high winds and flooding).

5.9.7. The LTP4 presents opportunities to provide a targeted approach to addressing flood risk and water quality issues. It could support sustainable urban drainage systems (SUDs) and GI requirements within new infrastructure developments in order to adapt to climate change and counteract flood risk.

[95] Department for Communities and Local Government (2014) Winter 2013/14 severe weather recovery progress report. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/380573/Winter_2013-14_severe_weather_recovery_progress_report.pdf

[96] Hakimian, R. (2023) Knights Brown wins £13.5M Poole flood defence construction deal. New Civil Engineer. Available online at: Knights Brown wins £13.5M Poole flood defence construction deal | New Civil Engineer

[97] Environment Agency (2020) Meeting our future water needs: a national framework for water resources – summary. Available online at: Meeting our future water needs: a national framework for water resources - GOV.UK (www.gov.uk)

Issues and Opportunities

5.9.8. The following issues and opportunities have been identified in **Table 5-15** below.

Table 5-15 – Issues and Opportunities for Water Environment

Key Issues & Opportunities	Considerations for the LTP4
▪ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat. ▪ Of the 119 water bodies, just 23% are achieving 'good' status, falling far short of the WFD target. ▪ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk across BCP and Dorset. ▪ Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. ▪ Upgrading existing infrastructure provides the opportunity to improve pollution control, include the reduction of litter.	▪ New transport infrastructure could result in improved drainage, reducing discharge from roads and surface water flooding. ▪ LTP4 should ensure that development in close proximity to a watercourse should include provision of natural, undeveloped buffer zones. These can help contribute to natural flood management whilst also allowing access for maintenance and emergency works. ▪ LTP4 could seek to incorporate sustainable urban drainage systems (SUDs) and GI requirements within new developments in order to adapt to climate change and counteract flood risk. GI can also reduce surface water runoff and have water quality co-benefits. ▪ The LTP4 should seek to protect groundwater, particularly in Source Protection Zones from serious pollution risk.

5.10 AIR QUALITY

Summary of Current Baseline

5.10.1. Air quality plays an important role in human health. Poor air quality can have large impacts on health through short term exposure, but particularly through long term exposure, see **Section 5.3** of this Report. According to the World Health Organization (WHO), air quality is one of the greatest environmental risks to human health. Reducing air pollution can result in reductions in stroke, heart disease, lung cancer, and both chronic and acute respiratory diseases, including asthma. In 2019, 99% of the world's population were living in places where the WHO air quality guidelines levels were not met, and that ambient air pollution caused 4.2 million premature deaths worldwide in 2019[98].

5.10.2. Poor air quality also contributes to the deterioration of ecological receptors. Ecosystems are negatively impacted by air pollution, particularly emissions such as sulphur and nitrogen, as it affects their ability to function and grow[99].

[98] World Health Organisation (2022) Ambient (outdoor) air pollution. Available online at: https://www.who.int/en/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health
[99] UNECE. Air Pollution, Ecosystems and Biodiversity. Available online at: Air pollution, ecosystems and biodiversity | UNECE

5.10.3. The most significant air pollutants from the transport sector are nitrogen oxides (NOX) and particulate matter (PM). Transport contributed a substantial portion of these air pollutants to the UK's domestic total: a third of nitrogen oxides, 14% of PM2.5 emissions, and 12% of PM10 emissions came from transport in 2020[100].

5.10.4. BCP&D have lower levels of air pollution compared to the UK overall[101]. The average annual mean for nitrogen dioxide in the majority of Dorset below 10 µg m^{-3}. In BCP, the average annual mean is predominantly 11 – 20 µg m^{-3}, which is still lower than the UK air quality objective (AQO)[102] of 40 µg m^{-3}. The region does not exceed the AQO for either PM10 or PM2.5.

5.10.5. Where air quality objectives are not likely to be achieved, an Air Quality Management Area (AQMA) must be declared. These are predominantly associated with vehicle traffic and emissions, principally NOx, although a few have been declared for SO_2. As such, AQMAs are mostly located within urban areas and sections of the road network which are heavily trafficked and frequently congested.

5.10.6. There are four AQMAs across BCP and Dorset. Two are located in BCP: Commercial Road and Ashley Road in Poole; and two are located in Dorset: Chideock (along the A35) and High East Street in Dorchester. These areas are shown in more detail in **Figure B-9** in **Appendix B**. All AQMAs have been declared for exceedances of nitrogen dioxide.

Future Baseline

5.10.7. The UK Clean Air Strategy outlines plans to reduce emission of pollutants and improve air quality by the year 2030[103]. This will include reductions in public exposure to particulate matter, ammonia, nitrogen oxides, sulphur dioxide, and non-methane volatile organic compounds. However, the 29% increase in road traffic from 1990 and 2018 and 6% increase in GHG emission from 1990 to 2017 is likely to continue.

5.10.8. The number of vehicles on the roads is likely to increase as the population rises, putting air quality at further risk of degradation. More severe and frequent heat episodes (associated with the changing climate) can also worsen air quality, and therefore asthma, respiratory diseases and allergic reactions, without further intervention.

5.10.9. The UK wide ban on the new petrol and diesel vehicle sales by 2035 is expected to lead to a reduction in emissions from vehicles[104]. This will improve air quality, particularly across urban areas,

[100] Department for Transport (2022) Transport and environment statistics. Available online at: https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022#co2-emissions-from-transport-by-local-authority

[101] Defra. UK Air Information Resource. UK Ambient Air Quality Interactive Map. Available online at: UK Ambient Air Quality Interactive Map (defra.gov.uk)

[102] Defra. UK Air Information Resource. UK Air Quality Limits. Available online at: https://uk-air.defra.gov.uk/air-pollution/uk-eu-limits

[103] Defra (2019) Clean Air Strategy. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf

[104] HM Government (2020) Available online at: https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030

and further the improvements to emissions reductions. Electric and hybrid vehicles are expected to become dominant (with the ban on hybrid vehicle sales in the UK by 2035).

5.10.10. Overall, increases in population and urbanisation have the possibility to degrade air quality, while higher standards for air pollutants and vehicle emissions have the potential to improve air quality. These opposing trends may balance each other out in future.

5.10.11. Without the LTP4, infrastructure development could be located in areas already well served by infrastructure and development may not reflect community needs, thereby increasing traffic movements and further impacting upon the region's air quality.

Issues and Opportunities

5.10.12. The following issues and opportunities have been identified in **Table 5-16** below.

Table 5-16 – Issues and Opportunities for Air Quality

Key Issues & Opportunities	Considerations for the LTP4
▪ The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. ▪ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. ▪ Whilst electric cars should have positive effects for air quality in terms of NO2 reductions, there is concern that electric vehicles, which are currently heavier than 'conventional' vehicles, may generate more particulate (PM10) pollution from brake and tyre wear. ▪ Air quality issues across BCP&D can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality.	▪ There is the potential that improved transport links will facilitate traffic flows, reduce idling times and thus improving air quality locally. However, an improved highway network could also result in increased usage, thus increasing emissions. ▪ A modal shift to sustainable transport modes (public transport and active transport), must be an objective of the LTP4 to aid in reducing emissions and car dependency. ▪ There is a potential for improvements to support the development of electric charging facilities in line with the UK Government's plan to end the sale all new conventional petrol and diesel cars and vans by 2035. ▪ The LTP4 should aim to improve congested areas of BCP, minimising excess emissions where possible and aiding in improving air quality. ▪ Improved traffic management can decrease congestion having a beneficial effect on air quality. This is because "accelerating or decelerating too rapidly leads to inefficient driving and fuel consumption with harmful emissions being released into the environment unnecessarily"[105].

[105] National Institute for Health and Care Excellence (2016) Drive Smoothly to Reduce Harmful Effects of Air Pollution. Available online at: https://www.nice.org.uk/news/article/drive-smoothly-to-reduce-harmful-effects-of-air-pollution-says-nice

5.11 CLIMATE CHANGE & GREENHOUSE GASES

Summary of Current Baseline

5.11.1. In 2021, an estimated 26% of greenhouse gas emissions (GHGs) in the UK were from the transport sector, 20% energy supply, 18% business and 16% residential, with carbon dioxide (CO2) being the most prominent gas from these sectors[106]. In 2021, transport accounted for 109.5 MtCO2e of GHG emissions, which represents a 10% increase from 2020, but an 11% decrease compared with 2019 figures. The impact of the pandemic in 2020 caused transport emissions to fall, attributable to lockdown measures introduced.

5.11.2. In 2020, a total of 3,523.5 ktCO2e emissions[107] were cumulatively generated by BCP and Dorset, with the greatest number of emissions arising from domestic uses (30.0%), followed by transport (29.2%) and agriculture (22.4%). **Table 5-17** shows the breakdown of emissions generated by BCP&D compared to regional and national averages. Of the unitary authorities (UAs), Dorset had the highest transport related greenhouse gas emissions with 632.6 CO2e and BCP had the lowest with 397.6 CO2e. However, BCP had the highest emissions per km^2 at 7.2kt CO2e, compared to Dorset at 0.9kt CO2e.

Table 5-17 – Carbon Emissions, 2020

	Total Emissions (kt CO2e)	Transport Related Emissions (kt CO2e)	Per Capita Emissions (tCO2e)
BCP	1,251.5	397.6	3.2
Dorset	2,272.0	632.6	6.0
South West	30,372.1	9,427.9	5.4
England	291,134.6	89,510.9	5.1

5.11.3. BCP&D have levels of carbon emissions in line with the UK overall[108]. The average annual mean for carbon dioxide as carbon in the majority of BCP&D is between 10–100-unit tonnes/1x1km. There are stark contrasts in carbon emissions between rural areas and urban areas: with < 1-unit tonnes/1x1km along parts of the coastline, compared to > 1995-unit tonnes/1x1km in the more

[106] Defra (2023) 2021 UK Greenhouse Gas Emissions, Final Figures. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1134664/greenhouse-gas-emissions-statistical-release-2021.pdf

[107] Department for Business, Energy & Industrial Strategy (2022) UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020. Available online at: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2020

[108] National Atmospheric Emissions Inventory. UK Emissions Interactive Map. Available online at: UK Emissions Interactive Map (beis.gov.uk)

densely populated areas of BCP, Dorchester, Chickerell, Gillingham, Shaftesbury, Sturminster Newton and Bridport.

5.11.1. During the most recent decade (2009-2018) the UK has been on average 0.3°C warmer than the 1981-2010 average and 0.9°C warmer than 1961-1990. All of the top ten warmest years have occurred since 2002. In the past few decades there has been an increase in annual average rainfall over the UK, for which the most recent decade (2009–2018) has been on average 5% wetter than 1961–1990 and 1% wetter than 1981-2010[109].

5.11.2. Sea level rises, coastal erosion, increased storminess and changes in temperatures are key factors to changes in coastlines. Projections for future flood levels indicate that vast areas of the coastline, reaching from Lyme Regis to Christchurch, could be below the annual flood level and at risk from sea level rise from the start of the next decade in 2030[110]. Wareham in particular has a considerable portion of land that would be inundated below one metre of water, which could be reached through combinations of sea level rise, tides, and storm surge. Additionally, routes are at risk, with the A354 connecting the Isle of Portland susceptible.

5.11.3. Urban heat island (UHI) is the phenomenon where temperatures are relatively higher in cities compared to surrounding rural areas. UHI up to 8°C have been felt in UK cities, and concern for excess urban heat are increasing[111]. Heatwaves and increased heat in early summer can lead to additional deaths. With increases in urban heat and climate change, there is potential for further deaths in the urban areas of BCP in particular.

Future Baseline

5.11.4. The UK is committed to legally binding GHG emissions reduction targets of 80% by 2050, compared to 1990 levels, as set out in the Climate Change Act 2008[112]. The UK ratified the 2015 Paris Agreement, which set out a GHG emission reduction target of at least 40% by 2030, compared to1990 with a long-term strategy for net zero emissions by 2050[113]. However, a more ambitious target was set by the UK in 2020 to reduce greenhouse gas emissions by at least 68% by 2030, compared to 1990 levels[114]. Currently there is widespread criticism as to whether the UK is on track to meet these ambitions.

5.11.5. Working towards these targets means changes to technology as well as ways in which people travel. For example, prior to the 26th Conference of the Parties (COP26) Summit in 2021, the UK brought forward its ban on the selling of new petrol, diesel, or hybrid cars from 2040 to 2030. The

[109] Met Office, UK Climate Projections: Headline Findings, 2022 Available online at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18_headline_findings_v4_aug22.pdf
[110] Climate Central, Coastal Risk Screening Tool. Available online at: Climate Central | Land below 1.0 meters of water
[111] Royal Meteorological Society (2017) Urban Heat Islands. Available at: Urban Heat Islands | Royal Meteorological Society (rmets.org)
[112] Climate Change Act (2008) Available online at: https://www.legislation.gov.uk/ukpga/2008/27/contents
[113] Paris Agreement (2015) Available online at: https://ec.europa.eu/clima/policies/international/negotiations/paris_en
[114] Department for Business, Energy and Industrial Strategy (2020) Press Release: UK Sets Ambitious New Climate Target Ahead of UN Summit. Available online at: https://www.gov.uk/government/news/uk-sets-ambitious-new-climate-target-ahead-of-un-summit

last decade has seen a remarkable surge in demand for electric vehicles in the UK. The number of licensed ultra-low emission vehicles (ULEVs) in the UK has increased by 71% between the end of March 2021 to the end of March 2022, a jump from 487,000 ULEVs to 833,000 ULEVs[115].

5.11.6. Since the 27th Conference of the Parties (COP27) Summit in 2022, the UK has pledged to triple its contributions to adaptation finance by 2025[116], in recognition of the existential threat climate change is posing globally. The most recent UN climate summit, COP28, held in November/December 2023, took stock of its progress on the Paris Agreement through the first Global Stocktake[117].

5.11.7. BCP Council declared a climate emergency in 2019, with aims for a carbon neutral council by 2030. BCP Council's Climate and Ecological Emergency Action Plan outlines 153 climate change actions, covering areas such as energy, buildings, travel and waste[118]. Whilst transport emissions have reduced over previous years, the transport sector is still the largest emitter in BCP. The council recognises that traffic and congestion are a major issue, and reducing the number of vehicles on the road is a fundamental part of the action plan.

5.11.1. Dorset Council declared a climate emergency in 2019, with aims for a carbon neutral council by 2040. Dorset Council's Natural Environment, Climate and Ecology Strategy details aims to build resilience and adapt to the changing climate, setting target outcomes from emissions to green skills[119]. Dorset Council also identifies the need to decarbonise transport and has already made progress with some key achievements in this sector. BCP&D jointly secured £80m from the government's Transforming Cities Fund to create a Sustainable Transport Network in South East Dorset[120].

5.11.2. By the end of the 21st century, all areas of the UK are projected to be warmer, more so in summer than in winter. This projected temperature rise in the UK is consistent with future warming globally. Rainfall patterns across the UK are not uniform and vary on seasonal and regional scales and will continue to vary in the future, with significant increases in hourly precipitation extremes[121]. Both temperature and rainfall the changes will be much larger if greenhouse gas emissions continue to increase.

5.11.3. Despite this, the current estimate for temperature increases and changes to rainfall patterns are unlikely to alter significantly in the near future, given the timescales associated with climate change.

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[115] Vehicle licensing statistics: January to March 2022 - GOV.UK (www.gov.uk)
[116] House of Commons (2023) What was agreed at COP27? Available at: https://commonslibrary.parliament.uk/what-was-agreed-at-cop27/
[117] COP28 UAE | United Nations Climate Change Conference (UNFCCC)
[118] BCP Council (2019) Climate and Ecological Emergency Action Plan (2020 – 2030/2050). Available online at: Climate-and-Ecological-Emergency-Action-Plan (bcpcouncil.gov.uk)
[119] Dorset Council (2023) Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh. Available online at: Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh - Dorset Council
[120] Dorset Council, Transforming Travel in south east Dorset. Available online at: Transforming Travel in south east Dorset - Dorset Council
[121] Met Office (2019) UK Climate Projections: Headline Findings. Available online at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp-headline-findings-v2.pdf

This being the case, there will be an increasing need to implement climate change mitigation and adaptation measures in light of changing environmental conditions.

5.11.4. A new LTP4 would allow for better designed infrastructure which are more resilient to the effects of climate change, reduce GHGs construction and operation (including embodied carbon). It will likely support sustainable transport modes, including active and public transport, which in turn will aid in reducing the amount of greenhouse gases the transport network produces.

Issues and Opportunities

5.11.5. The following issues and opportunities have been identified in **Table 5-18** below.

Table 5-18 – Issues and Opportunities for Climate Change & Greenhouse Gases

Key Issues & Opportunities	Considerations for the LTP4
▪ Transport is the largest contributor to greenhouse gas emissions in the UK, with the largest contributor being domestic transport. ▪ There is a need to ensure climate resilience of the transport infrastructure in BCP&D. The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit. ▪ In rural areas of Dorset, particularly, where there are limited local facilities and fewer public transport services, many people are reliant on private transport which contributes to greenhouse gas emissions.	▪ There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding. ▪ There is a need to support the continued increase in infrastructure to support the demand in electric cars, as well as the modal shift to more sustainable transport (active transport and public transport). ▪ There is a need to support the reduction of GHG emissions within the transport industry towards net-zero through the better provision of sustainable transport. ▪ Site selection should account for future climate change and consider locating transport infrastructure away from areas of high flood risk, or where road drainage may impact on water quality issues. ▪ LTP4 could maximise opportunities to integrate connected blue and GI along transport corridors. GI in urban areas can ameliorate the warming effects of climate change and the UHI effect[122].

[122] Forest Research (2022) Benefits of green infrastructure. Available online at: Green infrastructure and the urban heat island (forestresearch.gov.uk)

5.12 NOISE

Summary of Current Baseline

5.12.1. Noise Important Areas (NIAs) are hotspots where the highest 1% of noise levels from roads and railway at residential locations can be found. The location of these can be seen in **Figure B-10** in **Appendix B**.

5.12.2. There are a number of NIAs through BCP&D concentrated in and around the town centres and along major roads. Data from the England Noise Viewer[123] shows that the A31, A35, A37, A337, A338, A349, A350, A351, A352, A353, A354, and A3049 create significant noise with noise levels exceeding 55 decibels (dB) in areas within 1km of the source (Day Night Average Sound Level (Lden), 24-hour annual average noise levels with weightings applied for the evening and night periods). Areas affected are exacerbated where major roads merge and in locations where roads and railways cross. Railway noise is concentrated along both the Waterloo – Weymouth South West Main Line and the London – Exeter Main Line.

5.12.3. Noise pollution is a prevalent issue across Europe, with about 40% of the population in EU countries exposed to road traffic noise at levels exceeding 55dB[124]. Noise has been linked to health problems including high blood pressure, disturbed sleep, and increased release of stress hormones. More recently, a study has found an association between excessive traffic noise and increases in heart disease risk markers[125]. In the UK, the estimated medical cost of noise-related hypertension and associated conditions is £1.09 billion a year[126].

Future Baseline

5.12.4. Given the projections for an increasing population, and the current preference for cars as the main mode of transport, there is potential that noise levels will increase along major roads. However, more congestion may contribute to changes in noise levels. Furthermore, recent vehicle innovations such as hybrid and electric cars have led to quieter vehicles and this trend is expected to continue with greater uptake.

5.12.5. Future trends in noise targets are expected to focus on more stringent criteria, where the link between health effects and noise begins to be better understood. Additionally, future climate change effects will likely result in an increase in ambient temperatures and for longer periods, creating a need to seek thermal relief, which generally with existing housing stock tends to be satisfied by opening of windows, thus increasing exposure to noise.

5.12.6. The LTP4 presents opportunities to reduce congestion and the number of vehicles on the region's roads as well as encouraging sustainable transport modes, therefore reducing noise pollution.

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[123] Extrium, England Noise and Air Quality Viewer. Available online at: http://extrium.co.uk/noiseviewer.html
[124] World Health Organization (2010) Noise. Available online at: Noise (who.int)
[125] Imperial College London (2017) Noise from busy roads might increase heart disease risk, finds new study. Available online at: Noise from busy roads might increase heart disease risk, finds new study | Imperial News | Imperial College London
[126] Harding, et al. (2013) The cost of hypertension-related ill-health attributable to environmental noise. Available online at: The cost of hypertension-related ill-health attributable to environmental noise - PubMed (nih.gov)

Issues and Opportunities

5.12.7. The following issues and opportunities have been identified in **Table 5-19** below.

Table 5-19 – Issues and Opportunities for Noise

Key Issues & Opportunities	Considerations for the LTP4
▪ Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines. ▪ Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health. ▪ Transport noise can adversely affect biodiversity including nesting and feeding habits of many species. ▪ Increased noise exposure can also have negative impacts on designated sites including the National Landscapes, and other designated sites with road or rail noise reducing amenity within these areas.	▪ There exists an opportunity to reforecast the understanding of transport noise profiles and exposure, accounting for the benefits from low-noise electrified road vehicles and reactions to climate change, to develop a plan that accounts for the future and realises benefits for BCP&D ▪ LTP4 should take consideration for areas with existing high noise exposure.

5.13 MATERIAL ASSETS (INCLUDING SOILS)

Summary of Current Baseline

Land, soils and geology

5.13.1. According to Natural England's Agricultural Land Classification127, much of the agricultural land in Dorset is rated good to moderate quality (grade 3). Land in the rural areas surrounding Bridport, Dorchester and Shaftesbury are rated very good to excellent (grades 1-2). East of the county towards BCP in areas surrounding Wimborne Minster and Wareham is rated poor to very poor (grades 4-5). BCP consists of land predominantly in urban use.

5.13.2. BCP&D are underlain by six Principal Aquifers128: Chalk, Lower Greensand, Corallian Limestone, Oolites, Triassic Sandstone and Permian Sandstone. A Principal Aquifer usually provides a high level of water storage. It may support water supply and/or river base flow on a strategic scale, however these have high vulnerability to pollution. The Triassic Sandstone extends beneath the

[127] Natural England (2010) Regional Agricultural Land Classification. Available online at: Agricultural Land Classification Map South West Region - ALC006 (naturalengland.org.uk)
[128] British Geological Survey, Principal aquifers in England and Wales. Available online at: Principal aquifers in England and Wales | Aquifer, shale and clay maps | Aquifers and shales | Groundwater | Our research | British Geological Survey (BGS)

majority of BCP&D and can give large water supplies of up to 125 l/sec of hard to moderately hard water.

5.13.3. The geology across BCP&D varies but is predominantly comprised of sedimentary bedrock formed between the Jurassic and Palaeogene period. Sandstones, mudstones, limestones, chalks and clays are the most common formations[129]. 'The Jurassic Coast' is internationally renowned and is designated as England's only natural World Heritage Site, inscribed in 2001 for the area's important fossil sites and classic features such as Durdle Door[130].

5.13.4. The ball clay resources of the Wareham Basin in Dorset, notably the Purbeck ball clay industry, are of national and international importance[131]. This major industrial mineral is used for the manufacture of white ware ceramics[132], although remaining reserves are low and constrained by environmental designations. Purbeck is also known for its petroleum geology and thus, oil extraction industry[133]. The Wytch Farm oil field is the largest onshore oil field in western Europe[134], and further had a license granted for drilling off the coast in 2019. More recently, the operations have sparked controversy after a major incident was declared in 2023 following a spillage of crude oil and reservoir water mix into Poole Harbour[135].

Transport Infrastructure

5.13.5. BCP&D is generally well served with transport connections, between and through the main urban areas. The area as a whole is well connected to the national motorway network and national rail lines, as well as having a strong local public transport network. However, in rural areas, there are constraints to the accessibility of the transport network.

5.13.6. Major transport routes include:

- Sections of the A31, A35, A37, A338, A341, A347, A350 and A354;
- Sections of the Waterloo to Weymouth and the London to Exeter main rail line corridors;
- Sections of National Cycle Route's 2, 24, 25, 26, 250 and 253; and
- Section of the South West Coast Path which terminates in Poole Harbour.

5.13.7. Additional local long distance walking trails include:

- Wessex Ridgeway;
- Stour Valley Way;

[129] British Geological Survey, Geology Viewer. Available online at: https://geologyviewer.bgs.ac.uk/?_ga=2.40981476.739853416.1672832649-1352688571.1672832649
[130] UNESCO, United Kingdom Commission. World Heritage sites. Available online at: World Heritage Sites – UNESCO UK
[131] British Geological Survey (2011) Mineral Planning Factsheet: Ball Clay. Available online at: Mineral planning factsheet : ball clay - NERC Open Research Archive
[132] Department for Business, Energy & Industrial Strategy and Department for Energy Security and Net Zero (2019) Extractive industries in the UK: background information on mining and quarrying. Available online at: Extractive industries in the UK: background information on mining and quarrying - GOV.UK (www.gov.uk)
[133] West, Ian (2020) Petroleum geology of the south of England - Introduction to Portland - Isle of Wight, Offshore, Basin. Available online at: Petroleum Geology - the Portland - Isle of Wight Basin (soton.ac.uk) Version: 29th July 2020
[134] BBC News (2015) UK's new oil find: How big is it? Available online at: UK's new oil find: How big is it? - BBC News
[135] Sky News (2023) Major incident declared after oil leak from large onshore field in Dorset. Available online at: Major incident declared after oil leak from large onshore field in Dorset | UK News | Sky News

- Cerne Valley Way;
- Frome Valley Trail; and
- Jubilee Trail.

Energy

5.13.8. The commitment made by BCP&D Councils to become net zero by 2030 and 2040 respectively will require commitments to increasing the supply of renewable energy across the region. In response, Dorset Council has developed a Renewable Energy Action Plan that has an action to increase renewable energy generation in Dorset by identifying potential deployment sites and creating appropriate policy and guidance[136]. BCP Council is in the process of developing a 2050 Climate Action Plan, however it has made good progress by powering all council buildings with 100% renewable electricity[137].

5.13.1. Cumulatively, there are 20,396 renewable energy sites across BCP and Dorset[138], and the region is dominated by photovoltaic energy, producing the highest renewable electricity generation of all installation types. **Table 5-20** shows the breakdown of renewable electricity sites, capacity, and generation in BCP and Dorset.

Table 5-20 – Renewable Energy

	Number of Installations	Installed Capacity (MW)	Generation (MWh)
BCP	8,596	133.8	120,039
Dorset	11,800	346.8	328,383
Total	**20,396**	**480.6**	**448,422**

Waste

5.13.1. The UK generated 222 million tonnes of waste in 2018[139]. On average, each year in BCP&D 1.6 million tonnes of waste are generated, with approximately 174,002 produced by households[140]. In BCP, around 11.74% of waste went to landfill between 2022 and 2023[141], compared to around 55%

[136] Dorset Council, Renewable energy action plan. Available online at: Renewable energy action plan - Dorset Council
[137] BCP Council, Sustainability and carbon reduction. Available online at: BCP Council electricity is going green | BCP
[138] Defra (2022) Regional Renewable Statistics. Available online at: https://www.gov.uk/government/statistics/regional-renewable-statistics
[139] Department for Environment Food and Rural Affairs (2022) UK statistics on waste. Available online at: https://www.gov.uk/government/statistics/uk-waste-data/uk-statistics-on-waste#total-waste-generation-and-final-treatment-of-all-waste
[140] Dorset Council (2021) WASTE: Detailed Technical Paper. Available online at: dc5f0d63-ad68-2c34-85dd-698ac1f04eab (dorsetcouncil.gov.uk)
[141] BCP Council, What happens to recycling. Available online at: What happens to recycling | BCP (bcpcouncil.gov.uk)

in Dorset[142]. Within the same time frame, BCP had a recycling rate of 88.26%, with a lower rate of 45% in Dorset.

5.13.2. The majority of residual waste is taken to an anaerobic digestion plant in Piddlehinton, Dorset, with leftover material converted to fuel and sent to Somerset and Europe[143]. An Energy Recovery Facility (ERF) has been proposed at Portland Port, which would be capable of exporting approximately 15MW of partially renewable low carbon energy[144]. BCP&D are investigating whether a join solution to waste disposal and treatment could be explored from 2027[145].

5.13.3. There are seven landfill sites within BCP&D that have remaining capacity. These are Admiralty Quarry, Avon Common Landfill, Trigon Landfill Site, Lyme Regis Golf Club, Henbury Landfill Site, Beacon Hill and Broadcroft Quarry. Cumulatively, these have a capacity of 2,013,287 cubic meters[146].

Future Baseline

5.13.4. Both BCP&D councils declared a Climate Emergency in 2019, setting an ambitious target to become carbon neutral by 2030 and 2040 respectively. To help achieve this they are aiming to increase its renewable energy supply, including the development of a 2050 Climate Action Plan for BCP and implementation of the Renewable Energy Action Plan in Dorset.

5.13.5. Due to projected population trends, there will be a need for development (including transport infrastructure) to support this growth. This development is likely to increase pressure upon agricultural land, which could potentially result in the loss of some of the region's best and most versatile land.

5.13.6. Agricultural areas are also at risk from climate change. Projections of increased flooding (including that caused by sea-level rise) and drought may lead to the loss of important agricultural areas, through compaction, waterlogging and erosion of soil.

5.13.7. Similarly, climate change poses a threat to transport infrastructure. Increased levels of rain and storminess is likely to increase the prevalence of flooding, which can overwhelm road drainage, cause landslips and increase the number of potholes. Both extreme heat in the summer and extreme cold in the winter can also pose threats to transport infrastructure. High temperatures can result in expansion (which can lead to cracking), asphalt bleeding and increase the frequency of

[142] Dorset Council (2023) Joint Municipal Waste Strategy for Dorset 2008 to 2033. Available online at: Joint Municipal Waste Strategy for Dorset 2008 to 2033 - Dorset Council
[143] Dorset Council, Where does your waste go? Available online at: 8ca6b79c-1199-5c12-9b66-7bec11c1cbfd (dorsetcouncil.gov.uk)
[144] Powerfuel, Powerfuel Portland is proposing to deliver an Energy Recovery Facility (ERF) at Portland Port in a £150+ million investment. Available online at: Powerfuel Portland - Energy Recovery Facility at Portland Port
[145] BCP Council (2021) An overview of the government's forthcoming Waste Strategy; impacts and opportunities for BCP Council. Available online at: https://democracy.bcpcouncil.gov.uk/documents/s29458/An%20overview%20of%20the%20governments%20forthcoming%20Waste%20Strategy%20impacts%20and%20opportunities%20for%20BCP%20Counci.pdf
[146] Environment Agency (2023) 2022 Remaining Landfill Capacity. Available online at: Remaining Landfill Capacity - data.gov.uk

droughts, which can cause drying of soil and plants, leading to earthwork problems. Cold weather can lead to ice and snow which can also increase potholes and weather-related delays.

5.13.8. The growing population and associated need for development are also likely to increase use of mineral resources and waste generation. As such, it will be necessary to apply resource efficiency and waste management measures, including the re-use and recycling of materials.

5.13.9. The absence of the LTP4 could make it difficult for BCP&D to properly plan for the amount of waste it will be expected to manage in the future. It may also compromise the region's ability to plan for the amount of building material it needs to import in order to achieve its growth goals.

Issues and Opportunities

5.13.10. The following issues and opportunities have been identified in **Table 5-21** below.

Table 5-21 – Issues and Opportunities for Material Assets

Key Issues & Opportunities	Considerations for the LTP4
▪ It is important that any future development of the transport network across BCP&D does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land, as this is important for the UK's self-sufficiency in food production. ▪ Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced. ▪ There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change. ▪ There is a continued increase in renewable energy supplies across the region, of which needs to be managed efficiently to ensure the capacity requirements of this transition are met.	▪ Where land take is required to support the emerging LTP4 schemes, the region's best and most valuable land should be avoided. ▪ Resource efficiency is important in the reduction of waste and conservation of resources. ▪ The LTP4 could promote opportunities to support a green economy. ▪ There are opportunities for LTP4 schemes to incorporate renewable energy and upgrade the electric vehicle (EV) charging network. ▪ The LTP4 should incorporate resource efficiency and waste management measures. ▪ There is a need to ensure that transport infrastructure is resilient to the effects of climate change.

6 SUSTAINABILITY FRAMEWORK

6.1.1. The IIA will identify the environmental, economic and social objectives of the transport policies and strategies proposed in BCP and Dorset Council LTP4 and assess the extent to which these, when judged against reasonable alternatives, will be successful in promoting sustainable development.

6.1.2. The IIA will meet the requirements of the SEA Regulations, ensuring potential environmental effects are fully considered alongside social and economic issues. The iterative IIA process, including consultation with Natural England, Historic England and the Environment Agency, will inform the development of the LTP4 to ensure it is robust prior to its examination and adoption.

6.1.3. The proposed sustainability objectives for LTP4 are identified in **Table 6-1** overleaf.

Table 6-1 – IIA Appraisal Framework

IIA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4…
Population & Equalities	▪ Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender. ▪ The rural nature of large parts of Dorset could pose significant challenges in providing good services for all residents. There will, therefore, be a need for increased access to transport. ▪ The population of BCP&D is predicted to increase in number resulting in a change in the age profile. ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction. ▪ With an increasing ageing population in Dorset in particular, there is likely to be additional strain on the region's services and infrastructure; this is likely to be exacerbated with a higher-than-average number of people living in rural areas. ▪ The change in working habits has also affected traditional 5/2-day shift patterns for public transport with one in 10 local bus services in the UK cancelled in 2022.	**IIA1:** To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for both rural and urban populations.	Will the LTP4: ▪ Help to reduce inequalities, particularly for those people and communities most vulnerable? ▪ Improve access to services, facilities and transport for all inclusively (including disabilities, hidden disabilities, dementia, and autism)? ▪ Proportionately support both rural and urban communities ▪ Support diversity? ▪ Support population growth?
Human Health	▪ The population of the region is ageing; older people may not have access to appropriate	**IIA2:** To protect and enhance both physical and mental health	Will the LTP4: ▪ Promote healthier lifestyles?

IIA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4…
	forms of private transport to access healthcare, community, and social care facilities. ▪ There are high levels of physical inactivity and obesity across BCP&D.	and wellbeing through better access to public transport, services, facilities and places that benefit their health, supporting active travel and encouraging healthy lifestyles.	▪ Increase walking and cycling? ▪ Promote health enhancing environments, behaviours and activities for local communities? ▪ Help prevent risks to human health, which arise from noise and air pollution? ▪ Help prevent social isolation in both the rural and urban setting? ▪ Promote access to services and facilities as well as natural and historic places?
Economy & Employment	▪ If employment remains more concentrated in urban centres, this could put increased pressure on transport systems as commuting distances increase. ▪ Dorset has a lower working age population than the average and there are high levels of economic inactivity. ▪ The main reason for economic inactivity in BCP is being a student, compared to long-term sick in Dorset, providing a unique set of challenges.	**IIA3:** To provide greater connectivity across BCP&D to support key sectors, attract inward investment and support economic success.	Will the LTP4: ▪ Support economic growth? ▪ Support access to jobs and training opportunities? ▪ Improve access to employment centres? ▪ Support regeneration of town and district centres? ▪ Support the tourism industry?
Community Safety	▪ Crime on public transport in the UK is on the rise, particularly with regards to sexual assault, violent crimes and disruption. ▪ As the population within BCP&D increases there are expected to be a greater number of vehicles on the region's roads, which may result in an increase in the number of accidents and those KSI on roads.	**IIA4:** To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	Will the LTP4: ▪ Improve safety? ▪ Ensure that residents feel safe, particularly after dark? ▪ Support designing out crime principals? ▪ Reduce levels of crime deprivation?

IIA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4…
	▪ There are areas across the region which have high levels of crime deprivation. ▪ Children in the most deprived neighbourhoods are nearly three times more likely to be KSI as a pedestrian compared to non-deprived neighbourhoods. ▪ There are opportunities to increase the safety of active transport modes such as cycling and walking. ▪ Vulnerable road uses such as cyclist and pedestrians are more likely to be casualties		▪ Improve road safety and reduce the number of people KSI on the roads, particularly children from deprived backgrounds?
Biodiversity & Natural Capital	▪ There are a wide range of statutory local, national and international sites designated for nature conservation across BCP and Dorset, which may be affected by increased transport infrastructure development. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development. ▪ New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. ▪ New transport routes will need to be carefully planned so that they avoid development next to or across water courses where possible. ▪ Given that ecosystem services are the benefits that nature provides to people, areas of high (potential) provision are often the green and blue spaces close to centres of population, as well as connecting habitats that link these with	**IIA5:** To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	Will the LTP4: ▪ Cause damage to locally and nationally designated sites though infrastructure provision, traffic or maintenance? ▪ Maintain and enhance biodiversity in the region? ▪ Seek opportunities for at least 10% biodiversity net gain through green infrastructure? ▪ Increase provision of ecosystem services from the county's natural capital? ▪ Prevent fragmentation of habitats and promote ecological networks? ▪ Result in developments which will improve biodiversity on site?

IIA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4…
	more remote designated habitats and landscapes.		
Landscape & Townscape	▪ Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes, eroding the character and quality of the landscapes, increasing pollution and eroding the visual amenity for residents and visitors alike. ▪ There is a need to reduce light pollution and protect designated dark skies. ▪ Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people.	**IIA6:** To protect and enhance townscapes and landscapes of natural, historic, or visual importance, including the rural environment and town centres.	Will the LTP4: ▪ Respect, maintain and strengthen local character and distinctiveness? ▪ Improve the quality and condition of the townscape and landscape? ▪ Incorporate green infrastructure into design? ▪ Protect and enhance the special character of designated National Landscapes? ▪ Reduce light pollution?
Historic Environment	▪ There is potential for development to encroach on assets, particularly affecting the settings of assets through increased air pollution, noise, and visual effects. ▪ New and/or upgraded transport infrastructure across BCP&D has the potential to affect the character, survival, fabric, condition and setting of cultural heritage assets (both above and below ground) in addition to increased pressure from population growth. ▪ Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This has implications and can represent a significant constraint to future	**IIA7:** To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their unique settings.	Will the LTP4: ▪ Conserve and/or enhance heritage assets, their setting and the wider historic environment? ▪ Improve the quality and condition of the historic environment? ▪ Respect, maintain and strengthen local character and distinctiveness? ▪ Protect and enhance the Outstanding Universal Value and attributes of the Jurassic Coast World Heritage Site? ▪ Result in the loss of buried and unknown historic assets and artifacts?

IIA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4…
	scheme design, which should respect, retain, and protect the remains (e.g., through avoidance and redesign). ▪ There is potential for development to have implications for assets on the Heritage at Risk register, either now or in the future. ▪ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address. ▪ Improved transport infrastructure could contribute to heritage-led regeneration, the vitality and viability of town centres, and sustainable heritage-based tourism. ▪ Improved transport infrastructure could improve access to and enjoyment of heritage assets.		▪ Secure appropriate public access and enjoyment to heritage assets? ▪ Have implications for heritage assets on 'at risk' registers, or result in new assets becoming at risk?
Air Quality	▪ The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. ▪ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. ▪ Whilst electric cars should have positive effects for air quality in terms of NO2 reductions, there is concern that electric vehicles, which are currently heavier than 'conventional' vehicles, may generate more particulate (PM10) pollution from brake and tyre wear. ▪ Air quality issues across BCP&D can be addressed via a modal shift towards less	**IIA8:** To protect and enhance air quality by reducing emissions from the transport network.	Will the LTP4: ▪ Support measures to reduce levels of air pollution? ▪ Support measures for the reduction of congestion and traffic levels particularly in AQMAs and congestion hot spots?

IIA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4…
	polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality.		
Climate Change & Greenhouse Gases	▪ Transport is the largest contributor to greenhouse gas emissions in the UK, with the largest contributor being domestic transport. ▪ There is a need to ensure climate resilience of the transport infrastructure in BCP and Dorset. The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit. ▪ In rural areas of Dorset, particularly, where there are limited local facilities and fewer public transport services, many people are reliant on private transport which contributes to greenhouse gas emissions.	**IIA9:** Ensure that BCP&D and its transport infrastructure are resilient to the effects of climate change. **IIA10:** To reduce greenhouse gas emissions across the transport network, support national and local decarbonisation initiatives and incorporate climate change adaptation to help maximise resilience.	Will the LTP4: ▪ Support low carbon and energy efficient design? ▪ Increase the resilience of transport infrastructure to the impacts of climate change (including flood risk, extreme weather, heat and cold)? ▪ Support the councils' Net Zero ambitions by 2030 and 2040? ▪ Support low carbon, energy efficient design? ▪ Reduce levels of embodied carbon?
Water Environment	▪ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat. ▪ Of the 119 water bodies, just 23% are achieving 'good' status, falling far short of the WFD target. ▪ Climate change is likely to increase the occurrence of flooding from all sources and	**IIA11:** To reduce the risk and vulnerability, and increase resilience to flooding. **IIA12:** To maintain and enhance water quality by reducing levels of pollution form the transport network.	Will the LTP4: ▪ Reduce the risk of flooding? ▪ Increase surface runoff? ▪ Result in the reduction of water quality? ▪ Support the protection and enhancement of water bodies? ▪ Avoid areas of high flood risk where possible? ▪ Increase resilience to flood risk? ▪ Improve sustainable drainage infrastructure?

IIA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4…
	hence raise the flood risk across BCP and Dorset. ▪ Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. ▪ Upgrading existing infrastructure provides the opportunity to improve pollution control, include the reduction of litter.		
Noise	▪ Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines. ▪ Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health. ▪ Transport noise can adversely affect biodiversity including nesting and feeding habits of many species. ▪ Increased noise exposure can also have negative impacts on designated sites including the National Landscapes, and other designated sites with road or rail noise reducing amenity within these areas.	**IIA13:** To reduce exposure to transport related noise and vibration, including noise pollution and nuisance.	Will the LTP4: ▪ Support measures to reduce levels of noise pollution? ▪ Support measures for the reduction of congestion and traffic levels particularly in areas with sensitive noise receptors?
Material Assets	▪ It is important that any future development of the transport network across BCP&D does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land, as this is important for the UK's self-sufficiency in food production.	**IIA14:** To reduce the amount of waste produced and promote sustainable use of resources. **IIA15:** To ensure the efficient use of land.	Will the LTP4: ▪ Support the use of sustainable materials? ▪ Support the reuse of existing infrastructure? ▪ Promote a circular economy? ▪ Minimise the amount of waste?

IIA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4…
	▪ Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced. ▪ There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change. ▪ There is a continued increase in renewable energy supplies across the region, of which needs to be managed efficiently to ensure the capacity requirements of this transition are met.	**IIA16:** To ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	▪ Support the use of brownfield land? ▪ Protect and enhance land quality? ▪ Result in the loss of agricultural land? ▪ Ensure that critical infrastructure is resilient to the effects of climate change?

7 NEXT STEPS

7.1.1. Consultation will be undertaken with Natural England, Historic England and the Environment Agency (the Statutory Consultees) on this report for a 5-week statutory period. Once the consultation process is complete and any necessary amendments have been made, a finalised version of this report will be issued.

7.1.2. This report represents Stage A of the IIA process. The next step is the assessment stage (Stage B), during which emerging options and policies will be assessed. The timetable for LTP4 is set out in **Table 7-1**.

7.1.3. The IIA report will be available for consultation alongside the draft LTP as it is prepared.

Table 7-1 – IIA and Transport Plan Timetable

Transport Plan Activity	Timeframe
Scoping Consultation	February - March 2024
IIA Assessment	Winter - Spring 2024
IIA Report and LTP Consultation	Spring- Summer 2025
Publication of LTP and Final IIA	TBC

Appendix A

REVIEW OF PLANS, POLICIES & PROGRAMMES

This appendix presents the findings of the review of legislation, policies and plans including relevant international, national and regional documents undertaken as a part of the evidence gathering exercise for the Scoping Report.

Details of relevant legislation, policies and plans per topic are provided below in **Table A-1**.

Table A-1 – Review of Legislation, Policies and Plans

IIA Topic	Messages/Issues for the development of the Transport Plan	Document
Population and Equalities	**National**	
	The Equality Act legally protects people from discrimination in the workplace and in wider society. It is against the law to discriminate against anyone because of: ▪ Age; ▪ Being or becoming a transsexual person; ▪ Being married or in a civil partnership; ▪ Being pregnant or having a child; ▪ Disability; ▪ Race including colour, nationality, ethnic or national origin; ▪ Religion, belief or lack of religion/belief; ▪ Sex; and ▪ Sexual orientation	Equality Act (2010)
	When delivering new schemes, applicants must avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the UK Government's planning guidance. Applicants should provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.	National Planning Policy Framework (NPPF) (2023)
	The Action Plan sets what the UK Government is doing to ensure people from all communities in society have the option to use public transport. The main aim of the report is to '*deliver better access to jobs and key services through an accessible and socially inclusive transport system, by removing the barrier to travel and ensuring that social impacts are addressed in policy development and service delivery*'.	Department for Transport, Transport for Everyone: an action plan to promote equality (2012)
	Deliver better public services through involving and consulting users more fully, providing better information about local standards and managing services at neighbourhood level.	Strong and Prosperous Communities: The Local Government White Paper (2006)

IIA Topic	Messages/Issues for the development of the Transport Plan	Document
	As the number of older adults increases substantially in the UK over the next six decades, the existing urban and rural infrastructure will need to be adapted so that the needs of these people are met. For example, issues of access, transport, amenity and security will substantially affect the wellbeing of older people.	Foresight Mental Capital and Wellbeing Project (2008). Final Project report, The Government Office for Science.
	Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport. Residents of low-income neighbourhoods generally have a significant reliance on bus services. This can create issues regarding variable frequency, timing, reliability and range of places served. There is considerable evidence that transport issues affect different groups to varying extents and in particular ways, especially in terms of gender. A distinguishing feature of low-income neighbourhoods is the relatively low incidence of motor vehicle ownership. This means that residents have a much higher reliance on public transport than those living in middle and high-income areas. Difficulties in meeting the costs of transport from current incomes have given rise to the concept of 'transport poverty'.	Addressing Transport Barriers to work in Low Income Neighbourhoods, Sheffield Hallam University (2017)
	The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic. The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise. Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.	Build Back Fairer: The Covid-19 Review (2020)

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	Although the initial strategy is based in London, the approach is becoming more widely adopted nationally. The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone. The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets. These are as follows: ▪ Pedestrians from all walks of life; ▪ Easy to cross; ▪ People chose to walk, cycle and use public transport; ▪ Clean air; ▪ People feel safe; ▪ Not too noisy; ▪ Places to stop and rest; ▪ Shade and shelter; ▪ People feel relaxed; and ▪ Things to see and do.	TfL, Healthy Streets for London (2017)
	Regional/Local	
	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the community of the National Landscape: ▪ sustainable rural communities are thriving and housed affordably, enjoying a range of health and wellbeing benefits afforded by a wonderful environment ▪ there is a range of active travel options and wide access to the countryside ▪ the landscape's natural and cultural heritage is the basis for a wide range of education, learning and volunteering opportunities for all ages; it inspires ongoing research and artistic endeavour	Dorset National Landscape Management Plan 2019-2024

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	The Strategy's vision is: *'Our vision is to ensure that Bournemouth, Christchurch and Poole is a vibrant, connected community which provides meaningful opportunities for volunteering and social action, and empower a thriving voluntary and community sector to help support community needs.'* BCP Council has developed six priorities to implement this vision: ■ Build effective partnerships and working relationships that support stronger connected communities. ■ Extend the council's services by building capacity through specialist partners. ■ Learn from the COVID-19 community response and embrace new ways of working. ■ Help people to connect with their communities. ■ Support community-led approaches to build resilient communities. ■ Focus on early intervention and prevention to support people to avoid crisis.	BCP Council (2021) Empowering Communities - BCP Council's VCS and Volunteer Strategy
	The Strategy's vision is: 'Caring for our children and young people; providing a nurturing environment, high quality education and opportunities to grow and flourish.' BCP Council has developed four objectives to implement this vision: ■ provide the right help and support to children and families as early as possible and at the right time ■ build resilience in families ■ develop and provide innovative ways to support readiness for school across each phase ■ reduce risks for our young people who are identified as being at risk of going missing and or of child exploitation	BCP Council (2020) BCP Early Help, Family Support and Young People's Strategy 2020-2023
	The vision of the Strategy is: *'Ending homelessness in Bournemouth, Christchurch and Poole by ensuring everyone has a safe place to live that they can call home.'* The values illustrate the need for collaborative and innovative joint work across multiple agencies, services and sectors and that this work must be open to new ideas and to the best and emerging practice from around the country and the wider world. In addition, there is emphasis on the need for significant input and insight from people with lived experience of all forms of homelessness, the true experts regarding its impact. The values are:	BCP Council (2021) Homelessness and Rough Sleeping Strategy 2021-25

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	▪ Collaboration and co-production: we can do more together than on our own ▪ Integrity: built on knowledge and listening to each other and those with lived experience ▪ What works: build on the 'bright spots' both locally and learning from other areas ▪ Resolution: recognition that it is everyone's business to seek to end homelessness locally	
	The priorities of the Strategy are: 1. Fulfilled – Children and young people have the opportunities and are supported to achieve their full potential in education, learning and future employment. 2. Happy – Children and young people can enjoy healthy lifestyles and make positive choices. 3. Included – Children and young people are accepted as valued members of society enabling them to achieve within, and contribute to, the wider community. 4. Resilient – Children and young people are supported to be resilient in the face of the challenges presented by the Covid-19 pandemic.	BCP Council (2021) Children and Young Peoples Plan 2021-2024
	The Strategy sets out a vision for culture: *'By 2032 Bournemouth, Christchurch and Poole will be home to a world-class arts and cultural scene, recognised alongside core cultural UK cities as a regional powerhouse for the arts, a leading cultural destination and at its heart a great place to live.* *We will host and nurture a wealth of creative organisations with high levels of graduate retention: a thriving hub for creative talent, community participation, social enterprise and entrepreneurship. We will be renowned for our inclusive, diverse and accessible approach to participation and audience development, helping to define our region as a great place to live, work, visit and invest.* *We will strengthen high levels of cultural connectivity, promoting year-round programmes of inclusive activity that are sustainable, cumulative and make the most of this transformational moment.'* The Strategy has three development goals: 1. **TALENT** Embrace creative education, develop a skilled workforce, champion diverse cultural expression and enable people of all backgrounds to actively participate in the cultural life of our communities and the region as a whole. 2. **INFRASTRUCTURE**	Bournemouth Christchurch and Poole Cultural Strategy 2023-2032

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	Build cultural capacity by using the excellence of existing hubs, venues and organisations, developing new spaces and boosting the region as a place that produces and hosts great art and culture of international significance. 3. **PLACE** Embed culture in planning and placemaking, with a focus on nurturing distinctive neighbourhoods, dynamic town centres, accessible and imaginative public spaces, urban mobility and an attention to social cohesion, health and wellbeing and environmental sustainability	
	The Strategy sets out a vision for culture: *'By 2026 we want Dorset's arts, heritage and culture to be a significant force for positive change. Dorset will have a full and diverse programme of meaningful cultural experiences all across our county that will improve wellbeing, reduce inequalities, build an environmentally conscious society and sustain a healthy economy.'* The Strategy has four overarching priorities: 1. **Community**: we want everyone in Dorset's communities to have more opportunities to participate in and benefit from arts, heritage and culture. 2. **Cultural County**: we will continue to build a strong, sustainable, and diverse cultural infrastructure. 3. **Environment**: we envisage a green future for our county; using arts, heritage and culture to celebrate the environment and inspire action to tackle the climate and ecological emergency. 4. **Economy**: we will position arts, heritage and culture as part of Dorset's sustainable economic growth, ensuring all communities across Dorset benefit.	Dorset Council (2023) Cultural Strategy 2021 to 2026
	The Strategy sets out a vision for children and young people with disabilities and what Dorset Council will do to help make our schools and educational settings more accessible for them. The key priorities of the Strategy are: ▪ Increase the extent to which children and young people with disabilities can take part in the curriculum ▪ Improve the physical environment of schools and other education settings so that children and young people with disabilities can take advantage of the education, benefits, facilities, and services offered	Dorset Council (2023) Accessibility strategy 2022 to 2025

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	▪ Improve the delivery of information for children and young people with disabilities within schools and other education settings ▪ Work with the wider council, partner agencies and the voluntary and community sector to: • raise awareness of barriers to accessibility • promote equity of opportunity for children and young people with disabilities • encourage building good relationships between children and young people who are disabled and those who are not	
	Principles for commissioning social care provision: ▪ commission with the NHS and other statutory bodies ▪ involve the community and community-based organisations in shaping our plans and services ▪ work with the social care provider market as partners, as well as through contractual relationships ▪ develop partnerships that focus on 'place', shaping services to local needs ▪ develop strategic partnerships that focus on a shared understanding of our challenges and the possible solutions	Dorset Council (2023) Better Commissioning for Better Lives 2023 to 2028
	The Dorset Strategic Alliance for Children and Young People is a multi-agency partnership which brings together senior people from the council, police, health, fire and rescue services, schools, early years settings and the voluntary and community sector to shape and transform services for children and young people that achieve improved outcomes. The Plan's vision is: *"We want Dorset to be the best place to be a child, where communities thrive, and families are supported to be the best they can be."* The partnership shares a set of values and is committed to working together and with children, young people, and their families in the following ways: ▪ always putting children and families at the heart of everything we do – including in how we develop and shape services ▪ no child or family left behind – we strive for equity of outcomes for all ▪ focus on early intervention and prevention – offering the right help, in the right place at the right time ▪ working restoratively – doing things with families, not to or for them	Dorset Council (2023) Children, Young People and Families' Plan 2023 to 2033

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	▪ thinking family – providing a joined-up approach ▪ focusing on and building on the strengths within individual, families, and communities ▪ being inclusive – challenging discrimination where we see it and promoting a sense of belonging for all our children in our communities ▪ taking a rights-based approach to our work ▪ delivering best value for money – spending the Dorset £ in Dorset on the things that get the best outcomes for children and families ▪ remaining hopeful and determined to achieve good outcomes for all	
	This Strategy sets out three outcomes: **Outcome 1** ▪ Dorset is a great place to grow older, with a range of vibrant community activity, giving people better days whether they have support needs or not, and keeping them well connected to the people around them and where they live. **Outcome 2** ▪ People have access to excellent care and support in their home, both responsive short-term reablement and longer-term care, which always puts independence at its heart and helps people to continue to live independently for as long as possible, utilising equipment and assistive technology where appropriate. **Outcome 3** ▪ A good range and choice of residential care is available, in high quality, modern homes, to meet the increasingly complex needs of the local older population.	Dorset Council (2023) Commissioning for A Better Life as People Age in Dorset 2023 to 2028
	This Strategy sets out a broad context for all of our work to develop the system of care and support in Dorset, for adults with both short- and long-term needs for additional support. This Strategy sets out six outcomes: **Outcome 1** ▪ Communities are resilient, vibrant and inclusive through working in partnership with the voluntary and community sector, and provide natural circles of support for people's independence and wellbeing. **Outcome 2**	Dorset Council (2023) Commissioning for A Better Life for Adults in Dorset 2023 to 2028

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	▪ People can easily access a range of local community based resources which support their health and wellbeing, including high quality and consistent information, advice and guidance when they need it. **Outcome 3** ▪ People have ready access to a range of technology options that can support their independence and their ability to receive long-term care in ways that work best for them. **Outcome 4** ▪ People are supported to manage their own care through the use of direct payments and individual service funds, with a vibrant marketplace from which they can choose and buy their support. **Outcome 5** ▪ People have choice and control over their lives, including where they live, how they spend their days, and how they are supported when they need it. **Outcome 6** ▪ People have access to high quality support services appropriate to their needs, which promote both their safety and their independence, and work together well to support them through important transitions in life, including from birth to settled adulthood, and later into older age.	
	The Vision is for *'children and young people with Special Educational Needs and Disabilities (SEND) to be healthy, happy and safe, and able to achieve their potential to lead a fulfilling life'*. Dorset Council has made the following commitments: ▪ embed co-production across all aspects of our work so that parent carers and children and young people with SEND are recognised as equal partners and are fully involved in decision making ▪ work in partnership to promote transparency and consistency in decision making and delivery of support ▪ embrace new ways of working to support and enable innovative practice ▪ commit to identify and understand the challenges faced by our families who have children with SEND ▪ commit to providing good quality services with clear and accessible information ▪ prepare young people for adult life and independence from the earliest years ▪ ensure that moves between services or changes in provision and support across all ages are smooth, seamless and supportive	Dorset Council (2023) Dorset Council Special Educational Needs and Disabilities (SEND) Strategy 2021 to 2024

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	The objectives of this Policy are: ▪ to balance the rights and needs of resident communities with those of Gypsies and Travellers. ▪ to respond to unauthorised encampments in an efficient and effective way, taking account of the level of nuisance for local residents and the rights and responsibilities of Gypsies and Travellers ▪ to work with partners in other authorities, the voluntary sector and the Police, to address issues of social exclusion amongst Gypsy and Traveller communities and encourage reporting and action in respect of, 'Hate Crime	Dorset Council (2023) Gypsy and Traveller Policy 2003
	This Homelessness & Rough Sleeping Strategy seeks to tackle all forms of homelessness, including those who are owed a statutory duty of assistance and often living in temporary accommodation, as well as people who are staying in supported housing, sleeping rough on the streets, or have other transient arrangements (e.g. sleeping on a friend's sofa). The objectives of this Strategy are to: 1. Reduce the current and future levels of homelessness. 2. Prevent homelessness 3. Ensure there is enough suitable accommodation for people who are homeless or threatened with homelessness. 4. Ensure there are adequate services to support people who are homeless, or threatened with homelessness, or were previously homeless, to prevent a reoccurrence of homelessness. 5. Appropriately resource the delivery of this Homelessness & Rough Sleeping Strategy	Dorset Council (2023) Homelessness and Rough Sleeping Strategy 2021 to 2026
	This Strategy sets out three equality objectives: ▪ to foster good relations with and within the community ▪ to develop and support a diverse workforce ▪ to develop, commission and deliver inclusive and responsive services	Dorset Council (2023) Equality, Diversity and Inclusion Strategy 2021 to 2024
Human Health	**National**	

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	Reducing health inequalities is a matter of fairness and social justice. In England, the many people who are currently dying prematurely each year as a result of health inequalities would otherwise have enjoyed, in total, between 1.3 and 2.5 million extra years of life. Ensure a healthy standard of living for all; Create and develop healthy and sustainable places and communities; and Strengthen the role and impact of ill health prevention.	Fair Society, Healthy Lives: The Marmot Review: Strategic review of health inequalities in England post (2012)
	The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic. The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise. Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.	Build Back Fairer: The Covid-19 Marmot Review (2020)
	Paragraph 96 of the NPPF states: *'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:* *a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;* *b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and*	National Planning Policy Framework (NPPF) (2023)

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	c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'	
	Poorly located and designed new development seriously hinders healthy lifestyles. Physical inactivity directly contributes to one in six deaths in the UK, drives rising levels of obesity, and is the fourth largest cause of disease and disability. It costs society an estimated £7.4 billion a year and places the national healthcare system under increasing financial strain. By enabling compact, higher density, and mixed-use patterns of development. This encourages more people to incorporate physical activity into their daily journeys, improving productivity and dramatically reducing ill health.	Chartered Institute of Highways & Transportation (CIHT), Better planning, better transport, better places (2019)
	There are three main mechanisms that link transport and health and wellbeing: ▪ Transport and access: Transport plays a key role in improving access to health services, particularly for vulnerable groups like older people. ▪ Mode of transport: Mode of transport affects physical and mental health, via mechanisms including physical activity and commuting time. ▪ Wider effects of transport and infrastructure: Transport can facilitate social interactions and promote social inclusion.	Transport, health and wellbeing: An evidence review for the Department for Transport (2019)
	Regular physical activity provides a range of physical and mental health and social benefits, including: ▪ Reducing the risk of many long-term conditions ▪ Helping manage existing conditions ▪ Ensuring good musculoskeletal health ▪ Developing and maintaining physical and mental function and independence ▪ Supporting social inclusion ▪ Helping maintain a healthy weight ▪ Reducing inequalities for people with long-term conditions The CMOs' Physical Activity Guidelines state that for good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still. Regular physical activity can help to prevent and manage a range of chronic conditions and diseases, many of which are on the rise and affecting people at an earlier age.	Public Health England (2020) Health Matters, Physical Activity: Prevention and management of long-term conditions

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	The Big Plan for Dorset is about the work of Bournemouth, Christchurch and Poole Council, Dorset Councils and Dorset Commissioning Group. The vision is: ■ Everyone with a learning disability treated with dignity and respect. ■ Services making sure that people with learning disabilities and their families are at the centre of everything they do. ■ People having choices and rights, and being responsible for their lives. ■ People's lives getting better, with services supporting them to reach their hopes and dreams.	Dorset Clinical Commissioning Group (2018) The Big Plan 2018-2024
	The health and wellbeing strategy focuses on three priorities: ■ Empowering communities – engaging with and empowering communities of highest need to improve healthy life expectancy ■ Promoting healthy lives – set priorities to accelerate work promoting healthy lives and wellbeing ■ Support and challenge – provide governance and support to our partners, prioritising the delivery of key partnership outcomes	BCP Council (2020) Health and wellbeing strategy 2020-2023
	The overall aim of the BCP Suicide Prevention Plan is to reduce both attempted and completed suicides and reduce self-harm among children and young people.	BCP Council (2021) Suicide Prevention Plan 2021-23
	This Strategy sets out the council's ambitions for investing in green infrastructure across Bournemouth, Christchurch and Poole over the next ten years. The aim is to make best use of our green infrastructure to: ■ Help increase health and well-being outcomes for our communities and visitors, thereby reducing pressures on health and social services ■ Reverse biodiversity loss and nature recovery ■ Strengthen the resilience of people, places and nature to a changing climate ■ Support high quality placemaking	BCP Council (2022) Green Infrastructure Strategy – Investing in a healthy, biodiverse, resilient and world class city region 2022-2031

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	The ambition is to secure investment in the delivery of a multi-functional green infrastructure network, weaving together and enriching green and blue spaces throughout the city region – the 'Green Net'. The vision for the Green Net is: *'The Green Net provides a natural health service and life support system for our communities throughout Bournemouth, Christchurch and Poole. Providing the backdrop to peoples' everyday lives, the Green Net reinforces the green image of the city region as a healthy, biodiverse, resilient and world class place to live, work, study, visit and invest in.'* The vision is supported by four overarching, long-term strategic goals: 1. Goal 1. Encourage healthy living and well-being 2. Goal 2. Strengthen resilience to climate change 3. Goal 3. Support nature recovery and biodiversity 4. Goal 4. Support economic recovery, prosperity and placemaking	
	'Our Dorset – A Movement for Movement' is the physical activity strategy for BCP and Dorset. Three key themes for action: 1. We need to reframe the language we use when we talk about physical activity 2. We need to build movement into everyday life 3. We need to connect everyone with the value of daily movement	Active Dorset (2022) Our Dorset – A Movement for Movement
	The Strategy focuses on three priorities: 1. empowering communities Priority one - engaging with and empowering communities to improve healthy life expectancy 2. promoting healthy lives Priority two - set priorities to accelerate work promoting healthy lives and wellbeing 3. support and challenge Priority three - provide governance and support to our partners, prioritising the delivery of key partnership outcomes	Dorset Council (2023) Health and Wellbeing Strategy 2020 to 2023
	National	

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Economy and Employment	The Act allows the modification or discharge of the affordable housing elements of section 106 agreements in order to make developments more viable. Contains measures to extend permitted development rights to allow single-storey extensions of up to eight metres. Reduces the volume of extra paperwork required with a planning application; removing over-lapping development consent regimes that require multiple extra permissions from different Government agencies.	Growth and Infrastructure Act (2013)
	To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, including, but not limited to: ▪ Those who require affordable housing; ▪ Families with children; ▪ Older people; ▪ Students; ▪ People with disabilities; ▪ Service families; ▪ Travellers; ▪ People who rent their homes; and ▪ People wishing to commission or build their own homes.	National Planning Policy Framework (2021)
	Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.	National Planning Policy Framework (NPPF) (2023)
	The Enterprise Act includes measures to: ▪ Establish a Small Business Commissioner to help small firms resolve issues.	The Enterprise Act (2016)

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	▪ Extend the Primary Authority scheme to make it easier for businesses to access tailored and assured advice from local authorities, giving them greater confidence to invest and grow. ▪ Protect and strengthen apprenticeships by introducing targets for apprenticeships in public sector bodies in England, and establish an Institute for Apprenticeships – an independent, employer-led body that will make sure apprenticeships meet the needs of business.	
	The Industrial Strategy sets out a long term plan to boost the productivity and earning power of people throughout the UK. It sets out how the UK Government is working towards building a Britain fit for the future – how they will help businesses create better, higher-paying jobs in every part of the UK with investment in the skills, industries and infrastructure of the future. The strategy includes five foundations: ▪ Ideas: the world's most innovative economy ▪ People: good jobs and greater earning power for all ▪ Infrastructure: a major upgrade to the UK's infrastructure ▪ Business environment: the best place to start and grow a business ▪ Places: prosperous communities across the UK The UK Government will use this strategy to work with industry, academia and civil society over the coming years to build on the UK's strengths, make more of untapped potential and create a more productive economy that works for everyone across the UK.	UK Industrial Growth Strategy (2017)
	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. The Strategy has two guiding objectives: 1. To meet our domestic commitments at the lowest possible net cost to UK taxpayers, consumers and businesses; and, 2. To maximise the social and economic benefits for the UK from this transition. In order to meet these objectives, the UK will need to nurture low carbon technologies, processes and systems that are as cheap as possible.	The Clean Growth Strategy (2017)
	Regional/Local	

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	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the economy of the National Landscape is that the economy of that community offers great employment for all ages in: ▪ well-rewarded sensitive farming, forestry and fishing businesses and the conservation sector alongside which they work ▪ the production of superb local products and a tourism industry that rewards host communities and contributes to landscape management ▪ the local building industry which is a leader in low energy construction, employing local timber ▪ a world-class creative industry and the wider green economy inspired by the landscape	Dorset National Landscape Management Plan 2019-2024
	The Strategy is a twenty-year plan to increase productivity, innovation, earnings and wellbeing across the county, delivering on an ambition to create a local economy that is sustainable, innovative, resilient and inclusive. The vision of the Strategy is that: *'By 2030, Dorset will be:* ▪ *Using a One Health Approach as a basis to age well and live sensitively in the environment. Dorset will be the UK lead for One Health and the aquaculture capital of the UK.* ▪ *Using opportunities of new technologies in security, lead a revolution in **defence innovation and security**. Dorset will be a key defence hub for the UK, and a leader in defence tech and commercialisation.* ▪ *Leading **a digital and cultural transformation** across all communities.'*	Dorset Local Enterprise Partnership (LEP) (2019) A Local Industrial Strategy for Dorset: Living better, high performing and naturally collaborative
	The Strategy outlines priority areas of action: Priority areas of action: 1. Supercharging our business community: Focusing on supporting increased productivity across our small and medium sized business community.	BCP Council (2021) BCP Futures – Economic Development Strategy (EDS) for Bournemouth, Christchurch and Poole –

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	2. Supporting the BCP exemplar industries: Encouraging growth in BCP priority sectors and clusters as the catalysts to success. 3. Opening doors to prosperity: Creating the best local economic conditions to achieve a world-class, sustainable city region and one of the best coastal places in the world in which to live, work, invest and play. 4. Business matters @ BCP: Achieving an outstanding economic development service, acting as the concierge for Council business-facing functions.	Unleashing our potential 2021-2026
	The Strategy details themes and objectives: **Theme 1 – Vision and Strategy / Networks and Partnerships** ▪ Objective 1: to support a broad variety of uses in our high streets and district centres ▪ Objective 2: to make full use of our high street properties ▪ Objective 3: to ensure successful partnership working **Theme 2 – Adaptability and Experience** ▪ Objective 4: to make our high streets and district centres culturally rich destinations for experiences and events ▪ Objective 5: alternative and future uses for our high streets and district centres **Theme 3 – Appearance and Attractiveness** ▪ Objective 6: make our high streets and district centres cleaner and greener ▪ Objective 7: keep our high streets and district centres safe and secure **Theme 4 – Place Marketing** ▪ Objective 8: market and promote our high streets & district centres to showcase their full potential **Theme 5 – Activity and Innovation** ▪ Objective 9: use our high streets and district centres as data-rich locations that are easy to navigate ▪ Objective 10: future proof our high streets and district centres as Smart Places **Theme 6 – Liveability and Functionality** ▪ Objective 11: diversify our high streets and district centres as mixed use, dynamic places to live, work and congregate	BCP Council (2021) High Streets and District Centres Strategy
	The vision for Bournemouth, Christchurch and Poole's Tourism Economy is to *'establish one of the best coastal places in the world to visit, work and invest in.'* The Strategy sets out the key Goals and Priorities that the Destination Management Board and its partners including BCP Council will develop an action plan to deliver over the next 5	BCP Council (2023) Tourism Strategy: 2023 - 2027

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	years, in order to support and sustainably grow the year-round visitor economy in ways that are beneficial to the local economy and community.	
	The BCP Skills Plan outlines clearly what needs to be done offering a strong agenda for local leadership and collaborative working to *'help our economy, business and people to build resilience, realise emerging growth in our exemplar sectors, such as advanced engineering, fin-tech, green, health innovation, digital and creative and meet Net Zero ambitions, while adjusting to demographic and technological change.'* The Plan sets out a range of priorities: ■ Priority 1: Skills driving productivity ■ Priority 2: Work & place centric delivery ■ Priority 3: Smart Collaborations ■ Priority 4: Learning for Life	BCP Council (2022) BCP Skills Plan 2022-2026
	The vision for the Strategy is to: *'Establish a system in which CPD, and work-based learning is business as usual and our workforce does have the time and space to reflect on practice using learning to improve outcomes for children and young people.'*	BCP Council (2021) Workforce Development Strategy 2021-2023
	The vision for the Strategy is: *'To have an industry-leading, highly productive aquaculture sector, driven by sustainable production practices and continuous innovation. A sector that delivers a resilient seafood supply chain, contributes to UK food security and brings substantial socio-economic benefits to coastal communities across Dorset.'*	Dorset & East Devon Aquaculture, Dorset Mariculture Strategy 2020-2025
	This Economic Growth Strategy sets out Dorset Council's ambitions to enable clean, inclusive, sustainable and good quality economic growth across the whole council area. The aim is to bring improved standards of living, quality of life, health, and wellbeing for all of Dorset's residents, and to ensure that Dorset is great place to live, work and visit. The priorities are: ■ enhance Dorset as a place to do business and attract inward investment	Dorset Council (2023) Dorset's Economic Growth Strategy 2020 to 2024

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	▪ support the creation and growth of new sustainable business. This will support high quality job creation ▪ improve transport and digital connectivity across the area ▪ enhance aspirations and skills to improve social mobility The six foundations are: 1. digital infrastructure 2. people and skills 3. business and environment 4. ideas and innovation 5. place 6. transport infrastructure	
	This Strategy is mechanism to ensure that the commercial approach to commissioning and procurement takes place in accordance with the Council's strategic aims, that it is effective and delivers best value to residents. The strategy principles provide the structure and framework from which the Council will plan and prioritise the commercial activity of commissioning and procurement. The principles are: 1. Principle 1 - people, skills and development 2. Principle 2 - effective commissioning 3. Principle 3 - strategic sourcing 4. Principle 4 - contract management 5. Principle 5 - partnership working 6. Principle 6 - maximising the Dorset pound 7. Principle 7 - climate and ecological emergency	Dorset Council (2023) Commercial Strategy
Community Safety	**National**	
	Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe..	National Planning Policy Framework (NPPF) (2023)

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	Paragraphs 3.10 – 3.12 of the NN NPS advise that "scheme promoters are expected to take opportunities to improve road safety, including introducing the most modern and effective safety measures where proportionate", and that it is the UK Government's policy to ensure that risks of rail passenger and workforce accidents are reduced so far as reasonably practicable.	National Networks National Policy Statement (NN NPS) (2014)
	Although there has been an ongoing reduction of people Killed or Seriously Injured (KSI) on UK roads has generally been declining since 2005, over the last few years the number of fatalities has remained fairly consistent with a small increase in KSIs in 2013. National Highways recognise that they must continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do. By the end of 2025, they aim to continue to reduce the number of KSIs on the Strategic Road Network to support a decrease of at least 50%, against the 2005-2009 average baseline.	National Highways Delivery Plan 2020-2025 (2020)
	Safety is an important consideration for road users owing to the significant impact of serious and fatal accidents. A considerable economic cost is also associated with collisions on all roads, estimated at £15 billion annually to the UK economy. The strategy outlines what the Strategic Road Network (SRN) should be like in 2050 and the steps to achieve this. Traffic growth on the SRN is predicted to be between 29% and 59% by 2050 though it has been recognised that overall trips rates for the majority of trip purposes have been declining and there is a trend of more young people not learning to drive. This has been outweighed however by the increase in journeys made by older drivers and the expectation of a continued rise in total population. National Highways is still working towards an ongoing reduction in the number of people killed or seriously injured (KSI) on the SRN to support a decrease of at least 50% by the end of 2025 (against the 2005-09 baseline) through means of increased investment and maintenance of the network whilst also working towards achieving reductions of effects on the wider environment.	Department for Transport, Road Investment Strategy: 2020-2025 (2020)

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	Road deaths in Britain have been reducing over the past 30 years because of multiple factors such as – safer infrastructure, new vehicle technologies, hazard perception testing, tougher enforcement, shifting social attitudes and better trauma care. Part of the United Nations' 2010 Global Plan for Road Safety promotes a five pillar approach for managing road safety – road safety management, safer roads and mobility, safer vehicles, safer road users, post-crash response.	Working together to build a safer road system: British Road Safety Statement. Department for Transport (2015)
	Regional/Local	
	The vision is **to make Bournemouth, Christchurch, and Poole a safer and healthier place where communities and businesses thrive and where residents and visitors feel safe and welcomed**, by working together to increase safety in the community, to reduce crime, anti-social behaviour, and substance misuse and to manage those who commit offences to prevent them from reoffending. The mission **is to provide clear strategic vision and leadership in improving safety in the conurbation for residents, businesses, and visitors**. We will work to address crime and anti-social behaviour, using data, insight, and a combination of communication, engagement, prevention, early intervention, and enforcement, and will work closely with the community to provide support to victims, especially those who are vulnerable. The Community Safety Partnership will work towards achieving its vision in line with the following priorities: 1. Tackle violent crime in all its forms 2. Keep young people and adults-at-risk safe from exploitation, including online risks 3. Work with communities to deal with antisocial behaviour (ASB) and crime hotspots, including ASB linked to substance misuse	Bournemouth, Christchurch & Poole Community Safety Strategy 2022 -2025
	The Dorset Strategic Road Safety Partnership (DSRSP) has a clear aim and commitment to eradicate preventable deaths and serious injuries on Dorset's roads. The vision of the Strategy: *'Our vision is to improve road safety by reducing the number of road deaths and serious injuries in Dorset by 40% to 213 KSIs by 2030 compared to the five year baseline for 2015 to 2019 of 355 KSIs with a vision of zero KSIs by 2050.'*	Dorset Strategic Road Safety Partnership Strategy 2021 - 2030
	International	

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Biodiversity and Natural Capital	The convention has three main aims which are stated in Article 1: ▪ To conserve wild flora and fauna and their natural habitats; ▪ To promote cooperation between states; and ▪ To give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species.	Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
	The identification of a European network of Sites of Community Importance (SCIs) to be designated as Special Areas of Conservation (SACs). A SA would need to report on any potential effects on SACs and all development plans should aim to avoid adverse effects on them.	Conservation of Natural Habitats and Wild Fauna & Flora (the 'Habitats Directive') (1992)
	The 8th EAP guides EU environmental policy up to 2030 and sets ambitions for 2050. The Programme sets the following as a long-term priority objective: *The long-term priority objective is that, by 2050 at the latest, Europeans live well, within planetary boundaries, in a well-being economy where nothing is wasted. Growth will be regenerative, climate neutrality will be a reality, and inequalities will have been significantly reduced.* There are also six other priority objectives to 2030: ▪ achieving the 2030 greenhouse gas emission reduction target and climate neutrality by 2050 ▪ enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change ▪ advancing towards a regenerative growth model, decoupling economic growth from resource use and environmental degradation, and accelerating the transition to a circular economy ▪ pursuing a zero-pollution ambition, including for air, water and soil and protecting the health and well-being of Europeans ▪ protecting, preserving and restoring biodiversity, and enhancing natural capital ▪ reducing environmental and climate pressures related to production and consumption (particularly in the areas of energy, industry, buildings and infrastructure, mobility, tourism, international trade and the food system)	EU (2022) 8th Environment Action Programme (EAP) to 2030

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	This strategy is a comprehensive, ambitious and long-term plan to protect nature and reverse the degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030 and contains specific actions and commitments. These include: ▪ Establishing a larger EU-wide network of protected areas on land and at sea; ▪ Launching an EU nature restoration plan; ▪ Introducing measures to enable the necessary transformative change; and ▪ **Introducing measures to tackle the global biodiversity challenge.**	EU (2020) EU Biodiversity Strategy to 2030
	The Ramsar Convention covers all aspects of wetland conservation. It has three main pillars of activities: ▪ The designation of wetlands of international importance as Ramsar sites; ▪ The promotion of the wise use of all wetlands in the territory of each country; and ▪ International co-operation with other countries to further the wise use of wetlands and their resources. While the initial emphasis was on selecting sites of importance to waterbirds, now non-bird features are increasingly taken into account, both in the selection of new sites and when reviewing existing sites.	Ramsar Convention on the Conservation on Wetlands of International Importance (1971)
	National	
	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. The Biodiversity Gain objective requires the biodiversity value attributable to a development to exceed pre-development biodiversity value by at least 10%.	The Environment Act (2021)
	The 25 Year Environment Plan (YEP) outlines the UK Government's ambition: 'To leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition.' The Plan includes ten key targets of which two focus on biodiversity. <u>Thriving plants and wildlife:</u>	25 Year Environment Plan, HM Government (2018)

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	▪ Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term; ▪ Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits; ▪ Taking action to recover threatened, iconic or economically important species of animals, plants and fungi and where possible to prevent human-induced extinction or loss of known threatened species in England and the Overseas Territories; ▪ Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042. <u>Enhancing biosecurity:</u> ▪ Managing and reducing the impact of existing plant and animal diseases; lowering the risk of new ones and tackling invasive non-native species; ▪ Reaching the detailed goals to be set out in the Tree Health Resilience Plan of 2018; ▪ Ensuring strong biosecurity protection at our borders, drawing on the opportunities leaving the EU provides; and ▪ Working with industry to reduce the impact of endemic disease.	
	The Environmental Improvement Plan (EIP) 2023 for England is the first revision of the 25YEP. It builds on the 25YEP vision with a new plan setting out how Defra will work with landowners, communities and businesses to deliver each of the goals for improving the environment, matched with interim targets to measure progress. Taking these actions will help us restore nature, reduce environmental pollution, and increase the prosperity of our country. This improvement plan sets out the interim targets and the plan to deliver those goals, including measures such as: ▪ A comprehensive delivery plan to halt the decline in nature by 2030; ▪ A commitment to creating and restoring at least 500,000 hectares of wildlife habitat, with 70 new projects including 25 new or expanded National Nature Reserves; ▪ A new pledge on access to nature with everyone to live no more than a 15 minutes' walk from a green or blue space; ▪ The Species Survival Fund for domestic species at risk, like the red squirrel; and ▪ Five-year interim targets to drive progress towards our long-term targets.	Department for Environment, Food & Rural Affairs (2023) Environmental Improvement Plan 2023

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	The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version). The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) and the protection of wildlife.	Wildlife and Countryside Act (as amended 1981)
	The Biodiversity Strategy for England sets a fundamental shift in train by ensuring that biodiversity considerations become embedded in all the main sectors of economic activity, public and private. The Strategy capitalises on the opportunities presented by the report of the Policy Commission on Food and Farming and the current review of the Common Agricultural Policy. The Strategy sets out a programme for five years for the other main policy sectors, to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. It takes account of climate change as one of the most important factors affecting biodiversity and influencing policies.	Working with the grain of nature: A Biodiversity Strategy for England (2002)
	The aim of the White Paper is to set out a clear framework for protecting and enhancing the things that nature gives us for free. Four core themes: 1. Protecting and improving our natural environment 2. Growing a green economy 3. Reconnecting people and nature 4. International and EU leadership	The Natural Environment White Paper (2011)
	Species and habitats should be restored and enhanced in comparison with 2000 levels. Improve the long term sustainability of ecological and physical processes that underpin the functioning of ecosystems, thereby enhancing the capacity of ecosystem services. Provide accessible natural environments rich in wildlife for people to enjoy and experience.	Making Space for Nature: A review of England's Wildlife Sites and Ecological Network: Chaired by Professor Sir John Lawton CBE FRS (2010)

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	Protect and enhance biodiversity through Nature Improvement Areas (NIAs), biodiversity offsetting, Local Nature Partnerships and phasing out peat use. Place natural capital at the centre of economic decision making to avoid the unintended environmental consequences that arise from undervaluing natural assets.	The Natural Choice: Securing the value of nature: HM Government (2011)
	NN NPS states that development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation to counteract impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought. Paragraphs 3.2 to 3.5 of the NN NPS state that not only should national road and rail networks be designed to minimise social and environmental impacts, but that they should also seek to improve quality of life. In part this may be achieved by "reconnecting habitats and ecosystems […] improving water quality and reducing flood risk, […] and addressing areas of poor air quality." Paragraph 5.162 recognises the potential for developments to provide positive environmental and economic benefits through the provision of green infrastructure. Paragraph 5.175 of the NN NPS highlights that green infrastructure identified in development plans should be protected and, where possible, enhanced.	National Networks National Policy Statement (NN NPS) (2014)
	Paragraphs 180 and 185 to 188 of the NPPF require development to protect and safeguard biodiversity, and advise that development should aim to conserve, restore and enhance biodiversity adequately through mitigation or, as a last resort, using compensation. Proposals which aim to conserve or enhance biodiversity should be supported. Recognise the wider benefits of ecosystem services; minimise impacts on biodiversity and provide net gains in biodiversity where possible, contributing to the UK Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 180 of the NPPF requires that planning decisions should be taken to enhance the natural environment by recognising the wider benefits from natural capital and ecosystem services. Further, Paragraph 181 requires plans to take a strategic approach to maintaining	National Planning Policy Framework (NPPF) (2023)

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	and enhancing green infrastructure networks and improving natural capital at a catchment or landscape scale.	
	The report identifies that: ▪ Some assets are currently not being used sustainably and the benefits that we derive from them are at risk; ▪ There are major economic benefits to be gained from natural capital and that their value should be incorporated into decision making; and ▪ A long-term restoration plan is necessary to maintain and improve natural capital for future generations.	The State of Natural Capital: Restoring our Natural Assets; Natural Capital Committee (2014)
	In the report, the Natural Capital Committee sets out: ▪ Despite some improvements, only limited progress has been made towards the 25 Year Environment Plan's goals. ▪ Its advice to Government that biodiversity net gain should be expanded to environmental net gain. ▪ Its advice that an England wide baseline of natural capital assets should be established to measure progress towards environmental goals. Natural capital should be seen as infrastructure in its own right, in recognition of its contribution to economic wellbeing.	The State of Natural Capital; Natural Capital Committee (2020)
	Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.	Natural Environment and Rural Communities Act (2006)
	Regional/Local	
	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the environment of the AONB: ▪ the AONB is stunningly beautiful, tranquil and healthy ▪ there are large tracts of well linked, high quality habitats within a landscape capable of supporting resilient populations of a wide range of species	Dorset National Landscape Management Plan 2019 – 2024

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	▪ the AONB is regarded as a store of natural capital which is conserved and managed to maximise the benefits available from it (clean water, clean air, productive soils, geological resources, etc)	
	The Plan presents the special qualities and features of the AONB and determines what actions are required to ensure their conservation and enhancement. It explains the significance of this AONB and describes its outstanding landscapes, focussing on conserving and enhancing them, sustaining living and working landscapes, and the special landscapes to enjoy. The vision: *'In 2030, the Cranborne Chase AONB will be an inspirational example of sustainable management in action.'* A nationally appreciated place where: ▪ its distinctive local landscapes, historic heritage, and wildlife are conserved and enhanced by those who work and manage the land, nurturing a valued and treasured countryside for future generations; ▪ its healthy soils, clean air and water are appreciated, prized and respected by all ▪ its characteristic vibrant villages, profoundly rural character, and local sense of pride are tangible to all who live and visit here, or just pass through; ▪ the breadth and depth of historic land use offers up its stories in the landscape today; ▪ its cultural heritage is conserved, understood, enhanced, valued and enjoyed; ▪ the aesthetic qualities of the landscape and environment, along with the sense of wonder and enjoyment, are appreciated by all; and ▪ the quality of life remains high and the aspirations of those who live and work here are supported. Ambition – '*Wildlife thrives in the AONB and is able to move freely around the area.*'	Cranborne Chase Partnership Plan 2019-2024
	The aim of this Strategy is to address the adverse effect of airborne nitrogen upon the Dorset Heathlands designated sites by contributing to the achievement of the conservation objectives for air quality and in doing so, facilitate the delivery of planned development. The objectives are: ▪ Contributing to the achievement of the conservation objectives of the Dorset Heathlands;	Dorset Council and BCP Council (2020) Dorset Heathlands Interim Air Quality Strategy

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	▪ Facilitating the delivery of planned development; ▪ Encouraging modal shift to reduce the number of trips by combustion engine vehicles; ▪ Accelerating the shift to zero emission vehicles; ▪ Working pro-actively with the agricultural sector to implement measures; and ▪ Multi-layering projects to provide other benefits to include: • improved air quality for public health; • net gain in biodiversity; and • helping towards achievement of the Council's climate and ecological emergencies.	
	This Strategy sets out the council's ambitions for investing in green infrastructure across Bournemouth, Christchurch and Poole over the next ten years. The aim is to make best use of our green infrastructure to: ▪ Help increase health and well-being outcomes for our communities and visitors, thereby reducing pressures on health and social services ▪ Reverse biodiversity loss and nature recovery ▪ Strengthen the resilience of people, places and nature to a changing climate ▪ Support high quality placemaking The ambition is to secure investment in the delivery of a multi-functional green infrastructure network, weaving together and enriching green and blue spaces throughout the city region – the 'Green Net'. The vision for the Green Net is: *'The Green Net provides a natural health service and life support system for our communities throughout Bournemouth, Christchurch and Poole. Providing the backdrop to peoples' everyday lives, the Green Net reinforces the green image of the city region as a healthy, biodiverse, resilient and world class place to live, work, study, visit and invest in.'* The vision is supported by four overarching, long-term strategic goals: 1. Goal 1. Encourage healthy living and well-being 2. Goal 2. Strengthen resilience to climate change 3. Goal 3. Support nature recovery and biodiversity 4. Goal 4. Support economic recovery, prosperity and placemaking	BCP Council (2022) Green Infrastructure Strategy – Investing in a healthy, biodiverse, resilient and world class city region 2022-2031
	The vision for the Strategy:	Dorset Council (2023) Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh

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	'Our vision is for a carbon neutral, nature positive and resilient Dorset achieved through a clean, green and fair transition and that generates prosperous, stronger and healthier communities.' The strategy is focused on three pillars: ■ climate change: Cutting our greenhouse gas emissions ■ biodiversity loss: Helping nature to recovery by protecting and enhancing our land, rivers and seas ■ environmental resilience: Adapting for the impacts of unavoidable environmental change The strategy is focused on three broad issues: • how we power and heat things • how we build, make and dispose of things • how we use our land, rivers and seas At its heart are 9 core missions: ■ renewable generation ■ heat decarbonisation ■ energy and water efficiency ■ road transport decarbonisation and modal shift ■ sustainable development and construction ■ sustainable consumption, waste and circularity ■ sustainable food ■ natural assets and nature-based solutions ■ resilience and adaptation Overall it has four broad outcomes it aims to achieve: 1. Net Zero Council 2040 and Net Zero Dorset 2050: Net zero emissions from power, heat, transport, construction, food, consumables and waste 2. Nature Positive Dorset 2030: At least 30% of our land, rivers and seas and nature-positive by 2030 3. prosperity through green growth: Green jobs, skills and investment for low carbon and nature sectors	

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	4. stronger, healthier communities: Healthier, cheaper to run homes and safer more resilient communities	
	The Action Plan proposes a range of positive approaches which can be applied to the management of councils' assets, projects and decision-making processes in relation to the decline in pollinators, on Dorset Council land. The actions are subdivided into five themes, as recommended by Buglife and Friends of the Earth 'Helping Pollinators Locally: Developing a local pollination Action Plan or Strategy': ▪ the management of the council's green assets ▪ enhancement opportunities via new development on Council land ▪ opportunities via the Councils planning functions ▪ raising awareness ▪ monitoring, research and evidence	Dorset Council (2023) Dorset Council Pollinators Action Plan 2019 to 2024
	The Stour Valley Park is a vision for a regional park where everyone can enjoy the benefits of the natural world. The vision for the Stour Valley Park is: *'Our vision is of an abundant river system and vibrant landscape, full of life; where people and nature thrive in harmony with one another, where we can learn about our past, enjoy the present and work towards a better future for all.'* The Aims & Objectives are: ▪ Create an accessible landscape which will regenerate the river, improve water quality, and enhance biodiversity. ▪ Support the adoption of long-term sustainable land management. ▪ Open up parts of the river valley for shared public access to improve the health and wellbeing of the locality. ▪ Boost the local economy through new business opportunities and jobs which will help provide the resources for ongoing management of greenspace. ▪ Uncover and then enhance the landscape's unique heritage and history. ▪ Ensure an integrated approach to future growth, work with relevant sectors – housing, health, transport & culture.	Stour Valley Park Partnership (2022) The Stour Valley Park Strategy Document

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	▪ Establish a unique brand for the Park, marketing it as a new regional destination with identifiable gateways (visitor centres, information points etc). ▪ Enable integrated access via public transport and walking/cycle links, encouraging people to choose car-free travel alternatives along and across the Park. ▪ Enhance the landscape's contribution to reducing and managing flood risk. ▪ Work to a 10-year time frame for delivery.	
Landscape and Townscape	**International**	
	The Council of Europe Landscape Convention promotes the protection, management and planning of the landscapes and organises international co-operation on landscape issues. Specific measures include: ▪ raising awareness of the value of landscapes among all sectors of society and of society's role in shaping them; ▪ promoting landscape training and education among landscape specialists, other related professions and in school and university courses; ▪ the identification and assessment of landscapes, ▪ analysis of landscape change, with the active participation of stakeholders; ▪ setting objectives for landscape quality, with the involvement of the public; and ▪ the implementation of landscape policies through the establishment of plans and practical programmes.	European Landscape Convention (2000) (became binding March 2007)
	National	
	Goal 6: Enhancing beauty, heritage and engagement with the natural environment, is to "safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage."	25 Year Environment Plan (2018)
	Paragraph 5.149 states that when judging the impact of a project on landscape, the decision is dependent on the nature of the existing landscape likely to be affected and the nature of the effect likely to occur. The project should aim to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.	National Policy Statement for National Networks (NN NPS) (2014)

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	Paragraph 180 of the NPPF requires developments to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside. Paragraph 182 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. Paragraph 183 of the NPPF states that when considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.	National Planning Policy Framework (NPPF) (2023)
	The Landscape Institute's most recent position statement, 'Green Infrastructure LI Position Statement 2013' sets out why GI is crucial to our sustainable future. The publication showcases a range of successful GI projects and shows how collaboration is key to delivering multifunctional landscapes. It also illustrates why landscape professionals should take the lead on the integration of GI.	Green Infrastructure: An integrated approach to landscape use. Landscape Institute Position Statement (2013)
	Communities should identify green infrastructure requirements in their local area through addition to or creative enhancement of the existing network. Look to enhance local landscape character, heritage and biodiversity and ensure long term management is included in an overall strategy.	Local Green Infrastructure: helping communities make the most of their landscape: Landscape Institute for Green Infrastructure Partnership (2011)
	Fields in Trust guidance, first published in the 1930s, is based on a broad recommendation that 6 acres (2.4 hectares) of accessible green space per 1,000 head of population enables residents of all ages to participate in sport and play; 75% of local authorities adopt this or an equivalent standard (2014 Fields in Trust / David Lock Associates Survey).	Guidance for Outdoor Sport and Play (2015)
	English Nature (now Natural England) recommends that provision should be made of at least 2 ha of accessible natural greenspace per 1000 population according to a system of tiers into which sites of different sizes fit: ▪ No person should live more than 300m from their nearest area of natural greenspace;	Accessible Natural Green Space Standards in Towns and Cities: A review and Toolkit for their implementation (2003) and Nature

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	▪ There should be at least one accessible 20ha site within 2km from home; ▪ There should be one accessible 100ha site within 5km; and ▪ There should be one accessible 500ha site within 10km.	Nearby: Accessible Green Space Guidance (2010)
	Regional/Local	
	The Plan presents the special qualities and features of the AONB and determines what actions are required to ensure their conservation and enhancement. It explains the significance of this AONB and describes its outstanding landscapes, focussing on conserving and enhancing them, sustaining living and working landscapes, and the special landscapes to enjoy. The vision: *'In 2030, the Cranborne Chase AONB will be an inspirational example of sustainable management in action.'* A nationally appreciated place where: ▪ its distinctive local landscapes, historic heritage, and wildlife are conserved and enhanced by those who work and manage the land, nurturing a valued and treasured countryside for future generations; ▪ its healthy soils, clean air and water are appreciated, prized and respected by all ▪ its characteristic vibrant villages, profoundly rural character, and local sense of pride are tangible to all who live and visit here, or just pass through; ▪ the breadth and depth of historic land use offers up its stories in the landscape today; ▪ its cultural heritage is conserved, understood, enhanced, valued and enjoyed; ▪ the aesthetic qualities of the landscape and environment, along with the sense of wonder and enjoyment, are appreciated by all; and ▪ the quality of life remains high and the aspirations of those who live and work here are supported. Ambitions: • The unique character, tranquillity and special qualities of the AONB landscapes are conserved and enhanced. • The area's special qualities are widely understood. • Informed decision-making strengthens the special qualities.	Cranborne Chase Partnership Plan 2019-2024

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	• When change happens, it is consistent with the character of the landscape and the setting of the AONB. • We will take opportunities to restore landscape features that require it.	
	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the environment of the AONB: ▪ the AONB is stunningly beautiful, tranquil and healthy ▪ there are large tracts of well linked, high quality habitats within a landscape capable of supporting resilient populations of a wide range of species ▪ the AONB is regarded as a store of natural capital which is conserved and managed to maximise the benefits available from it (clean water, clean air, productive soils, geological resources, etc)	Dorset National Landscape Management Plan 2019 – 2024
Historic Environment	**International**	
	This convention sets out a framework for the identification and designation of cultural or natural heritage sites of 'outstanding universal value' as World Heritage Sites.	UNESCO, The World Heritage Convention (1972)
	This convention outlines protection measures for archaeological heritage assets, including the development and maintenance of an inventory of sites. The aim of this convention is to protect sites for future study, outlines the requirements to report 'chance finds', as well as controlling excavations. The input of expert archaeologists into the making of planning policies and decisions is also required under this convention.	The Valetta Convention (1992)
	The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It affirms the needs for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. The convention considers comprising the following permanent properties, which are stated in Article 1:	Convention for the Protection of the Architectural Heritage of Europe, Granada (1985)

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	▪ Monuments: all buildings and structures of conspicuous historical, archaeological, artistic, scientific, social or technical interest, including their fixtures and fittings; ▪ Groups of buildings: homogenous groups of urban or rural buildings conspicuous for their historical, archaeological, artistic, scientific, social or technical interest, which are sufficiently coherent to form topographically definable units; and ▪ Sites: the combined works of man and nature, being areas which are partially built upon and sufficiently distinctive and homogenous to be topographically definable and are of conspicuous historical, archaeological, artistic, scientific, social or technical interest.	
	National	
	Paragraph 196 of the NPPF requires plans to set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. Paragraph 201 of the NPPF states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. Paragraph 205 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).	National Planning Policy Framework (NPPF) (2023)
	Historic Environment Guidance provides advise on enhancing and conserving the historic environment and states that in developing their strategy, plan-making bodies should identify specific opportunities within their area for the conservation and enhancement of heritage assets, including their setting.	National Planning Practice Guidance (2019)
	Paragraph 5.149 states that when judging the impact of a project on landscape, the decision is dependent on the nature of the existing landscape likely to be affected and the nature of the effect likely to occur. The project should aim to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.	National Policy Statement for National Networks (NN NPS) (2014)
	Regional/Local	

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	Where safe to do so Dorset Council will support the erection and display of permanent art, statues and monuments proposed by and to be maintained by local parishes, towns, and Dorset Council. Dorset Council will only process applications that have local community support including support from the local council member or members. Objectives: ■ to manage the erection of art, statues, or monuments that enhance the highway environment ■ to ensure that any art, statues or memorials have the support of the local community including support from the local Council member or members ■ to ensure that any art, statues or memorials placed in the highway are formally assessed for safety ■ to ensure the costs of assessment, erection, ongoing maintenance and removal are provided for ■ to ensure that any art, statues or memorials have received other appropriate legislative consent, such as planning consent before they are assessed by the highway authority ■ to ensure that the full costs of assessing and consenting are recovered ■ to ensure that the Council is indemnified against any related claims or damage	Dorset Council (2021) Art, Statues and Monuments on the Highway Policy
	The Dorset Cultural Strategy provides a strategy to improve culture in Dorset, it covers the environment, people, employment and volunteering, tourism, heritage, arts and culture. The strategy presents a collaborative approach to cultural provision that aims to directly benefit communities, visitors, and the local economy.	Dorset Council Cultural Strategy 2021 to 2026 (2021)
	Bournemouth Christchurch and Pooles Cultural Strategy aims to boost culture in the area over the next 10 years. The plan has goals covering talent, infrastructure, and place.	A Cultural Strategy for Bournemouth Christchurch and Poole 2023—32 (2023)
	The Joint Archives Service (JAS), based at Dorset History Centre (DHC) is funded by and operated on behalf of Bournemouth, Christchurch and Poole (BCP) Council and Dorset Council. This policy provides a framework for the JAS in caring for and managing the records held at Dorset History Centre for future generations and in providing appropriate access to the archives and the information contained within them.	Dorset History Centre - Collections Care and Conservation Policy 2020 to 2023

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	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the community of the National Landscape: ■ sustainable rural communities are thriving and housed affordably, enjoying a range of health and wellbeing benefits afforded by a wonderful environment ■ there is a range of active travel options and wide access to the countryside ■ the landscape's natural and **cultural heritage** is the basis for a wide range of education, learning and volunteering opportunities for all ages; it inspires ongoing research and artistic endeavour	Dorset National Landscape Management Plan 2019-2024
	The Plan presents the special qualities and features of the AONB and determines what actions are required to ensure their conservation and enhancement. It explains the significance of this AONB and describes its outstanding landscapes, focussing on conserving and enhancing them, sustaining living and working landscapes, and the special landscapes to enjoy. The vision: *'In 2030, the Cranborne Chase AONB will be an inspirational example of sustainable management in action.'* A nationally appreciated place where: ■ its distinctive local landscapes, historic heritage, and wildlife are conserved and enhanced by those who work and manage the land, nurturing a valued and treasured countryside for future generations; ■ its healthy soils, clean air and water are appreciated, prized and respected by all ■ its characteristic vibrant villages, profoundly rural character, and local sense of pride are tangible to all who live and visit here, or just pass through; ■ the breadth and depth of historic land use offers up its stories in the landscape today; ■ its cultural heritage is conserved, understood, enhanced, valued and enjoyed; ■ the aesthetic qualities of the landscape and environment, along with the sense of wonder and enjoyment, are appreciated by all; and ■ the quality of life remains high and the aspirations of those who live and work here are supported.	Cranborne Chase Partnership Plan 2019-2024

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	Ambitions: • The historic and cultural environment of the AONB is conserved and enhanced. • Everyone understands, values and enjoys its cultural and heritage assets. • The story of the area's evolution over time should be clear to everyone. • Light pollution will be minimised to benefit of human health, wildlife, reducing expenditure and carbon emissions, bringing new opportunities for education and rural tourism	
	The vision: *'World Heritage Status in Dorset and East Devon will inspire people to understand, celebrate and safeguard the Jurassic Coast for future generations.'* The Strategic Aims of the Plan are: 1. Protect the Site's Outstanding Universal Value and World Heritage Status. 2. Conserve and enhance the Site, its attributes, presentation and setting. 3. Inspire and engage people with the Site and deepen their understanding of its values. 4. Maintain and improve access to and experience of the Site. 5. Enable the Site's World Heritage Status to be of benefit to people and communities.	Jurassic Coast Partnership Plan 2020 to 2025
	Dorset and BCP councils have produced Conservation Area Appraisals (some include management plans) that provide more detailed character studies and identify key features in each designated Conservation Area, these form Supplementary Planning Guidance (SPG). These should be considered where interventions from the transport plan may interact with Conservation Areas.	Conservation Area Character Appraisals and Management plans (Various).
Water Environment	**International**	
	The main aims of the Water Framework Directive (WFD) are to: ▪ prevent deterioration and enhance status of aquatic ecosystems, including groundwater ▪ promote sustainable water use ▪ reduce pollution ▪ contribute to the mitigation of floods and droughts	Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of

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	The WFD requires the creation of River Basin Management Plans (RBMPs). Statutory objectives are set for Scottish waters through River Basin Management Planning. These objectives are based on ecological assessments and economic judgments. The plans cover all types of water body, e.g. rivers, lochs, lakes, estuaries, coastal waters and groundwater.	water policy ("The Water Framework Directive") (2000)
	Requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk.	Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks (2007)
	This Directive establishes a regime which sets groundwater quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. The directive establishes quality criteria that takes account local characteristics and allows for further improvements to be made based on monitoring data and new scientific knowledge.	Directive 2006/118/EC of the European Parliament and of the Council of 12 December 2006 on the protection of groundwater against pollution and deterioration (2006)
	National	
	Paragraph 165 "… inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere".	National Planning Policy Framework (NPPF) (2023)
	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration: ▪ reduce pollution from agriculture, in particular phosphorus and nitrate ▪ reduce pollution from wastewater, in particular phosphorus and nitrate ▪ reduce water demand ▪ improve the quality of habitat on land, including freshwater and coastal sites, expressed through the condition of our protected sites (SSSIs)	The Environment Act (2021)

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	▪ improve the overall status of species populations on land and in freshwaters	
	Paragraph 5.105 "… if there is no reasonably available site in Flood Zones 1 or 2, then national networks infrastructure projects can be located in Flood Zone 3, subject to the Exception Test. Both elements of the test will have to be passed for development to be consented…"	National Policy Statement for National Networks (2014)
	Paragraph 5.109 "Any project that is classified as 'essential infrastructure' and proposed to be located in Flood Zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood; and any project in Zone 3b should result in no net loss of floodplain storage and not impede water flows".	National Policy Statement for National Networks (2014)
	Paragraph 5.224 "Activities that discharge to the water environment are subject to pollution control"	National Policy Statement for National Networks (2014)
	Paragraph 5.225 "… impacts on the water environment should be given more weight where a project would have adverse effects on the achievement of the environmental objectives established under the Water Framework Directive".	National Policy Statement for National Networks (2014)
	"Improve at least three quarters of our waters to be close to their natural state as soon as is practicable by: […] Reaching or exceeding objectives for rivers, lakes, coastal and ground waters that are specially protected, whether for biodiversity or drinking water".	A Green Future: Our 25 Year Plan to Improve the Environment (2018) - Goal 2 'Clean and plentiful water'
	The Environment Agency regularly assesses the water quality of the UK's waterbodies, however many of these are not achieving the required standards and are often prevented by a number of factors and are described as 'Reasons for Not Achieving Good Status (RNAGS)'. Such pressures include pollution from towns, cities and transport affecting 18% of water bodies.	Water Targets: Detailed Evidence Report, Department for Environment Food and Rural Affairs (2022)
	Regional/Local	
	Describes the pressures facing the water environment and the actions that will address them, particularly in relation to water quality. The environmental objectives covered by the plan are: ▪ preventing deterioration of the status of surface waters and groundwater	Environment Agency (2022) South West river basin district (RBD) river basin management plan

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	▪ achieving objectives and standards for protected areas ▪ aiming to achieve good status for all water bodies ▪ reversing any significant and sustained upward trends in pollutant concentrations in groundwater ▪ cessation of discharges, emissions and losses of priority hazardous substances into surface waters ▪ progressively reducing the pollution of groundwater and preventing or limiting the entry of pollutants	
	The vision of Dorset's Local Flood Risk Management Strategy is to see everyone *'Working together to manage local flood risk in Dorset so communities are resilient and prepared for flooding'*. The aims of the strategy have been developed to meet the Strategy's vision. They focus on three main elements of: community, economy and the environment. The aims of the strategy are as follows: ▪ Reduce risk to life and the impact of flooding to communities, whilst safeguarding vulnerable residents; ▪ Reduce the risk of flood damage to properties and businesses so as to develop a flood resilient economy within Dorset; ▪ Work together towards integrated and holistic catchment flood management. Local objectives that have been developed to describe how the aims and vision of the strategy will be met are as follows: 1. Objective 1: Understand flood risk across Dorset; 2. Objective 2: Manage the likelihood and impact of flooding; 3. Objective 3: Help Dorset's communities manage their own flood risk; 4. Objective 4: Ensure flood risk is considered in local land development proposals; 5. Objective 5: Improve flood prediction, warning, response and post flood recovery.	Dorset County Council (2014) Local Flood Risk Management Strategy
	The SFRA replaces the three SFRAs for the legacy authorities of Bournemouth Borough Council, Christchurch Borough Council and Poole Borough Council, which now make up BCP Council. The SFRA has four objectives: ▪ To make use of the 'best available information' and guidance on flood risk for BCP, considering the latest flood risk information from all sources of flooding and draw conclusions about the level of flood risk in BCP areas, at present and in the future accounting for climate change;	Level 1 Strategic Flood Risk Assessment BCP Council (2024) (draft for consultation)

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	▪ To support the application of the Sequential and Exception Test; ▪ To provide a full set of SFRA maps detailing flood risk from all sources; and ▪ To highlight the need for Sustainable Urban Drainage Systems (SuDS) to be included in the preparation of Flood Risk Assessments (FRAs) and Drainage Strategies.	
	This SFRA covers Dorset Councils Area. The key objectives are: ▪ To provide information and guidance on flood risk for Dorset Council, taking into account the most recent flood risk information and the future impact of climate change as well as the current state of national planning policy, legislation and relevant studies (this SFRA was finalised prior to the recently updated Planning Practice Guidance on 25 August 2022); ▪ To inform decisions on the location of future development and the preparation of sustainable policies for the long-term management of flood risk.	Level 1 Strategic Flood Risk Assessment Dorset Council (2023)
	The Strategic Flood Risk Assessment for North Dorset District Council identifies that North Dorset has been subject to flooding from fluvial, pluvial (surface water) and groundwater sources. Fluvial flooding (river) is generally low across North Dorset, but some urbanised areas are at severe risk of flooding from rivers. The extent of flood risk from the River Stour and its tributaries is expected to increase as a result of climate change. The SFRA has four objectives: ▪ To provide up to date information and guidance on flood risk for North Dorset District Council, taking into account the latest flood risk information (including the probable impacts of climate change), the current state of national planning policy and legislation, and relevant studies. ▪ To provide a basis for applying the flood risk Sequential Test, and if necessary the Exception Test ▪ To provide a comprehensive set of maps presenting flood risk from all sources that can be used as part of the evidence base for the Local Plan. ▪ To identify the requirements for site-specific flood risk assessments and the application of Sustainable Drainage Systems (SuDS).	The Strategic Flood Risk Assessment for North Dorset District Council (2018)
	The SFRA has five objectives: ▪ To provide up to date information and guidance on flood risk for Christchurch Borough Council, taking into account the latest flood risk information (including the probable	The Strategic Flood Risk Assessment for Christchurch Borough Council (2019)

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	impacts of climate change), the current state of national planning policy and legislation, and relevant studies. ■ To update the guidance for the performance of the Sequential Test, following release of the amended version of the NPPF (July 2018) which places greater emphasis on the need to consider the effects of climate change. ■ To provide a basis for applying the flood risk Sequential Test, and if necessary the Exception Test. ■ To provide a comprehensive set of maps presenting flood risk from all sources that can be used as part of the evidence base for the Local Plan. ■ To identify the requirements for site-specific flood risk assessments and the application of Sustainable Drainage Systems (SuDS).	
	The SFRA has four objectives: ■ To provide up to date information and guidance on flood risk for Bournemouth Borough Council, taking into account the latest flood risk information (including the probable impacts of climate change), the current state of national planning policy and legislation, and relevant studies. ■ To provide a basis for applying the flood risk Sequential Test, and if necessary the Exception Test ■ To provide a comprehensive set of maps presenting flood risk from all sources that can be used as part of the evidence base for the Local Plan. ■ To identify the requirements for site-specific flood risk assessments and the application of Sustainable Drainage Systems (SuDS).	The Strategic Flood Risk Assessment for Bournemouth Borough Council (2017)
	The SFRA for Poole identifies that Poole is at risk of tidal flooding, which has potential to impact large areas along the coast. The area is also at fluvial flood risk, particularly from the River Stour. Surface water flooding, groundwater flooding and flooding from sewers is also considered within the SFRA.	Revised Strategic Flood Risk Assessment Levels 1 and 2 for Poole (2017)
	The Plan has three aims: ■ To provide a framework for the safe and sustainable use and management of Christchurch Harbour and its waterways ■ To ensure that all users work together to conserve and enhance the biodiversity and cultural features of the harbour and waterways ■ To enhance the harbour's value and appeal to local communities	Dorset Coast Forum (2009) Christchurch Harbour & Waterways Management Plan

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	The Dorset Harbours Strategy sets out the future direction of management for Weymouth, Lyme Regis and Bridport (West Bay) harbours and how each of these unique and valued harbours will develop over ten years from 2022 to 2032. It presents a set of strategic goals which will help achieve the vision to have *"Thriving Dorset harbours at the heart of our communities"*. The strategic goals are: ■ to maintain safe working harbours and provide high quality infrastructure and facilities ■ to strengthen relationships with harbour users and stakeholders and work in partnership to achieve common goals ■ to be a premium destination by supporting existing and developing leisure, tourism, and commercial sectors, making a significant contribution to the local and blue economy ■ to have a balanced budget whilst building the ability for investment into the harbours ■ to celebrate each harbour's natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offer ■ to protect Dorset's natural capital by operating best practice in environmental management of the harbours	Dorset Council (2023) Dorset Council Harbours Strategy 2022 to 2032
	The Aquatic Management Plan has been implemented to promote the safe and sustainable use of Poole Harbour, balancing the demands on its natural resources, minimising risks and resolving conflicts of interest. This updated version of the Poole Harbour Aquatic Management Plan has consolidated and updated its previous iterations (1994, 2006 and 2011), and the 1998 Poole Harbour Management Policies, and has drawn on many other current planning and guidance documents. This document is a non-statutory Plan produced by the Poole Harbour Steering Group, a voluntary partnership made of Poole Harbour Commissioners, Bournemouth, Christchurch and Poole Council, Dorset Council, Environment Agency, Marine Management Organisation, Natural England, Southern Inshore Fisheries and Conservation Authority and Wessex Water Services Ltd. This aim is to be achieved through the following objectives: ■ To provide a framework for the co-ordinated management of the Harbour. ■ To improve communications between Harbour users and regulators. ■ To promote the safe use of the Harbour for all.	Poole Harbour Aquatic Management Plan (2024)

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	■ To educate and promote amongst Harbour users the sustainable and wise use of the Harbour for commerce, recreation, and amenity. ■ To protect and maintain the special natural features of the Harbour. ■ To create a culture of openness and an awareness of other users.	
Air Quality	**International**	
	The Ambient Air Quality Directive provides the current framework for the control of ambient concentrations of air pollution in the EU. The control of emissions from mobile sources, improving fuel quality and promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.	Ambient Air Quality Directive (2008)
	National	
	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration: ■ Reducing the annual mean level of fine particulate matter (PM2.5) in ambient air (as required by the Environment Bill) ■ In the long-term, reducing population exposure to PM2.5	The Environment Act (2021)
	With regards to the transport sector, the 25 Year Environment Plan identifies four 'early' priorities through the 'Future of Mobility Grand Challenge'. These include encouraging new modes of transport; addressing the challenges of moving from hydrocarbon to zero emission vehicles; and Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.	25 Year Environment Plan, HM Government (2018)
	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. Key Policies and Proposals in the Strategy: ■ Develop world leading Green Finance capabilities;	The Clean Growth Strategy (2017)

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	▪ Develop a package of measures to support businesses to improve their energy ▪ productivity, by at least 20 per cent by 2030; ▪ Improving the energy efficiency of our homes; ▪ Rolling out low carbon heating; ▪ Accelerating the shift to low carbon transport; ▪ Delivering clean, smart, flexible power emissions; and ▪ Enhancing the benefits and value of our natural resources.	
	Paragraph 5.12 - Accords air quality considerations substantial weight where, after taking into account mitigation, a scheme would lead to a significant air quality impact in relation to Environmental Impact Assessment (EIA) and/ or where they lead to deterioration in air quality in a zone/ agglomeration.	National Policy Statement for National Networks (2014)
	Addresses action to reduce emissions from transport "as a significant source of emissions of air pollution", in-particular oxides of nitrogen (NOx) – which is responsible for high levels of NO2 in ambient air, especially in urban areas - and particulate (PM10 and PM2.5) emissions.	Clean Air Strategy (2019)
	Regional/Local	
	The aim of this Strategy is to address the adverse effect of airborne nitrogen upon the Dorset Heathlands designated sites by contributing to the achievement of the conservation objectives for air quality and in doing so, facilitate the delivery of planned development. The objectives are: ▪ Contributing to the achievement of the conservation objectives of the Dorset Heathlands; ▪ Facilitating the delivery of planned development; ▪ Encouraging modal shift to reduce the number of trips by combustion engine vehicles; ▪ Accelerating the shift to zero emission vehicles; ▪ Working pro-actively with the agricultural sector to implement measures; and ▪ Multi-layering projects to provide other benefits to include: • improved air quality for public health; • net gain in biodiversity; and • helping towards achievement of the Council's climate and ecological emergencies.	Dorset Council and BCP Council (2020) Dorset Heathlands Interim Air Quality Strategy

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Climate Change and Greenhouse Gases	**International**	
	The Ambient Air Quality Directive provides the current framework for the control of ambient concentrations of air pollution in the EU. The control of emissions from mobile sources, improving fuel quality and promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.	Ambient Air Quality Directive (2008)
	Aims to limit the global warming change to below 2°C above pre-industrial levels. However, countries aim to limit the increase to 1.5°C to reduce the impacts of global warming. The EU has committed to a binding target of a reduction of at least 40% in greenhouse gas emissions by 2030 compared to 1990	The Paris Agreement (2015)
	National	
	Paragraph 159 of the NPPF states that "New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the UK Government's policy for national technical standards."	National Planning Policy Framework (NPPF) (2023)
	Improve carbon management and help the transition towards a low carbon economy in the UK. Demonstrate strong UK leadership internationally, showing the commitment to taking shared responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in 2009. Greenhouse gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline.	The Climate Change Act (2008)

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	Paragraph 4.38 of the NN NPS states that "New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the provision of green infrastructure." The NN NPS also requires carbon impacts to be considered as part of the appraisal of scheme options, and an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. It goes on to state that "it is very unlikely that the impact of a road project will, in isolation, affect the ability of UK Government to meet its carbon reduction plan targets."	Department for Transport, National Policy Statement for National Networks (NN NPS) (2014)
	The 25 Year Environment Plan outlines the UK Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. Mitigating and adapting to climate change: ▪ Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases. The UK Climate Change Act 2008 commits us to reducing total greenhouse gas emissions by at least 80 per cent by 2050 when compared to 1990 levels; ▪ Making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century; and ▪ Implementing a sustainable and effective second National Adaptation Programme	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
	The UK has committed to an 80% reduction in its greenhouse gas emissions by 2050. In order to help meet this target, the UK Committee on Climate Change (CCC) has devised a series of interim UK "carbon budgets" as follows: ▪ 1st carbon budget (2008 to 2012): 23% reduction; ▪ 2nd carbon budget (2013 to 2017): 29% reduction; ▪ 3rd carbon budget (2018 to 2022): 35% reduction by 2020; ▪ 4th carbon budget (2023 to 2027): 50% reduction by 2025; ▪ 5th carbon budget (2028 to 2032): 57% reduction by 2030.	UK Committee on Climate Change, Interim UK Carbon Budgets
	Regional/Local	

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	The vision for the Strategy: *'Our vision is for a carbon neutral, nature positive and resilient Dorset achieved through a clean, green and fair transition and that generates prosperous, stronger and healthier communities.'* The strategy is focused on three pillars: ■ **climate change**: Cutting our greenhouse gas emissions ■ biodiversity loss: Helping nature to recovery by protecting and enhancing our land, rivers and seas ■ environmental resilience: Adapting for the impacts of unavoidable environmental change The strategy is focused on three broad issues: • how we power and heat things • how we build, make and dispose of things • how we use our land, rivers and seas At its heart are 9 core missions: ■ renewable generation ■ heat decarbonisation ■ energy and water efficiency ■ road transport decarbonisation and modal shift ■ sustainable development and construction ■ sustainable consumption, waste and circularity ■ sustainable food ■ natural assets and nature-based solutions ■ resilience and adaptation Overall it has four broad outcomes it aims to achieve: 1. Net Zero Council 2040 and Net Zero Dorset 2050: Net zero emissions from power, heat, transport, construction, food, consumables and waste 2. Nature Positive Dorset 2030: At least 30% of our land, rivers and seas and nature-positive by 2030 3. prosperity through green growth: Green jobs, skills and investment for low carbon and nature sectors	Dorset Council (2023) Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh

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	4. stronger, healthier communities: Healthier, cheaper to run homes and safer more resilient communities	
	'Our vision is to create a reliable and accessible charging infrastructure for residents, businesses and visitors that helps Dorset become carbon neutral by 2050.' The Strategy covers the following: 1. EV1 - Destination charging 2. EV2 - Residential charging 3. EV3 - Charging hubs 4. EV4 - Charging at Dorset Council sites 5. EV5 - Workplace charging 6. EV6 - Development policies 7. EV7 - Bus and taxi charging 8. EV8 - Renewable energy generation and supply for electric vehicle charging	Dorset Council (2023) Electric Vehicle Strategy 2021 to 2023
Noise and Vibration	**National**	
	Paragraph 191 state planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.	National Planning Policy Framework (NPPF) (2023)
	Paragraph 5.193 states that developments must be undertaken in accordance with statutory requirements for noise. Due regard must have been given to the relevant sections of the Noise Policy Statement for England, National Planning Policy Framework and the UK Government's associated planning guidance on noise. Paragraph 5.192 states that the Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of UK Government policy on sustainable development:	National Networks National Policy Statement (NN NPS) (2014)

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	▪ avoid significant adverse impacts on health and quality of life from noise as a result of the new development; ▪ mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and ▪ contribute to improvements to health and quality of life through the effective management and control of noise, where possible.	
	The long-term vision for the Noise Policy Statement for England is to "promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development."	Noise Policy Statement for England (2010)
Material Assets	**National**	
	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration ▪ increase resource productivity ▪ reduce the volume of 'residual' waste we generate	The Environment Act (2021)
	Paragraph 180 states: "… contribute to and enhance the natural and local environment by: ▪ Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils…; ▪ Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability…; and ▪ Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate". Paragraph 215 to 223 also seeks to facilitate the sustainable use of minerals. Paragraph 216 encourages so far as practicable, planning policies should *"take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously".*	National Planning Policy Framework (NPPF) (2023)

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	Paragraph 5.117 requires land stability to be considered in respect of new development. Specifically, proposals should be appropriate for the location, including preventing unacceptable risks from land instability. Paragraph 5.168 states *"Applicants should also identify any effects, and seek to minimise impacts, on soil quality, considering any mitigation measures proposed. Where possible, developments should be on previously developed (brownfield) sites provided that it is not of high environmental value. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination and how it is proposed to address this".* Paragraph 5.19 states *"Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout and use of materials) in both design and construction should be presented".*	National Policy Statement for National Networks (NN NPS) (2014)
	Goal 5 'Clean and plentiful water' involves using resources from nature more sustainably and efficiently. The plan states: *"Improve our approach to soil management: by 2030 we want all of England's soils to be managed sustainably, and we will use natural capital thinking to develop appropriate soil metrics and management approaches".*	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
	Sets out how the UK Government aims to preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy in England.	Out Waste, Our Resources: A Strategy for England (2018)
	Regional/Local	
	The Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan 2019 identifies sites for mineral development to meet the county's needs. The policies in the Mineral Sites Plan allocate specific sites for development, identify more general areas considered to be potentially suitable for development and contain other proposals to facilitate the supply of minerals in the Plan area.	Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan 2019
	A joint strategy by the Dorset councils to guide the way that waste will be dealt with over the next 25 years. Policy objectives for the Strategy: 1. Objective 1. Towards zero growth 2. Objective 2. Underpinning awareness and education 3. Objective 3. Recycling and composting	Dorset Council (2023) Joint Municipal Waste Strategy for Dorset 2008 to 2033

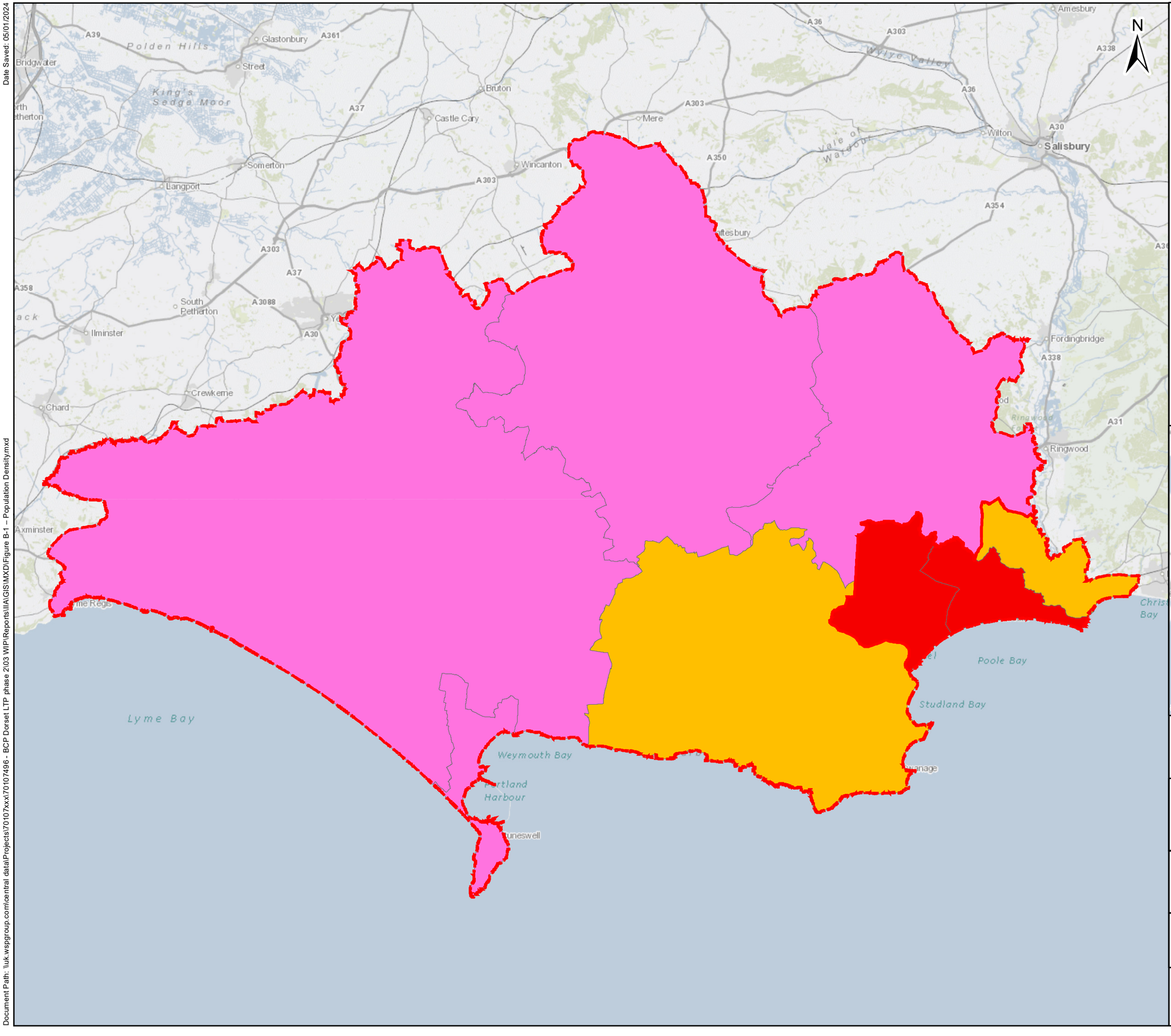
IIA Topic	Messages/Issues for the development of the Transport Plan	Document
	4. Objective 4. Optimised recycling services 5. Objective 5. Biodegradable waste 6. Objective 6. Residual waste 7. Objective 7. Cost efficient services 8. Objective 8. Encourage sustainable management of commercial waste 9. Objective 9. Sustainability within the local authorities 10. Objective 10. Working with others: listen, collaborate and influence	
	The vision: *'World Heritage Status in Dorset and East Devon will inspire people to understand, celebrate and safeguard the Jurassic Coast for future generations.'* The Strategic Aims of the Plan are: 1. Protect the Site's Outstanding Universal Value and World Heritage Status. 2. Conserve and enhance the Site, its attributes, presentation and setting. 3. Inspire and engage people with the Site and deepen their understanding of its values. 4. Maintain and improve access to and experience of the Site. 5. Enable the Site's World Heritage Status to be of benefit to people and communities.	Jurassic Coast Partnership Plan 2020 to 2025
	The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) identifies sites for new waste management facilities to meet the county's needs. It provides the policy framework for determining planning applications for waste management facilities up to 2033.	Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019

Appendix B

FIGURES

Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\IIA\GIS\MXD\Figure B-1 – Population Density.mxd

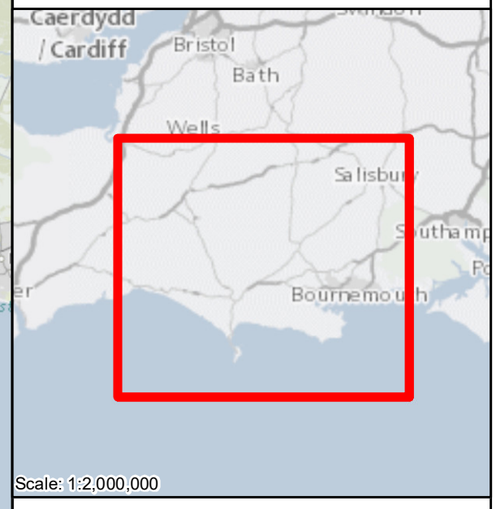


Key

Council Boundary

Population Density (pp/km2)

- 10000 - 50000
- 50000 - 100000
- 100000 - 183500



Scale: 1:2,000,000

0 1.5 3 6 9 12 15 Km

Client: BCP Council, Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-1 Population Density

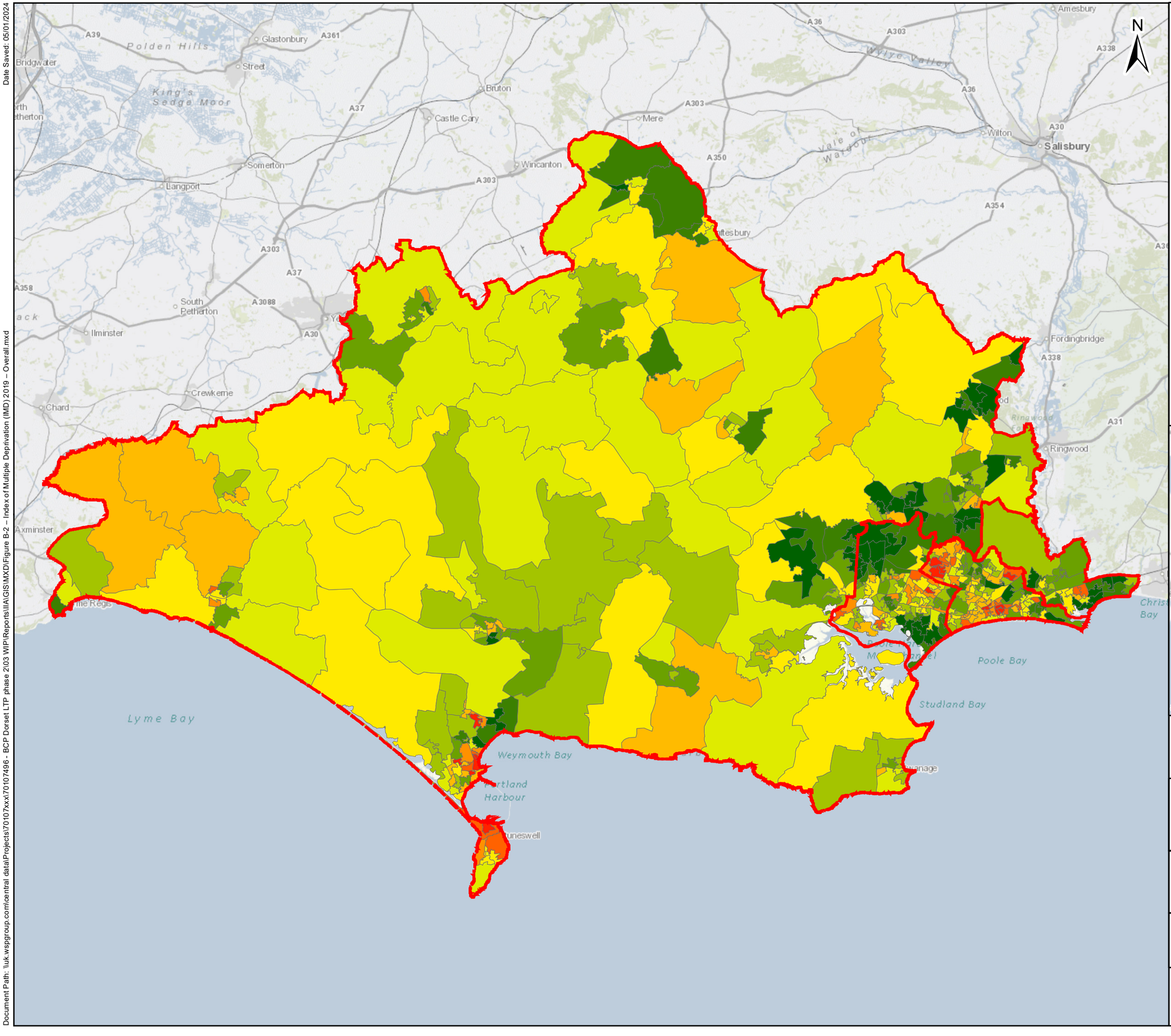
Date: 05 January 2024 Scale: 300,000 @ A3

Drawn: PB Checked: EA Authorised: KD

Drawing Number:

Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\IIA\GIS\MXD\Figure B-2 – Index of Multiple Deprivation (IMD) 2019 – Overall.mxd



Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

Scale: 1:2,000,000

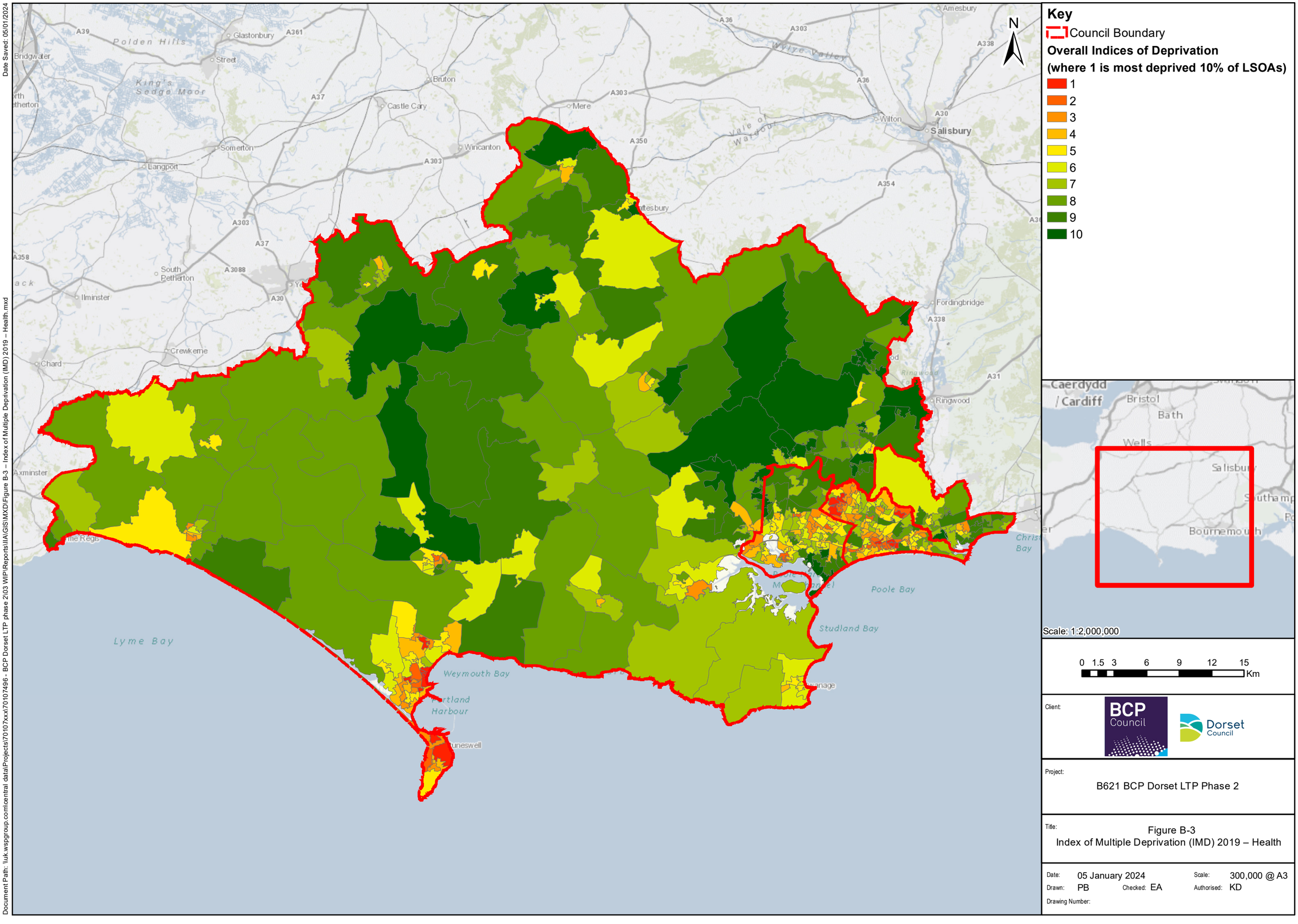
0 1.5 3 6 9 12 15 Km

Client: BCP Council, Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-2
Index of Multiple Deprivation (IMD) 2019 – Overall

Date: 05 January 2024 Scale: 300,000 @ A3
Drawn: PB Checked: EA Authorised: KD
Drawing Number:

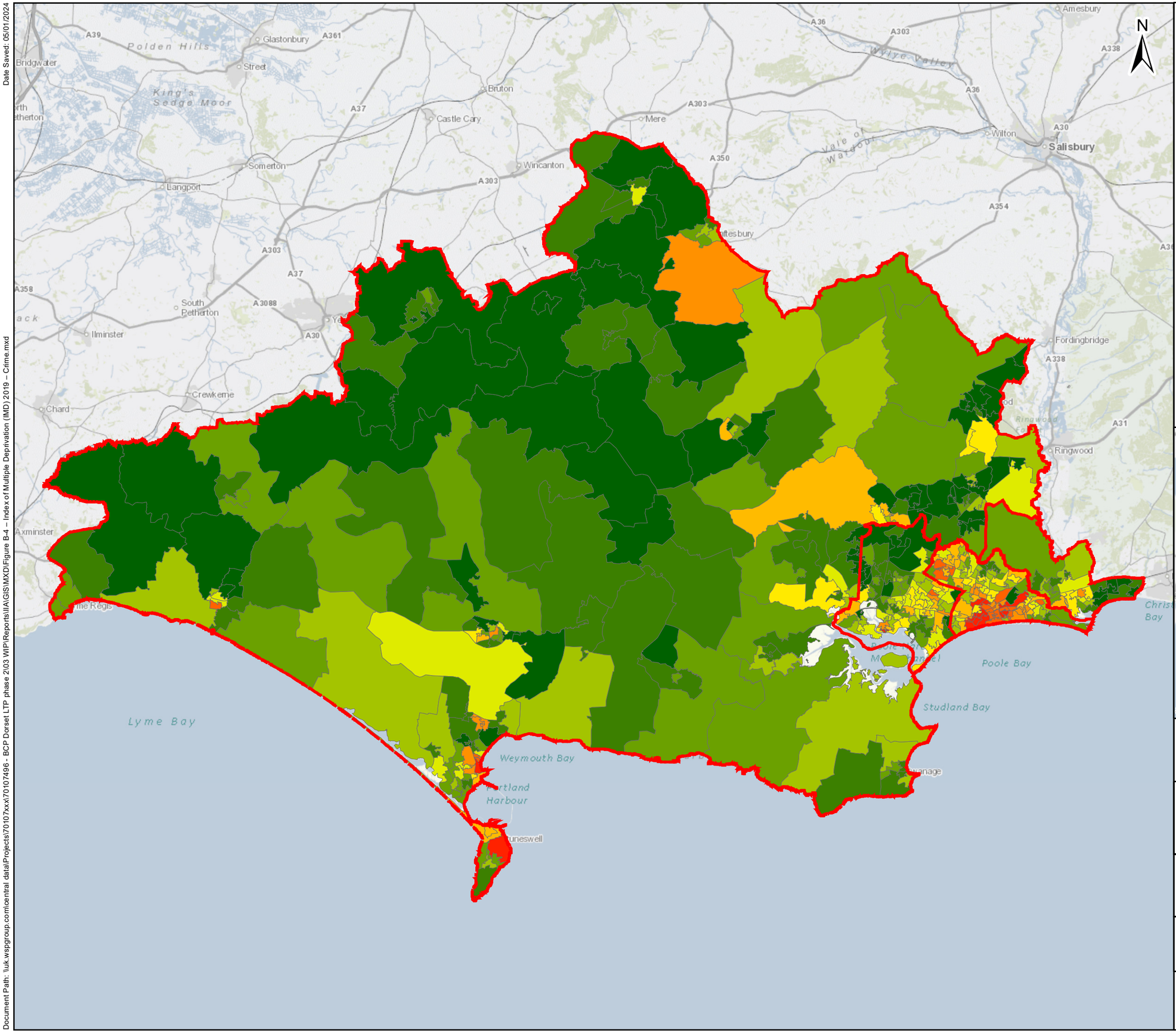


Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\II\A\GIS\MXD\Figure B-3 – Index of Multiple Deprivation (IMD) 2019 – Health.mxd

Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\IIA\GIS\MXD\Figure B-4 – Index of Multiple Deprivation (IMD) 2019 – Crime.mxd

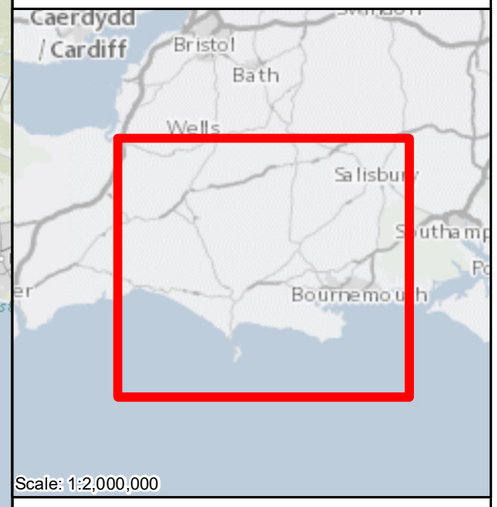


Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10



Scale: 1:2,000,000

0 1.5 3 6 9 12 15 Km

Client: BCP Council / Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-4
Index of Multiple Deprivation (IMD) 2019 – Crime

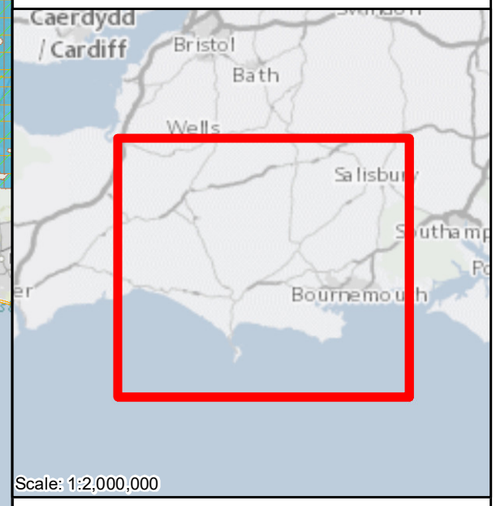
Date: 05 January 2024 Scale: 300,000 @ A3
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Drawing Number:

Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\IIA\GIS\MXD\Figure B-5 – Biodiversity Designated Sites.mxd

Key

- Council Boundary
- Site of Special Scientific Interest
- Local Nature Reserve
- Special Area of Conservation
- Special Protection Area
- National Nature Reserve
- Ramsar



Scale: 1:2,000,000

0 1.5 3 6 9 12 15 Km

Client: BCP Council / Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-5
Biodiversity Designated Sites

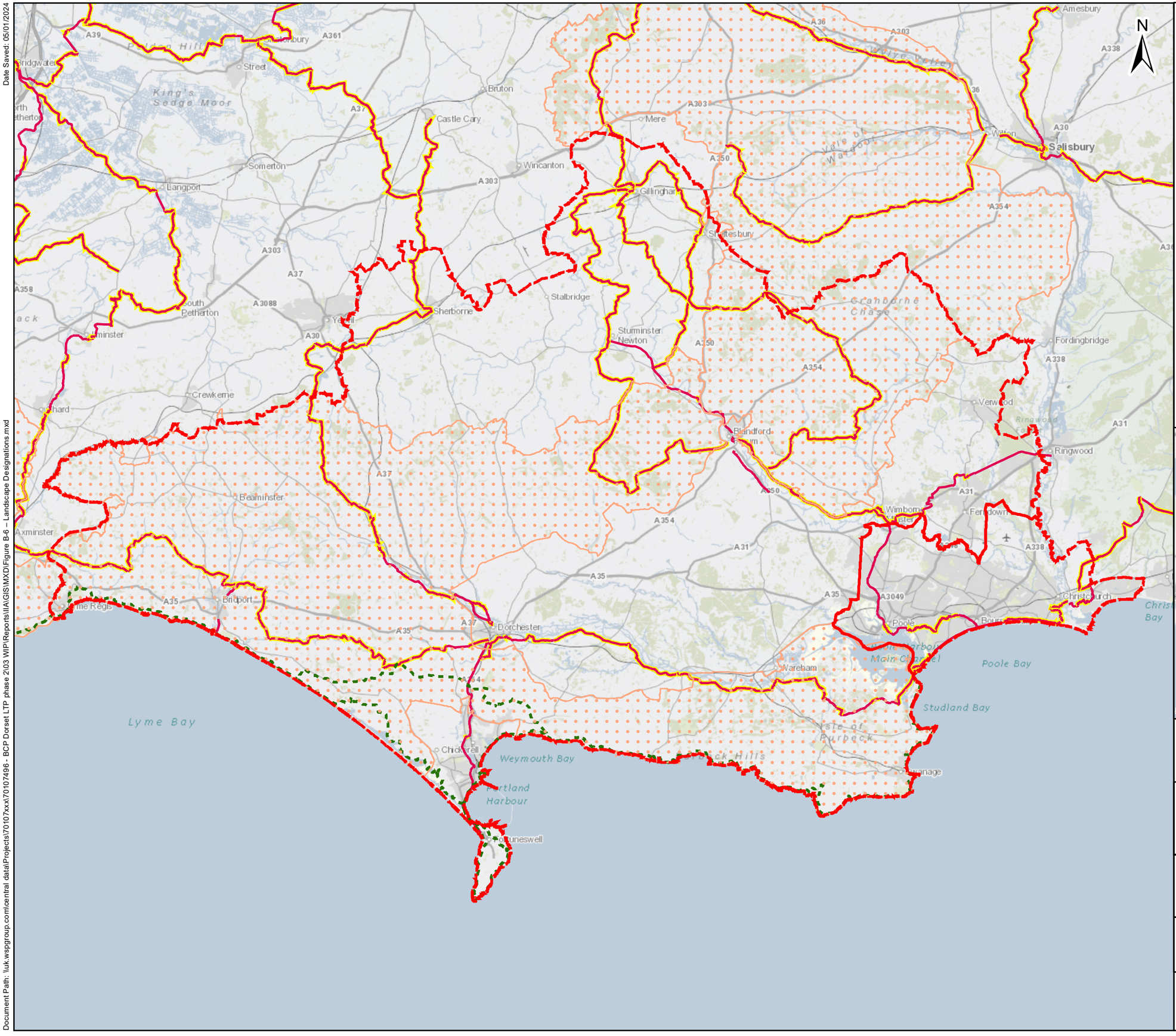
Date: 05 January 2024 Scale: 300,000 @ A3

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Drawing Number:

Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\II\A\GIS\MXD\Figure B-6 – Landscape Designations.mxd



Key

- Council Boundary
- Area of Outstanding Natural Beauty
- National Trail

Sustrans National Route

- Off Road
- On Road

Scale: 1:2,000,000

0 1.5 3 6 9 12 15 Km

Client: BCP Council / Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-6
Landscape Designations

Date: 05 January 2024 Scale: 300,000 @ A3

Drawn: PB Checked: EA Authorised: KD

Drawing Number:

Date Saved: 05/01/2024

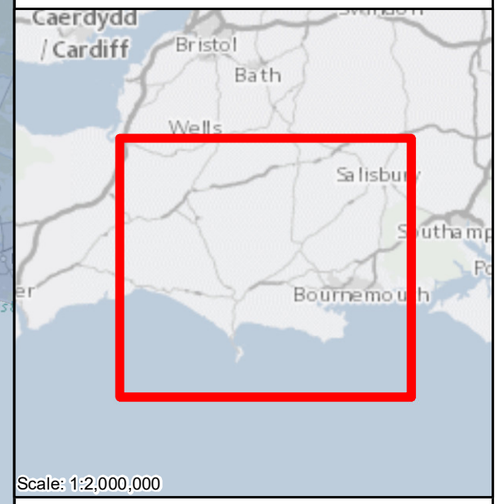
Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\IIA\GIS\MXD\Figure B-7 – Landscape Character Areas.mxd

Key

Council Boundary

Landscape Character Area

- Blackdowns
- Blackmoor Vale and the Vale of Wardour
- Dorset Downs and Cranborne Chase
- Dorset Heaths
- Isle of Porland
- Marshwood and Powerstock Vales
- Mendip Hills
- Mid Somerset Hills
- New Forest
- Salisbury Plain and West Wiltshire Downs
- Somerset Levels and Moors
- South Purbeck
- Vale of Taunton and Quantock Fringes
- Weymouth Lowlands
- Yeovil Scarplands



Scale: 1:2,000,000

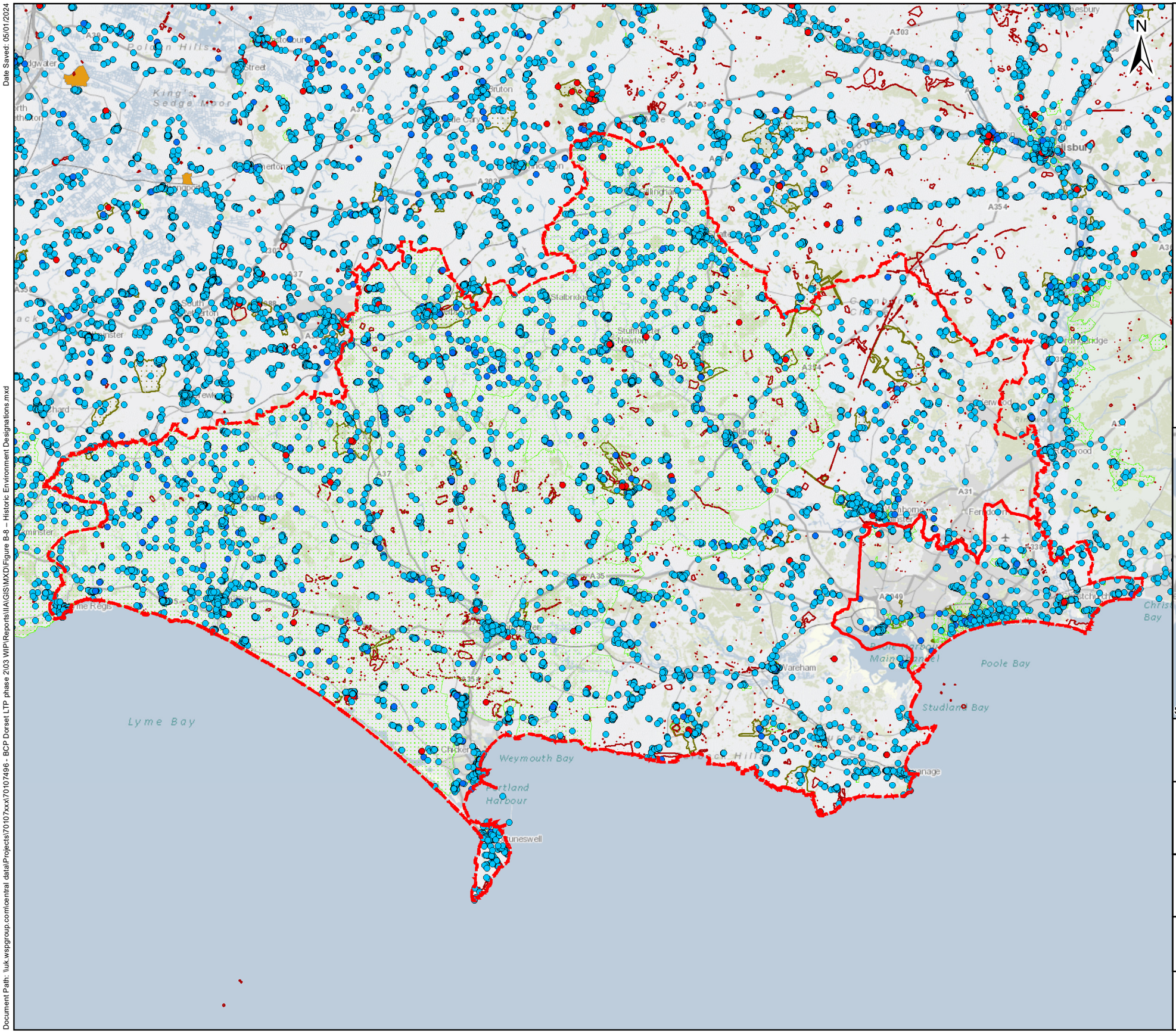
0 1.5 3 6 9 12 15 Km

Client: BCP Council, Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-7
Landscape Character Areas

Date: 05 January 2024 Scale: 300,000 @ A3
Drawn: PB Checked: EA Authorised: KD
Drawing Number:



Key

- Council Boundary
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Scheduled Monument
- Conservation Areas
- Registered Parks and Gardens
- Registered Battlefield

Scale: 1:2,000,000

0 1.5 3 6 9 12 15 Km

Client: BCP Council / Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-8
Historic Environment Designations

Date: 05 January 2024 Scale: 300,000 @ A3
Drawn: PB Checked: EA Authorised: KD
Drawing Number:

Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\IIA\GIS\MXD\Figure B-8 – Historic Environment Designations.mxd

Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\IIA\GIS\MXD\Figure B-10 – Air Quality Management Areas.mxd

Key

- Council Boundary
- Air Quality Management Area

N

Scale: 1:2,000,000

0 1.5 3 6 9 12 15 Km

Client: BCP Council / Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-10
Air Quality Management Areas

Date: 05 January 2024 Scale: 300,000 @ A3
Drawn: PB Checked: EA Authorised: KD
Drawing Number:

Date Saved: 05/01/2024

Document Path: \\uk.wspgroup.com\central data\Projects\70107xxx\70107496 - BCP Dorset LTP phase 2\03 WIP\Reports\IIA\GIS\MXD\Figure B-11 – Noise Important Areas.mxd

Key

- Council Boundary
- Noise Important Areas

N

Scale: 1:2,000,000

0 1.5 3 6 9 12 15 Km

Client: BCP Council / Dorset Council

Project: B621 BCP Dorset LTP Phase 2

Title: Figure B-11
Noise Important Areas

Date: 05 January 2024 Scale: 300,000 @ A3
Drawn: PB Checked: EA Authorised: KD
Drawing Number:

Appendix C

SCOPING COMMENTS

Table C-1 below sets out the consultation comments received from the Statutory consultees on the IIA Scoping Report. The table sets out how and where these comments have been addressed.

Table C-1 – Scoping Consultation Comments

ID	Consultee	Section	Comment	Response
1	Historic England	Section 2.2 – Emerging Vision and Objectives	Welcome the reference in the vision to protecting the local environment, but we believe this ought to be expanded to clarify that this includes the 'natural, built and historic environment'. Similarly, it would be helpful to slightly expand upon Objective 1 as follows, i.e. 'Achieve a transport system which safeguards the local environment (natural, built and historic)…'	This comment relates to the transport plan objectives and not the IIA Scoping Report.
2	Historic England	Table 4-1 – Human Health	Access to natural and historic places including public parks is also a contributor to health and wellbeing – see for example: https://historicengland.org.uk/images-books/publications/wellbeing-and-the-historic-environment/.	Table 4.1 has been updated to include this.
3	Historic England	Table 4-1 – Landscape and Townscape	This section refers to 'natural landscapes' but could helpfully say more about townscapes / urban areas (including historic town centres) and designed landscapes (e.g. public parks). Much of the population lives in urban areas and their regeneration contributes to the economy and quality of life. See for example: https://historicengland.org.uk/research/heritage-counts/heritage-and-society/perception-historic-places/	Table 4.1 has been updated to include this.
4	Historic England	Table 4-1 – Historic Environment	In the third bullet point we suggest that the reference to 'integrity' is replaced with 'significance', which is the key concept in understanding the importance of heritage assets (in line with national and local policy). In the fifth bullet point we suggest this is expanded to say: 'encourage access to and engagement with the historic environment…'.	Table 4.1 has been updated to reflect this.
5	Historic England	Table 5-3	In addition, we suggest that the considerations for LTP4 should include improving access to natural and historic places, including public parks, for their health and wellbeing benefits.	Table 5.3 has been updated to include this.

6	Historic England	Table 5-5	Our heritage is a driver of economic growth and regeneration (see: https://historicengland.org.uk/research/heritage-counts/heritage-and-economy/place-development/). Many of the tourist attractions listed at 5.4.6 of the Scoping Report are also heritage attractions. We therefore suggest that the considerations for LTP4 also include: promoting heritage-led regeneration, supporting the vitality and viability of town centres, promoting access to the historic environment and sustainable tourism.	Table 5.5 has been updated to include this.
7	Historic England	Table 5-11	We welcome the identification of landscape, seascape and townscape character as key considerations for the LTP4, along with promotion of sustainable tourism.	Noted – no response required
7	Historic England	Section 5.8 – Summary of Current Baseline	Dorset has an incredibly rich and varied historic environment. While we appreciate that it would be difficult to do this justice in such a brief baseline summary, we do think that more should be done here to paint a picture of this resource. For example, while the Jurassic Coast World Heritage Site contains evidence of earths development over millennia, the Dorset and BCP area also contains evidence of human habitation from the Palaeolithic to the present day, encompassing defensive/military, maritime and industrial heritage, as well as holding significance in the spheres of science (in particular natural science), tourism and the arts. Accordingly, the area boasts a rich historic landscape featuring numerous hillforts, castles and churches, the Roman town of Dorchester, many other historic towns and villages including the physically connected but highly distinctive coastal settlements of Bournemouth, Christchurch and Poole. We welcome the recognition of the archaeological importance of South Dorset Ridgeway in paragraph 5.8.5.	Section 5.8 has been updated to include more information as detailed in HE's comment.
			Acknowledging that this is only a summary, it would also be helpful to signpost that a range of information sources will need to be consulted in conducting the Integrated Assessment, including the National Heritage List, Dorset's Historic Environment Record and Historic Landscape Characterisation.	Noted, the National Heritage List is already referenced within the report and reference to Dorsets Historic Environment Record has been included.

8	Historic England	Section 5.8	Future Baseline – The starting premise of this section seems to be that transport infrastructure is unlikely to ever have direct physical impacts on designated heritage assets. While we would certainly promote the idea that these impacts should be avoided, it is unfortunately not always the case. Unless sited and designed carefully, future transport projects present a risk to the historic environment, including heritage assets and their settings. There may also be direct physical or setting impacts on non-designated heritage assets, including archaeological sites that may be found in the course of designing or delivering a project. If these assets are nationally significant then in accordance with NPPF footnote 72 they should be considered subject to the policies for designated assets.	Noted. The report states "adverse effects on the setting of designated heritage assets does still occur, for example relating to visual intrusion, or aspects such as traffic, lighting and noise" Noted. The report states "Historic England provides specific guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes, set against the background of the National Planning Policy Framework"
9	Historic England	Section 5.8 – 5.8.9	Our guidance on Sustainability Appraisal and SEA suggests that the future baseline should describe the future likely condition of the historic environment in terms of its significance, sensitivity and capacity to accommodate change. We therefore think that paragraph 5.8.9 probably does not need to be included here.	Paragraph 5.8.9 has been removed.
10	Historic England	Section 5.8 – 5.8.11	The development described could result in direct physical impacts on heritage assets, their significance, and/or the contribution made by their settings.	The report has been updated to include this.
11	Historic England	Section 5.8 – 5.8.12	The LTP4 should contain policies to ensure that heritage assets and their settings are conserved and enhanced through careful siting and design that responds and is sensitive to the context. (see for example current LTP3 Policy G-1).	This comment relates to the transport plan itself and not the IIA Scoping Report.
12	Historic England	Section 5.8 – Key Issues and Opportunities	**S**To the first bullet point, we suggest that air quality/pollution are added alongside noise and visual effects.	The report has been updated to include this.

			We suggest that the following additional issues and opportunities are considered:	
			- Transport infrastructure can impact on the character of historic landscapes, townscapes and seascapes	The report has been updated to include reference to character.
			-Appropriately designed transport infrastructure can contribute to heritage-led regeneration, the vitality and viability of town centres, and sustainable heritage-based tourism.	This has been added to the opportunities.
			- While well designed transport infrastructure may ensure access and enjoyment to heritage assets, poorly designed schemes can result in severance.	This has been added to the opportunities.
			- Transport may have implications for assets on the Heritage at Risk register, either now or in the future.	The report has been updated to include this.
13	Historic England	Section 5.8 – Considerations for the LTP4	The first bullet point may require some limited redrafting as we are not sure what is meant by 'through active modes and asset settings'.	Table 5.8 has been updated to reflect this.
			We suggest that the second bullet point (in particular the specific reference to 'above ground heritage assets') is removed and replaced with alternative text below.	Actioned
			In addition, we suggest that the following are considered:	
			- As an overarching consideration: LTP4 should seek to ensure that transport schemes conserve and enhance the significance of heritage assets including any contribution made by their settings.	Table 5.8 has been updated to include this.
			- Scheme design should consider and respond to the local context, including the character of historic landscapes/townscapes/seascapes, rural settlements and urban areas.	Table 5.8 has been updated to include this.
			- There may be opportunities to enhance the historic environment by removing insensitive past schemes and/or reducing severance.	Table 5.8 has been updated to include this.
14	Historic England	Section 6 – Human Health	Adjust the objective and include an appraisal question on whether people can access places and facilities that benefit their health and wellbeing (including historic places).	Table 6.1 has been updated to reflect this.

15	Historic England	Section 6 – Landscape and Townscape	Within the objective we suggest the following adjustment 'To protect and enhance townscapes, landscapes and seascapes of natural, historic and/or visual importance..'	Table 6.1 has been updated to reflect this.
16	Historic England	Section 6 – Historic Environment	Please see our previous comments on the issues and opportunities.	Table 6.1 has been updated to reflect this.
			Within the appraisal questions, we suggest that the reference to the 'special character' of the Jurassic Coast is replaced with 'Outstanding Universal Value and its attributes' as this is official terminology and is reflected in the Jurassic Coast Partnership Plan and its Appendices.	Table 6.1 has been updated to reflect this.
			We suggest the following additional assessment questions:	
			- Secure appropriate public access and enjoyment to heritage assets?	Table 6.1 has been updated to include this.
			- Have implications for heritage assets on 'at risk' registers, or result in new assets becoming at risk?	Table 6.1 has been updated to include this.
17	Historic England	Appendix A – Historic Environment	Within the National plans, policies and programmes we suggest that the NPPF is followed by National Planning Practice Guidance, which contains a specific section on the historic environment.	This has been added to the plans and policy appendix.
			Within the section on Regional/Local plans, policies and programmes, we suggest the addition of the following:	
			- The Local Plans for the former local authorities that now constitute Dorset Council and BCP Council. These contain policies for the historic environment, the World Heritage Site and design, amongst other things.	These policies have been superseded by the more recent Local Plans.
			- Conservation Area Character Appraisals and Management Plans.	This has been added to the plans and policy appendix.
			We also suggest that consideration is given to any heritage, cultural, tourism and/or coastal strategies for the Dorset and BCP area.	This has been added to the plans and policy appendix.

18	Environment Agency	Flood Risk and Climate Change - Plans and Policies (Appendix A)	We are pleased to see flood risk, coastal erosion and the potential for this to increase with the effects of climate change haven been included in the report, under both climate change and water environment sections. The plan should consider the current Strategic Flood Risk Assessments for the former district areas, as well as any emerging strategic assessments for the wider BCP and Dorset areas as part of the evidence base.	Noted. The SFRAs have been included in the plans and policy review.
19	Environment Agency	Flood Risk and Climate Change	We agree with the proposed SA to reduce the risk of flooding overall and increase resilience with respect to flood risk. This should include avoiding areas of increased risk of flooding in the first instance, designing any new infrastructure to be resilient to the current and future impacts of climate change and coastal change and finally looking at ways existing transport infrastructure can be made more resilient for the future. The plan should aim to ensure that new and existing transport infrastructure and networks remain safe and operational with the current and anticipated flood risk, even beyond the plan period.	Noted, the IIA Objective and Appraisal Questions have been updated to reflect this.
20	Environment Agency	Biodiversity and BGI	We agree with the SA objectives in relation to biodiversity and we are pleased to see reference to the objectives set out in the South West river basin district (RBD) river basin management plan. Emphasis should be placed increasing green/blue infrastructure and habitat connectivity. The plan should consider the emerging Dorset Local Nature Recovery Strategy and the objectives this may identify in relation to the transport plan.	

21	Environment Agency	Biodiversity and BGI	We are pleased to see the aim to provide natural buffers to watercourses to provide both flood risk and biodiversity benefits. We recommend that the plan considers avoiding new development across or next to watercourses in the first instance to keep these assets as natural as possible and provide space for natural processes to take place and habitats to adapt to the pressures of climate change. In addition, identified reasons for many waterbodies not achieving 'good' ecological status include land management and urban runoff. The natural buffers proposed, and incorporated natural flood management, could also provide waterbodies with additional protections from these impacts.	The key issues and opportunities have been updated to reflect this. Noted.
22	Environment Agency	Biodiversity and BGI	We note the supporting appraisal question included to provide at least 10% BNG. The plan should try to identify where greater gains could be delivered as part of areas or projects, to focus and maximise benefits with the available resources.	For consideration by BCP&D
23	Environment Agency	Water Quality / Water Resources	We agree with the objective to enhance water quality. As mentioned below an important part of this is improved sustainable drainage infrastructure.	Noted – the Supporting Appraisals Questions have been updated to reflect this
24	Environment Agency	Water Quality / Water Resources	The plan may also want to consider the potential impacts to groundwater in further detail. Groundwater is mentioned as an environmental asset that requires protection, but there is no mention of groundwater as a crucial asset for a growing population. There are many Source Protection Zone designations within the plan area which represent high value groundwater assets used for human consumption. These areas should be protected from contamination, including the risk from serious pollution incidents, as part of the plan's objectives.	The baseline has been updated to include Groundwater and Source Protection Zones. The considerations for the LTP4 have been updated.
25	Environment Agency	Drainage	The plan should consider how improved sustainable drainage for both new and existing infrastructure can contribute to reducing flood risk, provide benefits for biodiversity and improve water quality and water resources.	Noted – the Supporting Appraisals Questions have been updated to reflect this



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