

# Environmental Statement

## Gundrys Farm Caravan Park

On behalf of Royale Parks (Dorset) Limited

March 2026



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# Glossary

## A

**Abatement Notice** A formal notice issued by a local authority requiring that a statutory nuisance (such as artificial light causing harm or nuisance) must cease or be reduced within a set timeframe.

**Above Ordnance Datum (AOD)** A vertical datum used to express ground levels and elevations relative to mean sea level. Used to describe site topography and drainage gradients.

**Adopted Local Plan** A statutory development plan formally approved by the Local Planning Authority (LPA).

**Adverse Impacts** Negative effects of a development proposal that must be assessed under relevant policies. The NPPF requires planning authorities to weigh adverse impacts against the benefits of development.

**Agricultural Land Classification (ALC)** A system for grading the quality of agricultural land. The site is mapped as Grade 4 (poor quality, not “best and most versatile”).

**Agricultural Use** The baseline non-rally land use of the site for farming activities outside of rally days.

**Air Quality Limit Value (AQLV)** Legally binding concentration thresholds for various air pollutants, set in UK law via the Air Quality Standards Regulations (2010) and subsequent amendments. Exceedances constitute non-compliance.

**Air Quality Management Area (AQMA)** A designated area where a local authority predicts that AQOs are not likely to be met. The authority must then prepare an Air Quality Action Plan.

**Air Quality Objective (AQO)** Statutory targets set by the UK Government for ambient concentrations of specific pollutants, to be achieved by certain dates in order to protect human health and the environment.

**Ambient Light Levels** The general illumination present in an environment from existing natural or artificial light sources, used to classify Environmental Zones.

**Annual Average Daily Traffic (AADT) / Annual Average Weekday Traffic (AAWT)** Traffic metrics used for transport, air quality and noise assessments.

**Appellant** The party submitting the Environmental Statement on whose behalf the assessment has been carried out.

**Appropriate Assessment (AA)** A formal assessment required under the Habitats Regulations when a plan or project is likely to have significant effects on a European site. Determines whether site integrity would be adversely affected.

**Aquifer** A geological formation capable of storing and transmitting groundwater.

**Artificial Lighting** Any human-made light source, including external luminaires, vehicle headlights, and internal lighting, capable of creating obtrusive light effects.

**Assessment Methodology** The structured approach used to evaluate lighting impacts, including desk-based study, modelling, and application of ILP guidance.

**Assessment Parameters** A set of assumptions and definitions used to assess the environmental effects of the alleged development, including construction details and operational activities.

## B

**Baseline (Historic Baseline)** The site’s long-term historic operations.

**Baseline (Landscape & Visual)** The existing landscape and visual conditions at the time of assessment. Establishes what currently exists, including land use, vegetation, topography, settlement, and existing views. Used as the reference point against which effects are measured.

**Baseline Assessment Scenario** A defined “pre-development” situation established for assessment.

**Baseline Conditions** The existing environmental conditions at the Site before development, including hydrology, geology, hydrogeology, drainage, designated sites, and flood risk.

**Baseline Noise Survey** Measured environmental noise levels used as the reference condition for impact assessment.

**Bedrock Geology** The solid geological material underlying superficial deposits.

**Bedrock Sand Resource Block** An identified geological resource area where sand deposits exist within the underlying bedrock.

**Biodiversity Net Gain (BNG)** A principle within national policy requiring development to secure measurable improvements to biodiversity, including mitigation or compensation for any impacts. Must deliver a measurable increase in biodiversity value compared with the pre-development baseline.

**Bollard Lighting** Low-level directional lighting designed to minimise light spill and ecological impacts, especially on bats and nocturnal species.

**Breeding Bird Survey (BBS)** A survey using territory-mapping techniques to identify breeding birds and nesting territories.

**Bridleway / PRoW (Public Right of Way)** Routes accessible to the public on foot, horseback, or bicycle (depending on PRoW classification) used to identify potential visual receptor groups.

**Buffer Zone (e.g., 400 m Heathland Buffer)** A defined distance around sensitive ecological sites where certain types of development are restricted to reduce disturbance.

**Built Development** Structures and engineering works within the enforcement area, including hard standings, toilet blocks, septic tank, electrical hookups, fire hydrants, and other features specified in the Enforcement Notice.

## C

**Candidate Special Area of Conservation (cSAC)** Sites proposed to the EU for designation as SACs and treated as European sites in UK policy.

**Caravan / Caravanning and Camping Use** The temporary occupation of fields by caravans, motorhomes, and tents for rallies or seasonal camping.

**Caravan Rallies** Temporary events undertaken by exempt organisations using the site for caravan gatherings.

**Catchment** The geographic area draining surface water to a specific watercourse or water body.

**Chemical Status (WFD)** A Water Framework Directive classification reflecting whether concentrations of priority substances exceed environmental quality standards.

**CIEEM** Chartered Institute of Ecology and Environmental Management. Provides professional guidance, including EclA guidelines used in this assessment.

**Combined Effects** The combined impact on a receptor from multiple environmental topics assessed in the ES.

**Community Infrastructure Levy (CIL)** A levy local authorities may charge to fund infrastructure.

**Community Severance / Severance** The “barrier effect” created when transport infrastructure or motor-vehicle traffic impedes the movement of pedestrians and cyclists, reducing access to goods, services, and social networks. Can result from high traffic volumes, high speeds, or physical barriers.

**Construction Effects** Temporary landscape or visual effects that occur during construction activities (e.g., ground works, machinery, compounds, temporary lighting).

**Construction Environmental Management Plan (CEMP)** A framework for managing environmental risks during construction, including water, pollution, and sediment control.

**Construction Lighting** Any lighting used during construction.

**Construction Phase** The period during which building, groundworks, and installation of services take place, with potential for short-term ecological effects.

**Construction Surface Water Management Plan (CSWMP)** A plan setting out how surface water will be managed during construction to prevent flooding and pollution.

**Core Strategy** The primary part of the Local Plan setting out long-term spatial planning strategy.

**CPRE Night Blight Mapping** Mapping that indicates levels of skyglow and helps determine baseline district brightness.

**CRTN (Calculation of Road Traffic Noise)** The nationally recognised methodology (1988) for predicting noise from road traffic flows. Used to evaluate noise changes from development-related traffic.

**Culvert** A pipe or channel allowing water to pass beneath infrastructure.

**Cumulative Effects** Effects that may arise when the development is considered in combination with other existing or planned developments

**Curtilage** The land immediately surrounding a dwelling.

## D

**Design Flood** A defined probability flood event used for assessing risk - typically a 1 in 100-year fluvial event plus climate change.

**Design Manual for Roads and Bridges (DMRB)** Government guidance containing methodologies for assessing air quality, noise, and ecological impacts associated with road-related emission sources.

**Designated Heritage Asset** A recognised heritage feature such as a listed building or conservation area that must be conserved in accordance with Chapter 16 of the NPPF.

**Designated Landscape** A landscape protected for its scenic, natural, or cultural value (e.g., National Parks, National Landscapes, Areas of Great Landscape Value).

**Designation (Ecological / Landscape)** Formal protection status applied to land. The site itself has no landscape or ecological statutory designation, but several designations lie adjacent or nearby.

**Designated Sites** Legally protected nature conservation sites (SSSI, SAC, SPA, Ramsar) assessed for hydrological connectivity to the Site.

**Development Plan** The combination of adopted planning policy documents against which planning applications must be determined unless material considerations indicate otherwise.

**Development Scenario** A set of assumed operational layouts used for EIA assessment.

**Digital Surface Model (DSM)** A computer-generated model representing ground elevation plus visible surface features (e.g., trees, buildings). Used to create ZTV analysis.

**Digital Terrain Model (DTM)** A digital model representing bare-earth landform without vegetation or buildings.

**District Level Licensing (DLL)** A strategic licensing approach administered by Natural England to manage impacts on great crested newts at a landscape scale.

**Drainage Flow Routes** The natural pathways that water follows across the site.

**Drainage (Greenfield Runoff Rates)** The design approach ensuring surface water discharge rates from a development mimic natural (pre-development) conditions. Used to avoid cumulative hydrological impacts.

**Driver Delay / Traffic Delay** Additional travel time experienced by road users due to conditions such as congestion, roadworks, accidents, or other disruptions (difference between actual travel time and expected free-flow travel time).

## E

**Earthworks** Minor excavations required for foundations, cable trenches, and installation of the septic tank.

**Ecological Impact Assessment (EclIA)** A systematic process of identifying, quantifying and evaluating potential impacts of a development on ecological receptors.

**Ecological Receptors** Species, habitats or ecological features that may be affected by the development.

**Ecological Status (WFD)** A WFD classification indicating the health of surface water ecosystems based on biological, chemical and hydromorphological elements.

**Effects (Landscape / Visual)** The changes to landscape character or views experienced as a result of the development, measured in scale, extent, duration, and significance.

**EIA (Environmental Impact Assessment)** A systematic process for identifying and evaluating significant environmental effects of a proposed development.

**EIA Development** Development requiring an Environmental Impact Assessment due to likely significant environmental effects.

**EIA Regulations** Legislation requiring that an ES be produced by a competent and appropriately qualified person.

**Embedded Mitigation** Mitigation measures included as an inherent part of the design (e.g., retained boundary planting, green buffer zones) to reduce landscape and visual effects.

**Emergency Vehicle Access Standard (90m Rule)** A site licence requirement that all caravans be positioned within 90m of a secure access point for emergency vehicles in Scenario 3.

**Emerging Local Plan** A draft plan still under preparation, such as the Dorset Council Local Plan, which carries limited weight in decision-making.

**Enforcement Notice (EN)** A formal notice alleging breaches of planning control, including unauthorised use and operational development

**Environment Agency (EA)** England's environmental regulator, consulted on flood risk, drainage, and water environment matters.

**Environmental Effects** Changes - positive or negative - resulting from the development when compared with baseline or alternative scenarios.

**Environmental Protection Act (1990)** Primary legislation setting out statutory nuisance controls.

**Environmental Quality Standards (EQS)** Thresholds for priority substances used in assessing WFD chemical status.

**Environmental Statement (ES)** A document presenting findings of the EIA and comprising: the main ES volume, appendices, and the Non-Technical Summary.

**Environmental Zones (E0 – E4)** Categories defined by ILP to classify the ambient brightness of an area.

**European Protected Species (EPS)** Species given strict protection under the Habitats Regulations, including bats and great crested newts.

**European Site** Collective term for SACs, SPAs and Ramsar sites.

**Extended Phase 1 / UKHab Survey** A baseline habitat survey classifying on-site habitats into standard categories.

## F

**Fear and Intimidation (Non-Motorised User Amenity)** While “intimidation” in law refers broadly to actions that cause a person to apprehend fear, in transport assessment the term relates to how traffic levels, HGV presence, and vehicle speeds reduce perceived safety and comfort for walkers and cyclists.

**Filter Drains** Permeable trenches filled with granular media used to convey and treat surface water runoff.

**Five-Year Housing Land Supply** A requirement of the NPPF ensuring local authorities identify sufficient deliverable housing sites for at least the next five years.

**Flood Risk Assessment (FRA)** A document required where development falls within areas of potential flood risk.

**Flood Zone 1** Land at low risk of river flooding (less than 0.1% annual probability).

**Flood Zones (EA)** National mapping classifying land by fluvial/tidal flood probability.

**Foul Drainage / Foul Water Disposal** Systems for managing wastewater.

**Fugitive Dust Emissions** Dust emissions that arise from non-exhaust sources such as ground disturbance, tracked-out mud, stockpiles and construction operations.

## G

**Geographic Extent of Effect** The area over which a landscape or visual effect is experienced. Described as Wide, Intermediate, Localised, or Limited.

**GLVIA3 (Guidelines for Landscape and Visual Impact Assessment, Third Edition)** The primary UK professional guidance for undertaking LVIA, emphasising principles, professional judgement, and transparent method.

**Glare** The visual discomfort or reduced visibility caused by excessive brightness from a light source.

**Great Crested Newt (GCN)** A European Protected Species requiring specific survey methods (eDNA, HSI assessment) and licensing where affected.

**Green Belt** A planning designation where development is restricted to prevent urban sprawl, preserve openness, and maintain settlement identity.

**Greenfield Runoff Rate** The natural rate at which rainwater would run off undeveloped land.

**Groundwater Flooding** Flooding caused by rising groundwater levels.

## H

**Habitat Fragmentation** The breaking up of continuous habitats into smaller pieces due to development, potentially isolating species.

**Habitat Regulations Assessment (HRA)** Required under the Conservation of Habitats and Species Regulations 2017 to determine the potential for significant effects on European sites.

**Hard Standings** Areas of compacted or surfaced ground

**Headlight Assessment** Assessment of transient lighting from vehicles.

**Hedgerow / Hedgerow Trees** Vegetation used to enclose fields or boundaries

**Heavy Duty Vehicle (HDV)** Vehicles over 3.5 tonnes, including HGVs and buses. Traffic-related emission changes are assessed separately for LDVs and HDVs.

**Heritage Asset** A building, monument, site, or landscape of historical significance, requiring assessment of its significance and potential development impacts.

**HGVs (Heavy Goods Vehicles)** Larger vehicles used for transport. The with-development scenario is expected to reduce the proportion of HGV movements.

**Hydrogeology** The study of groundwater, including aquifers and infiltration potential.

**Hydrological Connectivity** The potential for waterborne pathways linking the Site to sensitive environmental receptors (e.g., SSSIs and SPAs).

**Hydrological Pathway** A route by which surface water or groundwater can carry contaminants or nutrients to a designated site.

## I

**Illuminance (Lux)** A measure of light falling on a surface; used to assess spill light at boundaries.

**Impact Magnitude** A measure of the scale, extent and duration of an ecological impact (classified as negligible, low, medium or high).

**In-Combination Effects** See Synergistic Effects.

**Infiltration Potential** The ability of soil or geological layers to absorb water.

**Institute of Air Quality Management (IAQM)** The professional body providing technical guidance for air quality assessments, including dust risk assessment and planning guidance.

**Institute of Sustainability and Environmental Professionals (ISEP)** Professional institute listing membership and competency of the ES coordinator.

**Institution of Lighting Professionals (ILP)** The professional body providing standards and guidance relevant to lighting impact assessment.

**Invasive Non-Native Species (INNS)** Species listed as invasive under UK law whose introduction or spread must be prevented.

**Isolux Contours** Lines on a lighting plan showing areas of equal illuminance, used to illustrate light spill.

## L

**Landscape and Visual Assessment** Assessment of the visibility and landscape impact of the development..

**Landscape Character** The distinct and recognisable pattern of elements that makes one landscape different from another, involving features, materials, landform, vegetation, and experiential qualities.

**Landscape Character Assessment (LCA)** A structured analysis of landscape types and character areas, used as a baseline reference.

**Landscape Fabric** The physical components of the landscape (e.g., trees, hedges, buildings, landform) that may be changed or removed as part of development.

**Landscape Institute Technical Guidance Note 06/19** UK guidance specifying how photography, ZTVs, wirelines, and photomontages should be prepared for LVIAs.

**Landscape Sensitivity** A measure combining value and susceptibility of a landscape to change of a particular type. Categorised as High, Medium, or Low.

**Landscape Susceptibility** How vulnerable a landscape is to the type and scale of development proposed, considering physical and perceptual characteristics.

**Landscape Value** The importance society places on a landscape (National, Regional, or Community), considering designations, scenic quality, cultural importance, and condition.

**LAeq (Equivalent Continuous Sound Level)** A time-averaged sound level representing varying noise as a single continuous value over a defined period (e.g., 5-minute samples). Used to describe baseline noise and predicted operational noise.

**L<sub>Amax</sub> (Maximum Sound Pressure Level)** The highest instantaneous noise level recorded during a noise event, typically assessed for sleep disturbance and night-time impacts.

**LA10 / LA90 (Percentile Noise Levels)** LA10: Level exceeded for 10% of the time, used to characterise road traffic noise. LA90: Level exceeded for 90% of the time, used to represent background noise.

**Lawful Development Certificate (LDC)** A certificate confirming that a use or development is lawful.

**Lead Local Flood Authority (LLFA)** The statutory authority responsible for local flooding, surface water, and SuDS. Dorset Council provided pre-application input.

**Light Intrusion (Spill Light)** Unwanted light encroaching into areas where it is not required, such as neighbouring properties.

**Lighting (Directional / Low-Level)** Lighting installed at the site is low-level and directional, resulting in no significant effect on human or ecological receptors.

**Lighting Impact Assessment** The formal evaluation of how installed lighting affects human and ecological receptors, carried out using ILP guidance and modelling.

**Local Development Plan** The adopted planning documents relevant to the site.

**Local Planning Authority (LPA)** The authority responsible for preparing local plans and determining planning applications, including ensuring compliance with national and local policy.

**Local Wildlife Site (LWS) / SNCI** Non-statutory designated sites of county-level ecological importance.

**Lowest Observed Adverse Effect Level (LOAEL)** The level above which adverse effects on health or quality of life can be detected.

## M

**Magnitude of Change** The degree to which a receptor is altered by an impact, feeding into significance evaluation.

**Magnitude of Effect** The scale, geographic extent, duration, and reversibility of change resulting from the development. Categorised as Substantial, Moderate, Slight, or Negligible.

**Magnitude of Impact** The degree of change predicted for a receptor, taking into account extent, duration and reversibility.

**Maintenance and Management Plan (MMP)** Operational-phase plan for maintaining drainage infrastructure and watercourse conveyance.

**Material Change of Use** A change in the manner in which land is used.

**Measured Building Survey** A survey that records the remaining structures within the enforcement area.

**Mineral Safeguarding Area (MSA)** A designated area where mineral resources are protected from sterilisation by non-mineral development.

**Mitigation** Measures taken to reduce or offset adverse environmental impacts.

**Mitigation Hierarchy** Avoid → Reduce → Compensate. A structured approach required by EclA guidance to minimise ecological harm.

**Mitigation Measures** Actions identified in the ES to avoid, reduce, or offset environmental effects.

**MoD Land** Land owned and controlled by the Ministry of Defence,

## N

**National Character Area (NCA)** Large-scale landscape units defined by Natural England.

**National Planning Policy Framework (NPPF)** National planning policy framework emphasising sustainable development and supporting economic growth.

**Nature Conservation Sites** Designated ecological areas requiring protection.

**Neutral Grassland / Modified Grassland** Dominant habitat types on site, describing semi-natural or agriculturally altered grassland areas.

**Nightjar Survey** A dusk survey method used to detect churring males and confirm territories.

**No Observed Effect Level (NOEL)** The noise level below which no effect on health or quality of life can be detected.

**Non-Motorised User (NMU)** A road user who travels without a motor, including pedestrians, cyclists, equestrians, and users of non-powered devices.

**Non-statutory Site** Locally designated sites (e.g., SNCI) that nonetheless hold ecological importance and require assessment.

**Non-Technical Summary (NTS)** A simplified summary of the ES written to be accessible to non-specialists.

## O

**Operational Effects** Landscape and visual effects resulting from the ongoing use of the completed development. (Impacts arising once a development is in use (e.g., traffic, air quality, noise).)

**Operational Lighting** Lighting in its installed, functioning condition for wayfinding, amenity, and safety purposes.

**Operational Traffic** Vehicle movements associated with the development's operation.

**Ordinary Watercourse** Watercourses not designated as Main Rivers, managed by local authorities or riparian owners.

## P

**Package Treatment Plant (PtP)** An on-site wastewater treatment system producing treated effluent compliant with EA discharge limits.

**Partially Open Window Attenuation** A standard noise reduction assumption of around 15 dB used when assessing indoor noise with windows partially open.

**Permeable Surfaces** Land areas that allow water to infiltrate naturally.

**Photomontage / Wireline** Visualisations showing how a development will appear from a specific viewpoint, prepared according to LI guidance.

**Planning Policy TODEV2** A saved East Dorset Local Plan policy governing new or extended tourist accommodation, requiring adequate screening and protection of residential amenity.

**Planning Practice Guidance (PPG)** Government online resource providing technical guidance to support the NPPF.

**Planning Reference** A unique identifier for planning applications cited in the cumulative sites table.

**Pollution Risk** Risk of contaminants entering soil, groundwater, or surface water, particularly from construction or improper chemical toilet disposal.

**Presumption in Favour of Sustainable Development** A key NPPF principle requiring planning authorities to approve development that accords with the development plan unless adverse impacts significantly outweigh benefits.

**Priority Substances (WFD)** Substances requiring strict control due to toxicity, persistence, or bioaccumulation (e.g., mercury, PBDEs, PAHs).

**Public Rights of Way (PRoW)** Footpaths or bridleways legally open to public use.

## R

**Ramsar Site** Internationally designated wetlands of global importance.

**Receptor** Any ecological feature (species, habitat or site) that may be affected by a development.

**Receptor Sensitivity** For visual receptors: the combined judgement of value of view and susceptibility to visual change.

**Receptors (General)** Environmental elements -human, ecological, or physical - that could be affected by the development.

**Receptors (Landscape / Visual)** Landscape receptors: the landscape itself, its components, and character. Visual receptors: people experiencing views (e.g., residents, road users, PRoW users).

**Reflections and Barrier Attenuation** Noise reduction effects arising from interaction with surfaces, site buildings, ground modelling, or landforms during propagation. Incorporated into ISO-based modelling.

**Regulation 37 Notice** A notice accompanying an Enforcement Notice indicating that the alleged development is considered EIA development.

**Relevant Exposure** Locations where members of the public or ecological receptors may reasonably be exposed to pollutant concentrations for the relevant averaging period, as defined in DEFRA guidance.

**Residual Effects** Environmental effects remaining after mitigation measures are applied.

**Road Safety** The measures and practices designed to prevent road users from being killed or seriously injured, covering regulations, infrastructure design, vehicle safety and awareness campaigns.

**Road Vehicle Exhaust Emissions** Pollutants emitted from combustion engines, including NO<sub>2</sub> and particulates. These are assessed in EIAs when developments change traffic flows.

**Rural Service Centre** A settlement classification in local policy (e.g., Three Legged Cross), where moderate development is supported.

## S

**Scale of Change** Degree to which the view or landscape character is altered (Large, Medium, Small, Negligible).

**Screening Assessment** Initial stage of impact assessment used to determine whether further detailed modelling or analysis is required.

**Sediment Mobilisation** Movement of disturbed soil particles into watercourses during construction, increasing pollution risk.

**Septic Tank** A below-ground wastewater treatment facility.

**Sequential Test (Flooding)** A policy test requiring development to be located in areas of lowest flood risk before considering higher-risk areas.

**Significance of Effect** The combined evaluation of receptor sensitivity and impact magnitude to determine if an effect is significant under EIA Regulations

**Site Fabric** The physical features within the Site itself (vegetation, paddocks, buildings, infrastructure).

**Sky Glow** The scattering of upward-directed light in the atmosphere, increasing visible brightness of the night sky.

**Soakaway Testing** Field tests evaluating infiltration performance; Site tests indicated low infiltration.

**Sound Power Level (Lw)** The total acoustic energy output of a noise source, independent of distance.

**Source Protection Zone (SPZ)** Zones around public water abstractions.

**Special Area of Conservation (SAC)** European site designated for internationally important habitats or species.

**Special Protection Area (SPA)** European site designated for internationally important bird species.

**Statement of Competency** Required under the EIA Regulations, confirming the relevant experience and qualifications of the ES coordinator.

**Statutory Nuisance** A legally defined nuisance (including artificial light) that local authorities must investigate and may regulate.

**Storage of Caravans** The off-season storage of caravans as part of the mixed land use.

**Strategic Nature Areas** Zones identified for habitat maintenance, restoration and creation under biodiversity policy ME1.

**Surface Water Drainage** Systems managing rainfall and runoff.

**Surface Water Flood Risk** Risk of flooding due to heavy rainfall and surface water accumulation.

**Sustainable Development** Meeting present needs without compromising future generations, forming the core purpose of the planning system.

**Sustainable Drainage Systems (SuDS)** Drainage systems designed to attenuate and treat runoff while enhancing biodiversity.

**Synergistic Effects** Effects arising when multiple types of environmental impacts (e.g., noise, traffic, dust, visual) occur together upon the same receptor, potentially altering the magnitude of impact.

## T

**Topography** The physical shape and slope of the land.

**Trackout** The transport of mud, dust and materials off-site via vehicle wheels onto public highways, where they may become airborne.

**Transport Assessment (TA)** A comprehensive and systematic study that identifies transport issues relating to a proposed development and sets out measures to manage predicted impacts, focusing on accessibility, safety and sustainable transport modes.

**Travel Plan** A document required where proposals generate significant movement, setting out measures to ensure safe, sustainable travel behaviour.

## U

**Upward Light** Light emitted above the horizontal plane, contributing to sky glow.

## V

**Value / Sensitivity of Receptor** Classification ranging from "Immediate Zone of Influence" to "International" importance, used to determine significance.

**Vegetation Condition Assessment** A method used in BNG and UKHab classification to determine habitat condition scores.

**Visual Amenity** The value and quality of visual experience available to people.

**Visual Disturbance** Effects from human presence, vehicle movements or light that may disturb sensitive wildlife.

**Visual Effects** Effects on views or the appearance of the landscape.

## W

**Water Body** A defined surface water unit assessed under the Water Framework Directive.

**Water Framework Directive (WFD)** EU legislation (retained in UK law) requiring protection and improvement of water environments.

**Wayfinding Lighting** Low-level lighting used to safely guide pedestrians through a site, typically installed at low heights with minimal spill.

**Wessex Water** Statutory sewerage undertaker consulted regarding foul water capacity and connections.

**WHO Guidelines for Community Noise (1999)** Guidance setting recommended noise limits for avoiding annoyance and sleep disturbance, including indoor thresholds.

## Z

**Zone of Influence (Zoi)** The area within which ecological receptors may be affected by development activities.

**Zone of Theoretical Visibility (ZTV)** A map showing where the development could be seen, based on topography, buildings, and woodland, prior to consideration of small-scale screening features.

# 1 Introduction

## 1.1 Introduction

- 1.1.1 This document is an Environmental Statement (ES) prepared in support of an appeal against an enforcement notice for an Alleged Unauthorised Development on a site known as “Gundry’s Farm Caravan Park”, located off School Lane, Three Legged Cross, Wimbourne, Dorset BH21 6RU.
- 1.1.2 This ES summarises the findings of the Environmental Impact Assessment (EIA) of the project, that has evaluated the environmental effects of the development and identified measures by which these could be avoided, reduced or offset.
- 1.1.3 This ES is submitted on behalf of Royale Parks (Dorset) Limited (hereafter referred to as ‘the Appellant’).

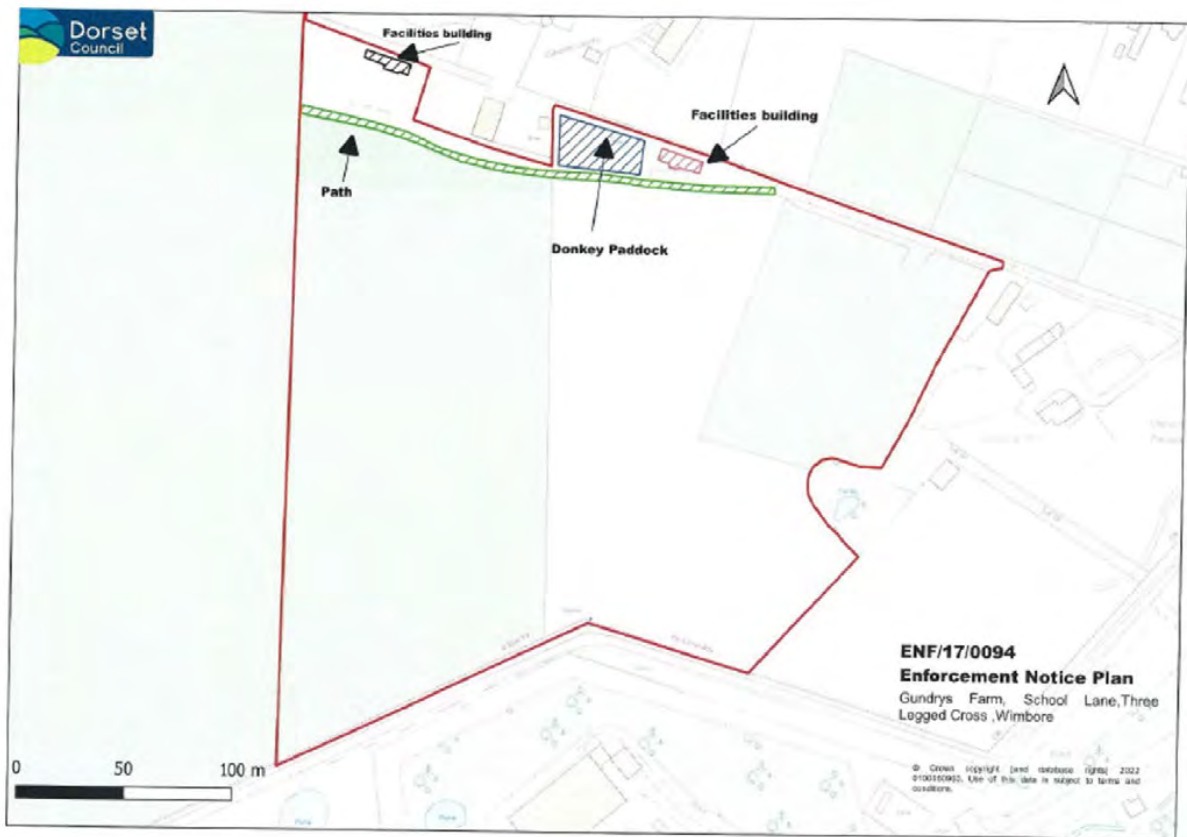
## 1.2 Statement of Competency

- 1.2.1 The EIA Regulations require that an ES is produced by an appropriately qualified person. The production of this ES has been co-ordinated by Christopher Peacock of Pea Green Ltd. He holds a Masters Degree in Environmental Impact Assessment and Management from the University of Manchester, is a Chartered Environmentalist (CEnv), a Full Member of the Institute of Sustainability and Environmental Professional (ISEP) (formerly the Institute for Environmental Management and Assessment (IEMA)) and an ISEP Principal EIA Practitioner with over 20 years of professional experience in the co-ordination of EIAs.
- 1.2.2 The component technical chapters of this ES have been prepared by various specialist consultants, and statements of competency are provided in the introductions to each chapter.

## 1.3 The Site

- 1.3.1 Gundrys Farm Caravan Park is located on land off School Lane, Three Legged Cross, Wimbourne, Dorset. The site is located within the South East Dorset Green Belt according to the Adopted Christchurch and East Dorset Local Plan Proposals Map.
- 1.3.2 The site has historically been used for caravan rallies between March and October, associated with adjacent caravan site to the east, which has an established lawful use. For the remainder of the time, the site is used for agricultural purposes.
- 1.3.3 The access to the site is via School Lane, located at the north-eastern end of the land ownership. Immediately north of the site is a garden centre. To the immediate east of the site is the existing Gundrys Farm Caravan Park. To the east of that and south of the site is a military Installation. To the north, there is a single dwelling located along School Lane as well as some agricultural fields. Beyond this, School Lane, the site’s access, leads to the B3072 Ringwood Road, which runs roughly north-east to south-west, and hosts a series of parcels containing either residential

or commercial properties. The B3072 Ringwood Road leads to the main part of Three Legged Cross to the north-west of the appeal site. To the west of the site is a woodland plantation, and beyond is agricultural fields.



**Figure 1.1: Site Location Plan**

- 1.3.4 The largely flat site comprises approximately 14.4ha of land with much of the site comprising of open areas of neutral grassland, modified grassland, gorse scrub, bramble scrub, buildings, sparsely vegetated urban land, individual trees, and shallow ditches.
- 1.3.5 The site incorporates two facility buildings, a pathway and a donkey paddock, which form part of the Alleged Unauthorised Development.

## 1.4 The Alleged Unauthorised Development

- 1.4.1 The alleged Unauthorised Development is described in the Enforcement Notice. This relates to an alleged change of use to a caravan site from a mixed-use agricultural use and caravan site for exempt organisations. The EN states that the following was undertaken in breach of planning control:

*Without planning permission, the unauthorised material change of use In the Land:*

- A. *Contrary to section 171A(1)(a) of the Town and Country Planning Act 1990 the unauthorised material change in the use of the Land edged red on the attached*

*plan marked as 'Planning Unit A' from a lawful mixed use of agriculture and a caravan site for exempt organisations In accordance with Part 5 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 and schedule 1 of the Caravans [sic] Sites and Control of Development Act 1960 to a mixed use of agriculture and an unauthorised caravan site consisting of:*

- i. The stationing of caravans (with or without awnings), motorhomes, campervans, trailer-tents and tents for the purpose of human habitats; and*
- ii. The storage of caravans,*
- iii. The keeping of donkeys,*
- and*

*B. Contrary to section 171A(1)(a) of the Town and Country Planning Act 1990, the carrying out of unauthorised operational development on the Land edged red on the attached plan marked as "Planning Unit A", which facilitates the unauthorised material change In use of the land alleged in section A above. The unauthorised integral operational development consisting of the following:*

- i. Hard standings and tracks;*
- ii. Toilet and shower blocks;*
- iii. Sceptic [sic] Tanks*
- iv. Electrical hook-up equipment;*
- v. Fire hydrants;*
- vi. A water/waste water facility*
- vii. Location signs.*
- viii. Animal shelter and concrete base"*

## 1.5 Planning Context

1.5.1 A full explanation of the planning context of the site is presented in Chapter 6 of this ES, and briefly summarised below.

## Planning Policy

1.5.2 The development plan is formed by:

- The Christchurch and East Dorset Local Plan Part 1: Core Strategy 2014 (the “ESCS”)
- The East Dorset Local Plan 2002 (as saved) (the “EDLP”)
- Minerals Strategy (2014) (strategic minerals policy framework).
- Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan (2019) (site allocations; adopted 31 Dec 2019).
- Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) (waste sites/policies; adopted 31 Dec 2019).

1.5.3 The site is located within the South East Dorset Green Belt according to the Adopted Christchurch and East Dorset Local Plan Proposals Map – West Moors and Three Legged Cross Inset.

1.5.4 Policy TODEV2 in the East Dorset Local Plan (2002) Saved Policies deals with the development of tourist accommodation. It sets criteria for where and how new or extended tourist facilities (such as hotels, guesthouses, or holiday parks) can be permitted, ensuring they are appropriately located, do not harm the environment, and contribute positively to the local economy. It states that development will be permitted if: *“the site is well screened from external views by means of landform or landscaping and it would not harm residential amenity.”*

1.5.5 Other policies of relevance to each technical assessment proposed for inclusion in the EIA are identified in the corresponding sections of this report.

1.5.6 In addition, the National Planning Policy Framework (NPPF, December 2024) is relevant. The NPPF is built around a commitment to sustainable development and establishes the social, economic, and environmental objectives of the planning system. Paragraph 85 states that ‘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.’

## 1.6 Structure of the Environmental Statement

1.6.1 This ES presents the findings of the Environmental Impact Assessment (EIA) carried out in respect of the Alleged Unauthorised Development. The development is defined by the description of the development and drawings that are reproduced in this ES. Further details on these assessment parameters and the approach taken to the EIA is presented in Chapter 2: Approach.

1.6.2 The Environmental Statement comprises the following component parts:

- **Environmental Statement** - This volume contains the main body of text of the ES, split into chapters and illustrated with a series of figures. Each chapter contains the following: an introduction, the approach to assessment, a description of the development, a review of relevant planning policy, a technical assessment relating to a specific environmental topic, including cumulative and combined effects, and a summary of the residual effects taking into account any mitigation measures proposed.
- **Appendices** – This volume contains supporting information and a collection of technical reports upon which the conclusions of the ES are based.
- **Non-Technical Summary (NTS)** – A document providing a synopsis of the ES without using technical language or terminology. The summary includes a description of the development, a summary of the potential environmental effects and an explanation of the measures proposed to mitigate any impacts.

1.6.3 The ES and all planning documents can be viewed at Planning Inspectorate website. Paper copies of the ES can be obtained at a cost of £250 from Pea Green Ltd and electronic copies can be provided free of charge.

## 2 Approach

### 2.1 Introduction

- 2.1.1 This chapter describes the methodology used to undertake the EIA in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017<sup>1</sup> (The 'EIA Regulations') and best practice guidance.
- 2.1.2 The chapter begins with a description of the general approach to assessment and EIA regulatory compliance, including how the appeal and EIA are linked. EIA procedure and methodology is presented, then the stakeholder consultation process is explained, before the spatial and temporal scope of the assessment is discussed.
- 2.1.3 Following this, the criteria used for impact prediction, assessing significance and implementing and securing mitigation measures are explained, along with any limitations and assumptions. With regard to the methodologies and assumptions for the technical assessments, each chapter has its own specific assessment methodology and assumptions, which are explained within the relevant sections of those chapters.

### 2.2 EIA Regulations and Guidance

- 2.2.1 The EIA Regulations were transposed into UK law from the EU's 2011 EIA Directive<sup>2</sup> and provide the regulatory framework for the completion of EIAs for development projects in England. The EIA Regulations are supplemented by guidance published by the UK Government<sup>3</sup>, which provides additional advice on the EIA process and the collation of Environmental Statements.
- 2.2.2 EU legislation as it applied to the UK on 31 December 2020 is now a part of UK domestic legislation, under the control of the UK's Parliaments and Assemblies. The European Union (Withdrawal) Act 2018 introduced "retained EU law" which provides that EU-derived domestic legislation continues to have effect after Exit Day.
- 2.2.3 In addition to these statutory documents, the various component assessments of the EIA process are informed by a series of best practice and industry recognised guidance. The guidance followed is explained within each technical chapter of the ES and compliance with such guidance ensures that the EIA process is recognisable and robust.

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<sup>1</sup> The Town and Country Planning (Environmental Impact Assessment) (England) Regulations, SI 2017 / 571

<sup>2</sup> Environmental Impact Assessment (EIA) Directive ([2011/92/EU](#)) as amended by [2014/52/EU](#)

<sup>3</sup> [Environmental Impact Assessment - GOV.UK](#)

## 2.3 Establishing the Need and Scope for the EIA

### Screening

- 2.3.1 The alleged Unauthorised Development has been subject to an EIA Screening Direction (Ref. APP/D1265/C/22/3313965) under the terms of Section 37 of the EIA Regulations, dated 7th June 2024. A copy is presented as Appendix A to the Scoping Report at Appendix 2.1.
- 2.3.2 The Screening Direction states that the alleged Unauthorised Development falls within the description at 12(e) of Schedule 2 to the EIA Regulations and exceeds the threshold criteria for developments under 12(e) as the site area is c.14.4 hectares and the site also falls near to 'sensitive areas' as defined by Regulation 2 of the EIA Regulations, namely the Dorset Heaths Special Area of Conservation (SAC), and Dorset Heathlands Special Protection Area (SPA) and Ramsar.
- 2.3.3 In the absence of mitigation, the Secretary of State considered that there was the potential for significant effects on the designated sites as a result of direct and indirect disturbance (noise and light emissions), effects on air quality and the potential for predators such as foxes to be attracted to the site.

### Scoping

- 2.3.4 Scoping is a process that, through research, analysis and consultation, identifies the potentially significant environmental issues that require assessment as part of an EIA.
- 2.3.5 In accordance with Regulation 15 of the EIA Regulations, a formal request for a Scoping Opinion was made in November 2025, which was accompanied by a Scoping Report, as presented at Appendix 2.1. An EIA Scoping Opinion was issued by Dorset Council on 19<sup>th</sup> December 2025, a copy of which is included at Appendix 2.2. Based on the Scoping Opinion, the following technical assessments were 'scoped in' to the EIA:

- Landscape and Visual
- Ecology
- Water and Drainage
- Transport
- Air Quality
- Noise
- Lighting

### Consultation

- 2.3.6 A pamphlet providing context to the proposal and a summary outlining the results and proposed mitigation topics in relation to each environmental topic was delivered via Royal Mail to properties in close proximity to the appeal site. The pamphlet outlined the baseline

scenarios and the three proposed alleged unauthorised development scenarios utilised by the EIA. Accompanying the pamphlet was a separate feedback form for the public to provide feedback.

- 2.3.7 A summary of the consultation feedback is presented in the Consultation Report prepared by Laister Planning, a copy of which is presented at Appendix 2.3.

## 2.4 Overarching EIA Methodology

### **Assessment Parameters**

- 2.4.1 The assessments of the Alleged Unauthorised Development are based upon the descriptions presented in the Enforcement Notice, and assumptions made in relation to the operational alleged unauthorised land use as a caravan park. In addition, the construction stage assessment is based upon reasonable assumptions made about the method of construction based upon the type of work undertaken. The development and land uses are summarised in Chapter 4: The Alleged Unauthorised Development.

### **Spatial and Temporal Scope of Assessment**

- 2.4.2 The spatial extent of the EIA is determined by the geographical area potentially affected by the development. It takes into account the physical extent of the development, defined by the limits of land used during construction and operation; the position of sensitive receptors within or outside of the site boundary; and the nature of the baseline environment.
- 2.4.3 The effects for each of the environmental topics/disciplines are likely to extend to different spatial extents; for example, visual effects may extend to a much wider study area than the effects on trees. The spatial scope or study area for each environmental topic/discipline is described within each of the technical assessment chapters, as required.
- 2.4.4 It should be noted that the site boundary is defined accurately by the site boundary plan at Figure 3.1. Any other red line plans presented within the various technical reports should be treated as indicative and may relate to a specific area of survey or a study.
- 2.4.5 The temporal extent of the EIA is defined by the duration of the construction period (around 1 month and already completed) and the duration of operational activities (permanent).
- 2.4.6 The decommissioning of the site has not been accounted for in this EIA as it is the lifetime of the development is substantial. Furthermore, the used during construction are commonplace and easily repurposed and recycled, meaning that a specific strategy for decommissioning would not be necessary to ensure their productive reuse. Given the low impact nature of the construction works, a restoration plan to return the site to its previous condition is not required. There are also no hazardous operations or processes involved in the development that would necessitate a decommissioning strategy to safely dispose of any residues or wastes.
- 2.4.7 For some technical assessments, the periods assessed are reflective of industry standard approaches, such as considering visual effects after 15 years to allow for maturation of

vegetation. Where other timescales are employed in the assessments, they are explained and justified within the Approach sections of the technical chapters.

### **Defining The Site**

- 2.4.8 Schedule 4, Part 1(a) of the EIA Regulations requires that an ES includes 'a description of the location of the development'. Accordingly, a description of the site and the prevailing environmental conditions is presented at Chapter 3.

### **Description of the Development**

- 2.4.9 Schedule 4, Part 1 of the EIA Regulations outlines the information that should be provided within an ES. This includes in particular:

- b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases*
- c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used.*

- 2.4.10 Chapter 4 of this ES provides a detailed description of these aspects of the development.

### **Assessment of Alternatives**

- 2.4.11 The EIA Regulation state in Schedule 4, Part 2, that an ES should include:

*A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.*

- 2.4.12 Chapter 5 of this ES sets out the alternatives considered by the applicant. This chapter includes analysis of the no development alternative, which represents the conditions anticipated to prevail in the absence of the development. This analysis is based primarily on professional judgement of likely future conditions based upon knowledge of the existing site and the likely continuing uses in the absence of the development.

## **Procedures upon Submission of an Environmental Statement**

- 2.4.13 The procedures for publicising and consulting on an Environmental Statement submitted with an appeal against unauthorised development are set out in Sections 42 and 44 of the EIA Regulations. This requires the Secretary of State, upon receipt of an Environmental Statement, to send copies to the Local Planning Authority and consultees who were sent a copy of the Screening Direction issued under Regulation 37. Local publicity and advertising requirements are thereafter the responsibility of the Local Planning Authority.

## **2.5 Approach to the Technical Assessments**

- 2.5.1 Each technical assessment presented within this ES follows a consistent format wherever possible to ensure that they meet the requirements of the EIA Regulations. The stages of the assessments are set out under the subheadings below.

### **Identifying the Planning Policy Context**

- 2.5.2 A review of the prevailing planning policy, legislation, strategies or guidance of relevance to the technical discipline.

### **Defining the Methodology**

- 2.5.3 In accordance with the requirements of Schedule 4, Part 6 of the EIA Regulations, the technical chapters within this ES include:

*A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.*

### **Establishing the Baseline**

- 2.5.4 The EIA Regulations require, at Schedule 4, Part 3, that an ES must include:

*A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.*

- 2.5.5 Therefore, each technical assessment chapter includes a section on the baseline conditions at or around the site, as relevant to that assessment topic. Further details on the approach taken to the assessment of the baseline conditions is presented in Chapter 3: Site Description.

## **Defining the Existing Development and Embedded Mitigation Measures**

- 2.5.6 Details of the construction development and any measures that have already been delivered to mitigate any environmental effects of development are described. These measures do not require conditions or planning obligations to secure them as they are already integral to the development or required by law and are assessed as already present in the EIA.

## **Assessing the Potential Effects**

- 2.5.7 The EIA Regulations state at Schedule 4, Part 5 that an ES should include:

*A description of the likely significant effects of the development on the environment resulting from, inter alia:*

*(a) the construction and existence of the development, including, where relevant, demolition works;*

*(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;*

*(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;*

*(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);*

*(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;*

*(f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;*

*(g) the technologies and the substances used.*

*The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development.*

2.5.8 Accordingly, the EIA has focussed on these aspects where they are relevant to the development within the technical chapters.

2.5.9 Further, Schedule 4, Part 1(d) of the EIA Regulations states that the ES should include:

*an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.*

### **Application of Significance Criteria**

2.5.10 The significance of effects is assessed by looking at what the changes will be (or were likely to have been in the case of unauthorised development) against the baseline conditions as a result of both the construction and operation of the development. Significance is a product of the sensitivity of the receptor and the magnitude of the impact upon it. The specific criteria for each technical assessment are presented within each chapter.

2.5.11 Based on the sensitivity of the receptor and magnitude of the impact, specific significance criteria have been used in each technical assessment and these are explained in the methodology sections within each technical chapter. Typically, these are based on clearly defined criteria from published best practice guidance but where no such guidance exists, criteria have been developed based on consultant experience and applied using professional judgement. Tables 2.1 – 2.3 presents a series of illustrative examples of significance criteria that are applied throughout the ES.

**Table 2.1: Illustrative Assessment Criteria for Receptor Value**

| Value  | Description                                                                                                                                                                                                                                                                                                                                            |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High   | <ul style="list-style-type: none"><li>• Feature possessing key characteristics which contribute significantly to the distinctiveness, rarity and character of the site.</li><li>• Feature possessing very significant biodiversity, social/community value and/or economic value at the national level.</li><li>• Feature is extremely rare.</li></ul> |
| Medium | <ul style="list-style-type: none"><li>• Feature possessing key characteristics which contribute significantly to the distinctiveness, and character of the site.</li><li>• Feature possessing significant biodiversity, social/community value and / or economic value at the regional level.</li><li>• Feature is uncommon.</li></ul>                 |
| Low    | <ul style="list-style-type: none"><li>• Feature possessing characteristics that are locally significant.</li><li>• Feature not designated or only designated at a regional / local level.</li><li>• Feature possesses moderate biodiversity, social/community value and / or economic value at the local level.</li></ul>                              |

|          |                                                                                                                                                                                                                                                                                                                         |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <ul style="list-style-type: none"> <li>Feature is relatively common.</li> </ul>                                                                                                                                                                                                                                         |
| Very Low | <ul style="list-style-type: none"> <li>Feature characteristics do not make a significant contribution to the character or distinctiveness locally.</li> <li>Feature not designated.</li> <li>Feature possesses low biodiversity, social/community value and / or economic value.</li> <li>Feature is common.</li> </ul> |

**Table 2.2: Illustrative Assessment Criteria for Impact Magnitude**

| Magnitude | General Impact                                                                                                                                                                                                                          |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High      | Significant, permanent loss / irreversible changes, to key characteristics, features or function of an environmental parameter. Impact may occur over a significant area (>50%). Significant Impact certain or likely to occur.         |
| Medium    | Damaging significant changes to key characteristics or features or function. over a moderate area (15%-50%). Likely to last for more than 2 years. Impact likely to occur.                                                              |
| Low       | Noticeable but not significant changes (temporary / potentially reversible), over a partial area (<15%), to key characteristics or features of an environmental parameter. Impact will possibly occur.                                  |
| Very Low  | Noticeable temporary / reversible, changes for less than 6 months, or barely discernible changes for any length of time, over a small area, to key characteristics or features of an environmental parameter. Impact unlikely to occur. |

**Table 2.3: Illustrative Impact Significance Matrix**

| Magnitude | Value and sensitivity of Receptor |            |          |          |
|-----------|-----------------------------------|------------|----------|----------|
|           | Very Low                          | Low        | Medium   | High     |
| Very Low  | Negligible                        | Negligible | Minor    | Minor    |
| Low       | Negligible                        | Minor      | Minor    | Moderate |
| Medium    | Minor                             | Minor      | Moderate | Major    |
| High      | Minor                             | Moderate   | Major    | Major    |

**Table 2.5: Illustrative Significance Descriptors**

| Significance | Generic Significance Ratings                                                                                                                                                                                                                                                                                                     |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Major        | Very large or large change in environmental conditions. Effects, both adverse and beneficial, which are important considerations at a national to regional level because they contribute to achieving national / regional objectives, or, likely to result in exceedance of statutory objectives and/or breaches of legislation. |
| Moderate     | Intermediate change in environmental conditions. Effects that are likely to be important considerations at a district to local level because they contribute to achieving local objectives or may result in exceedance of local statutory objectives and/or breaches of legislation.                                             |
| Minor        | Small change in environmental conditions. These effects may be raised as local issues but are unlikely to be of importance in the decision-making process.                                                                                                                                                                       |

|            |                                                                                                                                                       |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Negligible | No discernible change in environmental conditions. An effect that is likely to have a negligible or neutral influence, irrespective of other effects. |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|

2.5.12 Conclusions on the overall significance of impacts are made based upon the relevant technical guidance for each assessment. Typically, this includes moderate and major impacts (or their equivalent), as shown in grey in Table 2.3, but specific tests may be applied in individual assessments to comply with industry standard guidance. Furthermore, professional judgement may be applied in some cases, notably in the assessment of landscape and visual effects, when a moderate or major effect may not be referred to as 'significant' due to other justifiable factors, such as the surrounding development context, planning status of the site or the presence of existing permissions that have already assessed the suitability of the site for development.

### **Defining Mitigation and Monitoring Requirements**

2.5.13 In accordance with the requirements of Schedule 4, Part 7 of the EIA Regulations, the assessments include:

*A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.*

2.5.14 Where mitigation measures have not been embedded into the development, it is expected that all other requisite measures will be secured by appropriate planning conditions or obligations. Descriptions of these 'secondary' mitigation measures are included in the technical chapters and summarised in Chapter 15: Summary and Conclusions.

### **Identification of the Residual Effects**

2.5.15 Residual effects are those that remain once the secondary mitigation measures have been taken into account. This section of the chapters identifies these effects and allocates significance criteria to them. These residual effects are also summarised in Chapter 15: Summary and Conclusions.

### **Referencing**

2.5.16 In accordance with Schedule 4, Part 10 of the EIA Regulations, each technical chapter within the ES includes references, typically as footnotes, detailing the sources used.

## 2.6 Cumulative Effects

- 2.6.1 Cumulative effects are assessed in Chapter 14 of this ES. The requirement for a cumulative effects assessment is set out in Schedule 4, Part 5 of the EIA Regulations, which states that an ES should include:

*'A description of the likely significant effects of the development on the environment resulting from (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources'*

- 2.6.2 Chapter 14 therefore provides an assessment of the potential cumulative effects of the development in conjunction with effects arising from other developments in the surrounding area. It also provides an assessment of the potential combination of some or all of the effects identified in the EIA on particular receptors.

## 2.7 Assumptions and Limitations

- 2.7.1 The assumptions made in this ES are explained within each technical chapter where they relate to the various technical assessments.
- 2.7.2 In terms of overall assumptions, the EIA has been progressed on the basis that publicly available records and data accessed to inform the desktop research stages of the technical assessments are accurate and reliable.

## 3 Site Description

### 3.1 Introduction

- 3.1.1 Schedule 4, Part 1 of the EIA Regulations requires that an ES includes 'a description of the location of the development'. This section of the ES identifies the site's location and provides a description of its features and characteristics, particularly those relevant in an environmental context.

### 3.2 Site Location

- 3.2.1 The site comprises approximately 14.4 hectares of land located at New Forest Court (referred to as "Gundrys Farm Caravan Park" in the EN), School Lane, Three Legged Cross, Wimbourne, Dorset. The site boundary is shown in red on Figure 3.1, below.
- 3.2.2 The access to the site is via School Lane, located at the north-eastern end of the land ownership. School Lane leads to the B3072 Ringwood Road, which runs roughly north-west to south-east, and hosts a series of residential or commercial properties. Ringwood Road leads to the centre of Three Legged Cross to the north-west of the appeal site.
- 3.2.3 To the immediate east of the site is the existing Gundrys Farm Caravan Park. To the east of that and south of the site is a military site. To the north are dwellings located along School Lane as well as some agricultural fields and a garden centre. To the west of the site is a woodland plantation, and beyond are agricultural fields.

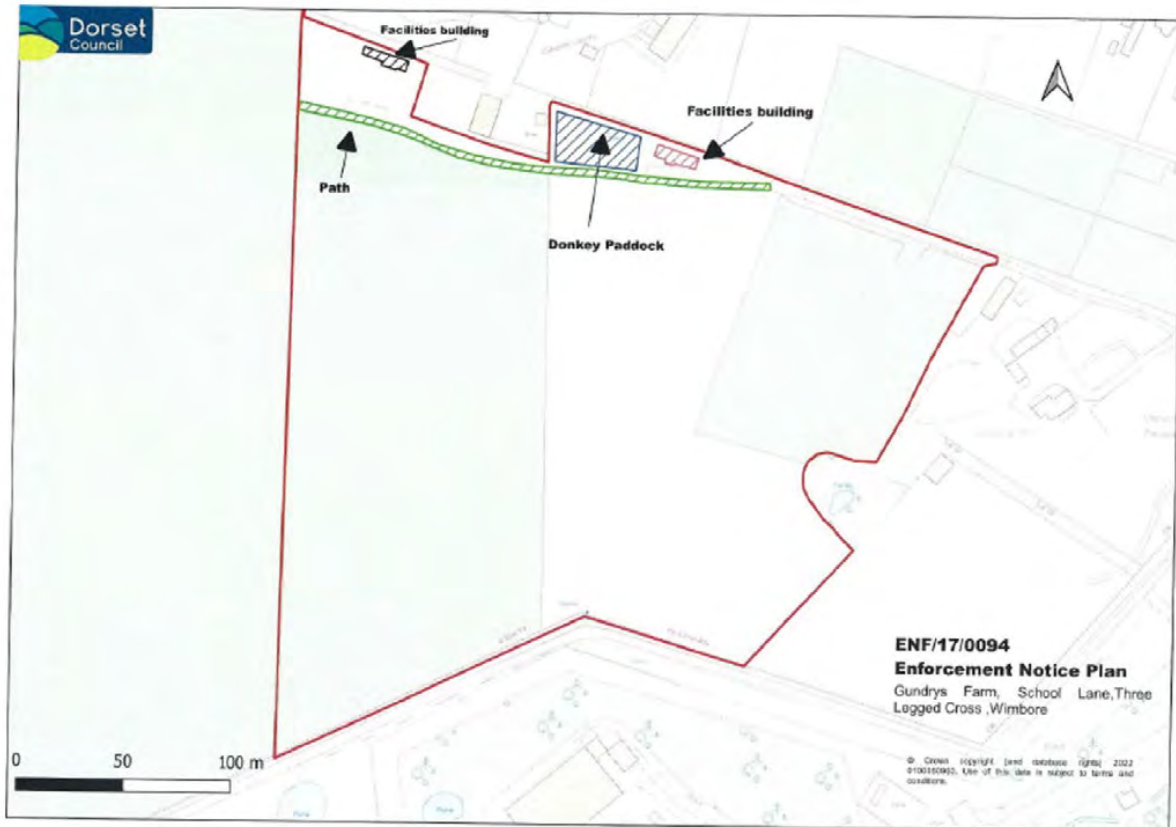


Figure 3.1: Site Boundary Plan

### 3.3 Site Description

- 3.3.1 The site comprises approximately 14.4 hectares of land, the majority of which consists of open areas of neutral grassland, modified grassland, gorse scrub, bramble scrub, buildings, sparsely vegetated urban land, individual trees, and shallow ditches. The site is largely flat, as shown on the topographical survey plan at Appendix 3.1, with most of its perimeter defined by a tree line.

### 3.4 Site Uses

- 3.4.1 The site has historically been used for 73 days of rallies per year between March and October as an extension of the lawful use as a caravan park on the land adjacent to the east. Data provided by the previous and current owners indicate that the rallies attracted around 30 caravans, but that around 10% of those rally days attracted over 100 caravans to the site. For the remainder of the time, the site is used for agricultural purposes. Use of land for rallies is permitted development, if the rally is operated by an exempt organisation.

3.5.1 The plan provided below separates the Gundry's Farm site into areas labelled A-F, which was originally prepared by Dorset Council as part of assessing a planning application. The enforcement area is those sections of the site labelled 'E'. Area C is the farmhouse and its curtilage, operating under a separate Lawful Development Certificate. Area D is a caravan storage area, also operating under a separate Lawful Development Certificate. Areas A and B are caravanning and camping fields also operating under separate Lawful Development Certificates. Area F is the westernmost field within the area of ownership which lies outside of the enforcement area and not subject to any formal planning status.



**96/9024 - Lawful Development Certificate (the 1997 LDC)**

Gundrys Farm Caravan Site: Environmental Statement, Chapter 3, Page 3

- 3.5.4 The First Schedule states: “Between the period from Easter to the end of September each year use as a caravanning and camping site for up to 24 caravans and tents (24 in total making no distinction between caravans and tents) without the benefit of planning consent.”
- 3.5.5 The area covered by the LDC is understood to be as follows:



Figure 3.3: 1997 Lawful Development Certificate Plan

#### **10/0135 – Lawful Development Certificate (the 2010a LDC)**

- 3.5.6 The 2010a LDC (Ref: 10/0135): An LDC was issued under TCPA S191 on 23rd February 2010 for the area marked ‘D’ in the above key plan which confirms an existing use as: “The use of the land for the stationing of up to 25 caravans for storage purposes only, the use having been established over a period of not less than 10 years.”

#### **10/0136 – Lawful Development Certificate (the 2010b LDC)**

- 3.5.7 The 2010b LDC (Ref: 10/0136): An LDC was issued under TCPA S191 on 20th April 2010 for the land marked ‘B’ for the following existing use: “Development in the form of 12 (twelve) electricity hookup points, the development having been in existence for more than 4 years as of the application date.”

**10/0137 – Lawful Development Certificate (The 2010c LDC)**

- 3.5.8 The 2010 LDC (Ref: 10/0137): An LDC was issued over Area B on 28th May 2010 under TCPA S191 for the following existing use of the area marked blue on the location plan below: “On the land edged in red on the attached plan, in the area shaded blue, the use of the land as a campsite for up to 30 caravans, tents and motorhomes (30 in total making no distinction between caravans, tents and motorhomes) between Easter and 30 September of each year only.”



**Figure 3.4: 2010 Lawful Development Certificate Plan**

**11/0393 – Lawful Development Certificate (The 2011 LDC)**

- 3.5.9 The 2011 LDC (Ref: 11/0393): An LDC was issued on 1st June 2011 under TCPA S191 for the use of area C on the marked plan as residential curtilage of the farmhouse.

**3/17/2370/CLE – Refused Lawful Development Certificate Application (The 2017 LDC Application)**

- 3.5.10 A 2017 Application for a Certificate of Lawfulness of Existing Use or Development for the eastern part of the enforcement area was refused on 7th November 2017 on the basis that the

applicant had not provided sufficient evidence to demonstrate that the use was lawful having occurred for 10 continuous years. This decision was not appealed.

#### **The 2024 Site Licence (Lic No:5270/2024)**

- 3.5.11 Whilst outside of the enforcement area, the 1997 and 2010c LDCs are the consents which underpin the site licence issued on Gundry's Farm on 14 March 2024.
- 3.5.12 Though the site licence expressly refers only to these two consents, which relate to Area A and B, the site licence plan extends the licenced area boundaries to all parts of the site (Areas A-F). An extract of the site licence plan is provided below. Consequently, later in this report under "The Alleged Unauthorised Development", we consider a scenario where the model standards contained in the site licence extend to the enforcement area.



**Figure 3.5: Extract of the Site Licence Plan**

#### **The Enforcement Notices - ENF/17/0094**

##### ***The 2018 EN***

- 3.5.13 On 14th November 2018, an Enforcement Notice was issued under Ref ENF/17/0094 (the LPA has then used the same reference for the subsequent Enforcement Notices). This covered the entirety of the ownership, not just the current appeal site.
- 3.5.14 An appeal was made by the Appellant, under Ref APP/U1240/C/18/3218259.

- 3.5.15 The 2018 Enforcement Notice was withdrawn by the LPA and no longer exists. Costs were awarded against the LPA for the withdrawn Notice.

#### ***The 2020 Enforcement Notice***

- 3.5.16 A 2020 EN was issued but withdrawn after it was incorrectly served.

#### ***The 2021 Enforcement Notice***

- 3.5.17 The LPA then issued an Enforcement Notice on 21st April 2021, under the same reference: EN/17/0094. This related to a wider area of the Gundry's Farm site than the Enforcement Notice subject to the ongoing appeal.
- 3.5.18 This alleged the following:

#### ***"3. THE BREACH OF PLANNING CONTROL ALLEGED***

*Without planning permission the material change of use of agricultural land edged red on the attached plan, to a mixed use of agriculture and the stationing of caravans, motorhomes and tents for human habitation, caravanning and camping activities and comprising operational development to facilitate the caravanning and camping use, namely toilet/shower buildings with ramp/decking access and septic tanks, water/fire safety points and electrical hookup installations."*

- 3.5.19 The 2021 Enforcement Notice was again withdrawn by the LPA prior to an Appeal being determined.

#### ***The 2022 EN***

- 3.5.20 The Enforcement Notice subject to this appeal ("the EN") was then issued on 4th October 2022. The EN was appealed on 30th December 2022 (Reference: APP/D1265/C/22/3313965), on a number of grounds, including Ground a) [deemed planning application].
- 3.5.21 The alleged breaches of planning control as set out in the EN are provided at Section 5 of this report. The location plan is contained at Figure 1.1 of this report.
- 3.5.22 The EN was accompanied by a Regulation 37 Notice (the "Reg 37 Notice") that the alleged development was found to be EIA development, should an Appeal on Ground a) be made. The appropriate documentation would be required to support a Ground a) Appeal. The Reg 37 Notice was subsequently amended by the LPA on 6th March 2023, after the date by when an Appeal must be lodged.
- 3.5.23 An EIA Screening Direction was issued by the Secretary of State on 7th June 2024 confirming that the alleged development was EIA development.

## 3.6 Environmental Context

### Landscape

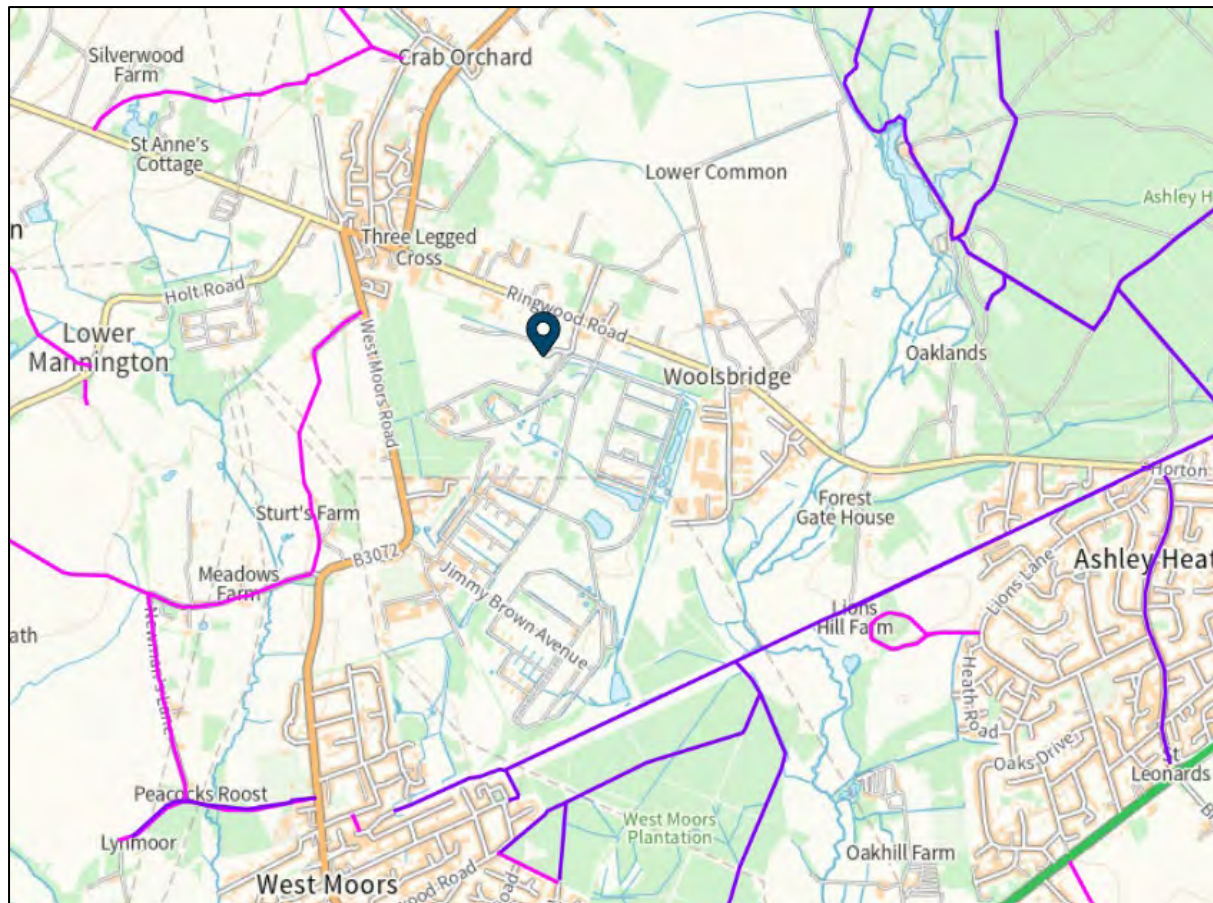
- 3.6.1 The Site is not situated within an area designated in recognition of its landscape quality or value at either a statutory national level (i.e. National Landscape and National Parks) or at a non-statutory local level, such as a Special Landscape Area. It is located within the South East Dorset Green Belt.
- 3.6.2 The Site and the study area are situated within National Character Area 135: Dorset Heaths<sup>1</sup>. It is defined by its lowland heath landscapes, sandy soils, and mosaic of heath, woodland, wetland, and coastal habitats.
- 3.6.3 The Site is enclosed in all directions by a combination of tree planting and development. The surrounding land uses include horticulture and residential uses to the north, existing caravan part of the east, a military depot to the south and a compact agricultural field parcel to the west with a wide tree belt beyond it. These surrounding uses mean that the landscape is well contained.

### Access

- 3.6.4 Access to the site for all modes of travel is via the Gundry's Farm Caravan and Camp site and School Lane which connects with Ringwood Road.
- 3.6.5 School Lane is an unadopted private road which provides access to Gundry's Farm Camping and Caravan site as well as several residential properties and O'Marah Construction Ltd business unit. School Lane is accessed off Ringwood Road at its northern end.
- 3.6.6 Ringwood Road is a single carriageway road which forms a mini roundabout junction with the B3072 and Verwood Road to the north-west and continues as Horton Road to the south-east. Ringwood Road is subject to a posted speed limit of 40mph, except for the section along the frontage of Sunny Acres which is subject to a posted speed limit of 30mph. A footway exists along the entire length of the carriageway between the mini roundabout junction and where Ringwood Road continues as Horton Road.
- 3.6.7 The A31 is located to the east accessed via Horton Road and the Ashley Heath Roundabout. The A31 is a dual carriageway road subject to the national speed limit of 70mph in the local vicinity. The A31 provides routes on to the Strategic Road Network linking to the M27 to the northeast of the site.
- 3.6.8 Public Rights of Way in the surrounding area are shown on the plan below.

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<sup>1</sup> [Dorset Heaths - National Character Area Profiles](#)



**Figure 3.6: Local Public Rights of Way Shown in Pink, Cycle Network shown in Purple<sup>2</sup>**

## Ecology

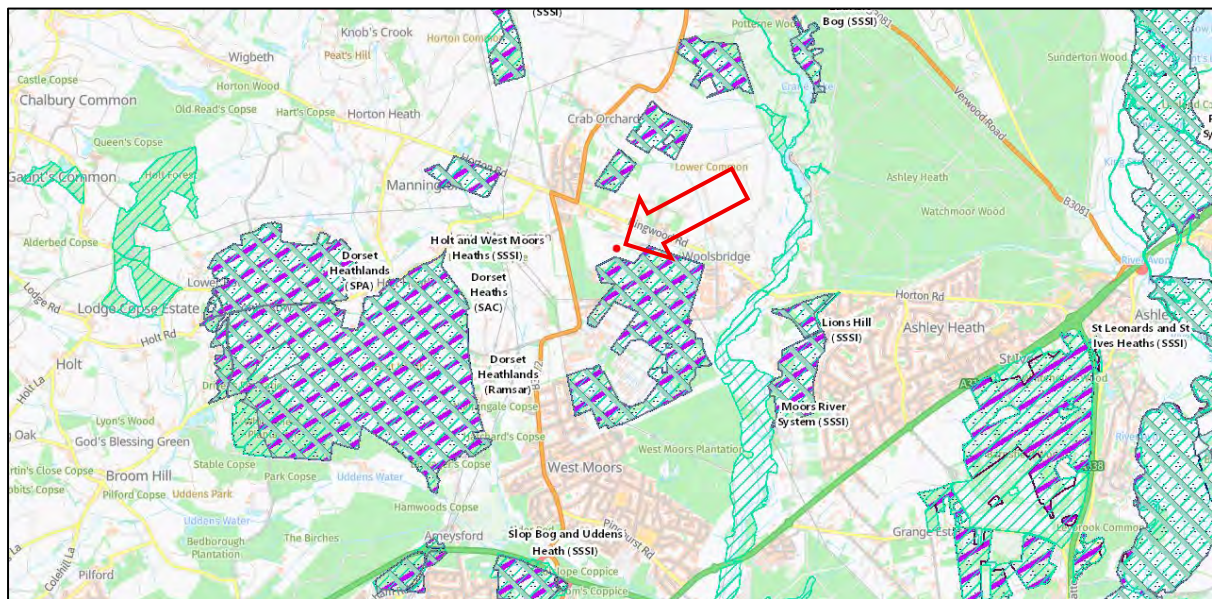
- 3.6.9 The site is not designated for ecological reasons at either statutory (i.e. SSSI, NNR etc.) or non-statutory level (i.e. LNR, SBI (Site of Biological Importance) etc.). The site primarily comprises a series of modified and neutral grassland fields, bordered along the eastern boundary by a mature treeline; with small patches of scattered scrub also present throughout the fields.
- 3.6.10 There are eleven statutory designated sites of importance located within a 10km zone of influence (Zoi) of the scheme:
- Dorset Heathlands SAC located adjacent to the eastern boundary;
  - Dorset Heathlands SPA and Ramsar located adjacent to the eastern site boundary;
  - Holt and West Moors SSSI located adjacent to the eastern site boundary;
  - Moors River System SSSI located 1.25 km east;
  - Holt Heath NNR located 1.41 km south-west;

<sup>2</sup> [DorsetExplorer](#)

- Horton Common SSSI located 1.5 km north-west;
- Lions Hill SSSI located 1.55 km south-west;
- Avon Valley SPA and Ramsar located 4.8 km east;
- River Avon SAC located 4.8 km east;
- New Forest SPA and Ramsar located 7.96 km north-east; and
- New Forest SAC located 7.96 km east.

3.6.11 Seven non-statutory Sites of Importance for Nature Conservation (SINCs) are situated within 2 km of the site:

- The Nursery SINC;
- Lower Common SINC;
- West Moors Depot SINC;
- Mannington Sub-station SINC;
- Barewood Copse SINC;
- Biddles Meadow SINC;
- Moors Valley SINC.



**Figure 3.7: Location of Local Statutory Designations**

## Heritage Assets

3.6.12 In terms of designated archaeological heritage assets, no World Heritage sites, Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields, or Protected Wreck sites lie within the site in the surrounding area. The nearest listed building is the Grade II Listed 'Chapel Farm Cottage, including garage immediately west of house', approximately 120m to

the north. This thatched cottage is set within generous gardens that include large mature trees, which provide good visual separation from the site.



**Figure 3.8 Local Heritage Assets**

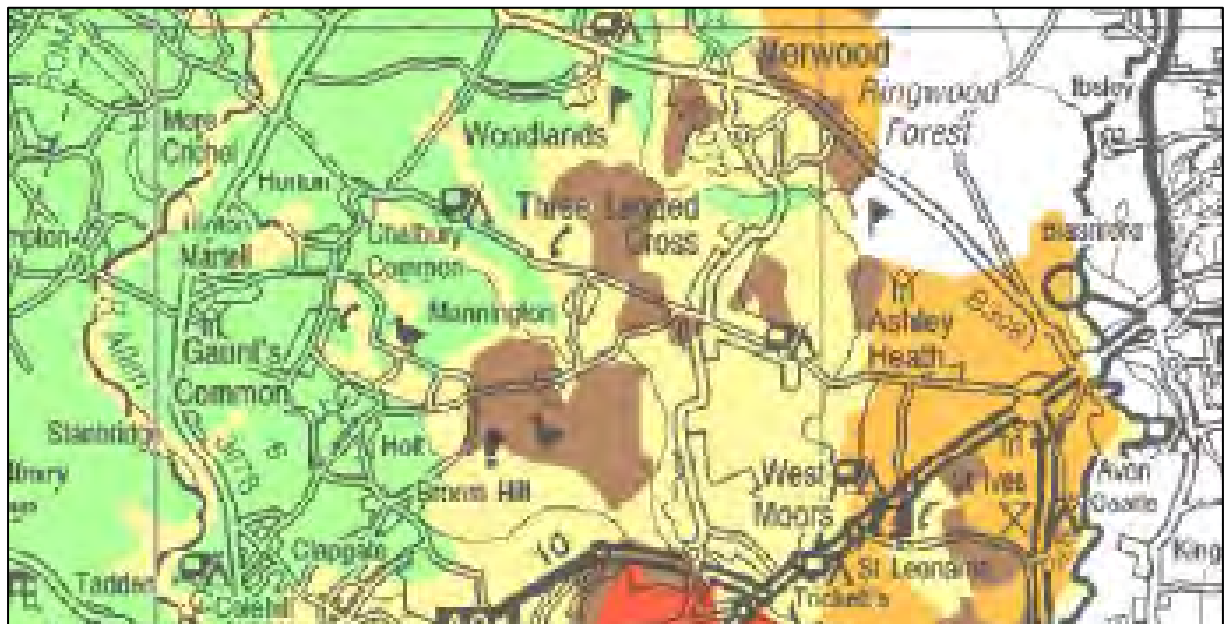
### **Geology and Soils**

- 3.6.13 There are no sites designated on the basis of their geological interest located within the site boundary or within 1km of the site.
- 3.6.14 The site is identified as being within a Mineral Safeguarding Area for sand and gravel.
- 3.6.15 The potential for historic contamination is very limited and likely confined to modest hydrocarbon spillages associated with agricultural uses or the use as a caravan site.



**Figure 3.9: Mineral Safeguarding Areas Map**

3.6.16 Defra mapping indicates that the site comprises Grade 4 agricultural soils, which does not represent best and most versatile quality that would necessitate an assessment of the effect on soils.



**Figure 3.10: Agricultural Land Classification Map**

## Surface Water Drainage and Flood Risk

3.6.17 The EA Flood Map for Planning identifies the site is located entirely within Flood Zone 1. This is the area shown to be at low risk of river flooding with less than a 0.1% AEP of flooding occurring.

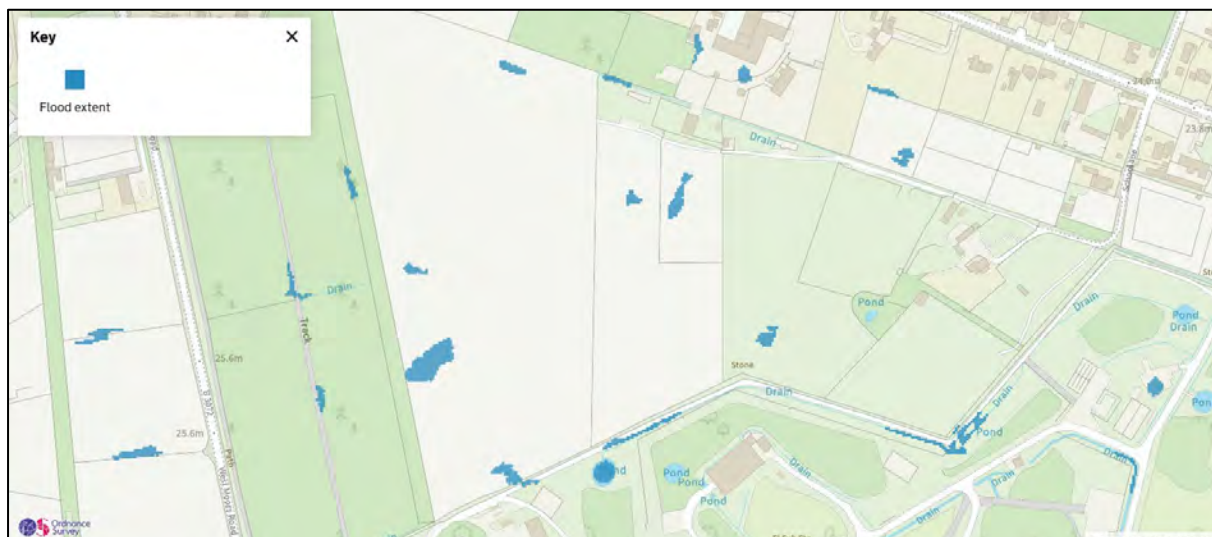


Figure 3.11: Surface Water Flood Risk Map

3.6.18 The EA Risk of Flooding from Surface Water (RoFSW) mapping identifies that the site is predominately at low risk from surface water flooding.

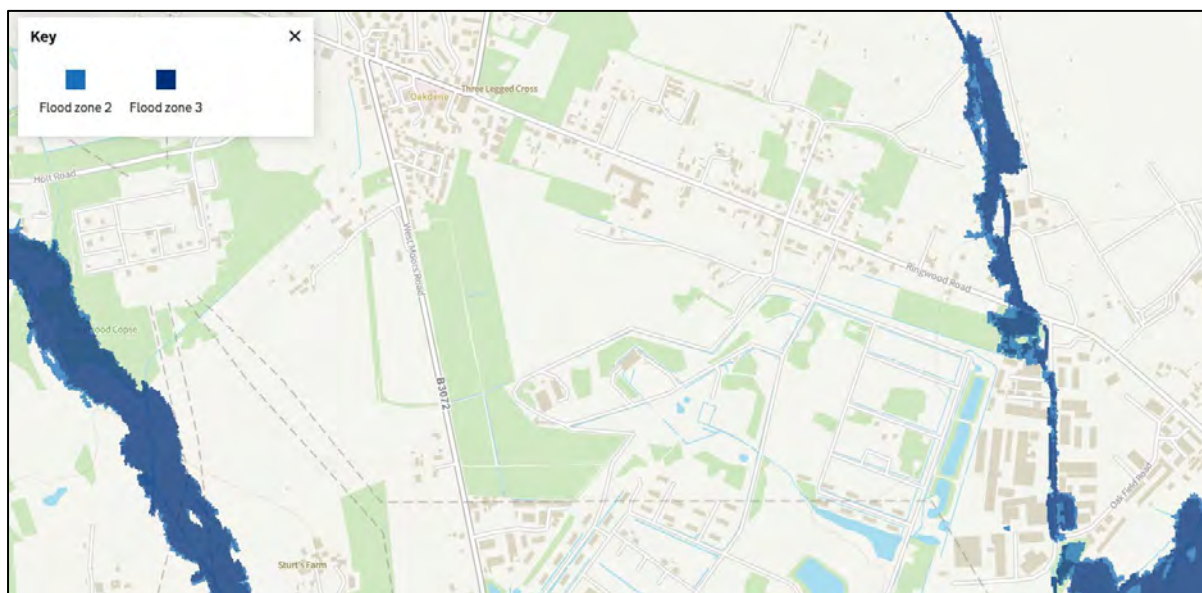


Figure 3.12: Flood Risk from Rivers

- 3.6.19 The EA Flood Map for Planning identifies the site is located entirely within Flood Zone 1. This is the area shown to be at low risk of river flooding with less than a 0.1% AEP of flooding occurring.
- 3.6.20 The EA reservoir mapping identifies the site is at negligible risk from reservoir flooding and the site is not considered to be at risk of flooding from tidal sources.

### 3.7 Assessment Baseline

- 3.7.1 Two baselines have been accounted for in the appeal. The first being how the previous operator operated rallies and the second being how a typical 'good' rally field operator would operate. These are described in the following paragraphs.

#### **The Historic Baseline**

- 3.7.2 The site has historically been used for 73 days of rallies per year between March and October. Data provided by the previous and current owners indicate that the rallies attracted around 30 caravans, but that around 10% of those rally days attracted over 100 caravans to the site. For the remainder of the time, the site is used for agricultural purposes.
- 3.7.3 The data provided includes a log of rallies recorded by the previous owners (copies provided at Appendix C of the Appellants EIA Scoping Report). They recorded 73 days of rallies in 2012, the highest number in the provided records. The numbers of caravans per rally have then been clarified to us by the recollections of the previous owners. Their testimony is contained in Statutory Declarations submitted with the appeal documentation.

#### **Typical operator Baseline**

- 3.7.4 We also include a Typical Operator baseline, which is 73 days of rallies between March and October and 11 days of rallies between October and March, most with 30 caravans, with around 10% rally days having over 100 caravans on site, and an agricultural use for non-rally days.
- 3.7.5 This is based on the same data provided by the previous and current owner, and on surveys of exempt organisations/rallies representing a typical number of rallies through the winter months (see next paragraph). The previous owner did not operate through the winter, whereas a typical or 'good' operator would also operate a proportionate number of rallies through the winter months. This scenario accounts for wintertime use.
- 3.7.6 The 'Centre Events' January 2025 document prepared by the Caravan and Motorhome Club recorded the club's planned rallies throughout 2025. A copy is provided at Appendix G of the Appellants EIA Scoping Report. The document records a total of 4339 rally days between January and December 2025 across all operators. Of those, 671 days were in winter months. As such only 15.4% of yearly total rallies on average are in winter months. Using the Caravan

Club operations as a framework for a typical operator baseline scenario, we apply the 15.4% average to the 73 days of rallies recorded at the appeal site to extrapolate a typical operator winter rally season (11 days).

### **Baseline for Assessment Purposes**

- 3.7.7 For the purposes of assessment, the various technical chapters in this ES have made assumptions on the baseline conditions, in the absence of the Alleged Unauthorised Development, that present a reasonable worst case scenario.
- 3.7.8 Whilst these are described in the chapters, in summary, the assessments of road traffic (including associated air quality and noise effects) have based their baseline of vehicular movements on the operation of rallies, with the data averaged over the year in accordance with best practice (to provide the Annual Average Daily Traffic or Annual Average Weekday Traffic as relevant to each assessment).
- 3.7.9 Where baseline survey information is presented, such as in the assessment of pre-development light, noise and visual conditions, the baseline was taken to be the agricultural use of the site on a day with no rally taking place due to the difficulty of making reasonable assumptions on the historic appearance, noise and light effects of past rallies. This presents a worse case baseline scenario for assessment purposes than would realistically have been the case during the lawful rallies, and is therefore considered to be a robust approach.
- 3.7.10 The ecology survey is based upon the current conditions observable on the ground, but cautious assumptions have been made in relation to the likely pre-development conditions.

## **3.8 Summary**

- 3.8.1 This chapter has identified the main environmental characteristics of the site that have influenced the approach taken in the EIA.
- 3.8.2 The site is not designated at the national level for its landscape or ecological value but there is a designated site of ecological importance immediately adjacent to the south of the site.
- 3.8.3 The site is not likely to be contaminated due to its agricultural use, but the soils are not of high agricultural quality. There is a low risk of river flooding at the site but pockets of surface water flood risk within the site. The site is not significantly affected by noise and is not in an Air Quality Management Area. There are very few sensitive human, heritage or visual receptors in the area, with a small number located to the north of the site.
- 3.8.4 The above factors are considered throughout the ES when evaluating the potential environmental effects of development.

## 4 The Alleged Unauthorised Development

### 4.1 Introduction

4.1.1 This section of the ES describes the development that has been assessed in the EIA. Schedule 4, Part 1 of the EIA Regulations outlines the information that should be provided within an ES. This chapter includes a 'Description of the Development', including in particular:

- *a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases.*
- *a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used.*

4.1.2 The applicant has prepared an appeal against the Enforcement Notice for the Alleged Unauthorised Development. This chapter and the accompanying figures define the development that is the subject of the appeal. The information presented in this chapter forms the basis of the EIA and provides the level of detail required to enable the assessment of environmental effects in line with the EIA Regulations.

### 4.2 Description of the Development

4.2.1 The Alleged Unauthorised Development is defined by the wording of the Enforcement Notice, which states:

*Without planning permission, the unauthorised material change of use In the Land:*

- A. *Contrary to section 171A(1)(a) of the Town and Country Planning Act 1990 the unauthorised material change in the use of the Land edged red on the attached plan marked as 'Planning Unit A' from a lawful mixed use of agriculture and a caravan site for exempt organisations In accordance with Part 5 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order*

*2015 and schedule 1 of the Caravans [sic] Sites and Control of Development Act 1960 to a mixed use of agriculture and an unauthorised caravan site consisting of:*

- i. The stationing of caravans (with or without awnings), motorhomes, campervans, trailer-tents and tents for the purpose of human habitats; and*
- ii. The storage of caravans,*
- iii. The keeping of donkeys,*

*and*

*B. Contrary to section 171A(1)(a) of the Town and Country Planning Act 1990, the carrying out of unauthorised operational development on the Land edged red on the attached plan marked as "Planning Unit A", which facilitates the unauthorised material change in use of the land alleged in section A above. The unauthorised integral operational development consisting of the following:*

- i. Hard standings and tracks;*
- ii. Toilet and shower blocks;*
- iii. Sceptic [sic] Tanks*
- iv. Electrical hook-up equipment;*
- v. Fire hydrants;*
- vi. A water/waste water facility*
- vii. Location signs.*
- viii. Animal shelter and concrete base"*

## 4.3 Assessment Parameters

4.3.1 In order to assess the environmental effects of the Alleged Unauthorised Development, the EIA has considered the effects of the completed construction works and the future operational use of the site, based upon a series of assessment parameters. The development details and any assumptions are described in the following paragraphs.

## **Demolition**

- 4.3.2 No demolition works were undertaken prior to, or as part of, the Alleged Unauthorised Development and, therefore, effects associated with demolition have not been included in the EIA.

## **Construction**

- 4.3.3 Physical construction works that took place as part of the Alleged Unauthorised Development include the construction of the features listed in Part B of the Enforcement Notice, namely:

- Hard standings and tracks
- Toilet and shower blocks
- Septic Tanks
- Electrical hook-up equipment
- Fire hydrants
- A water/wastewater facility
- Location signs
- Animal shelter and concrete base

- 4.3.4 It is understood that the construction works took place in 2017 over a period of approximately 3 month. The construction works were completed during daylight hours with no fixed security or flood lighting installed.

- 4.3.5 Although localised excavations were undertaken to install building foundations and concrete slabs, lay cabling in trenches, and to enable the installation of the septic tank, no significant earthworks package was undertaken to enable the development. The earthworks would have been undertaken by hand and with mini excavators. No large earth moving machinery or haulage vehicles were employed to facilitate the earthwork or import/export soils from the site.

- 4.3.6 In terms of construction, the installation of electrical hookups required the fixing of posts in place and the laying of electrical cabling below ground in shallow trenches. The track is comprised of compacted gravel. The concrete bases are assumed to be formed of poured concrete which would have been mixed onsite or poured from a cement mixer. The facilities buildings are of prefabricated construction and would have been delivered to the site largely pre-constructed. The septic tank is buried plant rather than a building and connecting pipework was laid in shallow trenches.

### **Alleged Unauthorised Built Development**

- 4.3.7 The built development associated with the Alleged Unauthorised Development includes the features listed in Part B of the Enforcement Notice, which are described further in the following paragraphs. These structures/engineering works would apply to all of the development scenarios set out later. They are identified on the Topographical Survey Drawing at Appendix 3.1, and the remaining structures are recorded and evidenced on the Measured Building Survey at Appendix 4.2.

#### ***Hard standings and tracks***

- 4.3.8 There is a single gravel track which runs along the northern boundary of the Enforcement Area, connecting the site to School Lane and terminating at the westernmost edge of the Enforcement Area. The Enforcement Notice is unclear as to which hardstanding it refers to; the only hardstanding identified onsite are beneath the toilet and facility blocks, and the animal shelter.

#### ***Toilet and shower blocks***

- 4.3.9 There are two separate toilet and shower blocks on the site, both on the northern boundary, one to the east and one to the west of the Animal shelter. The toilet and shower block to the east has been removed down to 16 x small concrete bases. The western shower block has been partially removed down to 6 x small concrete bases. A toilet and shower block remains, comprising a prefabricated structure. Surrounding the remaining block and the bases is timber decking. The facilities blocks that have been removed are assumed to remain in situ for the purposes of assessment, as under any site licence, they would be reinstated.

#### ***Septic Tanks***

- 4.3.10 There is a single septic tank within the Enforcement Area, sited in the smaller enclosed field closest to the entrance, on the boundary closest to the Farmhouse, below ground. Its location is marked by post fencing.

#### ***Electrical hook-up equipment***

- 4.3.11 There are 116 electrical hook-up points on the site. In the enclosed field closest to the farmhouse these are predominantly electrical sockets, however, in the western parts of the Enforcement Area, these are green bollards approximately 1m in height, containing sockets and wayfinding lights.

#### ***Fire hydrants***

- 4.3.12 There are 8 fire hydrant access points across the Enforcement Area.

#### ***A water/wastewater facility***

- 4.3.13 Immediately adjacent to the easternmost toilet block, is a small water/wastewater pumping facility. The structure is timber framed with plastic casing.

#### ***Location signs***

- 4.3.14 We assume that the Enforcement Notice is referring to a series of direction signs and other signs spread throughout the Enforcement Area, identifying the different areas of the camping and caravan site and areas for the disposal of wastewater.

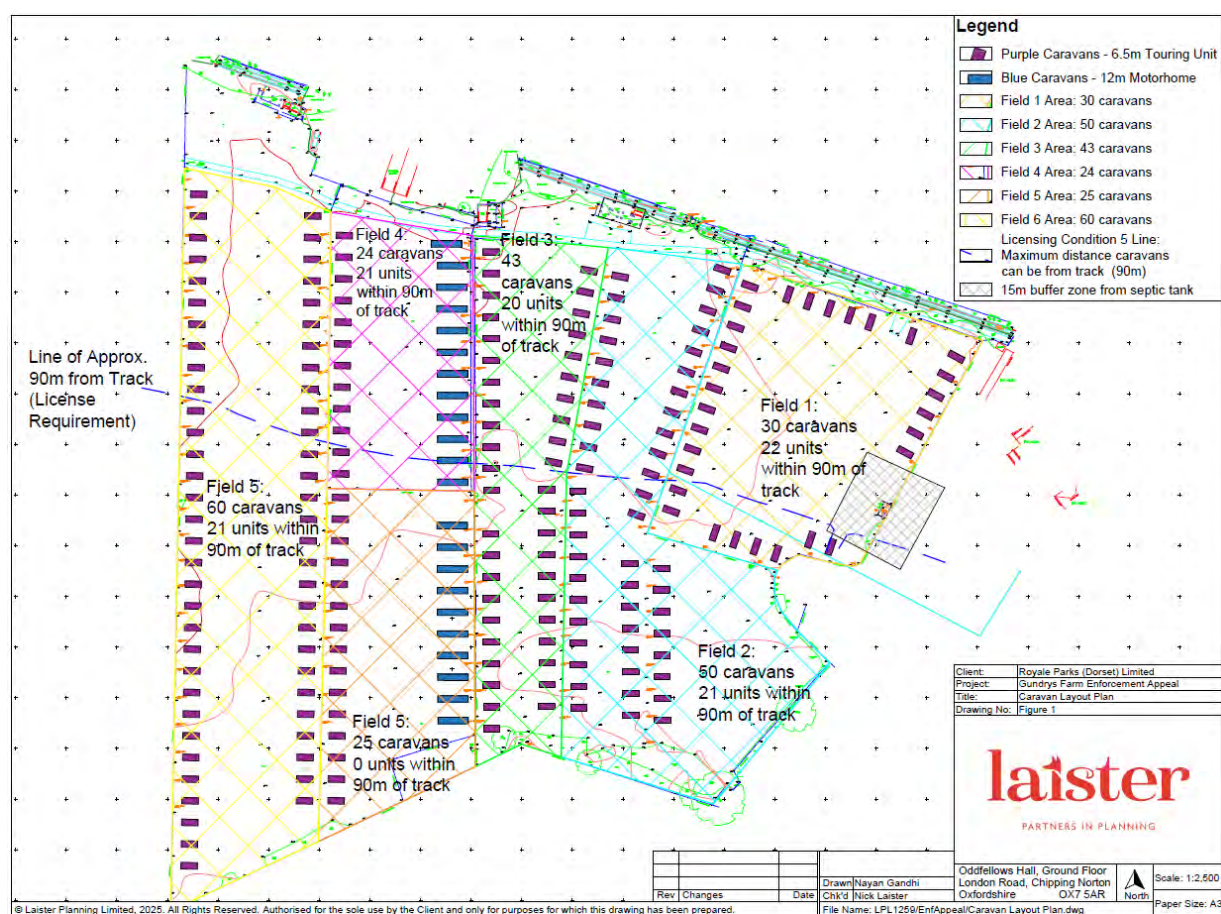
#### ***Animal shelter and concrete base***

- 4.3.15 There is a single animal shelter with a concrete base and timber frame.

#### ***Alleged Unauthorised Land Uses***

- 4.3.16 Changes in land use that took place as part of the Alleged Unauthorised Development are presented in Part A of the Enforcement Notice. This includes the stationing and storage of caravans and the keeping of donkeys. The extent of this land use has been defined on a site layout plan, that shows the maximum extent of the area of caravan siting; this is presented on Figure 4.1.

**Figure 4.1: Maximum Extent of Caravan/Motorhome Use within the Site**



### Assessment Scenarios

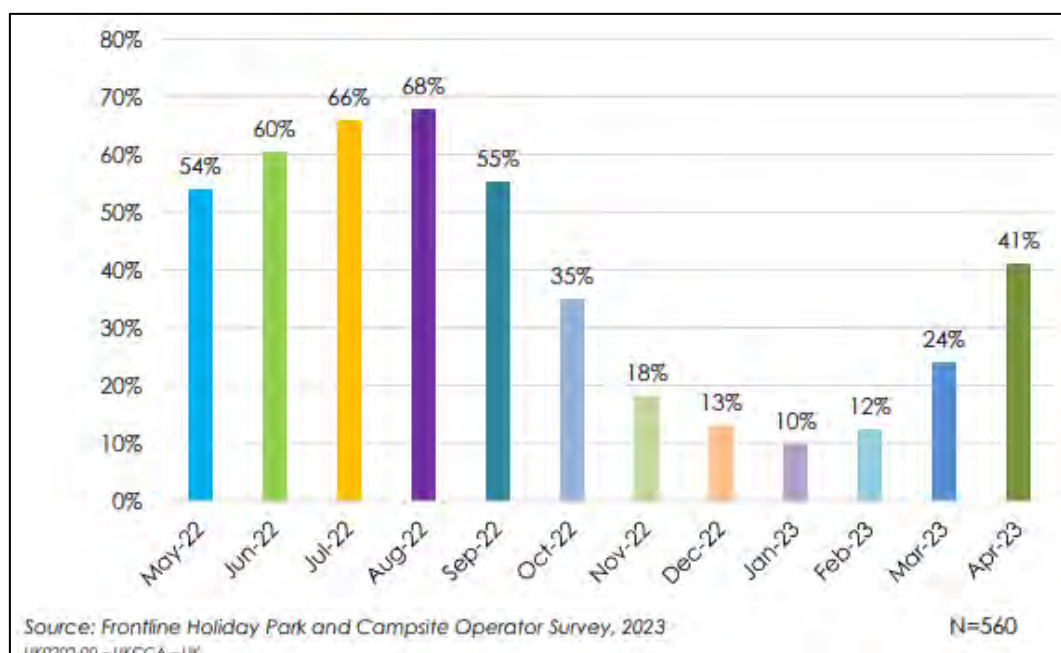
- 4.3.17 The activities described in Part A of the Enforcement Notice are uses of land and could be laid out in a multitude of different ways. However, in order to present a robust assessment, the EIA needs to be based upon reasonable assumptions as to the quantum, scale and layout in order to assess the potential environmental effects.
- 4.3.18 The Enforcement Notice specified the unauthorised land use but did not quantify the extent of the unauthorised use. In order to enable the assessment of the operational effects of the development, assumptions have been made in relation to the number of caravans that could use the site.
- 4.3.19 The EIA was therefore based upon the stationing of seasonal and short-stay touring caravans or motorhomes across the appeal area for holiday use, with caravans stored on the land out of season, the keeping of donkeys, as well as the operational works set out in the Enforcement Notice.
- 4.3.20 The following development scenarios have therefore been established based on research on the potential capacity of the site:

- **Development scenario 1:** ('typical operator worst case scenario'): A maximum of 232 caravans occupied in the summer season and 35 units occupied in the winter, a mix of 40% seasonal and 60% short-stay.
- **Development scenario 2:** (the historic use scenario): A maximum of 123 caravans occupied in the summer season and 19 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.
- **Development scenario 3:** (the site licence scenario): A maximum of 105 caravans occupied in the summer season and 16 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.

4.3.21 Scenario 1 is the 'worst-case' scenario, based on how many caravans can realistically be stationed according to the spacing standards contained in the Caravan Site Licence (which applies to the other parts of Gundry's Farm site outside of the Enforcement Area), and aligning caravans with all of the hook-up points within the enforcement area. This disregards the 90m emergency vehicle standard in the site licence. Note that the Appellant does not necessarily consider that this layout can be implemented in full, but it is included as a worst case. This is the site fully occupied, as shown on Figure 4.1 above.

4.3.22 Scenario 2 is based on the maximum number of units evident on the enforcement area on Google Earth historic aerial imagery. The imagery identifies 74 units in the enforcement area in June 2017, not counting the 11 that are in storage (the highest number depicted on aerial imagery available). The June 2017 aerial image is provided at Appendix D of the Appellants EIA Scoping Report. This data is then extrapolated with standardised occupancy rates available from the British Homes and Holiday Parks Association (BH&HPA) as set out at page 14, Figure 4.5 of their 'Pitching the Value – 2024 Economic Benefit Report' (a copy of that report is provided at Appendix E of the Appellants EIA Scoping Report). We provide an extract of Pitching the Value Figure 4.2 below for ease of reference.

**Figure 4.2 Average Occupancy Rates on Holiday Parks and Campsites**



- 4.3.23 This scenario assumes 74 units in peak season all over the enforcement area, based on evidence from the June 2017 aerial photograph. Then, taking the average occupancy rates for June from Pitching the Value, 74 units represents a theoretical 60% occupancy. In which case, 100% occupancy would be 123 caravans. Then, the occupancy rate for November – March is an average of 15.4% (as calculated under the Baseline Scenario section of this report using the Caravan and Motorhome Club records to calculate average winter occupancy). Which when applied, equates to 19 units during the winter months.
- 4.3.24 The split between seasonal/permanently stationed pitches and the short-stay has been provided by the Appellant as their typical operating scenario at touring caravan parks, and how they would like to run the business going forward. It is noted that the Appellant has indicated that lawful fields at the entrance of the site are operated as seasonal/permanently stationed pitches where caravans stay on site throughout the open period.
- 4.3.25 Scenario 3 considers the extent to which the site can be used and meet the conditions of the site's current Caravan Site Licence (CSL), if the same conditions were extended to the Enforcement Area. We have taken the likely conditions of the licence from the current site licence (Appendix B of the Appellant's EIA Scoping Report), which licences the site for 54 caravans pursuant to the two CLEUDs on the eastern fields. The CSL plan does however extend its licenced area into the enforcement area, so is a robust basis for this scenario. Condition 5 requires all caravans to be within 90m of a secure access point for emergency vehicles. Consequently, Scenario 2 is based on how many caravans can realistically be stationed according to the licences model standards on the hook up points within 90m of the access track. (It is assumed that no further access tracks can be laid without express planning permission, so this scenario is based on what can be achieved with the development specified in the EN). The

blue dashed line on the above layout plan at Figure 4.2 represents 90m from the access track that runs along the north of the site. 105 caravans can be stationed within this area using the spacing standards in the licence and it represents a 'licence compliant' proposed scenario. If the Ground (a) appeal is allowed, it is anticipated that the licence would be similar to this.

- 4.3.26 The assessments contained within this ES have been based on these development scenarios where it is practical to do so but, where only one scenario has been tested, Development Scenario 1 has been tested to ensure a worst-case assessment.

## 4.4 Summary

- 4.4.1 This chapter has provided a description of the Alleged Unauthorised Development, which has been used as the basis for the assessments presented in this ES.

# 5 Alternatives

## 5.1 Introduction

- 5.1.1 Schedule 4, Part 2 of the EIA Regulations outlines the information that should be provided within an ES. This chapter therefore includes:

*A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.*

- 5.1.2 Therefore, the information presented in this chapter identifies the alternatives considered by the applicant and the environmental effects of those alternative options.

## 5.2 Alternative Sites

- 5.2.1 Given that the Alleged Unauthorised Development has already been constructed and was designed to function as an extension to an existing, lawful caravan site, the appellant has not considered any alternative sites.

## 5.3 No Development Alternative

- 5.3.1 It is a requirement of Schedule 4, Part 2 the EIA Regulations that an ES includes:

*A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.*

- 5.3.2 The no development alternative in this case assumes that the site would be continue to be used for agricultural purposes and for caravan rallies for exempt organisations.

### **Landscape and Visual**

- 5.3.3 Given that the landscape and visual assessment has concluded that there is little or no visibility of the site from the surrounding landscape, there would be no significant difference between the site with and without the development in visual terms. The use of the site as a caravan park would not have a permanent impact upon the landscape as it is a use of the land and wholly

reversible; therefore the impacts upon the landscape would also be largely the same in the no development scenario as in the with development scenario.

### **Ecology**

- 5.3.4 The majority of the habitat onsite comprises grassland, which is the case in both the with development and no development alternatives. In particular, the areas of habitats that have been affected by the built development are anticipated to comprise grasslands and which could be easily reestablished in the absence of the development.
- 5.3.5 The identified effects on the nearby ecological receptors would be lessened in the absence of the development. However, these have been found to be of limited significance and, for those receptors covered by the local policy on Dorset Heaths, use of the establish compensation scheme would offset any recreational effects.
- 5.3.6 Overall, there is no significant difference between the with and without development scenario in terms of ecology.

### **Water and Drainage**

- 5.3.7 In the absence of the development there would be no significant effect on drainage or flood risk at the site as there would be no significant changes to the proportion of permeable surfaces across the site or existing the drainage flow routes. Given that the drainage systems associated with the built elements of the development will be upgraded to meet greenfield runoff rate requirements, there would be no significant difference between the developed site and the undeveloped site in terms of flood risk and surface water drainage.
- 5.3.8 In terms of foul drainage, the lawful use of the site for rallies presents a greater potential risk to ecological and hydrogeological receptors than the developed site due to the lack of dedicated facilities for foul water disposal, which could potentially lead to incidences of accidental or deliberate inappropriate spillage of waste at the site. Therefore, the drainage systems in the with development scenario reduce environmental risks to sensitive receptors in the locality.

### **Transport and Access**

- 5.3.9 Vehicular movements on the local network would be slightly higher with the development in operation than in the no development scenario with the continuation of the existing lawful use, although a reduction in HGVs is anticipated in the with development scenario. Given that the assessment of operational development traffic has not identified any significant traffic-related environmental effects, the difference between the with development and no development alternatives is not significant.

### **Air Quality**

- 5.3.10 Although the no development alternative would result in fewer vehicular movements in the immediate surrounding area than would be the case with the development, this was found to have no effect on local air quality. Therefore, there would be no material difference between the with and without development scenarios.

### **Noise**

- 5.3.11 The no development alternative would result in fewer vehicular movements on the local highway network than with the proposed development, but this was found to have reduced noise impacts due to a change in the proportion of HGVs on the network. Whilst there would be less guest related noise associated with the no development scenario, the site would still be used for rallies so guest noise would be less frequent but would still occur. However, the assessment confirms that the difference between the two scenarios is negligible and, therefore, there is no significant difference between the no development and with development options in terms of noise.

### **Lighting**

- 5.3.12 The lighting installed at the site was found to be low level and directional, and thus having no effect upon adjacent ecological or human receptors. Therefore, the difference between the with and without development scenarios is negligible.

## **5.4 Alternative Uses**

- 5.4.1 The Appellant progressed the Alleged Unauthorised Development as an extension to their existing lawful caravan park and no alternative uses have been considered.

## **5.5 Summary**

- 5.5.1 This chapter has identified the alternatives considered by the Appellant, in accordance with the requirements of the EIA Regulations.
- 5.5.2 The chapter presents a summary of the no development scenario, which concluded that the conditions under the no development scenario are comparable to those with the development in place, but also that the with development scenario reduces the potential for spillage of foul wastewater that could affect adjacent the water environment and ecological sites.

## 6 Planning Policy Context

### 6.1 Introduction

- 6.1.1 This chapter outlines the national and local policy framework which should be treated as a material consideration in determining this application. The detailed analysis of how the proposed development complies with national and local planning policy is set out within the planning statement prepared by Laister Planning Ltd.
- 6.1.2 Policies of relevance to the specific technical assessments within this ES are also summarised within each technical chapter for ease of reference.

### 6.2 National Planning Policy

#### National Planning Policy Framework (December 2024)

- 6.2.1 The National Planning Policy Framework (NPPF) was most recently republished in December 2024. The NPPF states that the purpose of the planning system is to:

*“...to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.” (paragraph 7)*

- 6.2.2 The NPPF is split into chapters covering various policy topic areas and a brief summary of the relevant chapters and specific policy tests is provided below, with further detail set out within the Planning Statement submitted in support of the hybrid planning application.
- 6.2.3 **Chapter 2 Achieving Sustainable Development** identifies the three overarching interdependent objectives (i.e. economic, social and environmental) that should be satisfied for development to be sustainable. Paragraph 11 is key to all planning decisions as it states that all planning “decisions should apply a presumption in favour of sustainable development”. Importantly for decision-taking this means:

*“c) approving development proposals that accord with an up-to-date development plan without delay; or*

*d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination."*

- 6.2.4 **Chapter 4 Decision Making** reiterates that planning decisions must be taken in accordance with the development plan, unless material considerations indicate otherwise. Chapter 4 also provides details of the five tests for imposing planning conditions and the three tests for imposing planning obligations in line with the Community Infrastructure Levy Regulations (2010), as amended.
- 6.2.5 **Chapter 5 Delivering a Sufficient Supply of Homes** outlines that to meet the Government's aim of significantly boosting the supply of housing, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. It outlines the requirements of planning policies to identify a sufficient supply and mix of sites, considering their availability, suitability and likely economic viability, in order to meet housing need. A requirement to demonstrate a five-year housing land supply, with appropriate buffer, is set out alongside the need for the delivery of housing in the authority to be monitored.
- 6.2.6 **Chapter 6 Building a Strong, Competitive Economy** outlines, inter alia, that 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.
- 6.2.7 **Chapter 8 Promoting Healthy and Safe Communities** promotes developments that lead to positive social interaction, improve healthy lifestyles and well-being, which are safe and accessible, and which discourage crime and disorder. Development should help deliver or contribute towards a network of high-quality open spaces which provide opportunities for physical activity. Decisions should protect and enhance public rights of way and access.
- 6.2.8 **Chapter 9 Promoting Sustainable Transport** requires development proposals to consider transport issues from the earliest stage. This should involve, inter alia, making transport considerations an important part of early engagement with local communities; ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; understanding and addressing the potential impacts of development on transport networks; and including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

- 6.2.9 When considering development proposals, the objectives include ensuring that safe and suitable access to a site can be achieved for all users and that any significant impacts can be adequately mitigated in a cost-effective manner. Paragraph 116 states clearly 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 6.2.10 The chapter concludes by setting out the priorities for planning applications, focussing on pedestrian and cycle movements through to the efficient delivery of goods and access for emergency services. A travel plan will be required where proposals will result in the generation of significant amounts of movement.
- 6.2.11 **Chapter 13 Protecting Green Belt Land** confirms that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The five purposes of including land within the Green Belt are also set out, which are to:
- a) “to check the unrestricted sprawl of large built-up areas;
  - b) to prevent neighbouring towns merging into one another;
  - c) to assist in safeguarding the countryside from encroachment;
  - d) to preserve the setting and special character of historic towns; and
  - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.” (paragraph 143).
- 6.2.12 Paragraph 153 notes that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 6.2.13 Paragraph 155 states that the development homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where:
- a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
  - b) There is a demonstrable unmet need for the type of development proposed;
  - c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and
  - d) Where applicable the development proposed meets the ‘Golden Rules’ requirements set out in paragraphs 156-157 below
- 6.2.14 **Chapter 14 Meeting the Challenge of Climate Change, Flooding and Coastal Change** sets out the Government’s objectives for bringing forward development that is resilient to the effects

of climate change over its lifetime. Objectives include bringing forward development that can manage or balance the effects of greenhouse gas emissions and the inclusion of green infrastructure, and the use of low carbon and renewable energy wherever practicable.

- 6.2.15 With regard to the risk of flood, the NPPF makes clear that new development should be directed towards land that is at lowest risk of flooding from all sources. When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 6.2.16 **Chapter 15 Conserving and Enhancing the Natural Environment** identifies numerous criteria to be considered when determining planning applications, including, inter alia, minimising impacts on and providing net gains for biodiversity. In this respect, the chapter provides objectives for determining planning applications by setting out principles towards identifying harm caused to biodiversity, ensuring adequate mitigation or compensation is provided, and supporting proposals that incorporate biodiversity improvements, especially where net gains are secured.
- 6.2.17 The chapter concludes by setting out the Government's objectives in respect of ground conditions and pollution, particularly where remediation of the land is required, and in respect of the impacts on air quality and noise.
- 6.2.18 **Chapter 16 Conserving and Enhancing the Historic Environment** provides objectives in line with the Planning (Listed Buildings and Conservation Areas) Act 1990 for conserving and enhancing heritage assets, both designated and non-designated, as a result of development proposals that may have an impact on such assets directly or that may affect their setting.
- 6.2.19 Where proposals affect heritage assets, it is necessary to first assess the significance of the assets before considering how a development proposal may affect the significance, including any harm that may be caused. The chapter identifies the process by which local planning authorities should assess planning applications that result in impacts on designated heritage assets (e.g. listed buildings), and that "great weight" should be given to conserving the asset, irrespective of the level of harm caused to its significance.
- 6.2.20 The NPPF identifies that any harm caused to development within the setting of a designated asset should require clear and convincing justification, and goes on to state that "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal" (paragraph 214).
- 6.2.21 Paragraph 216 outlines that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 6.2.22 In summary, the NPPF provides a key policy-based framework of objectives that work towards the delivery of sustainable development in all proposals. The NPPF takes a balanced approach throughout to competing demands both in terms of the site constraints to development and the

opportunities that development proposals offer. This significant material consideration forms an important part of the planning balance.

### **Other National Policy or Guidance Documents**

#### **Planning Practice Guidance**

- 6.2.23 Planning Practice Guidance (PPG) is an online resource that was first published by the Government in 2014 and is subject to updates and revisions. It provides further context to the policies of the NPPF on a range of key topics.

## **6.3 Local Planning Policy**

### **The Development Plan**

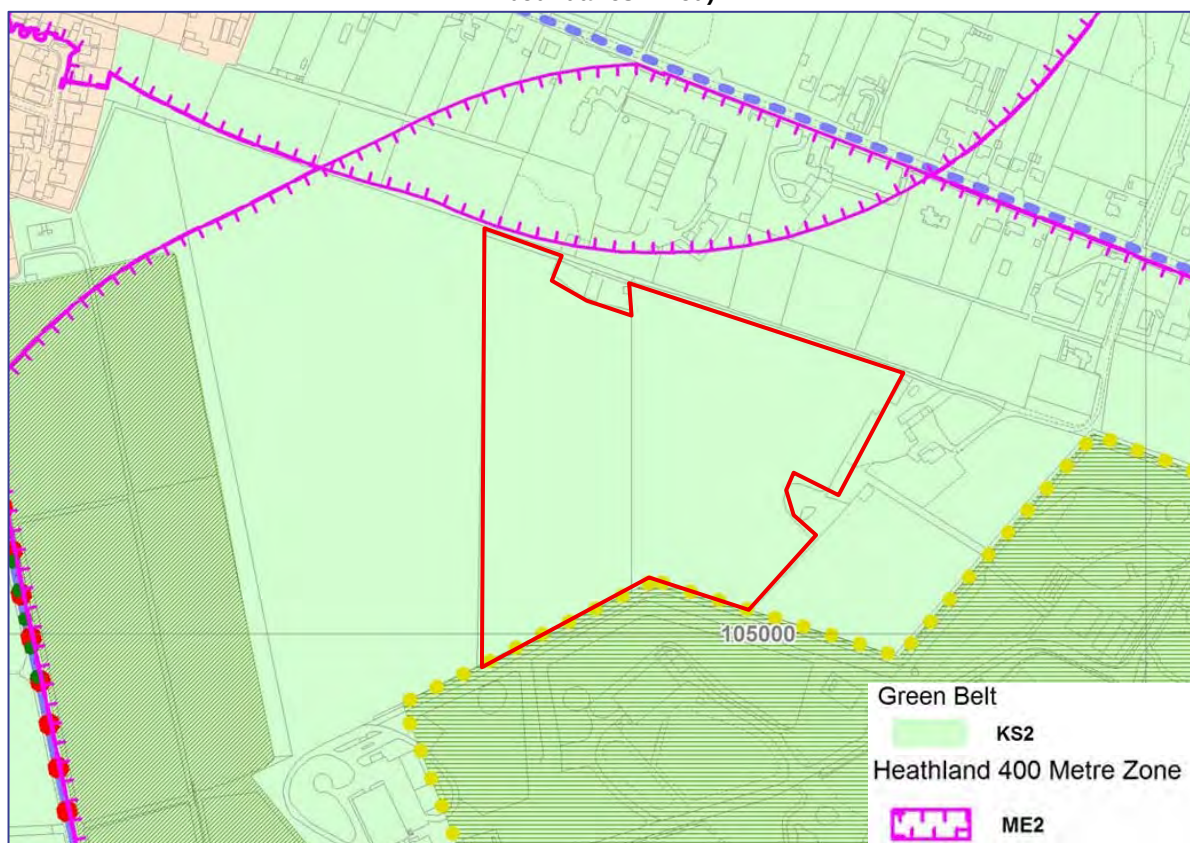
- 6.3.1 The Development Plan is formed by:

- The Christchurch and East Dorset Core Strategy 2014, (Local Plan Part 1)
- The East Dorset Local Plan 2002
- Bournemouth, Dorset and Poole Minerals Strategy (2014) (adopted 6 May 2014)
- Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan (2019) (adopted 31 Dec 2019).
- Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) (adopted 31 Dec 2019).

### **The Christchurch and East Dorset Core Strategy 2014, (Local Plan Part 1)**

- 6.3.2 The Christchurch and East Dorset Core Strategy was adopted in April 2014. The document is Part 1 of the Christchurch and East Dorset Local Plan and covers the planning strategy for Christchurch Borough and East Dorset District over the next 15 years to 2028.
- 6.3.3 It provides strategic planning guidelines, focusing on housing, employment, town centres, and environmental protection, with detailed policies supported by Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs).
- 6.3.4 The Dorset Heathlands Planning Framework 2020-2025 SPD was adopted in April 2020 and provides guidance on local planning matters by providing more detailed advice on policies, to avoid or mitigate harm arising from increased urban related pressures on Dorset Heathlands.
- 6.3.5 It identifies self-catering, caravan and touring holiday accommodation applications as causing similar impact on heathlands as residential developments, and therefore states that net increase in self-catering and touring proposals will not be allowed within 400m of heathland area.

**Figure 6.1: 2014 Core Strategy Map Extract, West Moors and Three Legged Cross Inset (approximate site boundaries in red)**



6.3.6 Figure 6.1 identifies that the site falls within the Green Belt. The site also falls within the 400m of Dorset Heathlands.

6.3.7 The following policies of the ESCS are relevant:

| Policy                                                        | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy KS1 - Presumption in Favour of Sustainable Development | Refers to the presumption in favour of development contained in the NPPF, stating that the council will take a positive approach to development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Policy KS2 - Settlement Hierarchy                             | Under the settlement hierarchy, Three-Legged Cross is identified as a Rural Service Centre, where development is permitted at a scale that supports its role in providing services for the village and surrounding rural area. Verwood is classified as a Main Settlement, intended to accommodate a broader range of residential, employment and community development, including some greenfield growth. The site lies between these two settlements, placing it outside defined settlement boundaries and within an area where development is more tightly controlled and expected to be justified in terms of scale, location and function. |

| Policy                                                            | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy KS3 – Green Belt                                           | <p>Mentions that development in east Dorset District and Christchurch Borough will be contained by southeast Dorset green belt and sets out the purpose of the green belt which is to:</p> <ul style="list-style-type: none"> <li>• Protect the separate physical identity of individual settlements.</li> <li>• Maintain an area of open land around conurbation.</li> </ul> <p>Limited boundary changes are proposed only to meet local housing and employment needs. Proposals must meet strict requirements, including an approved development brief, a comprehensive travel plan, and an agreed wildlife strategy to avoid harm to biodiversity and seek enhancements where possible.</p>                                               |
| Policy ME1 - Safeguarding Biodiversity and Geodiversity           | <p>The policy aims to protect, maintain and enhance conservation sites, habitats and species across their ecological network. Within identified strategic nature areas, actions will support the maintenance, restoration and creation of habitats. Development proposals likely to affect designated sites, habitats or species must demonstrate that no adverse impacts will occur, with the Council assessing direct, indirect and cumulative effects in relation to the importance of the nature conservation features. Where harm is identified, appropriate avoidance or mitigation measures must be provided, and development will be refused where impacts cannot be adequately mitigated or, as a last resort, compensated for.</p> |
| Policy ME2 - Protection of the Dorset Heathlands                  | <p>States that residential development will not be permitted within 400 metres of European and internationally protected heathlands. Residential development proposed between 400 metres and 5 kilometres of these areas must provide appropriate mitigation in accordance with the ESCS, SSADPD and DHPF Supplementary Planning Document.</p>                                                                                                                                                                                                                                                                                                                                                                                               |
| Policy ME6 - Flood Management, Mitigation and Defence             | <p>States that developments within a flood risk area must pass the sequential test, but where risk cannot be adequately mitigated, a flood management strategy that identifies mitigation measures and delivery plan that identifies the level and source of funding required for each measure will be required along with the application.</p>                                                                                                                                                                                                                                                                                                                                                                                              |
| Policy HE2 - Design of New Development (relevant to biodiversity) | <p>The design and development must be of high-quality reflecting and enhancing areas of recognised local distinctiveness. In the rural area, design should be according to the “countryside design summary”.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Policy                         | Summary                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy HE3 - Landscape Quality | Development must protect and, where possible, enhance the character of the landscape. Proposals are required to demonstrate sensitivity to landscape setting, natural heritage features, and provide appropriate protection from pollution, noise and visual or movement impacts.                                                                                |
| Policy PC4 - The Rural Economy | Economic development in the open countryside will be strictly controlled, with development encouraged within or on the edge of existing settlements where services and facilities are available. Proposals for agricultural and other land-based rural businesses, including tourism, must meet specific local criteria as well as the requirements of the NPPF. |
| Policy PC6 - Tourism           | The policy sets out measures to protect and enhance the distinctive features of Christchurch and East Dorset that attract visitors, while also supporting investment. Tourism and cultural development will be guided by the sub-regional strategy "Towards 2015 – Shaping Tomorrow's Tourism."                                                                  |

#### **The East Dorset Local Plan 2002 ("EDLP")**

6.3.8 The East Dorset Local Plan (EDLP) adopted in 2002 has policies which have been carried forward to the now replaced Local Plan.

6.3.9 The following policies are relevant:

| Policy        | Summary                                                                                                                                                                                                                                                   |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy TODEV2 | Sets out criteria for the location of new and extension of holiday caravan and tent sites, stating that development will not be permitted within green belt, or where it could harm to landscape character of the AONB, or Area of Great Landscape Value. |

#### **Bournemouth, Dorset & Poole Minerals Strategy (2014)**

6.3.10 The Minerals Strategy sets out the policies and decision-making criteria used by the Mineral Planning Authority (MPA) to assess planning applications for mineral development. It was formally adopted in 2014 after examination, supported by an Inspector's Report, Sustainability Appraisal, and an accompanying Mineral Sites Map.

6.3.11 The site lies within both Superficial Sand and Gravel Resource Block and a Bedrock Sand Resource Block as identified in the plan.

6.3.12 The following policies are relevant:

| Policy     | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy AS1 | The policy ensures that Bournemouth, Dorset and Poole maintain a steady local supply of sand and gravel by keeping at least a seven-year landbank of permitted reserves up to 2028. Supply will mainly come from existing sites and sites identified in the Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan 2019, with other sites only allowed in limited, justified circumstances. Any future sites must be located within defined resource areas. Development will only be permitted where it can be shown that there will be no adverse effects on protected Dorset heathland sites. |
| Policy SG1 | This policy protects proven mineral resources by resisting non-mineral development within Mineral Safeguarded Areas (MSA) unless it can be shown that minerals will not be sterilised or future extraction hindered. Where non-mineral development is clearly needed, prior extraction of minerals will be required where practical. Development should not prevent the site from being used for its intended non-mineral purpose afterward.                                                                                                                                                            |
| Policy SG2 | This policy requires District and Borough Councils to consult the MPA on non-mineral development proposals within the Mineral Consultation Area (MCA). The area mirrors the MSA boundaries. The MPA will resist inappropriate development to ensure future mineral resources are protected.                                                                                                                                                                                                                                                                                                             |

### **Bournemouth, Christchurch, Poole and Dorset Minerals Sites Plan 2019**

- 6.3.13 This document forms part of the Minerals Plan and supports the Minerals Strategy (2014) by identifying specific sites for future mineral extraction and ensuring a steady and adequate supply of minerals.
- 6.3.14 It sets out detailed proposals and policies to guide where development should take place, including designated areas and safeguarding measures. The Plan also ensures that mineral resources are managed sustainably and that potential sites are assessed and allocated in line with national and local planning policy.
- 6.3.15 The site is located within both a Superficial Sand and Gravel Resource Block and a Bedrock Sand Resource Block as identified in the Plan; however, it is not an allocated site. As such, the following policies are relevant to the assessment of the proposal:

| Policy     | Summary                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy MS2 | <p>This policy restricts sand and gravel extraction on unallocated sites to limited and justified circumstances. All proposals must mitigate any adverse impacts, ensure no harm to European or Ramsar sites.</p> <p>This policy is not directly applicable to non-mineral development such as housing, although consideration may still be required where sites fall within mineral safeguarding areas.</p> |

### Emerging Planning Policy

- 6.3.16 Dorset Council is preparing a new Local Plan, with consultations held in 2025 to identify opportunity sites for new housing, employment land and traveller sites, as well as areas suitable for wind and solar energy.
- 6.3.17 The draft Dorset Council Local Plan identified “EL/WMOO/004 – Land adjacent to Stanford House” for employment use, and “LA/VERW/024 – Land to the west of Albany Drive” and “LA/WMOO/004 – Land to the south of Gulliver’s Farm” for residential development. These sites are located within the Green Belt between and around Three Legged Cross and West Moors, similar to the proposed site.
- 6.3.18 Given that the DCLP is an emerging plan, it carries only limited weight in the decision making process.

## 6.4 Summary

- 6.4.1 This section of the ES summarises the planning policy context in which the application is made. It presents the policies of relevance to the application, which have informed the applicant's development of the proposals and against which the application will be evaluated by the Local Planning Authority.

# 7 Landscape and Visual

## 7.1 Introduction

7.1.1 This chapter assesses the landscape and visual effects of the Alleged Unauthorised Development. In particular, it considers the significance of potential landscape and visual effects. It defines the existing landscape and visual baseline environments; assesses their sensitivity to change; and describes the key landscape and visual related aspects of the development.

7.1.2 The LVIA considers the potential effects upon:

- landscape fabric;
- landscape character;
- the special qualities of any landscape designations; and
- visual receptors including residential, transport and recreational receptors.

7.1.3 The LVIA has been undertaken in accordance with published best practice; namely the Guidelines for Landscape and Visual Impact Assessment (Third Edition), Landscape Institute and IEMA 2013 (GLVIA3) and associated technical guidance notes published by the Landscape Institute (detailed in section 7.3).

7.1.4 Although linked, landscape and visual effects are considered separately. Landscape effects derive from changes in the landscape fabric, which may result in changes to the character, whereas visual effects are the effect of these changes as experienced by people (visual receptors).

7.1.5 An LVIA is required in accordance with the EIA Scoping Opinion relating to appeal (ref: APP/D1265/C/22/3313965) against the Enforcement Notice (Ref: ENF/17/0094) issued by Dorset Council in October 2022. The Enforcement Notice was served due to *“the material change of use of agricultural land edged red on the attached plan, to a mixed use of agriculture and the stationing of caravans, motorhomes and tents for human habitation, caravanning and camping activities and comprising operational development to facilitate the caravanning and camping use, namely toilet/shower buildings with ramp/decking access and septic tanks, water/fire safety points and electrical hookup installations”* without planning permission. Whilst the permanent built elements of the Alleged Unauthorised Development are already evident on Site, they are not included in the Site baseline used for this assessment.

7.1.6 Physical demolition / construction works associated with the Alleged Unauthorised Development occurred on Site in 2017. The Alleged Unauthorised Development is defined as the stationing of seasonal and short-stay touring caravans or motorhomes across the Site for holiday use, with caravans stored on the land out of season and the keeping of donkeys. It represents a physical extension to the existing facility requiring the following infrastructure to

facilitate increased capacity on Site: Hard standings and tracks, toilet and shower blocks, septic tank, electrical hook ups, water / wastewater facility, signage and an animal shelter and concrete base.

7.1.7 Within the parameters of the above definition of the Alleged Unauthorised Development, three development scenarios are being considered as a part of this assessment.

- **Scenario 1 (the worst-case scenario):** A maximum of 232 caravans occupied in the summer season and 35 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.
- **Scenario 2 (the historic use scenario):** A maximum of 123 caravans occupied in the summer season and 19 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.
- **Scenario 3 (the Site licence scenario):** A maximum of 105 caravans occupied in the summer season and 16 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.

7.1.8 In line with relevant guidance, the LVIA will assess Scenario 1 which includes the greatest number of proposed caravans and is represented in the Landscape Masterplan 1033-SHRK-XX-XX-DR-L-1000 (**Appendix 7.1**).

7.1.9 The chapter has been written by Jane Fortescue, an Associate Director at Stephenson Halliday and Chartered Member of the Landscape Institute with nearly 20 years of experience in landscape planning. Stephenson Halliday is a Landscape Institute and IEMA registered practice and all work is prepared and reviewed internally by senior highly experienced landscape planners with Public Inquiry experience.

## 7.2 Planning Policy Context

### National Planning Policy

7.2.1 National guidance on landscape matters is provided at NPPF Chapter 15, Conserving and enhancing the natural environment - Paragraphs 187 to 191. Although primarily concerned with the protection of the most valued landscapes, such as National Parks and National Landscapes, Paragraph 187 states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

7.2.2 The NPPF also states at Paragraph 135 that planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

7.2.3 National Planning Practice Guidance also covers “The Natural Environment” and paragraphs 36 to 43 address landscape issues. The guidance advises that to help assess the type and scale of development that might be able to be accommodated without compromising landscape character, a Landscape Sensitivity and Capacity Assessment can be completed. Furthermore,

to demonstrate the likely effects of a Development on the landscape, a Landscape and Visual Impact Assessment can be used.

### **Local Planning Policy**

7.2.4 Relevant Planning Policy is available in the following documents:

- East Dorset Local Plan (2002) Saved Policies<sup>1</sup>
- Christchurch and East Dorset Core Strategy (2014)<sup>2</sup>
- Dorset Local Plan (Emerging) 2025 Consultation<sup>3</sup>

7.2.5 Policy TODEV2 in the East Dorset Local Plan (2002) Saved Policies deals with the development of tourist accommodation. It sets criteria for where and how new or extended tourist facilities (such as hotels, guesthouses, or holiday parks) can be permitted, ensuring they are appropriately located, do not harm the environment, and contribute positively to the local economy. It states that development will be permitted if: “the Site is well screened from external views by means of landform or landscaping and it would not harm residential amenity.”

7.2.6 Relevant policy in both the Christchurch and East Dorset Core Strategy (2014) and the Emerging Dorset Local Plan (2025) require the protection and enhancement of the landscape character through a considered and positive approach to development which is respectful of the context, the setting natural features, visual amenity and tranquillity.

7.2.7 With regard to the Christchurch and East Dorset Core Strategy, Policies HE2 – The Design of New Development and Policy HE3 – Landscape Quality are most relevant to development on Site.

7.2.8 Policy HE2: Design of New Development states

*“Design of New Development Within Christchurch and East Dorset the design of development must be of a high quality, reflecting and enhancing areas of recognised local distinctiveness. To achieve this, development will be permitted if it is compatible with or improves its surroundings in:*

- *Layout*
- *Site coverage*
- *Architectural style*
- *Scale*
- *Bulk*
- *Height*

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<sup>1</sup> [East Dorset Local Plan 2002 Saved Policies](#)

<sup>2</sup> [Christchurch and East Dorset Core Strategy \(2014\)](#)

<sup>3</sup> [Dorset Council Local Plan Options Consultation August 2025](#)

- *Materials*
- *Landscaping*
- *Visual impact*
- *Relationship to nearby properties including minimising general disturbance to amenity*
- *Relationship to mature trees.*

*This is within the context of the Christchurch Borough Wide Character Assessment. In the East Dorset rural area, design should accord with the Countryside Design Summary. An East Dorset Urban Design Guide will set out the key characteristics expected to be incorporated into schemes. In Special Character Areas development must respect the identified features and characteristics. Careful design to reduce the risk of crime will be required.”*

#### 7.2.9 Policy HE3: Landscape Quality states:

*“Development will need to protect and seek to enhance the landscape character of the area.*

*Proposals will need to demonstrate that the following factors have been taken into account:*

- 1. The character of settlements and their landscape settings.*
- 2. Natural features such as trees, hedgerows, woodland, field boundaries, water features and wildlife corridors.*
- 3. Features of cultural, historical and heritage value.*
- 4. Important views and visual amenity.*
- 5. Tranquillity and the need to protect against intrusion from light pollution, noise and motion.*

*Development proposals within and/or affecting the setting of the Area of Outstanding Natural Beauty will need to demonstrate that account has been taken of the relevant Management Plan.*

*Within the Areas of Great Landscape Value development will be permitted where its siting, design, materials, scale and landscaping are sympathetic with the particular landscape quality and character of the Areas of Great Landscape Value. Planning permission will be refused for major developments in these designated areas except in exceptional circumstances and where they are in the public interest.”*

#### 7.2.10 Policy included in the Emerging Dorset Local Plan (2025) follows landscape relevant policy previously adopted, however, Draft Policy 4.29 – Landscape Quality and Character include some minor additions which make it more detailed and proactive in requiring an LVIA / LVA, the

protection of specific features such as Tranquillity / Light / Noise, Natural Features and Views and Vistas.

## 7.3 Approach

### **Assessment Methodology**

- 7.3.1 The purpose of a Landscape and Visual Impact Assessment (LVIA) when produced in the context of an EIA is to identify and report any likely significant landscape and visual effects. The following paragraphs sets out the Stephenson Halliday LVIA Methodology and the criteria against which the assessment of landscape and visual effects would be undertaken.
- 7.3.2 The Guidelines for Landscape and Visual Impact Assessment (Third Edition) (GLVIA3) are widely recognised as the primary source of guidance for LVIA in the UK but clearly state that: “The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not provide a detailed ‘recipe’ that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances.” (paragraph 1.20)
- 7.3.3 GLVIA 3 also states that: “professional judgement is a very important part of the LVIA” (paragraph 2.23) and that “in all cases there is a need for the judgements that are made to be reasonable and based on clear and transparent methods so that the reasoning applied at different stages can be traced and examined by others.” (paragraph 2.24).
- 7.3.4 It goes on to state that “there are no hard and fast rules about what effects should be deemed significant but LVIAs should always distinguish clearly between what are considered to be the significant and non-significant effects.” (paragraph 3.32)
- 7.3.5 Wherever possible, identified effects are quantified but, as noted above, the nature of landscape and visual assessment requires interpretation using professional judgement. In order to provide a level of consistency to the assessment, the prediction of magnitude and the assessment of significance of the residual landscape and visual effects are based on pre-defined criteria as set out in this section.
- 7.3.6 Landscape and Visual Assessments are separate, though linked processes which GLVIA3 notes are “related but very different considerations”. The assessment of the potential effect on the landscape is carried out as an effect on the environmental resource (i.e. the landscape). Visual effects are assessed as an inter-related effect on people.
- 7.3.7 Landscape effects derive from changes in the physical landscape elements which may give rise to changes in its distinctive character and how this is experienced, including consideration of aesthetic and perceptual aspects.
- 7.3.8 Visual effects relate to changes that arise in the composition of available views as a result of changes to the landscape, to people's responses to the changes and to the overall effects with respect to visual amenity.

## Establishing the Baseline

- 7.3.9 The baseline for consideration of landscape and visual effects is evaluated through desk study and Site work and is the current situation at the time of the assessment, unless noted otherwise. Prior to the Alleged Unauthorised Development being undertaken on Site the area was used for 73 days of rallies per year between March and October. Data provided by the previous and current owners indicate that the rallies attracted around 30 caravans, but that around 10% of those rally days attracted over 100 caravans to the Site. For the remainder of the time, the Site is used for agricultural purposes.

## Landscape Effects

- 7.3.10 The starting point for an assessment of landscape effects is a desk-based assessment of published landscape studies, which may include landscape character assessments, sensitivity and capacity studies and/or landscape designation reviews. Relevant documents are listed as appropriate in the assessment and relevant extracts may be included as appendices where this is judged appropriate. Desk based assessment is supplemented by field work to verify the key characteristics of the landscape.
- 7.3.11 In accordance with GLVIA3, the significance of landscape effects is determined by combining judgements regarding the sensitivity of the receiving landscape and the magnitude of the landscape effects arising from development.
- 7.3.12 An assessment of the degree to which development changes “distinct and recognisable pattern of elements, or characteristics, in the landscape that make one landscape different from another, rather than better or worse” (‘An Approach to Landscape Character Assessment’, Natural England, 2014), enables a judgement to be made as to the significance of the effect in landscape character terms.
- 7.3.13 In order to reach an understanding of the effects of development upon the landscape resource it is necessary to consider different aspects of the landscape baseline including:
- **Landscape fabric/elements:** The individual features of the landscape, such as hills, valleys, woods, hedges, tree cover, vegetation, buildings and roads for example which can usually be described and quantified.
  - **Landscape key characteristics:** The particularly notable elements or combinations of elements which make a particular contribution to defining or describing the character of an area, which may include experiential characteristics such as wildness and tranquillity.

## Landscape Sensitivity

- 7.3.14 It should be noted, as stated in GLVIA3, “LVIA sensitivity is similar to the concept of landscape sensitivity used in the wider arena of landscape planning but is not the same as it is specific to

the particular project or development that is being proposed and to the location in question” (paragraph 5.39).

7.3.15 In LVIA, landscape sensitivity is assessed by combining judgements about the value attached to a landscape and its susceptibility to the type of change and nature of the development proposed. The overall sensitivity of the landscape to a particular development is described in the assessment as High, Medium or Low.

- **Landscape Value:** This is the relative value or importance attached to different landscapes by society on account of their landscape qualities. Sometimes it is used as a basis for designation or recognition which expresses national or local authority consensus, because of its special qualities/attributes. Whilst the presence of formal designations are an important component when determining landscape value, other aspects are also considered as part of the judgement process as explained in Landscape Institute Technical Guidance Note 02-21 , especially when considering the value of landscapes outside of national designations. These include factors related to natural and cultural heritage (for example ecological, geological or heritage matters), landscape condition, cultural associations (in terms of connections with people, arts or events), distinctiveness (i.e. a sense of unique identity in the landscape), recreational opportunities, perceptual aspects (including scenic quality, wildness and tranquillity) and landscapes with a clearly identifiable role or function. In this assessment, the value attributed to the landscape is described as: National, Regional or Community.
- **Landscape Susceptibility:** Landscape Susceptibility according to GLVIA3 means “the ability of the landscape receptor to accommodate the Development without undue consequences for maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies” (paragraph 5.40). The susceptibility of the landscape varies depending on the type of development and the particular Site location. Judgements on landscape susceptibility include references to both the physical and aesthetic characteristics and the potential scope for mitigation. In this assessment, the susceptibility of the landscape is described as High, Medium or Low.

7.3.16 The criteria and the detailed judgements regarding susceptibility and value of landscape receptors are identified within the sensitivity tables included in Table 7.1

7.3.17 Sensitivity is evaluated taking into account the component judgements about the value and susceptibility of the receptor as illustrated by Table 7.1. Where sensitivity is judged to lie between levels, an intermediate assessment is adopted. Note that equal weighting is attributed to susceptibility and value when determining overall landscape sensitivity.

**Table 7.1 Landscape Sensitivity Criteria**

|       |           | Susceptibility |             |            |
|-------|-----------|----------------|-------------|------------|
|       |           | High           | Medium      | Low        |
| Value | National  | High           | High/Medium | Medium     |
|       | Regional  | High/Medium    | Medium      | Medium/Low |
|       | Community | Medium         | Medium/Low  | Low        |

### **Magnitude of Landscape Effect**

7.3.18 The magnitude of landscape effect arising from the Alleged Unauthorised Development at any particular location is assessed in terms of “size or scale, the geographic extent of the area or receptor that is influenced and its duration and reversibility” (paragraph 5.48).

7.3.19 Judgements concerning the **Scale** of change take account of:

- degree of loss or alteration to key landscape features/elements; characteristics; and for designated areas – special qualities and/or purposes of designation;
- distance from the development; and
- landscape context to the development.

7.3.20 The approach to assessing effects on landscape character is to consider the key characteristics for the Landscape Character Area (LCA) within which the Site is located (the host LCA) and if relevant the adjacent LCA's (non-host) and identify which of these the development would affect. A large scale change in landscape character is likely to occur where key characteristics would be lost or substantially changed. A small scale change is likely to occur where key characteristics are altered to a lesser degree and this can be influenced by distance and surrounding context.

7.3.21 Where particular views are a key characteristic of a landscape type, large or medium scale landscape character effects may occur where the Development becomes a key feature of those views. A similar approach applies to designated landscapes, for which the effects on the defined purposes of designation and special qualities are considered.

7.3.22 In this assessment, the scale of landscape change is described as: Large, Medium, Small or Negligible.

7.3.23 Having established the scale of change to the landscape baseline, the Geographic Extent of the change can be identified. In this assessment, the geographical extent of landscape change is described as: Wide, Intermediate, Localised or Limited.

7.3.24 Duration and Reversibility can be linked depending on the nature of the development. Reversibility is a judgement about the practicality of reversing the landscape effects of the Development (for example, solar farms are ultimately largely reversible whilst housing is permanent). Duration reflects how long the change will last and can include the frequency the effect would be experienced. In this assessment, the duration of the change would be considered:

- **short term** when lasting less than 2 years;
- **medium term** when lasting between 2 and 10 years;
- **long term** when lasting between 10 and 40 years, and
- **permanent** for more than 40 years.

7.3.25 Magnitude of effect is considered taking into account the three contributory factors as illustrated by the diagrams in Plate 1 below.

### Visual Effects

7.3.26 In accordance with GLVIA3, the significance of visual effects is determined by combining judgements regarding the sensitivity of visual receptors (people who view the landscape) and the magnitude of the change they experience arising from the Development.

#### Visual Receptor Sensitivity

7.3.27 In visual assessment, visual receptor sensitivity is assessed by combining judgements about the value attached to views and the susceptibility of the viewer to the type of change and nature of the development. The overall sensitivity of the visual receptor to a particular development is described in this assessment as High, Medium or Low.

- **Value of Views:** The value of public views, which is the focus of GLVIA3, will vary depending on the nature, location and context of the view and the recognised importance of the view. Considerations include cultural associations; designation or policy protection; views of or from landmarks; and/or the scenic quality of the view. It should be noted that the value attributed relates to the value of the view only (e.g. a National Trail is nationally valued for access, but not always for the available views from every section). In this assessment, the value attributed to visual amenity is described as: National, Regional or Community.
- **Susceptibility of Visual Receptors:** Those living within view of a Development are usually regarded as the highest susceptibility group as well as those engaged in outdoor pursuits for whom landscape experience is the primary objective. The susceptibility of potential visual receptors will also vary depending on the activity of the receptor. For visual receptors, susceptibility and value are closely linked - the most valued views are also likely to be those where viewer's expectations will be highest. In this assessment, visual receptor susceptibility is defined in accordance with the criteria below.
- **High** - Local residents; tourists; people engaged in outdoor recreation focused on an appreciation of views including users of footpaths and quiet country lanes, beauty spots and picnic areas and people experiencing views to or from important features of physical, visual, cultural or historic interest.
- **Medium** - Local road users and travellers on trains. People engaged in outdoor recreation with some appreciation of the landscape e.g. road cycling, nature conservation, golf and water based recreation.

- **Low** - Workers, users of facilities and commercial buildings (indoors) experiencing views from buildings. Road and rail users on fast moving commuting or trunk routes. Visual receptors where views are incidental to the activity and/or location.

7.3.28 Sensitivity is evaluated taking into account component judgements about the value and susceptibility of the receptor as illustrated by Table 7.2 below. Where sensitivity is judged to lie between levels, an intermediate assessment is adopted. Note that a greater weight is intentionally attributed to the susceptibility of the visual receptor than to value. This is in recognition of the fact that relatively few views are specifically recognised through designation or cultural reference. This approach still acknowledges that value associations influence sensitivity.

**Table 7.2 Visual Sensitivity Criteria**

|       |           | Susceptibility |             |            |
|-------|-----------|----------------|-------------|------------|
|       |           | High           | Medium      | Low        |
| Value | National  | High           | High/Medium | Medium     |
|       | Regional  | High/Medium    | High/Medium | Medium/Low |
|       | Community | High/Medium    | Medium      | Low        |

### **Magnitude of Visual Effect**

- 7.3.29 The magnitude of visual effect arising from Development is assessed in terms of its size or scale, geographic extent of the area or receptor that is influenced and its duration.
- 7.3.30 Representative viewpoints are used in the LVIA as 'samples' on which to base judgements of the scale of change experienced by visual receptors. The wider extent of the effect and its duration are not captured in the viewpoint analysis (as a viewpoint cannot capture these factors for an entire route or area). As duration and extent are necessary considerations in determining magnitude of change, judgements concerning magnitude and significance are provided for visual receptors and not for representative viewpoints. The only exception to this would be a specific viewpoint – where people visiting that location to look at the view are assessed as a visual receptor group in its own right.
- 7.3.31 With the exception of specific viewpoints (as noted above), each route (e.g. a footpath or road) and receptor group (e.g. a community or village) will encompass a range of possible views, which might vary from no view of the development to very clear, close views. Therefore, effects are described in such a way as to identify where views towards the development are likely to arise and what the scale and duration and extent of those views is likely to be. In some cases, this will be further informed by a nearby viewpoint and in others it will be informed with reference to ZTV studies, aerial photography and Site visits. Each of these individual effects are then considered together in order to reach a judgement of the effects on the visual receptors along that route, or in that place.

7.3.32 The Scale of change arising from Development as experienced by a visual receptor group reflects the degree to which the nature of the views from that location would be changed taking into account:

- The distance of the viewpoint from the development;
- the degree to which the development is visible or screened;
- the angle of view in relation to main receptor activity or main focus of the view;
- the horizontal and vertical field of view occupied by the development; and
- the extent and nature of other built development visible.

7.3.33 In this assessment, the scale of change in view is described as: **Large, Medium, Small or Negligible.**

7.3.34 The approach to assessing effects on views is to consider the full 360 degree view from any given receptor – not just those towards the development and/or shown in visualisations. It is assumed that the change would be seen in clear visibility and the assessment is carried out on that basis. Seasonal variation in visibility due to varying vegetation cover is also taken into account in all judgements. Where there are operational (and consented) developments considered as part of the baseline, the visual effects consider the effects of adding the Alleged Unauthorised Development to that baseline. Where appropriate, comment may be made on lighting and weather conditions.

7.3.35 For visual receptors moving through the landscape (e.g. road and footpath users), the length of their journey during which they would see the Development is reflected in the judgement of the Geographic Extent of effects. In this assessment, the geographical extent of visual change is described as: Wide, Intermediate, Localised or Limited.

7.3.36 Duration reflects how long the change will last and judgements are framed in the same way as described above for landscape effects. In this assessment, the duration of the change would be considered:

- short term when lasting less than 2 years;
- medium term when lasting between 2 and 10 years;
- long term when lasting between 10 and 40 years, and
- permanent for more than 40 years.

Magnitude of effect is considered taking into account the three contributory factors as illustrated by the diagrams in Plate 1 below.

### Stage 1 - Modifying Influence of Geographic Extent on Magnitude of Effect

|                   |              | Scale of Change |          |        |            |
|-------------------|--------------|-----------------|----------|--------|------------|
|                   |              | Large           | Medium   | Small  | Negligible |
| Geographic Extent | Wide         | Substantial     |          |        |            |
|                   | Intermediate |                 | Moderate |        |            |
|                   | Localised    |                 |          | Slight |            |
|                   | Limited      |                 |          |        | Negligible |

### Stage 2 - Modifying Influence of Duration on Magnitude of Effect

|          |             | Stage 1 Result |          |        |            |
|----------|-------------|----------------|----------|--------|------------|
|          |             | Substantial    | Moderate | Slight | Negligible |
| Duration | Permanent   | Substantial    |          |        |            |
|          | Long-term   |                | Moderate |        |            |
|          | Medium-term |                |          | Slight |            |
|          | Short-term  |                |          |        | Negligible |

**Plate 1 Combining Scale of Change, Extent and Duration to Determine Magnitude of Landscape and Visual Effects**

### Combining Scale of Change, Extent and Duration to Determine Magnitude of Landscape and Visual Effects

- 7.3.37 Scale of change is the first and primary factor in determining magnitude. Geographical extent and duration of the effect are modifying factors to the overall magnitude judgement which may be higher if the effect is particularly widespread and/or long lasting, or lower if it is constrained in geographic extent and/or timescale.
- 7.3.38 The diagrams presented below in Plate 1 illustrate in outline how these two modifying factors are considered in a two-stage process. A judgement is first formed about the scale of the change to the landscape or visual receptor. The geographic extent of the effect is then considered as a modifying influence in the first part of Plate 1 (Stage 1). The result or outcome of Stage 1 is then considered again in relation to the duration of the effect as illustrated in the second part of Plate 1 (Stage 2). The outcome of Stage 2 is the overall magnitude of effect judgement reported

in the assessment. Plate 1 is not intended to be interpreted rigidly as a chart to provide definitive answers; professional judgement is employed as appropriate to arrive at an overall magnitude judgement.

- 7.3.39 In this assessment, the magnitude of effects is described as Substantial, Moderate, Slight or Negligible. Where magnitude is judged to lie between levels, an intermediate assessment will be adopted.

### Significance of Landscape and Visual Effects

- 7.3.40 The significance of any identified landscape or visual effect is described as Major, Moderate, Minor or Negligible. These categories are based on the consideration of receptor sensitivity with the predicted magnitude of effect. **Table 7.3** below is not used as a prescriptive tool and illustrates the typical outcomes, allowing for the exercise of professional judgement. In some instances a particular parameter may be considered as having a determining effect on the analysis.

**Table 7.3 Significance of Effect Criteria**

|          |             |        | Magnitude of Effect |                 |                 |                   |
|----------|-------------|--------|---------------------|-----------------|-----------------|-------------------|
|          |             |        | Substantial         | Moderate        | Slight          | Negligible        |
| Receptor | Sensitivity | High   | Major               | Major/ Moderate | Moderate        | Minor             |
|          |             | Medium | Major/ Moderate     | Moderate        | Moderate/ Minor | Minor/ Negligible |
|          |             | Low    | Moderate            | Moderate/ Minor | Minor           | Negligible        |

- 7.3.41 Where the effect has been classified as Major or Major/Moderate, this is considered to be equivalent to a likely significant effect. Where 'Moderate' effects are predicted, professional judgement is applied to determine whether the effect is significant or not ensuring that the potential for significant effects to arise has been thoroughly considered and justification is provided for the judgement reached as appropriate. Effects of Moderate/Minor, Minor, Minor/Negligible or Negligible significance are considered to be not significant.

### Beneficial/Adverse

- 7.3.42 Landscape and visual effects can be beneficial or adverse and in some instances may be considered neutral. Neutral effects are those which overall are neither adverse nor positive but may incorporate a combination of both. Whether an effect is beneficial, neutral or adverse is identified based on professional judgement. GLVIA3 indicates at paragraph 2.15 that this is a "particularly challenging" aspect of assessment, especially in the context of a changing landscape.

- 7.3.43 However, for the avoidance of doubt, in this assessment it has been assumed that where new infrastructure is introduced into the landscape or views, this will generally constitute an adverse effect. Any variation from this stance will be clearly justified.

### **Methodology for Production of ZTV Plans and Visualisations**

- 7.3.44 All Zone of Theoretical Visibility Maps (ZTVs), photography, visualisations (wirelines and photomontages) and their graphical presentation has been undertaken in line with the Landscape Institute's Technical Guidance Note 06/19, Visual Representation of Development Proposals.

### **Visibility Maps: Zone of Theoretical Visibility (ZTV)**

- 7.3.45 Zone of Theoretical Visibility (ZTV) maps are presented in **Figure 7.3**. The ZTVs have been generated using GIS to assist in identifying areas where visibility would not occur as well as viewpoint selection, illustrate areas from where part or all of the Development may be visible and to indicate its potential influence in the wider landscape.
- 7.3.46 Specifically, the ZTVs have been generated using the Viewshed routine in the Visibility Analysis plugin for QGIS software. The development is modelled as a grid of points 75m apart across the extent of the area covered by panels. The viewer's eye height has been set at 2m above ground level and the ZTVs include an adjustment that allows for the Earth's curvature and light refraction.
- 7.3.47 The ZTVs show the maximum theoretical extent of visibility for the structures modelled (as indicated on the individual ZTVs) taking into account the screening effect of topography, principal woodlands and buildings. In order to generate the ZTVs a digital surface model (DSM) has been derived from the Defra LIDAR 2020 2m digital terrain model (DTM) with the locations of woodland and buildings taken from the OS Open Map Local dataset. Buildings are modelled at an assumed height of 7.5m, and woodland at an assumed height of 10m. Visibility on these ZTV outputs is illustrated using a 5m x 5m grid size. The ZTVs do not take into account some localised features such as hedgerows or individual trees and therefore tend to give an exaggerated impression of the extent of visibility. This is particularly the case in relatively flat landscapes which contain hedgerows and other vegetation not captured in the OS Open Map Local dataset. The actual extent of visibility on the ground will be less than suggested on the plan.

### **Viewpoint Photography**

- 7.3.48 All photography presented in the LVIA has been taken in accordance with guidance outlined in Landscape Institute Technical Guidance Note 06/19. All viewpoint locations are presented in **Figure 7.3**, with photography and associated visualisations are presented in **Figures 7.4-7.8**.

- 7.3.49 All photography has been taken using a Canon EOS 5D MK IV digital SLR camera with a high quality fixed 50mm focal length lens. This camera has a Full Frame Sensor (FFS). For all viewpoints, the camera has been mounted on a panoramic head equipped tripod, levelled and set up with the camera at 1.5m height Above Ground Level (AGL).
- 7.3.50 At each viewpoint, a series of photographs (landscape orientation) have been taken to capture a 360 degree panorama. The panoramic head has been set to 20 degrees between shots giving a 50% overlap between adjacent shots. At each viewpoint the OS grid coordinates have been captured using a handheld GPS system.

#### **Stitching of Photographic Panoramas**

- 7.3.51 For each of the viewpoints, photographs have been stitched and presented as panoramas. Photographs have been stitched using PTGui software.

#### **Visualisations: Annotated Photographs (LI Type 1)**

- 7.3.52 Most of the viewpoints in the ES are illustrated as Type 1 Visualisations as outlined in Landscape Institute Technical Guidance Note 06/19. The purpose of Type 1 visualisations is to represent context to the viewpoint, communicate the extent of the development and highlight any notable features in the view.
- 7.3.53 In each case the viewpoints are presented to illustrate, as a minimum, a 90 degree horizontal field of view and are presented in cylindrical projection. Where the visible horizontal extent of the Development extends beyond 90 degrees, a series of 90 degree annotated visualisations may be presented to illustrate the panoramic views obtained at the viewpoint. The photographs are annotated to indicate the extent of the Development and highlight any important features within the view.
- 7.3.54 Plan showing the ZTV and the locations of the representative viewpoints proposed used in the assessment is presented in **Figure 7.3**.

#### **Assumed Vegetation Growth Rates**

- 7.3.55 The following assumptions have been made regarding the growth rate of newly planted hedgerows and trees. Newly planted hedgerows and woodland/shrub would be planted as young transplants or 'whips'. In Year 1 after construction the planting stock would typically be approximately 0.6m to 0.8m high and contained within tree protected tubes.
- 7.3.56 Hedgerows in Year 10 would be 3.5m in height. This makes an assumption that the plants do not put on much growth in the first planting season and then put on an average of 0.4m growth each subsequent year. This means that all new hedgerows are considered to be at full maturity in Year 10 and are maintained at 3.5m by ongoing management.
- 7.3.57 New woodland/scrub planting established as transplants would be 4m in height as it is not maintained at a lower height as is the case for hedgerows.

7.3.58 Where hedgerow trees are planted as taller specimens or where mature stock is planted elsewhere it is assumed that the trees would be planted as extra heavy standards and in Year 1 these would have a height of 3m to 3.5m. By Year 10, it is assumed that these trees would have a height of approximately 6m.

7.3.59 Except where vegetation is managed at a specific height (e.g. hedgerows) it is assumed that trees and scrub would continue to grow naturally over the remaining period of the Development.

### **Assumptions and Limitations**

7.3.60 A number of assumptions and limitations were made in relation to the information presented in this chapter:

- All assessment work applied a precautionary principle and a realistic worst-case scenario was assessed e.g. effects on visual amenity were considered during winter months following the autumn leaf fall;
- Given the type of development, it is assumed that effects would be adverse (negative) unless otherwise stated; and
- The curtilage of private residential properties was not accessed during Site survey work, therefore the assessment of effects on the visual amenity of residents was undertaken from nearby roads and footpaths.

## **7.4 Baseline Conditions**

### **Site Baseline**

7.4.1 The Site is situated in a contained parcel of mixed-use grassland to the south of the settlement edge of Three Legged Cross and the north of a Military Depot. It adjoins Gundry's Park Caravan Site to the east. The Site comprises open areas of neutral grassland, modified grassland, gorse, scrub, bramble scrub, buildings, sparsely vegetated urban land, individual trees, and shallow ditches. The Site is relatively level.

7.4.2 The Site is positioned away from the rear boundary of dwellings on Ringwood Road by a group of small fields used for grazing horses. Due to its scale and height, Hilliers Garden Centre is visible from within the Site, although existing tree planting and hedgerows on the northern Site boundary limit views of other development in the surrounding context as illustrated in Viewpoint 1. Similarly to the east, field boundary tree planting encloses the Site from the adjoining caravan park. Beyond the adjacent caravan field further tree planting and compact tree blocks form an additional layer of screening to the Site. A Military Depot is situated to the south of the Site; the boundary is primarily formed by a tall security fenceline with instances of tree and shrub planting evident on the caravan park boundary. Numerous single storey industrial buildings, structures and associated pipework / cabling infrastructure is situated within the Military Depot. A large field separates the western edge of the Site from a c. 180m wide pine plantation as referenced

in Viewpoint 2. Viewpoint 5 is positioned on the western edge of the pine plantation on a Permissive Path that travels north / south alongside West Moor Road. The depth and density of the pine plantation provides a wide, vegetative buffer to the Site's western edge, containing any potential intervisibility to the intervening field parcel.

- 7.4.3 Access to Gundry's Farm is via School Lane, to the north east. School Lane connects to Ringwood Road and is adjacent to Bridleway E54/14. Viewpoint 3 is positioned at the entrance to School Lane from Ringwood Road; it illustrates how development and vegetation along Ringwood Road screens the Site from view. Ringwood Road runs parallel to the northern Site boundary; as it extends west, intervisibility with the Site remains limited due to the combination of development and vegetation. Viewpoint 4 shows the degree of containment afforded to the Site due to tree planting evident on its northern boundary.

### **Baseline Assessment Scenario**

- 7.4.4 Historically, the Site has lawfully been used for agricultural purposes and has permitted development rights for rallies/ exempt organisations. In order to evaluate the impacts of the Alleged Unauthorised Development, a robust pre-development baseline scenario has been established. It asserts that the Site was subject to 73 days of rallies per year between March and October. Data provided by the previous and current owners indicate that the rallies attracted around 30 caravans, but that around 10% of those rally days attracted over 100 caravans to the Site. For the remainder of the time, the Site is used for agricultural purposes.
- 7.4.5 Although the Site is unused for the majority of the time, the periodic rallies introduce intermittent increased activity into the landscape. This has therefore been taken into account in the assessment of landscape and visual effects of the Alleged Unauthorised Development scenario.

### **Landscape Designations**

- 7.4.6 The Site is not situated within an area designated in recognition of its landscape quality or value at either a statutory national level (i.e. National Landscape and National Parks) or at a non-statutory local level, such as a Special Landscape Area. Cranborne Chase & West Wiltshire Downs National Landscape is situated c. 5.5km to the northwest of the Site, the New Forest National Park is 7.8km to the east of the Site.
- 7.4.7 Woodlands Area of Great Landscape Value is situated c. 1.5km to the west of the Site. Moors Valley Country Park is c.2km to the northeast of the Site. There are no landscape designations that would be impacted as a result of development on the Site. A number of ecological designations are evident in the immediate context; their location is illustrated in **Figure 7.1: Site Context and Designations**.
- 7.4.8 A Grade II Listed dwelling is situated to the north of the Site beyond the tall boundary vegetation, two small horse paddocks and boundary curtilage vegetation associated with the designated dwelling. Three Legged Cross does not have a Conservation Area and there are no other Listed Buildings in the context of the Site.

7.4.9 The Site located within the South East Dorset Green Belt as illustrated in **Figure 7.1 – Site Context and Designations**. The Strategic Green Belt Assessment for Bournemouth, Christchurch and Poole Council and Dorset Council (December 2020) <sup>4</sup> assesses the contribution of various parcels of land with regard to the five purposes of the Green Belt. The Site is assessed as a part of parcel reference TH17 with mapping included in Appendix A <sup>5</sup> of the Strategic Green Belt Assessment. It was found to make a **weak / no contribution** to purpose 1 - To check the unrestricted sprawl of large built-up areas, a **moderate contribution** to purpose 2 - To prevent neighbouring towns merging into one another, a **strong contribution** to purpose 3 – To assist in safeguarding the countryside from encroachment and a **weak / no contribution** to purpose 4 - To preserve the setting and special character of historic towns. The parcels were not assessed regarding purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land. The assessment findings related to the Site parcel are in line with many of the other assessment parcels on the settlement edge of Three Legged Cross, indicating that the Site is in keeping with much of the settlement edge and does not play a particularly strong role when compared with the rest of the settlement edge.

### **Landscape Character**

7.4.10 The Site and the study area are situated within National Character Area 135: Dorset Heaths<sup>6</sup>.

7.4.11 NCA 135 is defined by its lowland heath landscapes, sandy soils, and mosaic of heath, woodland, wetland, and coastal habitats. It includes internationally important biodiversity, such as rare reptiles and ground-nesting birds, and is shaped by Bronze Age heritage, conifer plantations, and modern urban pressures from the Poole-Bournemouth conurbation. The area features fragmented heathland remnants, river valleys, and coastal features like Poole Harbour and Studland dunes, with strong recreational, ecological, and cultural value.

7.4.12 Locally, the East Dorset Landscape Character Areas (2008) <sup>7</sup> situates the Site within Heath/Farm Mosaic Landscape Character Type (LCT) (**Figure 7.2**).

7.4.13 The Dorset Council Landscape Character Assessment Map <sup>8</sup> (online GIS version, based on the afore mentioned assessment) provides further details on Landscape Character Types. It locates the Site within Heath/Farmland Landscape Type and states that the LT is:

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<sup>4</sup> [Strategic Green Belt Assessment Stage 1 \(December 2020\)](#)

<sup>5</sup> [Three Legged Cross - Maps Showing Contribution Assessment \(for each purpose\) for Parcels around Inset Settlements: Three Legged Cross](#)

<sup>6</sup> [National Character Area Profile: 135 Dorset Heaths](#)

<sup>7</sup> [East Dorset Landscape Character Assessment \(2008\)](#)

<sup>8</sup> [Landscape Character Assessment Map - Dorset Council](#)

- *“Heavily influenced and fragmented by urban and urban fringe land uses such as industrial, commercial & leisure uses as well as transport corridors, quarrying, power lines and ‘horsiculture’.*
- *Some large areas of open heath and small fragmented pockets.*
- *Mixed agriculture with some areas of estate farmland.*
- *Woodland and plantations create key features, which helps to integrate development.”*

7.4.14 It goes into further detail to state that *“The Heath/Farmland Mosaic type is a transitional area between the chalk landscapes, river valleys and other heathland landscape types. It is generally a flat mixed farmed area interspersed with a mosaic of heathland and scrub which all combine to create a patchwork landscape. The farmed landscape does include some intensive estate managed farmland where the medium sized fields have dense hedges and some important hedgerow trees and small copses. There are some reasonably expansive islands of open heathland such as at Winfrith Heath and Tadnoll Nature reserve as well as smaller fragmented pockets across the area. It is impacted on by transport corridors, mineral extraction, other urban developments, such as recreational /leisure/retail centres and urban fringe land uses which all fragment the area creating a disjointed perception particularly in the east of the county where the urban edges abut the landscape. Standalone settlements vary from picturesque villages such as West Knighton to ‘growth’ villages such Crossways. There are a number of important elevated areas such as at Dudsbury Hill and Whitcombe Hill, which form key local landscape features. The plantations and tree belts across the area also form key features and do help to soften urban edges and uses in places. The scale and prominence of Winfrith Technology Centre near Wool creates a significant visual impact across a wide area.”*

7.4.15 The overall management objective for the LT is to: *“reduce heathland fragmentation, control and enhance urban fringe uses and hard edges, manage and enhance al existing tree belts and promote informal recreation.”*

7.4.16 Relevant Key Land Guidance Management recommendations are as follows:

- *“...soften hard and intrusive urban and urban fringe edges to reduce their landscape and visual impact e.g. through small scale broadleaved native planting and/or via natural regeneration.*
- *maintain and enhance area as a physical open space area between sensitive heathland habitats and urban/suburban areas.*
- *control and manage urban fringe uses such as ‘horsiculture’ to reduce their landscape and visual impacts e.g. through careful design & Site planning, planning policy development and/or voluntary codes of practice”*

7.4.17 The Site is not situated within a designated landscape, nor an area defined as having particular value, nor of being of strong or character. Neither the East Dorset Landscape Character Areas (2008) document or the Dorset Council Landscape Character Assessment Map define the condition or value of the respective LCT or LT; they note both positive and detracting landscape

features relevant to the respective LCT and LT. As such, both are assessed to be of medium value and condition.

- 7.4.18 The Site Fabric is representative of an enclosed parcel of land on the settlement edge which is common place in the context, as indicated through the findings of the Strategic Green Belt Assessment. The Site is enclosed to the north, east and west by a combination of tree planting and development. The existing land uses in the context: horticulture and residential uses to the north, existing caravan Site to the east, a Military Depot to the south and a compact agricultural field parcel to the west with a wide tree belt beyond it. The resulting enclosed nature means that landscape effects would be contained to the Site and its immediate environs.

### **Visual Receptors**

- 7.4.19 Visual receptors are “the different groups of people who may experience views of the development” (GLVIA, 3rd edition, para 6.3). In order to identify those groups who may be significantly affected the ZTV study, baseline desk study and Site visits have been used. The ZTV (**Figure 7.3**) was compiled to support initial landscape assessment and viewpoint selection. It illustrates the contained nature of potential visual effects due to screening provided by planting and development in the context.
- 7.4.20 The ZTV indicates the views of the Development would mainly be contained to the Site and its immediate surroundings. Tree planting to the north and west contains the visual envelope boundary. There are indications that views of the Development may be available from c.500m to the east / southeast in a small number of locations. Similarly, views of the Development may be available from the military depot to the south between intervening structures and vegetation; their extent would be limited to the immediate context.
- 7.4.21 The different types of groups assessed within this chapter encompass local residents; people using key routes such as roads; cycle ways, people within accessible or recreational landscapes; people using Public Rights of Way (PRoW); or people visiting key viewpoints. In dealing with areas of settlement, PRoW and local roads, receptors are grouped into areas where effects might be expected to be broadly similar, or areas which share particular factors in common.
- 7.4.22 Representative viewpoints have been selected to aid the assessment of effects on visual receptors and are indicated in **Figure 7.3**. All photography presented in the LVIA has been taken in accordance with guidance outlined in Landscape Institute Technical Guidance Note 06/19. The Site was visited in April 2025.

### **Visual Receptor Groups**

- 7.4.23 Desktop study identified the following potential visual receptor groups:

- **School Lane** – residential receptor and lane users.

- **Ringwood Road** – residential receptors, road users, Hilliers Garden Centre c.100m north / northwest / northeast.
- **Military Depot** – private land adjoining southern boundary.
- **Three Legged Cross** – dwellings in the wider settlement and PRoW / Bridleway routes in the northern and northwestern Site context including Bridleways E54/36 and E54/14.
- **Study Area beyond 100m** – dwellings and PRoW / Bridleway routes outside of Three Legged Cross include PRoW E54/15 and the unnamed permissive footpath through the pine plantation to the west.

7.4.24 As a result of the Site visit the following receptor groups would be excluded, on the basis that there would be no visual effects.

- **Ringwood Road** – residential receptors, road users Hilliers Garden Centre c.10m at closest point north / northwest / northeast. For other residents, road users, PRoW users, employees and customers of Hilliers Garden Centre views of the Development would not be available due to the scale of the Development and screening provided by tree planting and vegetation on the northern Site boundary, dwelling curtilages and intervening structures. The scale of the Development in the context of the surrounding vegetation and intervening structures mean that it is not expected to be visible, as such, no effects would be experienced by this receptor group as a result of the development. Viewpoints 3 and 4 provide an indication of the degree of visibility between the receptor group and the Development.
- **Three Legged Cross** – Enclosure provided by boundary tree planting (north and west) contains views of the Site from Three Legged Cross. High sensitivity receptors including Bridleways E54/36 and E54/14 (Viewpoint 3) and dwellings on the north side of Ringwood Road (Viewpoint 3 & 4), to the west on Dymewood Road, Fern Bank, West Moors Road, Vernwood Road and Church Road would not experience views of the Development. Road users on the afore mentioned routes and employees/customers of local businesses at Long Meadow Industrial Estate, Collingwood Road, Industrial Estate, would not experience views of the Site. Viewpoint 3: Bridleway Dorset E54 36 illustrates that the Site will not be visible from the existing access location at the junction of School Lane and Ringwood Road. Similarly, Viewpoint 4, taken from Ringwood Road, is completely screened from the Site by a combination of residential development, tree planting and vegetation alongside the road and the tall treeline that runs along the northern Site boundary. Due to the density of planting on the northern edge of the Site and further screening provided by field / property boundary planting in the intervening land, private views from residential receptors on Ringwood Road are not expected. Viewpoint 5 taken to the west of the Site on the Permissive Path that travels parallel to Three Cross Road and 120m from the western edge of the Site has no views into the development area.

- **Study Area beyond 100m** – the combination of screening on the Site boundaries and the scale of the Development means that the alteration to the Site would not be perceptible unless in the immediate context. As such, the Site would not be viewed by any receptors included in this group.

## 7.5 Embedded Mitigation

7.5.1 The Alleged Unauthorised Development includes a retained green buffer around the edges of the site. Planting along the northern boundary provides effective screening of the Site from views to the north. To the east, a combination of tree planting and caravan fields contributes to a strong sense of containment, while to the west a field parcel and a substantial tree belt fully enclose the area.

## 7.6 Assessment of Effects

7.6.1 This section sets out the effects of the development on the basis of the assessment scenarios. The assessment of potential effects considers the Construction Effects retrospectively and the Operational Stages of Scenario 1.

7.6.2 Physical demolition and construction works associated with the Alleged Unauthorised Development occurred prior to the preparation of this assessment. Retrospective construction activities are described below to demonstrate the nature of temporary effects that previously arose.

- *Ground works and excavation*
- *Construction traffic and machinery*
- *Temporary construction compounds and storage*
- *Temporary lighting*

7.6.3 Although the permanent built elements of the Site are limited, and of a compact, contextually appropriate scale, the operational use introduces intermittent increased activity into the landscape. These uses vary seasonally and can temporarily increase the visual presence of the Site, particularly during peak summer periods when caravan numbers are at their highest as detailed under Scenario 1.

7.6.4 The Lighting Impact Assessment evaluates how artificial lighting from a development may affect the surrounding environment, including night-time character, visual receptors, and sensitive ecological or landscape areas. Construction activities on Site would have been limited to daytime working, and no floodlighting was used during the construction stages. In landscape terms, the Site is well enclosed, with no sensitive landscape features or visual receptors identified within the Site or its immediate context. The Light Spill Plan confirms that no spill would occur beyond the Site boundary; therefore, no effects are anticipated as a result of lighting associated with the scheme. For further detail, please refer to the Lighting Impact Assessment.

### ***Effects on Site Fabric***

- 7.6.5 A degree of disturbance would have occurred on Site during the construction works associated with the Development. The use of plant machinery and the formation of the access track and single-storey timber stable-scale structures would have resulted in an alteration to the Site fabric; however, these effects would have been temporary and limited to the short term.
- 7.6.6 The scale of the construction works already undertaken would have been consistent with the adjoining caravan park and the industrial uses to the south within the Military Depot. It does not appear that any trees, vegetation, or landscape features were removed or altered to facilitate the Development. On the re-establishment of grassland, effects on the Site Fabric would have been reduced. While a greater degree of change to the Site Fabric would have occurred during the initial construction works, the introduced features are appropriate and would quickly integrate given their scale and use.
- 7.6.7 The Development has introduced hard standings, access tracks, toilet and shower blocks, a septic tank, electrical hook-ups, water and wastewater facilities, signage, and an animal shelter with a concrete base. These structures, including the animal shelter and the single-storey toilet and shower blocks, are consistent with the wider caravan park and the horsiculture character of the surrounding area. While the features represent a change to the Site, they reflect the established pattern of land uses and do not constitute a conspicuous alteration to the Site fabric.

### ***Viewpoint Analysis***

- 7.6.8 Viewpoint analysis has been undertaken from a total of 5 viewpoint locations. They are illustrated on **Figure 7.3**, the photo viewpoint sheets are included on **Figures 7.4 – 7.8**. The Viewpoint Analysis Summary is included below. In each case, distances are listed in relation to the development parameter boundary.

**Table 7.4 Viewpoint Analysis Summary**

| Viewpoint No. | Viewpoint                      | Distance / direction     | Scale of Visual Effect        | Scale of Landscape Effect     |
|---------------|--------------------------------|--------------------------|-------------------------------|-------------------------------|
| 1             | Central field parcel           | Within Site<br>Northeast | Small / Negligible<br>Adverse | Small / Negligible<br>Adverse |
| 2             | North track farmhouse boundary | Within Site<br>Southwest | Small                         | Small / Negligible<br>Adverse |
| 3             | Bridleway Dorset E54 36        | c. 210m<br>Southwest     | None                          | None                          |

|   |                                     |                  |      |      |
|---|-------------------------------------|------------------|------|------|
| 4 | Ringwood Road                       | c. 190m<br>South | None | None |
| 5 | Permissive Path on Three Cross Road | c. 370m<br>East  | None | None |

- 7.6.9 Viewpoints 1 and 2 are taken from within the Site, they highlight the level of containment experienced due to tree planting and vegetation to the north and west of the Site. Structures and features associated with the Development are already constructed and visible in the aspect. In line with the assessment scenarios relating to the levels of use and increased caravan numbers it is expected that landscape and visual effects would be increased during periods of high use, albeit in the context of the existing adjoining land use.
- 7.6.10 Viewpoint 1 illustrates that, in winter months, when trees are bare, the height and density of planting on the northern edge screens views of the Site. The roof of Hilliers Nursery building can be glimpsed above the Donkey Paddock however this does not indicate that there would be views of the Development. At periods of high / increased use the scale of change experienced as a result of the Development is expected to be **Small / Negligible**, it would be experienced over a **Limited** area and it would be **Long** term albeit limited to periods where there are high levels of use on Site in line with Scenario 1 (7.1.7).
- 7.6.11 Viewpoint 2, taken across the Site from the northeastern corner illustrates the height and density of tree planting on the western edge and the vegetation and tree planting that runs along the eastern and southern aspects of the Site. Caravans visible are only situated in the northern area of Field 3. In periods of high use, the field in the foreground and to the left of the visible caravans would also be occupied. Whilst increased caravan numbers would represent an alteration to the aspect it would be in keeping with the adjacent land use and not at odds with the context. From this location within the Site there would be an expectation of the presence of certain associated features. At periods of high / increased use the scale of change experienced as a result of the Development is expected to be **Small**, it would be experienced over a limited area and it would be **Long** term.
- 7.6.12 Viewpoints 3, 4 and 5, do not experience views of the Site. **No landscape or visual effects** would be experienced from these locations as a result of the Development.
- 7.6.13 Each of the viewpoints is a 'sample' of the potential effects, representing a range of receptors – including not only those actually at the viewpoint, but also those nearby, at a similar distance and/or direction.

## ***Effects on Landscape Character***

### National Character Area

- 7.6.14 The Site and the study area are situated within National Character Area 135: Dorset Heaths. The NCA is of a significant scale, it covers over 61,662 ha of land, the Site is contained within it to the north of its overall extent.
- 7.6.15 NCA 135 is the broad regional character within which the Site is located, it is defined by its lowland heath landscapes, sandy soils, and mosaic of heath, woodland, wetland, and coastal habitats. The NCA includes internationally important biodiversity, such as rare reptiles and ground-nesting birds, and is shaped by Bronze Age heritage, conifer plantations, and modern urban pressures from the Poole-Bournemouth conurbation.
- 7.6.16 The construction or operation of the Development would not give rise to landscape effects at the scale of Dorset Heaths NCA. The development is highly localised, visually contained, and does not influence the defining characteristics, perceptual qualities, or landscape pattern of the NCA. Other than the scale of activity within the Site itself, **No significant effects** on the NCA would occur.

### East Dorset Landscape Character Assessment (2008)

- 7.6.17 The East Dorset Landscape Character Assessment (2008) locates the Site within Heath/Farm Mosaic Landscape Character Type (LCT.) The Dorset Council Landscape Character Assessment Map provides further, up to date details on Landscape Types within the county. It locates the Site within Heath/Farmland Mosaic (LT.) The Heath/Farmland Mosaic is a broad, transitional landscape extending across large areas of Dorset, it includes mixed farmland, pockets of heath and scrub, plantations and tree belts, fragmented land uses including leisure, industrial, and urban-fringe activity as well as transport corridors, quarrying, and dispersed settlement.
- 7.6.18 The Site is situated within an area which is already fragmented with mixed-rural, recreational and urban fringe uses. The land adjacent to the Site hosts leisure and tourist activities, with the setting to the north shaped by residential development and horsiculture uses. Woodland belts, hedgerows and vegetation limit distant views within the wider context of the Site. The Site is characteristic of a settled and fragmented part of the Heath/Farmland Mosaic, rather than the more intact heathland or estate farmland areas. It is situated within an already impacted by the LTs detracting features and is a visually contained part of the LT.
- 7.6.19 Management objectives and guidance call for a reduction in heathland fragmentation, control and enhancement to urban fringe uses, the management of existing tree belts and the promotion of informal recreation. The Development has not removed or isolated heathland, and it maintains existing ecological corridors on the Site.
- 7.6.20 Both the construction and operation stages of the Development would be visually contained, and consistent with the existing pattern of mixed rural, recreational, and urban-fringe land uses

that define this LCT / LT. Embedded mitigation directly supports the LT's management objectives, including softening hard edges, enhancing tree belts, and managing urban-fringe uses. Other than the scale of change within the Site itself, the proposal does not influence the defining characteristics, perceptual qualities, or management aims of the wider Heath/Farmland Mosaic.

- 7.6.21 The landscape value of the LT is deemed to be **Regional**, with a **Low** landscape susceptibility making the perceived landscape sensitivity **Low / Medium**. During both construction and operation the scale of change experienced by the LCT/ LT of the Site would be **Negligible** and **Limited**, the greatest degree of disturbance would be transient and associated with periods of high use although it would be experienced over a **Long** term. The magnitude of landscape change is therefore expected to be **Negligible**. When considered with regard to the **Low / Medium** landscape sensitivity, **Negligible** significance effects on the LCT / LT would be expected as a result of the Development.

### ***Visual Effects***

- 7.6.22 The assessment of effects focuses on the visual amenity of public spaces, though views from groups of dwellings will also be noted in the descriptions.
- 7.6.23 Due to the contained nature of the Site, its position in the context, and the scale of the Development only two visual receptor group will experience any degree of visual change as a result of the alterations to the Site.
- 7.6.24 Construction activities would have resulted in a slight increase in visual disturbance within the Site; however, these effects would have been short-lived and broadly consistent with the industrial character of the adjoining Military Depot to the south. They would therefore not have introduced incongruous features or elements at odds with the surrounding context. Upon completion, the structures and associated infrastructure would align with the surrounding land uses and would visually integrate with the setting in a relatively short period. Visual effects during construction would also have been limited to the following two visual receptor groups.

### **School Lane - residential receptor and road users.130m to the east of the Site boundary.**

- 7.6.25 Glimpsed views of the Development would be limited to a single dwelling on School Lane from the western rear aspect on lower and upper floors. Lane users would not be able to see the Site due to screening provided by intervening planting and development.
- 7.6.26 Views from the western aspect of the property would be limited by intervening tree planting and available in the context of the existing adjacent caravan park uses and seen in the context of horticulture features present in the intervening field parcel.
- 7.6.27 The value of the view would be classed as **Community**, the susceptibility of the view is **High**, as a residential receptor. This means that the overall visual receptor sensitivity is classed as **Medium / High**. The expected scale of change on this receptor group would be **Negligible / Small**, it would be experienced over a **Limited** extent, over a **Long** term albeit the degree of

visual change would be experienced intermittently according to periods of increased use. The magnitude of effect is expected to be **Negligible**. This would result in an overall significance of **Minor Adverse**. The effect of similar horticulture structures and caravans in the wider holiday park mean that the Development would not represent an alteration to the Site which was inappropriate or at odds with the setting.

#### **Military Depot – private land adjoining southern boundary**

7.6.28 Open views into the Site are available from the Military Depot that adjoins the southern edge. Whilst the Military Depot adjoins the existing caravan park to the east, views of caravans here are generally screened by boundary planting, although glimpsed views would be available. Views of the Development would represent a readily noticed alteration along the boundary however, tree planting and structures within the Military Depot would provide a high degree of screening to the Development for employees away from the Site boundary.

7.6.29 The views would be of **Community** value, and of **Low** susceptibility, meaning the overall sensitivity of the receptor group would be **Low**. Given the expected partial visibility of caravans in the adjacent fields and the number of industrial structures within the Military Depot the scale of change is considered to be **Small**. The views would be limited to the area adjacent to the Site boundary, they would be experienced over the **Long** term. With a **Small** scale of change experience over a **Limited** extent the magnitude of effect would be **Slight / Negligible** and result in a **Minor / Negligible Adverse** significance of visual effect overall.

**Table 7.5 Summary of Landscape and Visual Effects**

| Receptor                                     | Sensitivity | Magnitude         | Significance       | Beneficial/<br>Neutral/<br>Adverse |
|----------------------------------------------|-------------|-------------------|--------------------|------------------------------------|
| <b>Construction</b>                          |             |                   |                    |                                    |
| N/A Development has already been constructed |             |                   |                    |                                    |
| <b>Operational</b>                           |             |                   |                    |                                    |
| <b>Landscape</b>                             |             |                   |                    |                                    |
| NCA 135: Dorset Heaths                       | Medium      | None              | None               | Neutral                            |
| Heath/Farmland Mosaic (LT)                   | Low/Medium  | Negligible        | Negligible         | Neutral                            |
| <b>Visual</b>                                |             |                   |                    |                                    |
| School Lane                                  | High/Medium | Slight            | Minor              | Adverse                            |
| Military Depot                               | Low         | Slight/Negligible | Minor / Negligible | Adverse                            |

## 7.7 Mitigation

- 7.7.1 Planting as landscape mitigation, as shown on the Landscape Masterplan 1033-SHRK-XX-XX-DR-L-1000 (**Appendix 7.1**), has been included along the southern edge of the Site. Its primary purpose relates to the provision of enhanced habitat on Site and the creation of a green buffer from the ecological designations to the south and southeast. Additional mitigation benefits include screening of the Development from the southern setting and the emulation of the vegetated edge which is evident in the wider caravan park. The proposed landscape mitigation to the south will reinforce the existing level of containment as the planting establishes and matures. Management prescriptions assigned to different proposed habitat types will ensure that the habitat potential and visual screening is maximised.

## 7.8 Residual Effects

- 7.8.1 The position of landscape mitigation to the south of the Site would reduce the significance of the effects on the Site Fabric and the Military Depot. As hedgerows and shrub establish and mature (yr 10+) reduced residual effects would be experienced.
- 7.8.2 The proposed mitigation measures will enable the Alleged Unauthorised Development to connect to the surrounding landscape context as it will provide both habitat connectivity and enhancement on the southern edge. Additionally, new planting will connect with existing vegetation within and alongside the Site. Management prescriptions assigned to different proposed habitat types will ensure that the habitat potential is maximised. Notwithstanding the benefits associated with the mitigation proposals the Development would continue to represent a loss of grassland and the introduction of caravans and associated infrastructure within the Site.
- 7.8.3 In terms of visual receptors the proposed mitigation measures would reduce the significance of visual effects on the Military Depot to the south. The Landscape Masterplan proposals would establish and form a green corridor along the shared edge to contain views of the Development, connect with the existing vegetation on the Site boundaries and to act as a buffer between the Site and the Military Depot. Reduced visibility of the scheme for this **Low** sensitivity receptor would result in a **Negligible** scale of change. Views would be experienced over a **Long** term, however, with a **Negligible** scale of change on this **Low** sensitivity receptor group both the magnitude of effect and significance of visual effect would reduce to **Negligible**.
- 7.8.4 Given the nature of the Site and the lack of effects expected in landscape and visual terms; the Development poses no significant risk to sensitive receptors given the minimal change to the grassed surface of the majority of the Site. It is concluded that there will be no significant residual effects following the establishment of mitigation.

**Table 7.6: Summary of Residual Effects**

| Potential Effect                         | Significance               | Mitigation                                       | Residual Effect            |
|------------------------------------------|----------------------------|--------------------------------------------------|----------------------------|
| <b>Construction</b>                      |                            |                                                  |                            |
| Development has already been constructed |                            |                                                  |                            |
| <b>Operational</b>                       |                            |                                                  |                            |
| Landscape change to Site Fabric          | Minor Adverse              | Proposed green corridor on the southern boundary | Minor Adverse / Negligible |
| Military Depot                           | Minor Adverse / Negligible | Proposed green corridor on the southern boundary | Negligible                 |

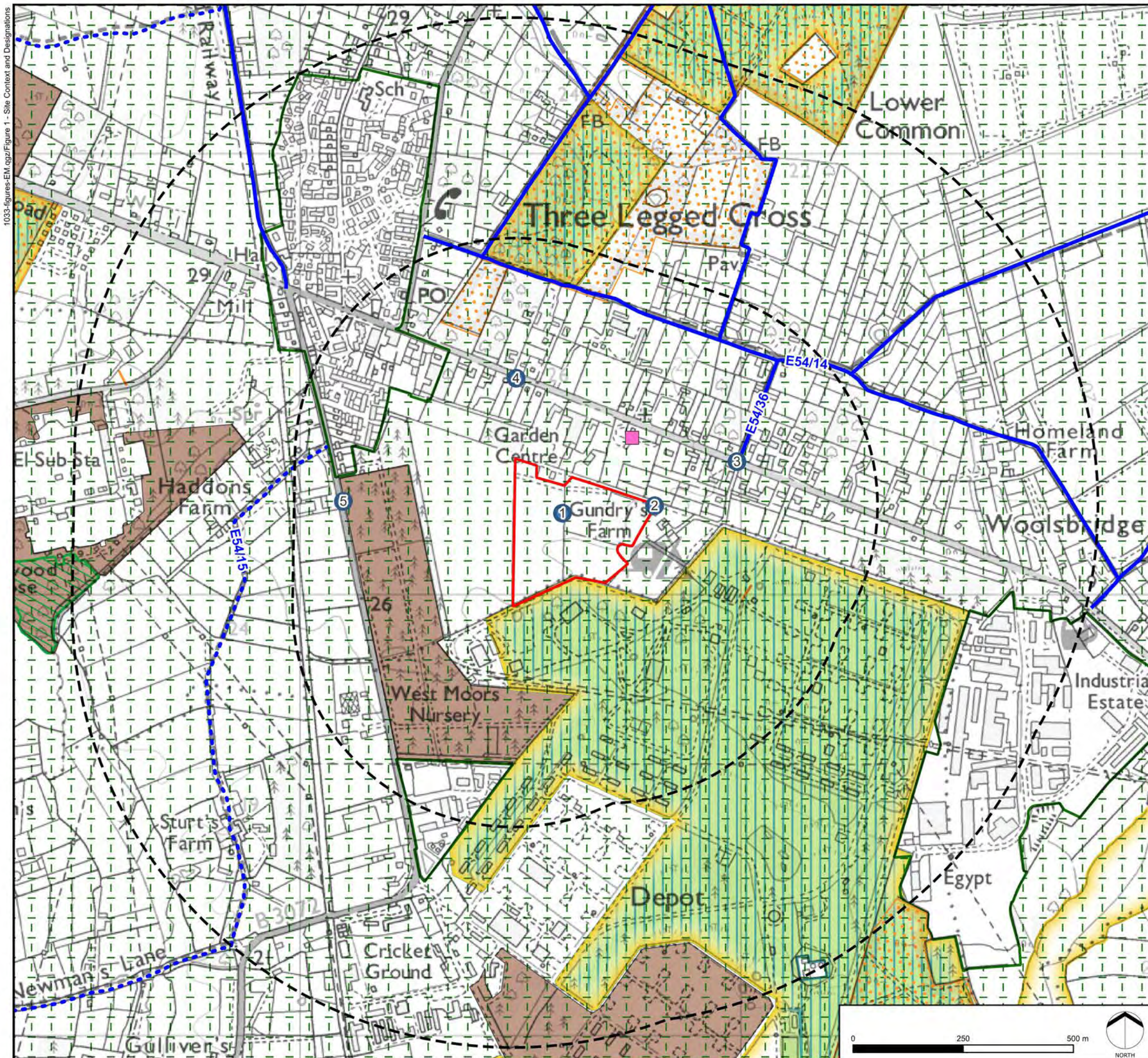
## 7.9 Summary

- 7.9.1 The impacts of the Alleged Unauthorised Development have been assessed with consideration of both landscape and visual matters in line with relevant legislation, guidance and Stephenson Halliday's LVIA methodology.
- 7.9.2 The assessment has found that there would no significant effects as a result of the Development following the implementation of proposed mitigation measures.

## GUNDRYS FARM

FIGURE 7.1

Site Context and Designations



### KEY

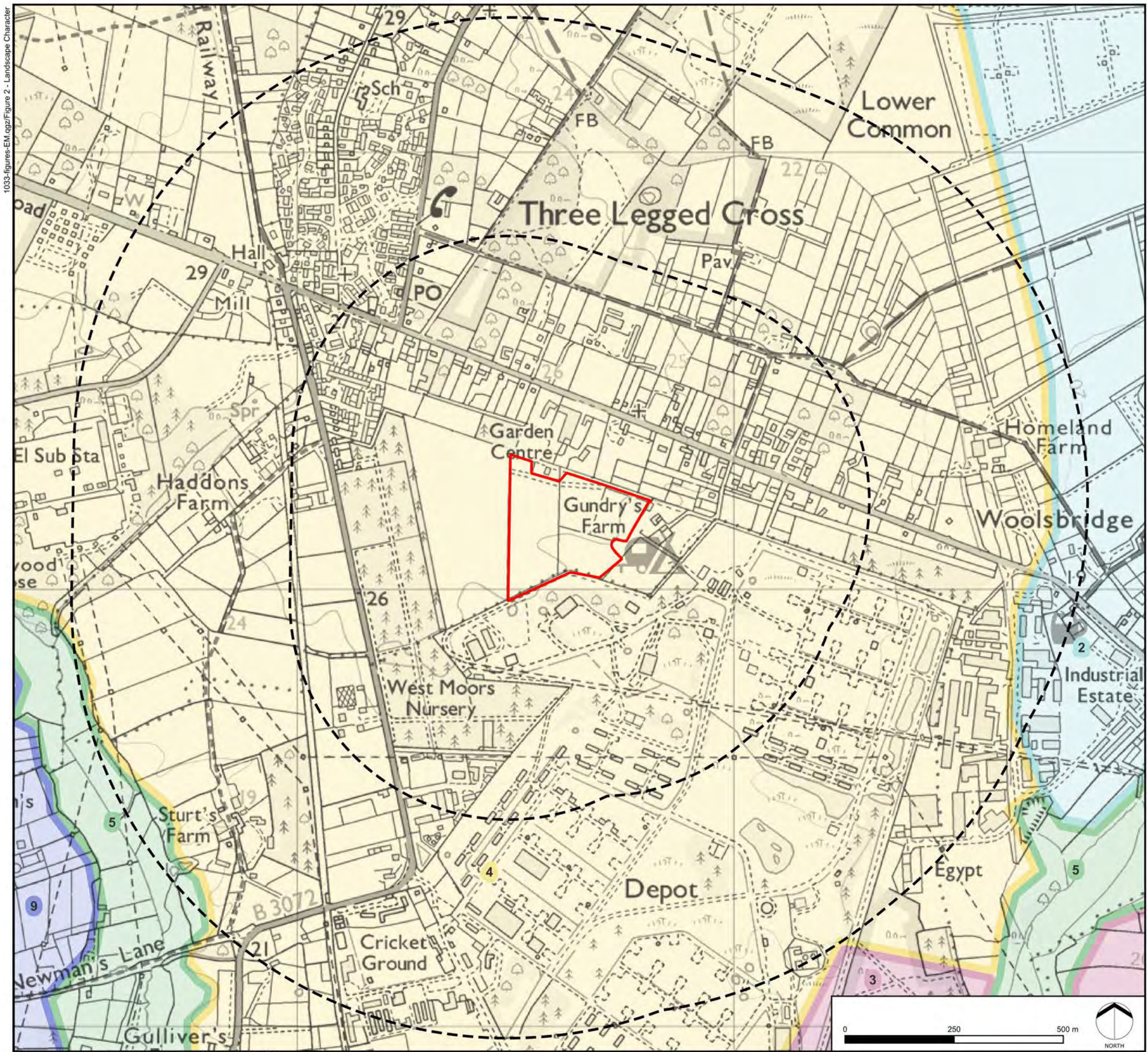
- Site Boundary
- Distance Radii from Site (0.5km and 1 km)
- Viewpoints
- Grade II Listed Building
- Ancient Woodland
- CroW Open Access Land
- Ramsar Sites & Special Protection Areas (SPA) - further details and clarifications are provided in the supporting Ecology information.
- SSSI
- Special Areas of Conservation (SACs)
- SiSNCI
- Green Belt
- Public Rights of Way (ProW)
  - Bridleway
  - Footpath

Projected Coordinate System: OSGB36 / British National Grid

| DATE     | SCALE   | PAPER | BY | CHK | QA | REV |
|----------|---------|-------|----|-----|----|-----|
| JAN 2026 | 1:8,500 | A3    | EM | EF  | JF | -   |

GUNDRYS FARM

FIGURE 7.2  
Landscape Character



KEY

- Site Boundary
- Distance Radii from Site (0.5 and 1km)

Landscape Character Areas (Dorset Council)

- 2: River Terrace
- 3: Heath/Forest Mosaic
- 4: Heath/Farmland Mosaic
- 5: Valley Pasture
- 9: Lowland Heathland

Note: the entire study area falls within National Character Area 135 - Dorset Heaths

Projected Coordinate System: OSGB36 / British National Grid

| DATE     | SCALE   | PAPER BY | CHK | QA | REV |
|----------|---------|----------|-----|----|-----|
| JAN 2026 | 1:8,500 | A3 EM    | EF  | JF | -   |

GUNDRYS FARM

FIGURE 7.3

Zone of Theoretical Visibility With Screening  
Effect of Woodland and Settlement

KEY

- Site Boundary
- Distance Radii from Site Boundary (0.5, 1km)
- Woodland (modelled at 15m)
- Building (modelled at 7.5m)
- Viewpoint Locations
- Zone of Theoretical Visibility
- Site Infrastructure may be visible

FIGURE DATA:  
This figure has been based on the following data:

Layout file: D001-Obs-T5-Screening-2.5m-1km.shp  
Terrain data: T5-DTM.asc  
Viewer's eye height: 2m above ground level  
Calculation grid size: 5m

NOTES:  
This drawing is based upon computer generated Zone of Theoretical Visibility (ZTV) studies produced using the Viewshed routine in the Visibility Analysis plugin for QGIS.

The areas shown are the maximum theoretical visibility, taking into account topography, principal woodlands and buildings.

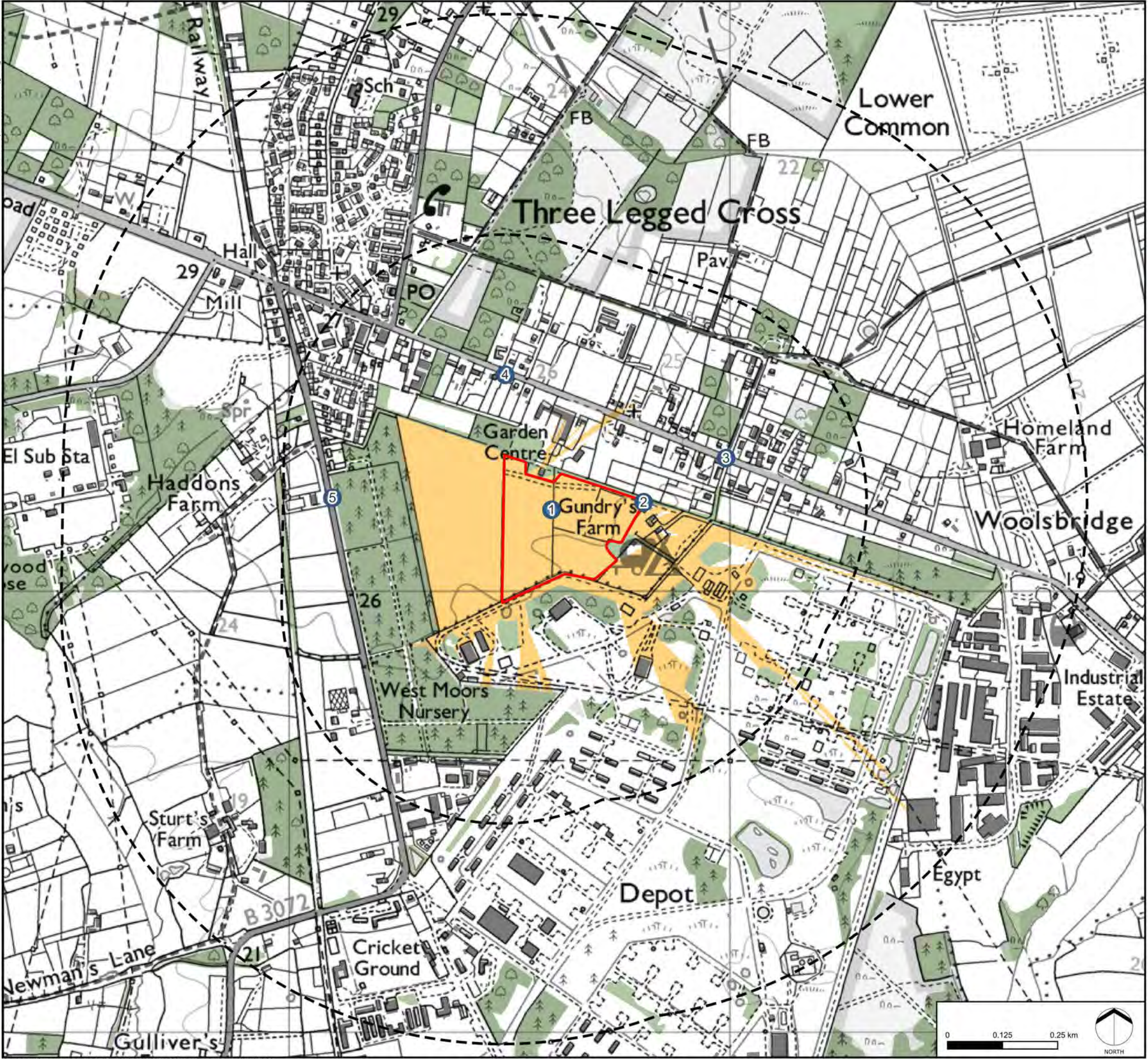
A digital surface model (DSM) has been derived from 5 height data with the locations of buildings and woodland are taken from the OS Open Map Local dataset. Buildings have been modelled with an assumed height of 7.5m and woodland an assumed height of 15m, representing a conservative estimate of average heights within the study area.

The model does not take into account some localised features such as small copses, hedgerows or individual trees and therefore still gives an exaggerated impression of the extent of visibility. The actual extent of visibility on the ground will be less than that suggested by this plan.

The ZTV includes an adjustment that allows for Earth's curvature and light refraction. It is based on a derived DSM and has a 5m<sup>2</sup> resolution.

Projected Coordinate System: OSGB36 / British National Grid

| DATE     | SCALE   | PAPER | BY | CHK | QA | REV |
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|                  |          |  |
|------------------|----------|--|
| Date<br>May 2025 | By<br>SD |  |
|------------------|----------|--|



|                           |          |  |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                              |
|---------------------------|----------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date<br>May 2025          | By<br>SD |  | <p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.<br/>2) All directions given as bearings relative to Grid North (GNG).<br/>3) Location map scale: 1:50,000.</p> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p> | <p><b>Viewpoint Information:</b></p> <p>Grid Reference: 408804E 105203N</p> <p>Direction of Centre of View: <sup>2</sup> 250°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p> | <p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.8m</p> <p>Photography Date: 04/03/2025</p> <p>Photography Time: 10:10</p> <p>Enlargement Factor: approx. 96%</p> |
| Image Size<br>820 x 222mm | QA<br>DT |  |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                              |
| Paper Size<br>841 x 297mm | Rev<br>- |  |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                              |
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| Date<br>May 2025          | By<br>SD |  | <p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama; it provides landscape and visual context only.<br/>2) All directions given as bearings relative to Grid North (GNG).<br/>3) Location map scale: 1:50,000.</p> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p> | <p><b>Viewpoint Information:</b></p> <p>Grid Reference: 408991E 105303N<br/>Direction of Centre of View: 250°<br/>Horizontal Field of View: 90°<br/>Vertical Field of View: 24°<br/>Viewing Distance: 522mm</p> | <p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D<br/>Lens: 50mm Fixed Focal Length<br/>Camera Height: 1.8m<br/>Photography Date: 04/03/2025<br/>Photography Time: 10:28<br/>Enlargement Factor: approx. 96%</p> |
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Gundry's Farm  
Figure 7.6  
Viewpoint 3: Bridleway Dorset E54 36  
EXISTING VIEW



|                           |          |                                                                                     |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                               |                                                                                                                                                                                                                                              |
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| Date<br>May 2025          | By<br>SD |  | <p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.<br/>2) All directions given as bearings relative to Grid North (GNG).<br/>3) Location map scale: 1:50,000.</p> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p> | <p><b>Viewpoint Information:</b></p> <p>Grid Reference: 408490E 105492N</p> <p>Direction of Centre of View: 2 160°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p> | <p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.8m</p> <p>Photography Date: 04/03/2025</p> <p>Photography Time: 12:11</p> <p>Enlargement Factor: approx. 96%</p> |
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Gundry's Farm  
Figure 7.7  
Viewpoint 4: Ringwood Road  
EXISTING VIEW



|                           |          |                                                                                     |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                              |
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| Date<br>May 2025          | By<br>SD |  | <p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama; It provides landscape and visual context only.<br/>2) All directions given as bearings relative to Grid North (GNG).<br/>3) Location map scale: 1:50,000.</p> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p> | <p><b>Viewpoint Information:</b></p> <p>Grid Reference: 408098E 105213N</p> <p>Direction of Centre of View: <sup>2</sup> 100°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p> | <p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.8m</p> <p>Photography Date: 04/03/2025</p> <p>Photography Time: 11:23</p> <p>Enlargement Factor: approx. 96%</p> |
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Gundry's Farm  
Figure 7.8  
Viewpoint 5: Permissive Path on Three Cross Road  
EXISTING VIEW

# 8 Ecology

## 8.1 Introduction

8.1.1 This chapter of the Environmental Statement considers the effects on ecology associated with the construction and operation of the Alleged Unauthorised Development. The specific objectives of this chapter are to:

- describe the ecological baseline;
- describe the assessment methodology and significance criteria used in completing the impact assessment;
- describe the impacts, including direct, indirect and cumulative effects on ecological features;
- describe the mitigation measures proposed to address potential significant effects; and
- assess the residual effects remaining following the implementation of mitigation.

8.1.2 This chapter is supported by the following technical appendices:

- Technical Appendix 11.1: Ecological Impact Assessment (EcIA);
- Technical Appendix 11.2: Habitat Regulations Assessment (HRA); and
- Technical Appendix 11.3: Biodiversity Net Gain (BNG) Assessment.

8.1.3 This Chapter has been prepared by Hannah Knight MSc MCIEEM, who has over 13 years' professional experience delivering strategic ecological and environmental advisory on complex, large-scale habitat creation, mitigation and development projects. She holds an MSc (Distinction) in Biodiversity Conservation and a BSc (Hons) in Applied Geography, and is a full member of CIEEM. The breadth of her technical expertise includes Biodiversity Net Gain (BNG) and urban greening strategy, protected-species survey and mitigation, Habitats Regulations Assessment (including complex air and noise quality considerations on European designated sites), Environmental Impact Assessment and Environmental Statements. She has a strong track record in renewables, residential and commercial property, and education sectors, and in stakeholder and regulator engagement to secure robust, timely outcomes for high-profile schemes.

## 8.2 Legislation and Planning Policy Context

8.2.1 This section identifies the relevant legislation, policy and guidance that is relevant to the development.

## **International Legislation**

- 8.2.2 European Union Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ('the Habitats Directive') set out provisions for the protection of habitats and species.
- 8.2.3 Key parts of the Habitats Directive were transposed into law in England and Wales through the Conservation of Habitats and Species Regulations 2017, which continue to apply now that the UK has left the EU.
- 8.2.4 The Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations') provide protection for certain species of plants and animals, referred to as European Protected Species. The Habitats Regulations set out those species that are protected and the activities that are prohibited, such as deliberate disturbance or causing damage to a breeding place.
- 8.2.5 The Habitats Regulations also provide for licences to be granted for certain purposes, such as proposed developments that may affect protected species, subject to:
- there being no satisfactory alternative; and
  - the action authorised not being detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.
- 8.2.6 The species present at the Site have been identified and the likely significant effects assessed within this chapter. Where possible, effects on European Protected Species have been avoided or minimised.
- 8.2.7 The Habitats Regulations also require that a Habitats Regulations Assessment (HRA) must be carried out for all plans and proposed developments that are likely to have significant effects on European sites, which include Special Areas of Conservation (SACs), candidate SACs (cSACs) and Sites of Community Importance (SCI), Special Protection Areas (SPAs) and as a matter of policy, possible SACs (pSACs), potential SPAs (pSPAs) and Ramsar sites (listed under the Ramsar Convention).
- 8.2.8 In this chapter, the term 'European site' has been retained to refer to the above sites (Defra, 2021). However, they no longer form part of the EU's Natura 2000 ecological network and now form part of the National Site Network.

## **National Legislation**

### ***Wildlife and Countryside Act 1981 (as amended)***

- 8.2.9 The Wildlife and Countryside Act 1981 (as amended) ('the WCA 1981') is a key piece of national legislation which implements the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and implements the species protection obligations of

Council Directive 2009/147/EC (formerly 79/409/EEC) on the Conservation of Wild Birds (EC Birds Directive) in the United Kingdom.

- 8.2.10 It affords a number of species of flora and fauna and their habitats protection. This means that there are requirements for licences for certain activities that might otherwise be offences under the WCA 1981.
- 8.2.11 Sites of Special Scientific Interest (SSSI) are national sites legally protected under this legislation.

#### *Bats*

- 8.2.12 All bats, their breeding and nesting sites (roosts) are protected under the Habitats Regulations 2019 and Section 9(4)(b), (c) and (5) of the Wildlife and Countryside Act 1981 with an amendment in the Countryside and Rights of Way Act 2000 to include both intentional and reckless disturbance.
- 8.2.13 In summary, these pieces of legislation make it an offence if: a bat is deliberately captured, injured or killed; a bat is intentionally or recklessly disturbed in its roost or a group of bats is deliberately disturbed; a bat roosting place is damaged or destroyed (even if bats are not occupying the roost at the time); or access to a bat roost is intentionally or recklessly obstructed.
- 8.2.14 Any disturbance of a roost due to development must be licensed. The legislation protects roost sites and consideration needs to be given to circumstances where loss of foraging habitat could indirectly result in the loss of the roost.

#### *Breeding Birds*

- 8.2.15 Nesting birds are protected under the Wildlife and Countryside Act 1981 (as amended), which makes it an offence to intentionally kill, injure or take any wild bird or take, damage or destroy its nest whilst in use or being built, or take or destroy its eggs. In addition to this, for some rarer species (listed on Schedule 1 of the Act), it is an offence to intentionally or recklessly disturb them while they are nest building or at or near a nest with eggs or young, or to disturb the dependent young of such a bird.

#### *Reptiles*

- 8.2.16 All native British reptiles are protected under the Wildlife and Countryside Act 1981 (as amended). The four most widespread reptile species (grass snake *Natrix natrix*, slow worm *Anguis fragilis*, common lizard *Zootoca vivipara* and adder *Vipera berus*) are protected from intentional killing or injury.

### ***Countryside and Rights of Way Act 2000***

- 8.2.17 The Countryside and Rights of Way Act 2000 ('CRoW Act') provides statutory rights to the public to access the countryside and registered common land; It upgrades the rights of way system; enhances the protection afforded to SSSIs and strengthens legislation of wildlife enforcement.

### ***Natural Environment and Rural Communities Act 2006***

- 8.2.18 Section 41 of the Natural Environment and Rural Communities Act 2006 lists the species and habitats of principal importance for the conservation and enhancement of biodiversity in England and acts as a guide to local authorities in implementing their duties under Section 40, to have regard to the conservation of biodiversity in England.
- 8.2.19 The Natural Environment and Rural Communities Act 2006 is amended by the Environment Act 2021 (outlined below) which strengthens the existing duty to conserve biodiversity by adding the duty of biodiversity enhancement. Reports on action taken under this duty are to be produced by public authorities.

### ***Environment Act 2021***

- 8.2.20 The Environment Act 2021 sets out requirements for legally binding targets (Environmental Targets (Biodiversity) (England) Regulations 2023), plans and policies for environmental protection.
- 8.2.21 Schedule 15 of the Environment Act 2021 sets out provisions for biodiversity net gain and amends the Planning Act 2008 ('the Planning Act'). The Government's consultation on implementation of Schedule 15 indicated that a single 'core' Biodiversity Net Gain Assessment may be developed, with a view to incorporating the requirements into updated National Policy Statements (NPSs) (Department for Environment, Food and Rural Affairs (Defra), 2022). The stated intention is for the requirements to be implemented no later than November 2025.
- 8.2.22 The Environmental Targets (Biodiversity) (England) Regulations 2023 sets out the targets with respect to biodiversity that are legally binding on the government. It is split into several categories relating to the restoration of habitats and species extinction risks.

### ***Badgers Act 1992***

- 8.2.23 Under the Protection of Badgers Act 1992, badgers *Meles meles* are protected from killing, injuring or disturbance, while occupying a sett, and their setts are protected from obstruction, damage or destruction.

### ***Wild Mammals (Protection) Act 1996***

- 8.2.24 All wild mammals are protected against intentional acts of cruelty under the Wild Mammals (Protection Act) 1996.

- 8.2.25 To avoid possible contravention, due care and attention should be taken when carrying out works (for example operations near burrows or nests) with the potential to affect any wild mammal in this way, regardless of whether they are legally protected through other conservation legislation or not.

#### ***The Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024***

- 8.2.26 The Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024 set out the description of any irreplaceable habitat, modifications for irreplaceable habitat, and define and list irreplaceable habitats for the purposes of biodiversity net gain.

#### ***COP15 Kunming-Montreal Global Biodiversity Framework***

- 8.2.27 During the COP15 meeting in December 2022, a new set of international goals for biodiversity was adopted called the Kunming-Montreal Global Biodiversity Framework (GBF). In total, 188 governments (including the UK) agreed to the GBF, committing to address the loss of biodiversity through the adoption of four goals to be achieved by 2050. All parties that adopted it committed to setting national targets to ensure it was achieved by this date.

#### **National Planning Policy**

##### ***National Planning Policy Framework (2025)***

- 8.2.28 The National Planning Policy Framework (NPPF) has since its earlier versions (e.g. 2012, 2018) been revised, most recently via the 12 December 2024 updates (with a minor further amendment on 7 February 2025 to correct cross-references). The 2024 version consolidates national planning policy into a single up-to-date document, replacing earlier versions.
- 8.2.29 The principle of sustainable development remains central in the NPPF. The latest version continues to emphasise planning's role in "protecting and enhancing the natural environment" and delivering biodiversity outcomes. The NPPF acknowledges that sustainable development involves positive improvements to the natural environment, not just avoidance of harm.
- 8.2.30 In the 2024 NPPF, Chapter 15: Conserving and enhancing the natural environment retains and refines provisions to ensure that planning is environmentally sustainable. Key policy expectations include that planning decisions and policies should:
- protect and enhance valued landscapes, geological value, soils (with consideration of status or quality);
  - recognise the intrinsic character, beauty, and ecological value of the countryside, and the benefits from natural capital (including soils, trees, woodland);
  - maintain the character of undeveloped coast, improving public access where feasible;
  - minimise impacts and provide net gains for biodiversity, including by establishing coherent ecological networks resilient to pressures;

- prevent development from causing or being adversely affected by pollution (soil, air, water, noise), land instability, etc. and seek to improve environmental conditions (e.g. air quality) where possible;
- remediate and mitigate degraded, derelict, contaminated or unstable land, where appropriate.

- 8.2.31 In addition, the revised NPPF more explicitly embeds biodiversity net gain (BNG) expectations. The policy now anticipates that development proposals should deliver at least a 10% net gain in biodiversity, unless clearly justified otherwise, and that planning authorities should adopt criteria based or spatial policies to guide where biodiversity gain should be delivered, how it should be mitigated, and how ecological networks should be incorporated.
- 8.2.32 The earlier Government Circular on Biodiversity and Geological Conservation (2005) and supporting documents (such as “Planning for Biodiversity and Geological Conservation: A Guide to Good Practice”) remain helpful historical references but must now be read in the context of the updated legislative and policy framework (especially the Environment Act, the 2024 Regulations, and updated PPG).
- 8.2.33 The replacement of the UK Biodiversity Action Plan (UK BAP) framework is now largely completed; current strategic guidance is more directly anchored in national environmental targets, the Environmental Improvement Plan (EIP), Local Nature Recovery Strategies (LNRS), and local biodiversity strategies. The role of Local Biodiversity Partnerships is evolving to align with these newer instruments and strategies.
- 8.2.34 The Planning Practice Guidance (PPG) (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2024) supports the NPPF and provides guidance across a range of topic areas. Relevant to this chapter is the guidance set out in relation to Biodiversity Net Gain, Habitat Regulations Assessment (HRA) and EIA (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2021-2024). These sections offer guidance to inform the accurate assessment of impacts from the Proposed development.
- 8.2.35 The guidance states that the planning system should conserve and enhance the natural and local environment and requires local planning authorities to consider the opportunities that proposed developments may provide to conserve and enhance biodiversity and contribute to habitat connectivity in the wider area.

## **Local Planning Policy**

### ***East Dorset and Christchurch Local Plan Part 1 - Core Strategy (2014)***

- 8.2.36 The East Dorset and Christchurch Local Plan 2014 places a strong emphasis on the protection and enhancement of biodiversity and geodiversity within the area. Development proposals are required to protect, maintain, and enhance the condition of nature conservation sites, habitats, and species, particularly those identified as priorities in national and local Biodiversity Action

Plans. Where development may have an adverse impact on biodiversity, appropriate mitigation or compensation measures must be provided to ensure no net loss of biodiversity value. The plan also encourages the creation, restoration, and management of ecological networks and green infrastructure, ensuring that new development contributes positively to the connectivity and resilience of local habitats.

- 8.2.37 Special attention is given to the internationally important Dorset Heathlands. Development within 400 metres of these protected heathlands is generally not permitted due to the risk of harm to these sensitive environments. For proposals located between 400 metres and 5 kilometres from the heathlands, development may be allowed only if effective mitigation measures, such as financial contributions to heathland management projects, are secured.
- 8.2.38 The plan also supports the use of natural solutions for flood management, which can provide additional benefits for biodiversity. Where possible, new development should incorporate natural flood management techniques and habitat creation to support wildlife and ecosystem services. Furthermore, the design of new developments must respect and enhance the natural environment, integrating biodiversity considerations into the layout and landscaping of sites.
- 8.2.39 The following policies apply to ecology and development:

*Policy ME1: Safeguarding Biodiversity and Geodiversity*

*“The Core Strategy aims to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks including nationally and locally designated sites, ancient woodland and veteran trees, and priority habitats and species as identified in the UK and Dorset Biodiversity Action Plans.”*

*“Development should avoid harm to biodiversity and geodiversity. Where harm is unavoidable it should be mitigated, or as a last resort, compensated for.”*

*“Development proposals should protect and enhance areas of biodiversity and geological interest and provide for the appropriate management of these areas.”*

*Policy ME2: Protection of the Dorset Heathlands*

*“In accordance with the advice from Natural England, there will be a presumption against any net increase in residential development (including tourist accommodation) within 400 metres of protected heathland.”*

*“Between 400 metres and 5 kilometres of heathland, residential development will be permitted provided that adequate measures are put in place to avoid or mitigate any adverse effects upon the heathlands’ integrity.”*

*Policy ME6: Flood Management, Mitigation and Defence (relevant to biodiversity)*

*“Where appropriate, opportunities should be taken to incorporate new and enhance existing biodiversity features as part of the design and implementation of flood risk management measures.”*

*Policy HE2: Design of New Development (relevant to biodiversity)*

*“Development will be permitted if it is compatible with or improves its surroundings in: ... landscaping, including the retention and enhancement of existing landscape features, and provision for new planting to enhance biodiversity.”*

## 8.3 Approach

### Consultation and Engagement

8.3.1 Table 8.1 summarises the consultation that has been undertaken with respect to the ecology assessment.

| Table 8.1: Summary of Consultation      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                              |
|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Consultee and Form/Date of Consultation | Summary of Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Where in this Chapter Comments are addressed                                                                                                                                                                                                                                 |
| <b>EIA Scoping Opinion</b>              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                              |
| Dorset Council (December 2025)          | <p>The Environmental Statement should thoroughly assess the potential for the unauthorised development to affect nationally and internationally designated sites. Natural England state that the development site is within or may impact upon the following European/internationally designated nature conservation sites:</p> <ul style="list-style-type: none"><li>• Dorset Heathlands Ramsar</li><li>• Dorset Heathlands Special Protection Area (SPA),</li><li>• Dorset Heaths Special Area of Conservation (SAC)</li><li>• Avon Valley Ramsar</li><li>• River Avon SAC</li><li>• Solent and Dorset Coast SPA</li><li>• The New Forest Ramsar</li><li>• The New Forest SAC</li></ul> | <p>Impacts upon international designated sites are addressed directly within the construction and operational assessment section of the ES.</p> <p>All of the internationally designated sites listed in the Scoping Opinion have been included, as has an assessment of</p> |

|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                              |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 | <ul style="list-style-type: none"> <li>• The New Forest SPA</li> </ul> <p>Please ensure that the assessment of effects upon these European and International sites includes effects upon functionally linked land outside of the designated site area. This land may provide important habitat particularly for populations of mobile species that are qualifying features of the site, such as Nightjar for the Dorset Heathlands SPA and constituent SSSI.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                   | functionally linked adjacent habitat.                                                                                                                                                                                                        |
|                 | <p>The Environmental Statement must include a full assessment of the direct and indirect effects of the development on the features of special interest within nationally designated sites and identify appropriate mitigation measures to avoid, minimise or reduce any adverse significant effects. Natural England also provide the view that the development site is within or may impact on the following national wildlife sites, which are Sites of Special Scientific Interest (SSSI) or National Nature Reserves:</p> <ul style="list-style-type: none"> <li>• Holt &amp; West Moor Heaths SSSI</li> <li>• Horton Common SSSI</li> <li>• Lions Hill SSSI</li> <li>• Moors River System SSSI</li> <li>• St. Leonards and St. Ives Heaths SSSI</li> <li>• Hurn Common SSSI</li> <li>• Parley Common SSSI</li> <li>• River Avon System SSSI</li> <li>• Town Common SSSI</li> <li>• Holt Heath NNR</li> </ul> | <p>Impacts upon nationally designated sites are addressed directly within the construction and operational assessment section of the ES.</p> <p>All of the nationally designated sites listed in the Scoping Opinion have been included.</p> |
|                 | <p>The effects upon local wildlife sites, such as Sites of Nature Conservation Interest (SNCI), must also be considered according to Natural England advice, along with opportunities for enhancement and improving connectivity with wider ecological networks.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Impacts upon locally designated sites within 2 km of the application boundary have been assessed (both construction and operational phases).</p>                                                                                          |
| Natural England | <p>The ES should thoroughly assess the potential for the proposal to affect nationally and internationally designated sites of nature conservation importance, including marine sites where relevant. European sites</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>As previous, impacts upon internationally, nationally, and locally</p>                                                                                                                                                                    |

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                             |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>(December 2025)</p> | <p>(Special Areas of Conservation (SAC) and Special Protection Areas (SPA) fall within the scope of the Conservation of Habitats and Species Regulations 2017 (the 'Habitats Regulations'). In addition paragraph 187 of the National Planning Policy Framework (NPPF) requires that potential SPAs, possible SAC, listed or proposed Ramsar sites, and any site identified or required as compensatory measures for adverse effects on habitat (European) sites, potential SPAs, possible SACs and listed or proposed Ramsar sites have the same protection as classified sites (NB. sites falling within the scope of regulation 8 of the Conservation of Habitats and Species Regulations 2017 are defined as 'habitats sites' in the NPPF). Under Regulation 63 of the Habitats Regulations, an appropriate assessment must be undertaken in respect of any plan or project which is</p> <p>(a) likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and</p> <p>(b) not directly connected with or necessary to the management of the site.</p> <p>The consideration of likely significant effects should include any functionally linked land outside the designated site. These areas may provide important habitat for mobile species populations that are qualifying features of the site, for example birds and bats. This can also include areas which have a critical function to a habitat feature within a designated site, for example by being linked hydrologically or geomorphologically.</p> <p>Should a likely significant effect on a European/Internationally designated site be identified (either alone or in-combination) or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an appropriate assessment in addition to the consideration of impacts through the EIA process.</p> | <p>designated sites have been included within the ES.</p> <p>A habitat regulations assessment (HRA) has also been prepared (Appendix 8.2) which further address impacts upon SAC, SPA and Ramsar sites.</p> |
|                        | <p>The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Protected species which are likely to occur within the site (or the immediate vicinity) have been assessed within the ES Chapter process.</p>                                                            |

8.3.2 There has been no deviation from the Scoping Report in the topics assessed in this chapter.

## Relevant Guidance

8.3.3 The following guidance documents have been considered as part of the Ecological Impact Assessment (EcIA) presented in this chapter:

- British Standards Institution (2013) Biodiversity – Code of Practice for Planning and Development: BS 42020:2013
- Guidelines for Preliminary Ecological Assessment (CIEEM 2017); and
- Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal (CIEEM 2018).

8.3.4 Further details are provided in Technical Appendix 8.1 (Ecological Impact Assessment).

8.3.5 The assessment has been undertaken in accordance with the CIEEM Guidelines for Ecological Impact Assessment (EcIA) in the UK and Ireland (2018), which provide a structured and transparent framework for evaluating the potential effects of development on biodiversity. These guidelines ensure that the assessment considers both direct and indirect impacts on ecological receptors, applies the mitigation hierarchy (avoidance, mitigation, compensation), and determines the significance of residual effects in a consistent and evidence-based manner.

8.3.6 In addition, the assessment adheres to the principles set out in BS 42020:2013 Biodiversity – Code of Practice for Planning and Development. This British Standard establishes best practice for integrating biodiversity considerations into the planning process, including requirements for ecological surveys, reporting, and the implementation of mitigation and enhancement measures. Together, these documents ensure that the ecological assessment is robust, comprehensive, and aligned with both professional standards and statutory requirements for Environmental Impact Assessment (EIA).

## Technical Scope

8.3.7 The technical scope of the assessment has been developed in consultation with relevant statutory and non-statutory consultees as detailed in Table 8.1 and considers the following issues for the demolition, construction and completed development phase:

- Habitat loss and fragmentation of statutory and non-statutory designated sites;
- Loss of connectivity of statutory and non-statutory designated sites;
- Dust, noise and lighting disturbance of statutory and non-statutory designated sites;
- Off-site water pollution and contamination of statutory and non-statutory designated sites;
- Permanent loss of on-site habitat;
- Introduction and spread of invasive non-native species (INNS);
- Killing/injury of amphibians;
- Loss and creation of amphibian terrestrial habitat;

- Killing/injury of reptiles (slow worm, grass snake, common lizard);
- Loss and creation of reptile foraging habitat;
- Killing/injury of birds;
- Destruction of bird nests;
- Loss of suitable bird nesting habitat;
- Creation of nesting bird habitat;
- Loss of bat foraging habitat; and
- Degradation of bat foraging and commuting habitat.
- Creation of bat foraging and commuting habitat;
- Creation of bat roosting habitat;
- On-site habitat creation and enhancement;

8.3.8 The technical scope of the assessment has been developed in consultation with relevant statutory and non-statutory consultees as detailed in Table 8.1 and considers the following issues for the completed development phase:

- Increased visitor pressure in statutory and non-statutory designated sites;
- Increased lighting in statutory and non-statutory designated sites;
- Air quality impacts on statutory & non-statutory designated sites;
- Air quality impacts on habitats;
- Hydrological impacts on habitats;
- Degradation and loss of natural or semi-natural habitats;
- Degradation and loss of habitat that supports species of conservation importance;
- Disturbance to wildlife, e.g. from noise or light pollution, human activity and vehicular movements

### **Spatial Scope**

8.3.9 The following study areas have been developed based on standard good practice produced by CIEEM in addition to professional judgement and to ensure the potential Zones of Influence (ZoI) for the proposed development are appropriately covered.

8.3.10 The study area covers an area of 500 m from the site boundary for protected species and 10 km from the site boundary for designated sites. The study area incorporates new and existing sensitive receptors located within the site and 50 m from the site boundary.

### **Temporal Scope**

8.3.11 The assessment has considered the impacts associated with the completed construction works and from the operational development stage which would be expected to be permanent and long-term in nature (i.e. more than 10 years).

8.3.12 The assessment has been undertaken against the existing baseline only.

## **Baseline Characterisation Method**

### ***Desk Study***

8.3.13 In order to establish baseline ecology conditions in the study area, relevant data was reviewed and assessed. Data was obtained from the following sources:

- Dorset Environmental Records Centre (DERC);
- Woodland Trust Ancient Tree Inventory (Woodland Trust, 2024);
- 1:25,000 OS mapping; and
- Multi-Agency Geographic Information for the Countryside (MAGIC).

### ***Field Study***

8.3.14 The scope and methodology of surveys undertaken for the proposed development were determined following an assessment of site conditions. The following site-specific surveys were conducted and are described below:

- UKHab survey;
- Great crested newt (GCN) survey eDNA survey;
- Reptile survey;
- Breeding bird survey;
- Nightjar survey;
- Badger survey;
- Bat activity survey; and
- Bat Emergence surveys.

8.3.15 A summary of the methodologies used is provided below, with further details and plans showing survey areas provided in the relevant appendices (Appendix 8.1).

8.3.16 The survey results are considered representative as they fully encompass the site area but also consider habitats immediately adjoining and well connected to it. The survey results are therefore considered robust. This is reflected in the descriptions below.

### ***UKHab Survey***

8.3.17 A botanical survey was undertaken by an experienced botanist, on 8th May and 10th July 2025. The aim of the survey was to:

- Carry out an updated assessment the areas of land;
- Identify whether any S.41 Priority Habitats are present (i.e., those listed as habitats of principal importance in England);
- Undertake a UKHab survey where confirmation of a habitat type is required; and

- Provide a full species list for each area and identify the presence of any notable (rare or invasive) species.

8.3.18 A full species list was undertaken for all of the habitat parcels on the site. Subjective estimates of the relative abundance of species in selected habitat parcels were added to the plant species list using a modified DAFOR scale.

8.3.19 Plant nomenclature in this report follows Stace (2010) for native and naturalised species of vascular plant. Plant names in the text are given with the English name first, followed by the scientific name, which is only given on the first use.

8.3.20 Further details of the methodologies used are provided in Appendix 8.1, which also includes plans showing survey areas and any survey limitations.

### ***Reptile Survey***

8.3.21 A reptile survey of the Proposed development site was undertaken between May and September 2025, to identify habitats with the potential to support reptiles.

8.3.22 Habitats suitable for reptiles underwent artificial refugia surveys May – September 2025, following the recommended methodology described in the Herpetofauna Worker's Manual (Gent & Gibson, 2003) and Froglife's Surveying for Reptiles (Froglife, 2016).

8.3.23 The reptile survey was conducted using artificial refuges made from roofing felt measuring 50 cm x 50 cm and 50 cm x 100 cm.

8.3.24 At the completion of surveys an estimate of the population size for all reptile species present was made with reference to guidance published by Froglife (1999).

8.3.25 Further details of the methodologies used are provided in Appendix 8.1, which also includes plans showing survey areas and any survey limitations.

### ***Breeding bird survey***

8.3.26 The breeding bird survey undertaken was based on a standard territory mapping methodology as outlined in Gilbert et al. (1998) and Bibby et al. (2000).

8.3.27 This method is based on the principle that the majority of species are territorial during the breeding season. This results in birds occupying discrete territories and displaying various behaviours (e.g. conspicuous song, visual display and periodic disputes with neighbouring individuals) allowing their location and abundance to be estimated.

8.3.28 The survey area was walked at a slow pace in order to locate and identify all individual birds. Six visits were undertaken early in the morning, finishing before midday, and one visit was undertaken at dusk.

8.3.29 Suitable optical equipment was used to observe bird behaviour, and all accessible parts of the survey area were approached to within 50-100m. Survey routes were mapped and the direction walked alternated on each visit, to ensure that all areas were covered at various times of

morning across the duration of the survey. All species encountered within the survey area were recorded and mapped.

8.3.30 Six survey visits were undertaken in spring/summer 2025 with the dates and weather conditions detailed below:

- Visit 1: 26<sup>th</sup> March 2025; Dawn
  - o Dry, 7 degrees C, cloud cover 60 wind 0
- Visit 2: 16<sup>th</sup> April 2025; Dawn
  - o Dry, 10 degrees C, cloud cover 60%, wind 2-4SSW
- Visit 3: 1<sup>st</sup> May 2025; Dusk
  - o Dry, 17 degrees C, cloud cover 10%, wind 0-2 ENE
- Visit 4: 20<sup>th</sup> May; Dawn
  - o Dry, 12 degrees C, cloud cover 0%, wind SW 0-2NE
- Visit 5: 10<sup>th</sup> June; Dusk
  - o Dry, 17 degrees C, cloud cover 60%, wind WNW - 1
- Visit 6: 23<sup>rd</sup> June 2025; Dusk
  - o Dry, 20 degrees C, cloud cover 40%, wind SW 0-3

8.3.31 On each visit, registrations were recorded directly into ESRI GIS software loaded on handheld tablet devices. A fresh map was used for each survey. Registrations of birds were recorded using standard British Trust for Ornithology (BTO) two letter species codes (BTO 2009). Specific codes were also used to denote singing, calling, movement between areas, flight, carrying food, nest building, aggressive encounters and other behaviour.

8.3.32 Further details of the methodologies used are provided in Appendix 8.1, which also includes plans showing survey areas and any survey limitations.

### ***Nightjar survey***

8.3.33 Species-specific nightjar surveys were also undertaken within approximately 300 m of the site boundary. Surveys were undertaken in line with best practice guidelines (Conway et al., 2007) in order to identify churring males.

8.3.34 Three surveys were carried out in the between May and June at dusk (between 21:00 and 23:30). As recommended in the best practice guidelines, each of the surveyed areas were less than 80 hectares and transect routes were predetermined to reach within 100 m of all suitable habitats (Conway et al., 2007). This was to ensure full coverage of the survey area within the recommended survey timing parameters.

8.3.35 Further details of the methodologies used are provided in Appendix 8.1, which also includes plans showing survey areas and any survey limitations.

### ***Bat activity survey***

- 8.3.36 The site was assessed as having low suitability habitat for foraging and commuting bats in line with existing guidelines at the time (Collins, 2016). A nocturnal transect route taking in all the habitat types at the site was devised in line with updated guidelines (BCT, 2023). The transect was designed to focus on the habitats identified as the likely to be important for foraging and commuting bats. This included boundary features and other linear habitats which are preferred by bats. Each transect survey commenced at sunset and continued for a minimum of two hours following sunset. The surveys were carried out in suitable weather conditions and following current guidelines (BCT, 2023).
- 8.3.37 Further details of the methodologies used are provided in Appendix 8.1, which also includes plans showing survey areas and any survey limitations.

### ***Bat Emergence survey***

- 8.3.38 Seven of the eight buildings within the study area had suitable features present to support roosting bats. These buildings were therefore subject to emergence surveys. In line with best practice guidelines (Collins 2023), buildings with high potential were subject to three surveys, moderate to two surveys and low to one survey.
- 8.3.39 All surveys were undertaken in line with best practice guidelines (BCT, 2023) with emergence surveys commencing 15 minutes before sunset and continuing for a minimum of 120 minutes after sunset. All surveys were undertaken in good weather conditions at appropriate times of the year.
- 8.3.40 Further details of the methodologies used are provided in Appendix 8.1, which also includes plans showing survey areas and any survey limitations.
- 8.3.41 Notably, as this is an appeal for an already constructed scheme, none of the buildings within the redline boundary are to be removed; albeit the survey results provide ecological context.

### ***GCN survey***

- 8.3.42 A site visit to carry out HSI assessments and eDNA sampling of waterbodies within 500 m of the site was conducted on 14th May 2025 by Tetra Tech on behalf of RPS. Further details of the methodologies used are provided in Appendix 8.1, which also includes plans showing survey areas and any survey limitations.

### **Assessment Criteria**

- 8.3.43 The significance of an effect is determined based on the sensitivity of a receptor and the magnitude of an impact. This section describes the criteria applied in this chapter to characterise the sensitivity of receptors and magnitude of potential impacts. The terms used to define magnitude and sensitivity are based on and have been adapted from those used in the Design Manual for Roads and Bridges (DMRB) methodology (Highways England et al., 2020).

8.3.44 The approach to determining the significance of effects is a two-stage process that involves defining the magnitude of the impact and the sensitivity of the receptor. This section describes the criteria applied in this chapter to assign values to the magnitude of impacts and the sensitivity of the receptors.

### ***Receptor Sensitivity/Value Criteria***

8.3.45 The sensitivity of receptors has been classified as negligible, low, medium, high or very high in accordance with the criteria set out in Table 8.2.

**Table 8.2: Evaluation of Ecological Features**

| <b>Geographic Context</b>                           | <b>Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>International and European (very high value)</b> | <p>Designated or proposed/candidate Special Areas for Conservation (SAC), Special Protection Areas (SPA) and Ramsar Sites and their qualifying features, some of which may depend on land outside the designation boundaries. Candidate or proposed designations are treated as of equal value to fully designated sites.</p> <p>Under the NPPF, land that is set aside as compensation for adverse effects of development on European Sites should also be regarded as of European value.</p> <p>Species populations or habitat areas (such as those listed in Annex I, II or IV of the Habitats Directive or Annex I of the Birds Directive) of international importance due to relative size, rarity or quality of the feature.</p> |
| <b>National (high value)</b>                        | <p>Designated or proposed Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR), Marine Nature Reserves (MNR) and their qualifying features, some of which may depend on land outside the designation boundaries.</p> <p>A viable area of ancient semi-natural woodland (ASNW).</p> <p>Species populations or habitat areas (including legally protected or NERC Act S41 species or habitats) of national importance due to relative size, rarity or quality of the feature.</p>                                                                                                                                                                                                                                 |
| <b>County (medium value)</b>                        | <p>Designated or proposed Site of Biological Importance (SBI), Local Wildlife Sites (LWS), Sites of Nature Conservation Importance (SNCI) and their qualifying features where they occur within the designation boundaries.</p> <p>'Important' hedgerows (as described under the Hedgerows Regulations 1997) where these occur as an extensive network.</p> <p>Species populations or habitat areas (including legally protected or NERC Act S41) or Nationally Scarce species or habitats of district or county importance due to relative size, rarity or quality of the feature. Sites should comfortably exceed Site of Nature</p>                                                                                                 |

|                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                           | Conservation Importance (SNCI) criteria if these exist, but not meet SSSI selection criteria.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Local (low value)</b>                  | <p>Local Nature Reserves (LNR) unless also designated at a higher level, and other nature conservation designations (under local planning policies).</p> <p>Green infrastructure designations where these contribute to local landscape connectivity and/or buffer other ecological features valued at least this geographic scale.</p> <p>Species populations or habitat areas (including legally protected or NERC Act S41 species or habitats) of local importance due to relative size or quality.</p> <p>Features that appreciably enrich the local ecological resource, although these may themselves be common and widespread, such as long-established hedgerows, woodlands and ponds.</p> |
| <b>Immediate Zone of Influence (IZoI)</b> | <p>Populations of common and widespread species or habitats without protection or conservation designation.</p> <p>Isolated and small fragments of NERC Act S41 habitats or species (only where better representative examples of such habitats or species are common nearby).</p>                                                                                                                                                                                                                                                                                                                                                                                                                 |

### ***Impact Magnitude Criteria***

8.3.46 The magnitude of impact has been classified as no change, negligible, low, medium or high, in accordance with the criteria set out in Table 8.3.

| <b>Table 8.3: Impact Magnitude Criteria</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Magnitude of Impact</b>                  | <b>Criteria</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| No change                                   | No loss or alteration of species (flora or fauna) characteristics, features, or elements; no observable impact either adverse or beneficial.                                                                                                                                                                                                                                                                                                                            |
| Negligible                                  | Very slight change of the habitat or the species population (flora or fauna) that is the interest feature of a specific protected site. Impacts present for a short duration. Impacts predicted to be reversed rapidly (ie, no more than circa six months) following cessation of the proposed development related activity.                                                                                                                                            |
| Low                                         | A change in the size or extent of distribution of the habitat or the species population (flora or fauna) that is the interest feature of a specific protected site that is sufficiently small-scale or of short duration to cause no long-term harm to the feature/population. Impacts present for a short to medium duration. Impacts predicted to be reversed in the short-term (ie, no more than one year) following cessation of the proposed development activity. |
| Medium                                      | A change in the size or extent of distribution of the habitat or the species population (flora or fauna) that is the interest feature of a specific protected site that occurs in the short and long-term, but which is not predicted to alter the long-term viability of the population and/or the integrity of the protected site. Impacts felt medium to long                                                                                                        |

|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      | term. Impacts predicted to be reversed in the medium-term (ie, no more than five years) following cessation of the proposed development activity.                                                                                                                                                                                                                                                                                                                                                                     |
| High | A change in the size or extent of distribution of the habitat or the species (flora or fauna) population that is the interest feature of a specific protected site that is predicted to irreversibly alter the population in the short to long term and to alter the long-term viability of the population and/or the integrity of the protected site. Impacts felt long-term. Impacts predicted to be reversed in the long-term (ie, more than five years) following cessation of the proposed development activity. |

### ***Scale of Effect Criteria***

- 8.3.47 Impacts have been assessed based on the value/sensitivity of receptors against the magnitude of impact to determine the scale of effect as presented in Table 8.4.
- 8.3.48 The significance of the effect upon ecology has been determined by considering the sensitivity of the receptor and the magnitude of the impact. Where a range of significance levels is presented, the final assessment for each effect is based upon expert judgement.
- 8.3.49 In all cases, the evaluation of receptor sensitivity, impact magnitude and significance of effect has been informed by professional judgement and is underpinned by narrative to explain the conclusions reached.
- 8.3.50 For the purpose of this assessment, any effects with a significance level of minor or less are not considered to be significant in terms of the EIA Regulations.

| <b>Table 8.4: Scale of Effect Criteria</b> |                                 |                    |             |
|--------------------------------------------|---------------------------------|--------------------|-------------|
| <b>Magnitude of Impact</b>                 | <b>Sensitivity of Receptors</b> |                    |             |
|                                            | <b>Low</b>                      | <b>Medium</b>      | <b>High</b> |
| <b>Low</b>                                 | Negligible                      | Negligible - Minor | Minor       |
| <b>Medium</b>                              | Negligible - Minor              | Minor              | Moderate    |
| <b>High</b>                                | Minor                           | Moderate           | Major       |

- 8.3.51 Based on professional judgement, moderate and major effects are considered significant in EIA terms. Where the magnitude of impact is 'no change', no effect would arise.
- 8.3.52 The definitions for significance of effect levels are described as follows:

- **Major:** These beneficial or adverse effects are considered to be very important considerations and are likely to be material in the decision-making process. These effects are generally, but not exclusively, associated with sites or features of international, national or regional importance that are likely to suffer a most damaging impact and loss of resource integrity. However, a major change in a site or feature of local importance may also enter this category. Effects upon human receptors may also be attributed this level of significance.
- **Moderate:** These beneficial or adverse effects have the potential to be important and may influence the key decision-making process. The cumulative effects of such factors

may influence decision-making if they lead to an increase in the overall adverse or beneficial effect on a particular resource or receptor.

- **Minor:** These beneficial or adverse effects are generally, but not exclusively, raised as local factors. They are unlikely to be critical in the decision-making process but are important in enhancing the subsequent design of the proposed development
- **Negligible:** No effects or those that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.

8.3.53 In determining the significance of reported effects, consideration has been given to the type of effect i.e. direct, indirect or secondary, the geographical extent of the effect and the duration of the effect i.e. temporary which is considered to be either short term (up to five years) or medium term (5-10 years) or permanent (10 years or more).

8.3.54 Duration of effect has been described as short-, medium- or long-term-, in accordance with the criteria set out in Table 8.5.

| Table 8.5: Duration of Effects Criteria |                          |
|-----------------------------------------|--------------------------|
| Duration                                | Criteria                 |
| Short                                   | No more than one year.   |
| Medium                                  | No more than five years. |
| Long                                    | More than five years.    |

#### ***Nature of Effect Criteria***

8.3.55 The nature of the effect has been described as either adverse, neutral or beneficial as follows:

- **Beneficial** – An advantageous effect to a receptor;
- **Neutral** – An effect that on balance, is neither beneficial nor adverse to a receptor or is equally beneficial and adverse to a receptor; or
- **Adverse** – A detrimental effect to a receptor.

#### **Assumptions and Limitations**

8.3.56 The assessment has relied on data provided by and MAGIC and DERC. It has been assumed that these data sets have been reported correctly.

8.3.57 It should also be noted that all surveys have inherent limitations in their design and are indicative of what is happening at a particular point in time and were undertaken once development works had already been completed. However, appropriate assumptions based on the information available and through applying professional expert judgement have been made for the purposes of assessment.

8.3.58 The site is situated within an urban context, which presents certain challenges when applying the UKHab classification system, as many habitats present are influenced by urban land use and disturbance. In classifying the site's habitats, RPS aimed to fit the UKHab categories as

accurately as possible to the conditions observed on the ground. The best fit for the majority of the vegetated areas is neutral grassland, although it is recognised that the sward composition and structure may not fully align with typical examples of this habitat type. This classification has been adopted as a precautionary measure. However, this approach is considered preferable to under-estimating value, as it ensures that the assessment remains robust, and that appropriate mitigation and enhancement measures are considered.

- 8.3.59 Some of the Phase 2 Protected Species surveys were impacted by issues such as equipment failure or weather conditions. Further details are provided in Technical Appendix 8.1. In the context of this assessment these are not considered limitations and survey effort had appropriate coverage of the study area to be able to inform this assessment accurately.

## 8.4 Baseline Conditions

### Desk Study

- 8.4.1 All designated sites within the study area and relevant qualifying interest features that could be affected by the construction, operation and maintenance, and decommissioning phases of the development are set out in Table 8.6 and 8.7.
- 8.4.2 Detailed information regarding the relevant qualifying interests of each designated and the location of statutory and non-statutory designated sites in relation to the Proposed development site is presented within Appendix 8.1: EcIA.

### *Statutory Designated Sites*

**Table 8.6: Statutory designated sites within 10km (European) and 2km (National)**

| Site name         | Type | Ecological Value | Approx. area (ha) | Interest Features                                                                                                                                                                                                                                                                                                                                                                                                            | Distance from redline site (km) |
|-------------------|------|------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Dorset Heathlands | SAC  | Very High Value  | 5,719.54          | <p>An extensive complex mosaic of dry and wet heathlands and associated habitats. The site supports nationally scarce populations of plants such as <i>Crassula tillaea</i> (Mossy Stonecrop) and important assemblages of invertebrates, all six species of native British reptile and GCN.</p> <p>Qualifying habitats: Calcium-rich springwater-fed fens; Calcium-rich fen dominated by <i>Cladium mariscus</i> (Great</p> | Adjacent to southern boundary   |

|                     |                |                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                               |
|---------------------|----------------|-----------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
|                     |                |                 |          | <p>Fen-sedge); Depressions on peat substrates of the Rhynchosporion; European dry heaths; <i>Molinia caerulea</i> (Purple Moor-grass) meadows; Wet heathland with <i>Erica tetralix</i> (Cross-leaved Heath); and Dry oak-dominated woodland.</p> <p>Qualifying species: GCN and Southern damselfly (<i>Coenagrion mercuriale</i>).</p>                                                                                                                                                                                                                                                                        |                               |
|                     | SPA/<br>Ramsar | Very High Value | 5,719.54 | <p>Comprises of 40 SSSI sites across Dorset that are of ornithological importance to the area. The site is used regularly by 1% or more of the Great Britain population of five species listed in Annex 1 in any season.</p> <p>This site qualifies as a Ramsar site due to meeting the following criteria: 1a, 1b, 2a and 2b.</p> <p>Qualifying species: Dartford warbler (<i>Sylvia undata</i>); nightjar (<i>Caprimulgus europaeus</i>); Woodlark (<i>Lullula arborea</i>); Hen harrier (<i>Circus cyaneus</i>); and Merlin (<i>Falco columbarius</i>).</p>                                                 | Adjacent to southern boundary |
| Holt and West Moors | SSSI           | High Value      | 767.2    | <p>Areas of heathland lying on acidic sands, clays and gravels between the Upper Moors River and its tributaries Mannington Brook and Uddens Water. The habitats support a rich and typical fauna including Hobby, Nightjar and Stonechat, Dartford warbler, Woodlark, Sand lizard (<i>Lacerta agilis</i>) and Smooth snake (<i>Coronella austriaca</i>). The invertebrate fauna include strong populations of Heath grasshopper (<i>Chorthippus vagans</i>), Large marsh grasshopper (<i>Stethophyma grossum</i>) and also the uncommon Bog bush-cricket (<i>Metrioptera brachyptera</i>) and Long-winged</p> | Adjacent to southern boundary |

|                    |              |                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |             |
|--------------------|--------------|-----------------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
|                    |              |                 |          | conehead ( <i>Conocephalus discolor</i> ). A range of butterfly, dragonfly and damselfly species have been recorded here.                                                                                                                                                                                                                                                                                                                                                |             |
| Moors River System | SSSI         | High Value      | 293.05   | A small lowland river which supports an exceptional diversity of aquatic and wetland plants. The site supports a diverse array of wildlife including dragonfly species, breeding birds, wintering birds, Water vole, Otter and Water shrew ( <i>Neomys fodiens</i> ).                                                                                                                                                                                                    | 1.25 km E   |
| Holt Heath         | NNR          | High Value      | 486.14   | A mosaic of habitats that is legally underpinned by the Holt and West Moors SSSI.                                                                                                                                                                                                                                                                                                                                                                                        | 1.41 km SW  |
| Horton Common      | SSSI         | High Value      | 20.52    | The site supports a range of heathland types from dry heath to wet heath and bog, with plants and animals typical of these habitat types. A wide range of invertebrates have been recorded, including the rare Heath grasshopper and the extremely localised Long winged conehead. The undamaged dry heathland with warm south-facing banks and patches of bare sand provides excellent habitat for the rare Sand lizard. Some rare heathland birds still use this site. | 1.50 km NW  |
| Lions Hill         | SSSI         | High Value      | 43.09    | The site is a heathland area to the east of the Moors River. Its varied plant communities, which include dry and wet heath, bog, pine and birch woodland have a rich associated fauna. The fauna includes the rare reptiles, Smooth snake and Sand lizard. Heath Grasshopper, a rare restricted species, has also been recorded here.                                                                                                                                    | 1.55 km SW  |
| Avon Valley        | SPA / Ramsar | Very High Value | 1,385.08 | The site follows the boundaries of the Avon Valley SSI. The site supports a nationally important assemblage of breeding wetland birds and is especially important for breeding waders associated with lowland wet grassland. The floodplain grassland the gravel pits provide feeding and roosting areas for nationally or internationally                                                                                                                               | 4.8 km east |

|                                   |      |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |               |
|-----------------------------------|------|-----------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
|                                   |      |                 |        | important populations of five species of wintering wildfowl.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |               |
| River Avon                        | SAC  | Very High Value | 416.57 | River Avon's primary reason for being classified as a special area of conservation is that the water courses of plain to montane levels with the Ranuncion fluitantis and Callitricho-Batrachion vegetation. Five aquatic Ranunculus species occur in the river system, but stream water-crowfoot Ranunculus penicillatus ssp. Pseudofluitans and river water-crowfoot R. fluitans are the main dominants. Some winterbourne reaches, where Ranunculus peltatus is the dominant water-crowfoot species which are included in the SAC. | 4.8 km east   |
| St. Leonards and St. Ives' Heaths | SSSI | High Value      | 529.83 | The St. Leonards and St. Ives Heaths form part of a complex of sites which together comprise the Dorset heathlands. Although these heathlands have declined in extent and now occupy only 14% of their original area, they show a high degree of ecological cohesion and clear ecological trends and patterns. The Dorset heaths complex is one of the major lowland heathland areas in Britain and is of international importance for its plant and animal communities.                                                              | 5.77 km east  |
| Parley Common                     | SSSI | High Value      | 168.1  | Parley Common, although only a small part of the original extensive heathland between the Moors River and the River Stour, retains much of the outstanding interest which has made the site famous for over one hundred years. Many of the characteristic and rare species associated with Dorset Heathlands are recorded, whilst the rich invertebrate fauna reveals interesting affinities with the heaths of the New Forest.                                                                                                       | 6.40 km south |
| Hurn Common                       | SSSI | High Value      | 532    | Description and Reasons for Notification:<br>This site lies close to the Moors River and River Avon, mainly on Bracklesham Beds                                                                                                                                                                                                                                                                                                                                                                                                       | 6.56 km south |

|             |              |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |              |
|-------------|--------------|-----------------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
|             |              |                 |        | with smaller areas of Plateau Gravels and Bagshot Beds. Although now separated into several fragments, it forms one of the largest remaining expanses of heathland in the county. Dry and wet heathland types are well represented, there are interesting areas of acidic grassland, and there is a rich associated fauna. The site forms an important link between the heaths of the New Forest, and other heathlands of South East Dorset.                                                                                                                                                   |              |
| New Forest  | SPA / Ramsar | Very High Value | 28,003 | The New Forests SPA's include habitats that are of European interest, such as bog woodlands and European dry heaths, and are crucial for the conservation of rare and endangered bird species. The New Forests SPAs are managed to ensure the survival and protection of these habitats and species. Some of these species that are the primary reason for selection of this site to be a Special Area of Conservation are below.                                                                                                                                                              | 7.96 km east |
|             | SAC          | Very High Value | 29,213 | New Forest include habitats that are of European interest, such as bog woodlands and European dry heaths, and are crucial for the conservation of rare and endangered bird species. The New Forests SPAs are managed to ensure the survival and protection of these habitats and species.                                                                                                                                                                                                                                                                                                      | 7.96 km east |
| Town Common | SSSI         | High Value      | 256.75 | Town Common SSSI covers an extensive tract of lowland heathland centred on a hilly ridge separating the floodplain of the Avon Valley from the Moors River. Exposures of the deposits forming this ridge are of special geological interest. The topography is diverse, and with variations in the underlying geology and drainage conditions, there is a varied mosaic of heathland plant communities. Areas of succession from open heath to conifer and mixed woodland add further interest. The heathland is especially valued for a wide assemblage of bird, reptile, dragonfly and other | 8.0 km south |

|                         |     |                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                   |
|-------------------------|-----|-----------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
|                         |     |                 |        | invertebrate species distinctive to this habitat, including several that are nationally rare or scarce.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |
| Solent and Dorset Coast | SPA | Very High Value | 88,980 | The Solent and Dorset Coast SPA is located along the coasts of Dorset, Hampshire, Isle of Wight and West Sussex and adjacent areas offshore. It overlaps, abuts and is close to many designated areas, summarised below. At its western point, South Dorset Coast SSSI, Townsend SSSI, Purbeck Ridge (West & East) SSSI, Studland Cliffs SSSI, Studland & Godlingston SSSI, Poole Bay Cliffs SSSI and Boscombe & Southbourne Overcliff LNR, Bournemouth fall just outside the SPA boundary and have no tern interest. A cluster of adjacent, overlapping and underpinning designations exist at Christchurch Harbour, Hengistbury Head and adjacent undeveloped land, which is surrounded by the Bournemouth and Christchurch sprawling conurbation on one side and open sea on the other. These designations include Dorset Heathlands SPA, Dorset Heaths SAC, Christchurch Harbour SSSI, Hengistbury Head LNR and Stanpit Marsh LNR, and are fed by the narrow Avon Valley (Bickton to Christchurch) Ramsar and SSSI, and River Avon System AONB and SSSI. The SPA boundary extends to Mean High Water and so is underpinned by Christchurch Harbour SSSI. | +10 km south-west |

Abbreviations used in Table 3.1; SAC: Special Area of Conservation; SSSI: Site of Special Scientific Interest; NNR: National Nature Reserve; LNR: Local Nature Reserve; LWS: Local Wildlife Site; SINC: Site of Importance for Nature Conservation; LGS: Local Geological Site NS: Not supplied; km: kilometre and ha: hectare.

**Table 8.7: Non-statutory designated sites**

| Site name                  | Type         | Ecological Value | Approx. area (ha) | Interest Features                                                                                                                                                                                                                | Distance from redline site (km) |
|----------------------------|--------------|------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| The Nursery                | SNCI         | Medium           | NS                | Coniferous plantation over relic heathland and acid grassland                                                                                                                                                                    | 0.08 SW                         |
| Lower Common               | SNCI         | Medium           | NS                | Heathland and woodland habitats                                                                                                                                                                                                  | 0.12 N                          |
| West Moors Petroleum Depot | SNCI         | Medium           | NS                | A large area of heathland habitats                                                                                                                                                                                               | 0.42 N                          |
| Mannington Sub-station     | SNCI         | Medium           | NS                | Varied habitats                                                                                                                                                                                                                  | 0.44 W                          |
| Barewood Copse             | SNCI         | Medium           | NS                | Two semi-natural woodlands                                                                                                                                                                                                       | 0.83 W                          |
| Biddles Meadow             | SNCI         | Medium           | NS                | Damp woodland with dry and damp acid grassland                                                                                                                                                                                   | 0.96 NW                         |
| Moors Valley               | Country Park | Low              | NS                | A mixture of habitats including coniferous forest, deciduous woodland, lakes, ponds, rivers, meadows and heathland. This site supports some wintering birds, over 20 species of dragon flies and damselflies, reptiles and bats. | 1.68 E                          |

Abbreviations used in Table 3.1; SNCI: Site of Natura Conservation Importance; LGS: Local Geological Site NS: Not supplied; km: kilometre and ha: hectare.

8.4.3 All SNCI's are considered to be of county value, as per Table 8.2.

### ***Habitats***

8.4.4 For the purpose of the botanical surveys and mapping the site to UKHab standard to feed into the BNG assessment, the vegetated habitats at the site could be separated into three habitat types: modified grassland, other neutral grassland and scrub.

8.4.5 No species of nationally rare or scarce status or non-native invasive species were recorded at the time of the survey. Due to the nature of the site as managed grassland, it is considered unlikely rare plants would occur on site.

8.4.6 No S.41 Priority grassland habitats were recorded on site.

## ***Species***

### *Reptile*

- 8.4.7 Records for slow worm, grass snake, adder and common lizard and slow worm were returned in the data search. Reptile surveys identified a low population of grass snake and a good population of slow worms and common lizards, in line with the population size class estimates outlined by the Froglife Advice Sheet 10.
- 8.4.8 Slow worms, common lizards and grass snake were all predominantly associated with the field boundaries, primarily along the scrub and grassland of the site boundary.

### *Breeding birds*

- 8.4.9 The site was found to be suitable for a common and widespread assemblage of breeding birds, with species utilising scrub, grassland, nearby waterbodies (e.g. ditches) and trees as suitable nesting and foraging areas.
- 8.4.10 Eleven species recorded breeding during the survey qualify as being of 'conservation interest'. Further details can be found in Appendix 8.1 (EcIA).

### *Nightjar*

- 8.4.11 During the species-specific surveys, churring male nightjar were identified immediately south of the site boundary, within the Dorset Heathlands SPA. Furthermore, four breeding territories of this species were identified in the same area following the BBS visits (BiOME, 2025).
- 8.4.12 The absence of churring males within the site boundary during site-specific surveys, alongside the absence of heathland habitat onsite, means it is likely nightjar breed within the site boundary (further information can be found in Appendix 8.1).

### *Bats*

#### *Activity*

- 8.4.13 Bat activity surveys confirmed the site was of moderate suitability for commuting/foraging bats. From field surveys undertaken between May and October 2025, at least nine bat species have been confirmed within the site boundary.
- 8.4.14 On average, the highest proportion of calls were detected along the southeastern treeline of the site boundary. The treeline to the northwest of the site boundary had the next highest proportion of calls. The majority of these calls can be attributed to common pipistrelle, followed then by soprano pipistrelle and myotis species which are mostly considered to be abundant and widespread.
- 8.4.15 Serotine, noctule, and Leisler's were recorded during every May to September automated detector survey session, but in comparatively much lower numbers. The periphery habitats

along the site boundaries including the scrubland and lines of trees provide connectivity to other features in the wider landscape that bats may use, such as larger areas of woodland for roosting. In particular, the parcels of woodland associated with Dorset Heathlands SPA/SAC located to the south and west of the site. The site is therefore considered to be of moderate suitability for commuting bats.

8.4.16 A more detailed description can be found in Appendix 8.1.

#### Emergence Survey

8.4.17 Three buildings within the site boundary were assessed to have moderate bat roosting potential (B2, B4, B5), four buildings within the site were assessed as having low bat roosting potential (B1, B3, B7, B8) and one building was assessed as having negligible bat roosting potential (B6).

8.4.18 All of the emergence surveys have been completed, and no bat roosts were identified during the survey period.

#### *Great crested newts (GCN)*

8.4.19 The desk study identified 34 waterbodies within 500 m of the site boundary; however, there were no local records of GCN or mitigation licences within 2 km. Of these waterbodies, the five which were accessible (due to access limitations for waterbodies on private land) were found to be dry at the time of the survey; therefore, no water samples were collected for eDNA testing. All accessible waterbodies underwent HSI assessments, of which one was 'average' (WB1), three were 'below average' (WB4, 5 and 6) and one was 'poor' (WB2).

8.4.20 Several of the waterbodies comprised shallow ditches which were overgrown with vegetation and filled with leaf litter. These waterbodies were suspected to be dry for much of the year, which is supported by photographs from the PEA which show reasonably low water levels in December time. The low level of water is likely to subside early in the year and thus, in consideration of the HSI scores, these waterbodies are considered unlikely to be suitable for GCN.

8.4.21 Similarly, the ponds present to the east of the site boundary held water during December, however both are shallow, likely to support little aquatic vegetation and are suspected to dry regularly, especially after the extended period of warm weather experienced in Spring 2025. This is supported by both waterbodies achieving HSI scores of 'below average', based on an estimation of water quality which was made using professional judgement and the available information during the survey. Due to accessibility, it is noted that the waterbodies to the east and south have not had HSI or eDNA sampling.

8.4.22 The majority of these waterbodies are ditches and considering the accessible waterbodies were noted to be dried it is likely that these were also dry.

8.4.23 Further information can be found in Appendix 8.1 (EcIA).

## Future Baseline

- 8.4.24 Climate change is expected to bring a warmer environment in the United Kingdom, with hotter summers likely to continue over the next 50 years according to UK Climate Proposed development. Land is expected to dry out with moisture disappearing from the soils. Changing rainfall patterns are expected to become more unpredictable and could lead to a decline in habitats that require water.
- 8.4.25 Given the likely changes in habitat composition in the long term, there may be changes in the distribution and population density of protected and notable species across the proposed development site. However, it is difficult to accurately assess the potential impacts of climate warming on ecological receptors and their respective population changes as other environmental factors should also be assessed.
- 8.4.26 In the event that the appeal is not allowed, the site would be restored to its condition prior to the construction of the Alleged Unauthorised Development. This would result in the removal of electrical hookup points, the facilities buildings and associated infrastructure. Given the modest scale of these buildings and the ease of reinstating the modified grasslands that dominate the site, a similar future ecological baseline is anticipated to that which was observed onsite.
- 8.4.27 In the event that the appeal is allowed, then the site conditions would remain largely as observed and described above, with the site being dominated by modified grassland that is subject to regular maintenance for the use by caravans.

## Sensitive Receptors

- 8.4.28 The receptors identified as sensitive to the proposed development, and which have been 'scoped-in' to the assessment are summarised in Table 8.8.

| Table 8.8: Summary of Sensitive Receptors          |                           |
|----------------------------------------------------|---------------------------|
| Receptor                                           | Sensitivity               |
| Statutory designated sites (European)              | International / Very High |
| Statutory designated sites (National)              | National / High           |
| Non-statutory designated sites                     | County / Moderate         |
| On-site habitats                                   | Local / Low               |
| Reptiles (slow worms, grass snakes, common lizard) | Local / Low               |
| Breeding bird assemblage                           | Local / Low               |
| Nightjar                                           | National / High           |
| Foraging and commuting bats                        | County / Medium           |
| Roosting bats                                      | Local / Low               |

- 8.4.29 Based on the baseline characterisation, the following issues have been scoped out of the subsequent assessment:

- **Badger:** No indications of badgers were found during the 2025 badger survey.

## 8.5 Embedded Mitigation Measures

- 8.5.1 The following embedded mitigation measures have been included within the Alleged Unauthorised Development, as already delivered onsite.

### ***Habitats***

- 8.5.2 The Alleged Unauthorised Development has included areas around the periphery of the site that are not used in the operation of the camping and caravan site as caravan pitches. In addition, despite the installation of electrical hookup points across the site, the modified grasslands, which is the predominant site habitat, have been retained across this part of the site.
- 8.5.3 In accordance with the Dorset Heathlands Planning Framework and local plan policies (e.g., Policy ME2, Christchurch and East Dorset Core Strategy 2014), the development will contribute to the Heathland Infrastructure Project (HIP). This strategic mitigation scheme funds the provision of Suitable Alternative Natural Greenspace (SANG), wardening, education, and access management measures to divert recreational use away from sensitive heathland sites and minimise disturbance to qualifying species (Dorset Council, 2023). The effectiveness of the HIP and SANG approach in reducing recreational pressure on European sites is well established, and many studies (Liley et al., 2009; Lake et al., 2019; Dorset Council, 2023). demonstrate that with ongoing monitoring of the HIP, such schemes are effective in safeguarding SPA bird populations from recreational disturbance.

### ***Lighting***

- 8.5.4 Construction works did not include the installation of artificial lighting that could have affected bats.
- 8.5.5 In terms of the operational elements, the lighting assessment at Chapter 13 of this ES confirms that the installed lighting is consistent with the principles of UK best practice, providing only the minimum illumination necessary to ensure safety and security while remaining sensitive to the surrounding environment. It has been confirmed as being low-intensity and discreet, avoiding uniform illuminance or lux requirements, and designed to minimise light spill, glare, and upward light emission. Illumination is confined to immediate circulation routes and building entrances, reducing potential effects on neighbouring properties, ecological receptors, and the wider night-time environment. The scheme utilises LED luminaires with integrated photometry where available, mounted at heights not exceeding 2m and tilted to limit upward light, and controlled by photocells to operate only during hours of darkness.

## 8.6 Potential Effects

- 8.6.1 The impacts of the construction, operation and maintenance of the development have been assessed.
- 8.6.2 A description of the potential effect on receptors, with embedded (but not additional) mitigation caused by each identified impact is given below.
- 8.6.3 The assessment of significant effects relating to climate change is assessing the effects of Green House Gas emissions on climate change, with the effects of climate change risk scoped out of the assessment.

### **Construction Effects**

- 8.6.4 Construction activities may potentially cause:
- Permanent loss of natural or semi-natural habitats;
  - Temporary loss of natural or semi-natural habitats;
  - Permanent loss of habitat that supports species of conservation importance;
  - Temporary loss of habitat that supports species of conservation importance;
  - Temporary disturbance to wildlife, e.g. from noise, vibration or light pollution, human activity and vehicular movements, and overshadowing of bird habitats;
  - Soil compaction, resulting in changes to flora and fauna;
  - Discharge of site drainage water to the marine environment during the completed development phase; and/or,
  - Accidental release of pollution from the proposed development site.
- 8.6.5 These factors are considered as relevant in the following assessments in relation to the completed construction works.

### ***Statutory (International) Designated Sites***

#### *Dorset Heathlands SPA and Ramsar*

##### Habitat Loss

- 8.6.6 The construction phase resulted in no direct habitat loss to the Dorset Heathlands SPA and Ramsar site, as the designated boundary lies entirely outside the application site. Although the SPA/Ramsar is directly adjacent, it is under the control of the Ministry of Defence (MoD), with access strictly limited. This restriction means that construction workers, vehicles, and associated activities did not encroach upon the designated site, in line with best practice guidance for working adjacent to protected areas (Natural England, 2018).
- 8.6.7 The Dorset Heathlands SPA is designated for its internationally important breeding populations of nightjar, Dartford warbler, merlin, woodlark, and hen harrier. Comprehensive breeding bird

surveys (Appendix 8.1) recorded only nightjar among these citation species, with four territories identified within the MoD land to the south, approximately 100–150m from the application boundary. No nightjar activity was recorded within the application site itself. This robust, site-specific evidence demonstrates that the neutral and modified grassland of the application site does not provide a significant resource for nightjar associated with the SPA. This is in keeping with recent literature on nightjar habitats and preferences (Kennedy and White, 2023), which found that in a study where 30% of the landscape was made up of improved grassland, there was a significant avoidance of the habitat by nightjar.

- 8.6.8 While the site is within the 400 m buffer zone identified in Natural England and local policy (Dorset Heathlands Planning Framework) as an area of highest sensitivity to disturbance and functional linkage, the rationale for this buffer is based on the potential for suitable habitat to be used by SPA species; which in this instance, is neither present nor evidenced.
- 8.6.9 In this case, the absence of nightjar from the site, as confirmed by targeted surveys, provides strong evidence that the grassland is not functionally linked in any meaningful way for this species, nor acting as supplementary habitat.
- 8.6.10 The grassland (retained, but subject to disturbance) is therefore of suboptimal quality for nightjar compared to the extensive, higher-value heathland within the SPA/MoD land. The SPA/MoD land provides a large area of contiguous, undisturbed foraging and nesting habitat, likely meeting the core needs of the local nightjar population.
- 8.6.11 Similarly, research by Liley et al. (2009) on the Dorset Heathlands found that development impacts are most significant where there is either direct suitable habitat loss or loss of adjacent land when used by SPA species, neither of which applies in this case.
- 8.6.12 This assessment aligns with the precautionary principle embedded in the Habitats Regulations and is supported by both case law and Natural England's guidance, which emphasize that, where there is no direct or functional connection between the development site and the SPA, significant effects can be confidently excluded.
- 8.6.13 **Therefore, there has been no habitat loss to this very high value receptor, and the magnitude of impact and significance of effect is 'no change' (not significant).**

#### Drainage / Water Quality

- 8.6.14 The quality of water entering European sites is a critical determinant of habitat condition and the ability of these sites to support their qualifying species. For the Dorset Heathlands SPA and Ramsar, this is particularly relevant for the breeding populations of nightjar, Dartford warbler, merlin, woodlark, and hen harrier, which depend on the maintenance of specific heathland and wetland conditions. Elevated levels of pollutants, such as hydrocarbons or heavy metals, can degrade these habitats, potentially impacting invertebrate prey populations and vegetation structure, thereby indirectly affecting the SPA's bird species (Liley et al., 2009).
- 8.6.15 The Dorset Heathlands SPA and Ramsar site lies immediately south of the site boundary; therefore, it is possible that some surface water may infiltrate into the underlying water table and may enter the adjacent ditch network, which is located within the SPA.

- 8.6.16 **Consequently, the magnitude of impact on this very high value receptor would be low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

Air quality (dust)

- 8.6.17 Temporary dust emissions during construction can affect vegetation health or leaf structure at close range. However, given the small scale of the construction activities (significantly less than the 12,000m<sup>3</sup> threshold for buildings that generate a 'small' effect), and the receptor being more than 50m from the construction works adjacent to the northern boundary of the site, the air quality/dust assessment has concluded that there would be a negligible effect associated with construction. Where electrical hookups have been installed in closer proximity, works of this nature are very unlikely to generate any notable dust that could affect adjacent receptors.
- 8.6.18 **It is considered likely that the magnitude of the impacts of the development on these features of very high value would be low. This would result in a minor adverse significance of effect, which is not significant in EIA terms.**

Air quality (HGV construction traffic)

- 8.6.19 Using the Design Manual for Roads and Bridges (DMRB) LA 105 – Air Quality, ecological receptors within 200 metres of a road are considered potentially sensitive to emissions, particularly nitrogen oxides (NO<sub>x</sub>) and nitrogen deposition, which can affect sensitive vegetation communities such as ancient or semi-natural woodland. However, under LA 105, detailed air quality assessment is only required where Heavy Duty Vehicle (HDV) flow increases by more than 200 AADT on roads within 200 metres of sensitive ecological sites.
- 8.6.20 In this case, as advised by the project Transport Consultants and reported in Chapter 9 of this ES, construction traffic increases were well below the screening thresholds, and therefore no significant increase in airborne pollutants or nitrogen deposition would have occurred during the construction phase.
- 8.6.21 **It is considered likely that the magnitude of the impacts of the development on these features of very high value would be low. This would result in a minor adverse significance of effect, which is not significant in EIA terms.**

Light spill

- 8.6.22 As stated in the embedded mitigation section, no flood lighting was installed during the construction period.
- 8.6.23 **Given this, the magnitude of impact and significance of effect on this very high value receptor would be no change (not significant).**

## Disturbance from People and Plant Movements

- 8.6.24 The movement of people and plant during the construction phase of the project would have been somewhat obscured by any citation species which may be present within the SPA / Ramsar; this is because a scattered mature treeline runs along the southern boundary, forming a barrier between the site and the MoD land. However, toward the west and in places along the south, there are some gaps, and so, it is possible that the (minimal) construction works would have been seen by bird species using the SPA / Ramsar.
- 8.6.25 However, the nightjar population circa 100 - 150m to the south are likely to already be habituated to a certain level of disturbance from people and vehicle movements, given that they were breeding within the MoD land, which has a series of roads running through it. From aerial imagery (Google Earth Pro), it can be seen that over the years, there have always been HGV's, cars and other machinery parked on site; and within a much closer vicinity that that which would have been present during the construction of the caravan park.
- 8.6.26 As the nightjar populations continue to nest within the MoD land, despite a wider variety of available heathland habitat being present within the local area, it is considered they are habituated to a certain level of disturbance.
- 8.6.27 Furthermore, literature has consistently evidenced that nightjar populations, where there is already some level of disturbance (i.e., footpaths etc) the largest reasoning for nest failure is predation (Langston, 2007); which is not an issue associated with construction.
- 8.6.28 **When all of these factors are taken together, it is considered likely that the magnitude of the impacts and significance of effect of disturbance during construction on this feature of very high value would be low, resulting in a minor adverse effect, (not significant).**

## Recreational Disturbance

- 8.6.29 The potential for disturbance to SPA-cited bird species from recreational use by construction staff is assessed as very low. Although the Dorset Heathlands SPA is immediately adjacent to the southern boundary of the site, it is MoD land with highly restricted access and is not open to the public or non-authorized personnel. This effectively eliminates the risk of construction staff entering or using the SPA for recreational purposes.
- 8.6.30 No evidence was found of SPA citation species using the application site or its immediate surrounds (50m buffer), nor is the site considered functionally linked land (i.e., land outside the SPA that supports the ecological requirements of the qualifying species. Therefore, it is not expected that the presence of construction workers in the area would have provided additional recreational pressure sufficient to cause any perceptible impact.
- 8.6.31 **It is considered likely that the magnitude of the impacts of recreational disturbance during construction on this feature of very high value would be low. This would result in a negligible adverse effect (not significant).**

## Noise

- 8.6.32 Construction activities, including HGV movements and general site operations, have the potential to generate noise that could disturb breeding birds within the adjacent Dorset Heathlands SPA and Ramsar site, potentially causing temporary displacement or altered feeding and breeding behaviour. However, it is important to note that the SPA/Ramsar site is adjacent to active Ministry of Defence (MoD) land, where a baseline level of noise and disturbance is already present due to ongoing activities. Research (Liley et al., 2009; Cutts et al., 2009) indicates that bird populations in such environments often exhibit a degree of habituation to regular, non-threatening noise sources.
- 8.6.33 The construction works did not include any high-intensity noise-generating activities such as impact piling, which further reduces the risk of disturbance. Given the combination of noise being non-threatening (percussive), existing background noise from MoD operations, and the presence of the mature-tree line also acting as a small buffer, any incremental noise generated by the proposed construction is assumed to have been well below thresholds known to cause significant disturbance to SPA-cited bird species (Cutts et al., 2009; Natural England, 2014).
- 8.6.34 **As such, the magnitude of noise-related impacts on this feature of very high value is considered low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

## Overshadowing/Line of Sight

- 8.6.35 During the construction phase of the project there was no large plant on the site that might overshadow the SPA/Ramsar site.
- 8.6.36 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of overshadowing/line of sight during construction on this feature of very high value would be no change (not significant).**

## Introduction or Spread of Non-native / Invasive Species

- 8.6.37 A comprehensive UKHab and subsequent targeted botanical assessments were undertaken to identify the presence of non-native or invasive plant species within the application site (see Appendix 8.1).
- 8.6.38 Given the absence of invasive species at baseline, the risk of their introduction or spread as a result of the proposed development is considered to be low.
- 8.6.39 Importantly, construction workers and associated activities did not have access to the adjacent MoD land, which forms part of the Dorset Heathlands SPA/Ramsar site. This access restriction further reduces the risk of accidental transfer of non-native or invasive species into the designated site, ensuring robust biosecurity and protection of sensitive habitats.

- 8.6.40 **With these measures in place, and in the absence of any existing invasive species, the potential for the introduction or spread of non-native/invasive species as a result of the development is 'no change' effect (not significant) in EIA terms.**

*Dorset Heathlands SAC*

Habitat Loss

- 8.6.41 The application site is located adjacent to, but does not overlap with, the boundary of the Dorset Heathlands SAC. No part of the designated SAC falls within the development footprint. The Dorset Heathlands SAC is designated for its internationally important lowland heathland habitats, including Northern Atlantic wet heaths with *Erica tetralix*, European dry heaths, depressions on peat substrates, and associated wetland features. These habitats support a range of rare and protected species, including GCN (which are a non-qualifying feature, albeit present).
- 8.6.42 The construction phase caused no direct impact to the Dorset Heathlands SAC via habitat loss, given that no part of the designated site falls within the site boundary.
- 8.6.43 Comprehensive UKHab and botanical surveys confirm that no SAC designated habitats are present within the application site. The site itself comprises modified and neutral grassland, ephemeral/short perennial vegetation, scrub and scattered trees, none of which meet the criteria for SAC citation habitats.
- 8.6.44 All ditches along the boundaries were subject to ecological survey. At the time of survey, none of these features held water, and they were assessed as unsuitable for supporting Great Crested Newts (GCN) or other aquatic species of conservation concern. The absence of standing water and the lack of suitable aquatic habitat mean that the likelihood of GCN breeding within the application site is negligible. Therefore, the proposed works would not have result in the loss of GCN breeding habitat.
- 8.6.45 Given the clear separation between the development footprint and the SAC boundary, and the absence of any qualifying SAC habitats or species within the site, there has been no direct loss, degradation, or fragmentation of SAC-designated habitats. There was also no impact upon any waterbodies or ditches capable of supporting GCN or other protected aquatic species during their breeding life stage.
- 8.6.46 **Given this, the magnitude of direct habitat loss for this very high value receptor is therefore assessed as 'no change' (not significant).**

Drainage / water quality

- 8.6.47 The quality of water entering European sites is a critical determinant of habitat condition and the ability of these sites to support their qualifying features. For the Dorset Heathlands SAC, this is particularly relevant for the internationally important lowland heathland habitats (including wet and dry heaths, and associated wetlands) and populations of Great Crested Newt (GCN).

These habitats and species are highly sensitive to changes in water quality, with elevated levels of pollutants such as hydrocarbons, nutrients, or heavy metals capable of degrading vegetation structure, altering hydrological regimes, and impacting amphibian populations.

- 8.6.48 Construction was limited to electrical hookups, a gravel track, foundations and facilities buildings and, therefore, plant movements on site were limited and not generally in close proximity to the site boundaries. No spills nor pollution events were recorded during the small-scale works on site.
- 8.6.49 **Consequently, the magnitude of impact on this very high value receptor would be low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Air quality (dust)

- 8.6.50 Temporary dust emissions during construction could affect vegetation health or leaf structure at close range.
- 8.6.51 However, given the small scale of the construction activities (significantly less than the 12,000m<sup>3</sup> threshold for buildings that generate a 'small' effect), and the receptor being more than 50m from the construction works adjacent to the southern boundary of the site, the air quality/dust assessment has concluded that there would be a negligible effect associated with construction. Where electrical hookups have been installed in closer proximity, works of this nature are very unlikely to generate any notable dust that could affect adjacent receptors.
- 8.6.52 **It is considered likely that the magnitude of the impacts of the development on this feature of very high value would be low. This would result in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Air quality (construction traffic)

- 8.6.53 Using the Design Manual for Roads and Bridges (DMRB) LA 105 – Air Quality, ecological receptors within 200 metres of a road are considered potentially sensitive to emissions, particularly nitrogen oxides (NO<sub>x</sub>) and nitrogen deposition, which can affect sensitive vegetation communities such as ancient or semi-natural woodland. However, under LA 105, detailed air quality assessment is only required where Heavy Duty Vehicle (HDV) flow increases by more than 200 AADT on roads within 200 metres of sensitive ecological sites.
- 8.6.54 In this case, construction traffic was well below the DMRB screening thresholds, and therefore no significant increase in airborne pollutants or nitrogen deposition would have occurred during the construction phase.
- 8.6.55 **It is considered likely that the magnitude of the impacts of the development on this feature of very high value would be low. This would result in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Light spill

- 8.6.56 The Dorset Heathlands SAC is designated for its internationally important lowland heathland habitats and populations of GCN. These features are not considered sensitive to artificial lighting, as neither the characteristic heathland vegetation nor GCN are reliant on darkness for critical life processes such as breeding, foraging, or dispersal within the context of this development.
- 8.6.57 As stated in the embedded mitigation section, no flood lighting was used during construction.
- 8.6.58 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of overshadowing/line of sight during construction on this feature of very high value would be no change (not significant).**

#### Disturbance from people / plant movement

- 8.6.59 The application site is located adjacent to, but outside, the SAC boundary. The SAC land immediately south of the site is Ministry of Defence (MoD) property, with highly restricted access and no public right of way.
- 8.6.60 During the construction phase, the movement of people (construction workers) and plant (machinery and vehicles) was confined to the application site. There was no access to the SAC or MoD land by construction staff or vehicles, as enforced by site security and boundary controls. This strict separation eliminates the risk of direct trampling, soil compaction, or other physical disturbance to SAC habitats or GCN terrestrial habitat.
- 8.6.61 In addition, none of the qualifying features are susceptible to visual disturbance.
- 8.6.62 Given the absence of access to the SAC, the presence of physical and legal barriers, and the lack of sensitive qualifying species or habitats within the works area, the impact of disturbance from people and plant movements is considered to be “no change”.
- 8.6.63 **The magnitude of impact on the Dorset Heathlands SAC is therefore assessed as ‘no change’ (not significant).**

#### Recreational Disturbance

- 8.6.64 The potential for disturbance to SAC qualifying habitats or features from recreational use by construction staff is assessed as very low. Although the Dorset Heathlands SAC is immediately adjacent to the southern boundary of the site, it is MoD land with highly restricted access and is not open to the public or non-authorized personnel. This effectively eliminates the risk of construction staff having entered the SAC for recreational purposes.
- 8.6.65 No evidence was found of SAC citation habitats using the application site or its immediate surrounds (50m buffer), nor is the site considered functionally linked land (i.e., land outside the SAC that supports the ecological requirements of the qualifying species. Therefore, it is not expected that the presence of construction workers in the area would have exerted any recreational pressure sufficient to cause any perceptible impact.

- 8.6.66 **It is considered likely that the magnitude of the impacts of recreational disturbance during construction on this feature of very high value would be low. This would result in a minor adverse effect (not significant).**

#### Noise

- 8.6.67 The SAC habitats are not inherently sensitive to temporary increases in airborne noise levels, as they do not rely on acoustic cues for ecological functioning, nor are they susceptible to physical damage from noise.
- 8.6.68 Scientific literature and Natural England guidance indicate that amphibians, including GCNs, do not exhibit significant behavioural or physiological responses to noise at levels typically associated with construction activities (Natural England 2015; Narins et al., 2000).
- 8.6.69 Based on the above, it is concluded that noise generated during the construction phase would not have resulted in significant adverse effects on the habitats or great crested newt populations within the Dorset Heathlands SAC.
- 8.6.70 **The magnitude of impact on the Dorset Heathlands SAC is therefore assessed as 'no change' (not significant).**

#### Overshadowing/Line of Sight

- 8.6.71 During the construction phase of the project there was no large plant on the site that could have over-shadowed the SAC.
- 8.6.72 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of overshadowing/line of sight during construction on this feature of very high value would be no change (not significant).**

#### Introduction or Spread of Non-native / Invasive Species

- 8.6.73 A comprehensive UKHab and subsequent targeted botanical assessments were undertaken to identify the presence of non-native or invasive plant species within the application site (see Appendix 8.1).
- 8.6.74 Given the absence of invasive species at the site, the risk of their introduction or spread as a result of the construction works is considered to be low.
- 8.6.75 Importantly, construction workers and associated activities will not have had access to the adjacent MoD land, which forms part of the Dorset Heathlands SAC. This access restriction reduces the risk of accidental transfer of non-native or invasive species into the designated site, ensuring robust biosecurity and protection of sensitive habitats.
- 8.6.76 **With these measures in place, and in the absence of any existing invasive species, the potential for the introduction or spread of non-native/invasive species as a result of the development is 'no change' effect (not significant) in EIA terms.**

*River Avon SAC & Avon Valley SPA / Ramsar*

- 8.6.77 Being a minimum of 4.8 km east of the application boundary, the River Avon and Avon Valley are a sufficient distance (and not connected to the site, hydrologically or otherwise), that they are outside the zone of influence via which any impacts could occur.
- 8.6.78 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of very high value would be no change (not significant).**

*Dorset and Solent Coast SPA*

- 8.6.79 Being a minimum of 9 km south-east of the application boundary, the SPA is a sufficient distance (and not connected to the site, hydrologically or otherwise), that it is outside the zone of influence via which any impacts could occur.
- 8.6.80 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of very high value would be no change (not significant).**

*New Forest SPA, Ramsar and SAC*

- 8.6.81 Being a minimum of 7.96 km east of the application boundary, the New Forest SPA, Ramsar and SAC are a sufficient distance (and not connected to the site, hydrologically or otherwise), that they are outside the zone of influence via which any impacts could occur.
- 8.6.82 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of very high value would be no change (not significant).**

***Statutory (National) Designated Sites***

*Holt and West Moors SSSI*

- 8.6.83 The Holt and West Moors SSSI is the nationally designated component of the Dorset Heathlands SPA, Ramsar and SAC. Therefore, an assessment of impacts upon this high value receptor have been discussed (as above) for the SPA / Ramsar and SAC; and the conclusions drawn for those receptors are equally appropriate for the SSSI.
- 8.6.84 No further discussion is required.

*Remaining SSSI's*

- 8.6.85 The remaining SSSI's: Moors River System, Holt Heath, Horton Common, Parley Common, Town Common, St. Leonards and St. Ives Heaths and Lions Hill are a sufficient distance

(minimum of 1.25 km from the application boundary (and not connected, hydrologically or otherwise), meaning they are outside the zone of influence via which any impacts could occur.

- 8.6.86 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of high value would be no change (not significant).**

#### ***Local (County) Designated Sites***

##### *The Nursery SNCI & Lower Common SNCI*

- 8.6.87 These two SNCI's are located at 80 m and 120 m west of the application boundary, and are both designated for their woodland and heathland habitats (as opposed to fauna). As such, impacts upon these receptors have been assessed together.

##### Habitat Loss

- 8.6.88 The construction phase would have caused no direct impact to these SNCI via habitat loss, given that no part of the designated site falls within the site boundary.
- 8.6.89 Comprehensive UKHab and botanical surveys confirm that no SNCI designated habitats are present within the application site. The site itself comprises modified and neutral grassland, ephemeral/short perennial vegetation, scrub and scattered trees, none of which meet the criteria for the SNCI habitats.
- 8.6.90 **Therefore, there would be no habitat loss to these medium value receptors, and the magnitude of impact and significance of effect would be 'no change' (not significant).**

##### Drainage / water quality

- 8.6.91 The quality of water entering sites is a critical determinant of habitat condition and the ability of these sites to support their qualifying features. For The Nursery SNCI, this is particularly relevant for the relic heathland and acid grassland habitats. These habitats and species are highly sensitive to changes in water quality, with elevated levels of pollutants such as hydrocarbons, nutrients, or heavy metals capable of degrading vegetation structure, altering hydrological regimes, and impacting amphibian populations.
- 8.6.92 Construction was limited to electrical hookups, a gravel track, foundations and facilities buildings, and so, there were no significant plant movement on site, nor any activities within close proximity to the site boundaries. No spills nor pollution events were recorded during the small-scale works on site.
- 8.6.93 **Consequently, the magnitude of impact on these medium value receptors would be low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Air quality (dust)

- 8.6.94 Temporary dust emissions during construction could affect vegetation health or leaf structure at close range.
- 8.6.95 However, given the small scale of the construction activities (significantly less than the 12,000m<sup>3</sup> threshold for buildings that generate a 'small' effect), and the receptor being more than 50m from the construction works adjacent to the northern boundary of the site, the air quality/dust assessment has concluded that there would be a negligible effect associated with construction. Where electrical hookups have been installed in closer proximity, works of this nature are very unlikely to generate any notable dust that could affect adjacent receptors.
- 8.6.96 **It is considered likely that the magnitude of the impacts of the development on these features of medium value would be low. This would result in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Air quality (construction traffic)

- 8.6.97 Using the Design Manual for Roads and Bridges (DMRB) LA 105 – Air Quality, ecological receptors within 200 metres of a road are considered potentially sensitive to emissions, particularly nitrogen oxides (NO<sub>x</sub>) and nitrogen deposition, which can affect sensitive vegetation communities such as ancient or semi-natural woodland. However, under LA 105, detailed air quality assessment is only required where Heavy Duty Vehicle (HDV) flow increases by more than 200 AADT on roads within 200 metres of sensitive ecological sites.
- 8.6.98 In this case, construction traffic increases were well below the DMRB screening thresholds, and therefore no significant increase in airborne pollutants or nitrogen deposition would have occurred during the construction phase.
- 8.6.99 **It is considered likely that the magnitude of the impacts of the development on these features of medium value would be no change (not significant).**

#### Light spill

- 8.6.100 The SNCI is designated for coniferous woodland and relic heathland / acid grassland habitats. These features are not considered sensitive to artificial lighting, as neither the characteristic heathland vegetation are reliant on darkness for critical life processes such as breeding, foraging, or dispersal within the context of this development.
- 8.6.101 As stated in the embedded mitigation section, no flood lighting was used during construction that could affect sensitive receptors.
- 8.6.102 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of overshadowing/line of sight during construction on these features of medium value would be no change (not significant).**

#### Disturbance from people / plant movement

- 8.6.103 The application site is located adjacent to, but outside, the SNCI boundary. The SNCI land is to the west of the application boundary and is fenced off from the application boundary, limiting public access.
- 8.6.104 During the construction phase, the movement of people (construction workers) and plant (machinery and vehicles) was confined to the application site. There was no access to the SNCI by construction staff or vehicles, as enforced by site fencing. This strict separation eliminated the risk of direct trampling, soil compaction, or other physical disturbance to SNCI habitats. In addition, none of the qualifying features are susceptible to visual disturbance.
- 8.6.105 Given the absence of access to the SNCI, the presence of physical barriers, and the lack of sensitive qualifying species or habitats within the works area, the risk of disturbance from people and plant movements is considered to be “no change”.
- 8.6.106 **The magnitude of impact on these moderate value receptors is therefore assessed as ‘no change’ (not significant).**

#### Recreational Disturbance

- 8.6.107 The potential for disturbance to SNCI qualifying habitats or features from recreational use by construction staff is assessed as very low. Although the SNCI is immediately adjacent to the western boundary of the site, access is highly restricted access due to a barbed wire fence, and is not open to the public. This effectively eliminates the risk of construction staff having entered the SNCI for recreational purposes.
- 8.6.108 **It is considered likely that the magnitude of the impacts of recreational disturbance during construction on these features of medium value would be low. This would result in a negligible adverse effect (not significant).**

#### Noise

- 8.6.109 The SNCI habitats are not inherently sensitive to temporary increases in airborne noise levels, as they do not rely on acoustic cues for ecological functioning, nor are they susceptible to physical damage from noise.
- 8.6.110 Based on the above, it is concluded that noise generated during the construction phase would not have resulted in significant adverse effects on the habitats within the SNCI.
- 8.6.111 **It is considered likely that the magnitude of the impacts of noise during construction on these features of medium value would be low. This would result in a negligible adverse effect (not significant).**

#### Overshadowing/Line of Sight

- 8.6.112 During the construction works there was not any large plant on the site that might have overshadowed the SNCI.

8.6.113 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of overshadowing/line of sight during construction on these features of medium value would be no change (not significant).**

#### *Introduction or Spread of Non-native / Invasive Species*

8.6.114 A comprehensive UKHab and subsequent targeted botanical assessments were undertaken to identify the presence of non-native or invasive plant species within the application site (see Appendix 8.1). Given the absence of invasive species at baseline, the risk of their introduction or spread as a result of construction activity is considered to be low.

8.6.115 Importantly, construction workers and associated activities will not have had access to the adjacent SNCI land. This access restriction further reduces the risk of accidental transfer of non-native or invasive species into the designated site, ensuring robust biosecurity and protection of sensitive habitats.

8.6.116 **With these measures in place, and in the absence of any existing invasive species, the potential for the introduction or spread of non-native/invasive species as a result of the development is 'no change' effect (not significant) in EIA terms.**

#### *Remaining SNCIs*

8.6.117 The remaining SNCIs are a sufficient distance (minimum of 0.44 km from the application boundary (and not connected, hydrologically or otherwise), meaning they are outside the zone of influence via which any impacts could occur.

8.6.118 Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of moderate value would **be no change (not significant).**

#### ***Habitats***

##### *Other, neutral grassland (g3c)*

8.6.119 The grassland within the site is best described as moderate condition, other neutral grassland (refer to Appendix 8.1 for full species lists).

8.6.120 However, considering the grassland does not correspond to any S.41 Priority Habitat, such an impact would be of low magnitude, in the context of the extent of such grassland present on site.

8.6.121 **Therefore, the effect on a low value receptor would be low, results in a negligible effect (not significant).**

#### *Other habitats*

8.6.122 The remaining habitats which were lost to the development are of limited ecological value. This includes buildings, developed land, modified grassland and bramble scrub.

8.6.123 All these habitats are common within the wider landscape, and so the loss of habitats, specifically, isn't an issue, aside from ensuring their loss is appropriately offset through the Biodiversity Net Gain (BNG) process.

8.6.124 Although, these habitats support a range of protected species, which are discussed below.

8.6.125 **Therefore, the effect on a low value receptor would be low, results in a negligible effect (not significant).**

#### ***Species***

##### *Nightjar (high value)*

8.6.126 Impacts relating to Nightjar are discussed within the Dorset Heaths SPA / Ramsar section and so are not repeated here.

##### *Great crested newts (medium value)*

8.6.127 The development has retained substantial areas of potential terrestrial habitats, but construction would have caused localised habitat degradation through vegetation loss, minor ground disturbance, temporary soil compaction, and limited changes to immediate micro-habitat quality.

8.6.128 it is concluded that this would have contributed to **a minor significance of effect (not significant).**

##### *Bats: commuting and foraging (medium value)*

8.6.129 Some areas of bat foraging and commuting habitat would have been lost during the construction works. These would have included a mixture of neutral and modified grassland. Surveys of the areas have found a number of species to be using these areas, including pipistrelles, myotis, and noctule. Therefore, the site has been classified as being of moderate value to foraging and commuting bats, mainly due to the periphery connecting linear features, and their location within the wider rural landscape, all of which are to be retained.

8.6.130 During construction, the ability of bats to use the woodland corridor or areas of grassland in this location would not have been compromised. As such, the overall impact in terms of habitat loss would be of negligible magnitude, **leading to a negligible significance of effect (not significant).**

*Reptiles (low value)*

8.6.131 Due to the suitability of habitat on site, reptile survey were undertaken, with low populations of common lizards and slow worms present (see also Appendix 8.1). It is likely that there would have been a degree of habitat clearance necessary to facilitate construction. Such clearance is likely to have been small in scale, given that the majority of 'rough' habitat is retained.

8.6.132 This leads to the conclusion that impacts to this **low value receptor reptiles would be negligible (not significant)**.

*Breeding birds (non-citation species) (low value)*

8.6.133 The grasslands on site offer suitable habitat to support common species of breeding birds. Small amounts of this habitat would have been removed to facilitate the construction works. However, it is unlikely that any nests were disturbed given the grassland character of the habitat affected by the works.

*Breeding birds - Light spill*

8.6.134 Given that no flood lighting was employed during construction, light spill from the construction site would not have affected breeding birds. Therefore, the impact on this low value receptor would be a **low magnitude of effect, and a minor adverse (not significant) impact**.

8.6.135 The movement of people and plant and associated noise during the construction phase has potential to cause disturbance to nesting birds. Identifying the impact on different species and individuals is difficult as their tolerance to visual disturbance and their ability to habituate will vary.

8.6.136 **However, it is likely that a degree of disturbance may have occurred during construction. Such impacts on a receptor of low value would be low in magnitude, resulting in an effect of negligible adverse significance (not significant).**

**Operational Development**

8.6.137 In terms of ecological impacts, the completed development may potentially cause:

- Changes in air quality;
- Changes to the hydrological / drainage regime;
- Degradation and loss of natural or semi-natural habitats (e.g., from pollution);
- Degradation and loss of habitat that supports species of conservation importance; and
- Disturbance to wildlife, e.g. from noise or light pollution, human activity, vehicular movements or domestic predators.

## ***Statutory (International) Designated Sites***

### *Dorset Heaths SPA / Ramsar*

#### Air Quality (traffic emissions)

- 8.6.138 There is potential for impacts to occur to the SPA via air quality impacts arising from the operational phase of the development via traffic emissions from additional vehicle traffic. For sensitive ecological receptors, the IAQM Guidance on the assessment of dust from demolition and construction sets out 200 m as the distance from the site boundary and from the site traffic route(s) within which there could potentially be nuisance dust and PM<sub>10</sub> effects.
- 8.6.139 Using the Design Manual for Roads and Bridges (DMRB) LA 105 – Air Quality, ecological receptors within 200 metres of a road are considered potentially sensitive to emissions, particularly nitrogen oxides (NO<sub>x</sub>) and nitrogen deposition, which can affect sensitive vegetation communities such as ancient or semi-natural woodland. However, under the guidance, a detailed air quality assessment is only required where the change in daily traffic exceeds 1,000 AADT (Annual Average Daily Traffic).
- 8.6.140 In this case, proposed development traffic increases fall below the DMRB screening thresholds, and therefore no significant increase in airborne pollutants or nitrogen deposition is predicted. The SPA is not designated for the presence of particularly sensitive plant assemblages (e.g. lichen-rich communities) and is considered to have a relatively low sensitivity to marginal increases in atmospheric pollutants. Consequently, the risk of air quality impacts is considered negligible, and no significant effects are anticipated in this respect.
- 8.6.141 **Therefore, the impacts on this very high value receptor will result in no impact (no change) and is therefore not significant.**

#### Hydrological / drainage

- 8.6.142 During the operational phase of the development, there is potential for surface water generated on-site to infiltrate into the underlying aquifer and subsequently enter the adjacent ditch network, which forms part of the Dorset Heathlands SPA and Ramsar site.
- 8.6.143 The ongoing protection of water quality entering European sites is essential to maintain the ecological integrity of habitats that support qualifying species, including nightjar, Dartford warbler, merlin, woodlark, and hen harrier. These species depend on the preservation of specific heathland and wetland conditions, which can be adversely affected by pollutants such as hydrocarbons, heavy metals, nutrients, and organic matter (APEM, 2021; Environment Agency, 2022). Operational activities at caravan parks, including vehicle use, wastewater management, and routine maintenance, can pose risks of diffuse pollution, nutrient enrichment, and accidental spills if not properly managed.
- 8.6.144 Sustainable water management measures will be used to control the surface water runoff from the development Site, thereby managing the flood risk to the Site and surrounding areas from

surface water runoff. These measures will also improve the quality of water discharged from the Site. According to the Flood Risk Assessment, filter Drains will form the main attenuation feature for both buildings positioned east and west.

8.6.145 All foul water generated by the caravans will be disposed of to the onsite septic tank, which will be emptied by tanker and the waste disposed of at a wastewater treatment works, ensuring no untreated effluent enters the ditch network.

8.6.146 With these embedded mitigation measures, the risk of waterborne pollutants reaching the Dorset Heathlands SPA and Ramsar site during the operational phase is considered to be extremely low.

8.6.147 **The magnitude of impact on this very high value receptor is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Light pollution

8.6.148 The SPA supports internationally important populations of nightjar, Dartford warbler, merlin, woodlark, and hen harrier, several of which are nocturnal and are known to be sensitive to artificial light (Gaston et al., 2013; Stone et al., 2015).

8.6.149 Artificial lighting can alter natural patterns of darkness, potentially affecting the behaviour, breeding success, and foraging efficiency of sensitive bird species and their invertebrate prey (Longcore & Rich, 2004; Gaston et al., 2013). Nightjars, in particular, are vulnerable to increased illumination, which can disrupt their nocturnal activity and reduce habitat suitability (Murphy et al., 2012).

8.6.150 The installed lighting does not include any high-level or floodlighting. However, lower-level lighting has been installed as part of the enforced scheme, which may negatively impact the ability of nocturnal species to commute and forage within and around the site.

8.6.151 **The magnitude of impact on this very high value receptor is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Disturbance from people and vehicular movement (visual)

8.6.152 During the operational phase of the scheme, there is potential for disturbance to qualifying bird species of the Dorset Heathlands SPA and Ramsar site arising from increased vehicle movements within the site. The SPA supports breeding populations of nightjar, Dartford warbler, woodlark, merlin, and hen harrier, with four nightjar territories recorded within the adjacent MoD land to the south (circa 150m from the application boundary).

8.6.153 Vehicle movements can cause disturbance to sensitive bird species through visual intrusion, particularly during the breeding season (March–August). Nightjars are known to be sensitive to disturbance at nest sites, which can lead to reduced breeding success or territory abandonment if disturbance is frequent or intense (Liley & Clarke, 2003; Langston et al., 2007). However, evidence suggests that nightjars and other heathland birds can exhibit a degree of habituation

to regular, predictable human activity, especially in areas with a history of disturbance such as MoD training grounds (Murison, 2002; Clarke et al., 2006).

- 8.6.154 The MoD land immediately south of the site is likely subject to some level of ongoing military activity, including vehicle movements. Nightjar territories have been recorded within this area, indicating that local populations are likely already exposed to, and at least partially habituated to, a baseline level of anthropogenic disturbance. Studies have shown that nightjars can persist and breed successfully in areas with regular vehicle and human activity, provided that disturbance is not abrupt, unpredictable, or directly targeted at nest sites (Clarke et al., 2006; Langston et al., 2007).
- 8.6.155 The operational design of the caravan park incorporates several measures to minimise potential disturbance from vehicle movements. Internal roads are located away from the SPA boundary where possible, and speed limits and traffic calming features will be implemented to reduce this further.
- 8.6.156 **The magnitude of impact on the SPA and its qualifying species is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Recreational disturbance

- 8.6.157 During the operational phase, there is potential for increased recreational pressure on nearby heathland habitats, including the Dorset Heathlands SPA and Ramsar site. The SPA is designated for its internationally important populations of nightjar, Dartford warbler, woodlark, merlin, and hen harrier, all of which are sensitive to disturbance from recreational activities such as walking, dog walking, and cycling (Liley et al., 2009; Lake et al., 2019).
- 8.6.158 There is a presumption against development (residential or tourism) within 400m of the SPA, due to bird disturbance impacts (predation from dog-walking or pet ownership, for example). However, it is important to note that the only SPA parcel within 400m of the application site is the MoD land; which is not accessible to the public for recreation. As a result, there is no direct pathway for recreational access from the caravan park into the SPA at this location. Evidence from visitor surveys and access studies (Liley et al., 2009; Footprint Ecology, 2018) demonstrates that recreational pressure on heathlands is strongly linked to the proximity and accessibility of public access points, with the vast majority of visits occurring within 400–500m of available access (hence the above presumption against development within this buffer).
- 8.6.159 Furthermore, to the above, in 2016, a study was published by AECOM, on behalf of Purbeck Council, to assess the need for the 400m “no-build zone”. This found that an MoD barrier was an effective barrier to people dispersal, but not, however, to cat predation (on the assumption adjacent developments were permanent and residential). However, the proposals here are leisure and tourism, and with no opportunity for cats on site (and hence no opportunity for cat or predation); limiting again the possibility of disturbance to the SPA citation species.
- 8.6.160 Aside from the adjacent MoD land, the nearest publicly accessible parcel of heathland is Holt Heath, approximately 1.6 km from the site. Research indicates that the likelihood of regular

recreational visits to heathland sites decreases significantly with distance, and that sites beyond 1 km from residential or tourist accommodation receive substantially fewer visits (Liley et al., 2009; Lake et al., 2019). Consequently, the risk of significant additional recreational pressure on SPA habitats and citation species from the proposed development is considered low.

- 8.6.161 In accordance with the Dorset Heathlands Planning Framework and local plan policies (e.g., Policy ME2, Christchurch and East Dorset Core Strategy 2014), the development will contribute to the Heathland Infrastructure Project (HIP). This strategic mitigation scheme funds the provision of Suitable Alternative Natural Greenspace (SANG), wardening, education, and access management measures to divert recreational use away from sensitive heathland sites and minimise disturbance to qualifying species (Dorset Council, 2023). The effectiveness of the HIP and SANG approach in reducing recreational pressure on European sites is well established, and many studies (Liley et al., 2009; Lake et al., 2019; Dorset Council, 2023). demonstrate that with ongoing monitoring of the HIP, such schemes are effective in safeguarding SPA bird populations from recreational disturbance.
- 8.6.162 With these embedded mitigation measures and given the absence of public access to the adjacent SPA parcel, the risk of significant operational-phase recreational disturbance to the Dorset Heathlands SPA and Ramsar site is considered negligible.
- 8.6.163 **The magnitude of impact on this very high value receptor is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Operational Noise

- 8.6.164 During the operational phase, the principal source of noise will be the routine comings and goings of vehicles associated with residents, visitors, and site management. The Dorset Heathlands SPA and Ramsar site, immediately to the south, supports four nightjar territories (RPS, 2025).
- 8.6.165 Research indicates that anthropogenic noise can affect bird behaviour, territory selection, and breeding success, particularly for ground-nesting species such as nightjar and woodlark (Reijnen et al., 1995; Cutts et al., 2013). However, the magnitude of impact is highly dependent on the intensity, frequency, and predictability of the noise source, as well as the degree of habituation of local bird populations (Langston et al., 2007; Clarke et al., 2006).
- 8.6.166 There is a presumption against development (residential or tourism) within 400m of the SPA, due to bird disturbance impacts (noise etc). However, it is important to note that the only SPA parcel within 400m of the application site is the MoD land, immediately south; which is already subject to ongoing military activity, including vehicle movements and a certain level of operational noise. Nightjar territories have been recorded within this MoD land, indicating that local populations are already exposed to, and at least partially habituated to, a baseline level of anthropogenic noise and disturbance (Murison, 2002; Clarke et al., 2006). Case studies from similar heathland environments show that nightjars and other SPA species can persist and breed successfully in areas with regular, predictable vehicle and human activity, provided that

noise levels do not exceed critical thresholds or occur during sensitive periods (Clarke et al., 2006; Langston et al., 2007).

8.6.167 The anticipated operational noise from the caravan park is expected to be low-level and intermittent, primarily associated with vehicles arriving and departing, and will be largely confined to daylight hours. No amplified music, public address systems, or other significant noise sources are present. The internal layout of the park directs vehicle movements away from the SPA boundary where possible and speed limits further reduce noise levels.

8.6.168 With these embedded design and management measures and considering the existing habituation of local bird populations to MoD-related noise, the risk of significant operational-phase noise disturbance to SPA citation species is considered low.

8.6.169 **The magnitude of impact on this very high value receptor is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### *Dorset Heaths SAC*

##### *Air Quality (traffic emissions)*

8.6.170 There is potential for impacts to occur to the SPA via air quality impacts arising from the completed development phase of the development via traffic emissions from additional vehicle traffic. For sensitive ecological receptors, the IAQM Guidance on the assessment of dust from demolition and construction sets out 200 m as the distance from the site boundary and from the site traffic route(s) within which there could potentially be nuisance dust and PM<sub>10</sub> effects.

8.6.171 Using the Design Manual for Roads and Bridges (DMRB) LA 105 – Air Quality, ecological receptors within 200 metres of a road are considered potentially sensitive to emissions, particularly nitrogen oxides (NO<sub>x</sub>) and nitrogen deposition, which can affect sensitive vegetation communities such as ancient or semi-natural woodland. However, under the guidance, a detailed air quality assessment is only required where the change in daily traffic exceeds 1,000 AADT (Annual Average Daily Traffic).

8.6.172 In this case, proposed development traffic increases fall below the screening thresholds, and therefore no significant increase in airborne pollutants or nitrogen deposition is predicted. The SPA is not designated for the presence of particularly sensitive plant assemblages (e.g. lichen-rich communities) and is considered to have a relatively low sensitivity to marginal increases in atmospheric pollutants. Consequently, the risk of air quality impacts is considered negligible, and no significant effects are anticipated in this respect.

8.6.173 Therefore, the impacts on this very high value receptor will result in **no impact (No Change) and is therefore not significant.**

##### *Hydrological / drainage*

8.6.174 The Dorset Heathlands SAC, adjacent to the proposed site, is designated for its extensive lowland heathland habitats, which are highly sensitive to changes in hydrology and water

quality. The SAC citation also includes wet heath, mires, and associated ditch networks, which support a range of protected species, including GCN.

8.6.175 During the operational phase, surface water generated on-site will infiltrate or be directed via a sustainable drainage system (SuDS) towards the underlying aquifer and the adjacent ditch network. These ditches may act as hydrological pathways connecting the development to the SAC and may also provide aquatic and terrestrial habitat for GCN, a European Protected Species.

8.6.176 The quality and quantity of water entering the SAC is a critical determinant of habitat condition and the ability of the site to support its qualifying features. Heathland and wetland habitats are particularly vulnerable to nutrient enrichment, sedimentation, and pollutants such as hydrocarbons and heavy metals, which can alter vegetation structure, reduce invertebrate diversity, and impact amphibian populations (APEM, 2021; Environment Agency, 2022). Changes in water quantity, such as increased runoff or altered groundwater recharge, can also affect the hydrological regime of wet heath and mires, leading to drying or waterlogging (JNCC, 2023).

8.6.177 All foul water will be disposed of to the onsite septic tank, which will be emptied by tanker and the waste disposed of at a wastewater treatment works, ensuring no untreated effluent enters the ditch network.

8.6.178 With these embedded mitigation measures, the risk of adverse hydrological or water quality impacts on the Dorset Heathlands SAC and its qualifying habitats and species, including GCN, is considered negligible.

8.6.179 **The magnitude of impact on this very high value receptor is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### Light pollution

8.6.180 The Dorset Heathlands SAC is designated for its internationally important lowland heathland habitats and (albeit not a qualifying feature, populations of GCN). These features are not considered sensitive to artificial lighting, as neither the characteristic heathland vegetation nor GCN are reliant on darkness for critical life processes such as breeding, foraging, or dispersal within the context of this development.

8.6.181 The installed lighting does not include any high-level or floodlighting. However, lower-level lighting has been installed as part of the enforced scheme, which may negatively impact the ability of nocturnal species to commute and forage within and around the site.

8.6.182 **The magnitude of impact on this very high value receptor is therefore assessed as no change, which is not significant in EIA terms.**

#### Disturbance from vehicular movement

8.6.183 During the operational phase, vehicle movements will primarily be associated with the arrival and departure of visitors, and site management. The Dorset Heathlands SAC, adjacent to the

site, is designated for its extensive lowland heathland habitats, including dry and wet heath, mires, and associated wetland features. These habitats are sensitive to a range of pressures but are not directly sensitive to visual disturbance in the same way as faunal qualifying features.

8.6.184 Visual disturbance from vehicle movements is not generally considered a significant impact pathway for the qualifying habitats of the Dorset Heathlands SAC. Occasional or low-level visual disturbance, such as the sight of moving vehicles, does not directly affect the integrity or ecological function of these habitats.

8.6.185 There is no evidence to suggest that visual disturbance from passing vehicles would have a significant effect on GCN (a non-qualifying feature) populations.

8.6.186 With these embedded design and management measures, and considering the nature of the SAC's qualifying features, the risk of significant operational-phase visual disturbance from vehicle movements is considered negligible.

8.6.187 **The magnitude of impact on this very high value receptor is therefore assessed as no change, which is not significant in EIA terms.**

#### Recreational disturbance

8.6.188 During the operational phase, there is potential for increased recreational activity in the surrounding area.

8.6.189 However, the parcel of the SAC immediately adjacent to the site is MoD land, which is not accessible to the public. This means there is no direct pathway for recreational access from the caravan park into the SAC at this location. Evidence from visitor access studies in Dorset (Liley et al., 2009; Footprint Ecology, 2018) shows that recreational pressure on heathland habitats is strongly linked to the proximity and accessibility of public access points, with the vast majority of visits occurring within 400–500m of such points. The absence of public access to the MoD parcel effectively eliminates the risk of direct recreational disturbance to the adjacent SAC habitats.

8.6.190 The nearest publicly accessible heathland is Holt Heath, approximately 1.6km from the site. Research indicates that the likelihood of regular recreational visits to heathland sites decreases significantly with distance, and that sites beyond 1km from residential or tourist accommodation receive substantially fewer visits (Liley et al., 2009; Lake et al., 2019).

8.6.191 In accordance with the Dorset Heathlands Planning Framework and local plan policies (e.g., Policy ME2, Christchurch and East Dorset Core Strategy 2014), the development will contribute to the Heathland Infrastructure Project (HIP). This strategic mitigation scheme funds the provision of Suitable Alternative Natural Greenspace (SANG), wardening, education, and access management measures to divert recreational use away from sensitive heathland sites and minimise disturbance to qualifying habitats (Dorset Council, 2023). The effectiveness of the HIP and SANG approach in reducing recreational pressure on European sites is well established (Liley et al., 2009; Lake et al., 2019; Dorset Council, 2023).

8.6.192 With these embedded mitigation measures and given the absence of public access to the adjacent SAC parcel, the risk of significant operational-phase recreational disturbance to the Dorset Heathlands SAC is considered negligible.

**8.6.193 The magnitude of impact on this feature of very high value is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### *Operational Noise*

8.6.194 During the operational phase, noise will primarily be generated by the routine comings and goings of vehicles associated with residents, visitors, and site management.

8.6.195 The qualifying features of the Dorset Heathlands SAC are its habitats, not specific faunal species that are sensitive to noise. There is no evidence to suggest that routine, low-level operational noise from vehicle movements would have any direct or indirect adverse effect on the integrity or conservation objectives of the habitats within the SAC citation. kk

8.6.196 The ditch network adjacent to the site, which may provide habitat for great crested newt (GCN), is also not considered sensitive to operational noise.

8.6.197 With these considerations, the risk of significant operational-phase noise impacts on the qualifying habitats and species of the Dorset Heathlands SAC, the ditch network, or GCN is considered negligible.

**8.6.198 The magnitude of impact on this feature of very high value is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### *River Avon SAC & Avon Valley SPA / Ramsar*

8.6.199 Given the distances involved (a minimum of 4.8km), impacts arising from disturbance (recreational, visual vehicular movement, operational noise), air quality, and light pollution, can be screened out of further assessment, as there are no pathways via which impacts could occur.

#### *Hydrology / Drainage*

8.6.200 The Avon Valley SPA is designated for its internationally important populations of wintering and breeding birds, including Bewick's swan, gadwall, and black-tailed godwit, which depend on the maintenance of high-quality wetland habitats (JNCC, 2023). The SPA is hydrologically connected to its catchment via the River Avon and associated tributaries, which may receive surface water and treated effluent from developments within the catchment.

8.6.201 Water quality is a critical determinant of habitat condition and the ability of the SPA to support its qualifying bird species. Elevated nutrient inputs, particularly nitrogen and phosphorus, can lead to eutrophication, algal blooms, and changes in aquatic vegetation, which in turn can reduce the availability of suitable feeding and roosting habitat for SPA birds (Natural England, 2022; Environment Agency, 2022).

8.6.202 There is no pathway via which surface water run-off would impact the SPA / Ramsar / SAC.

8.6.203 **The magnitude of impact on this very high value receptor is therefore assessed as no change (not significant).**

*Solent and Dorset Coast SPA*

8.6.204 Being a minimum of 9 km south-east of the application boundary, the site is a sufficient distance (and not connected to the site, hydrologically or otherwise), that they are outside the zone of influence via which any impacts could occur.

8.6.205 Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of **very high value would be no change (not significant).**

*New Forest SPA, Ramsar and SAC*

8.6.206 Being a minimum of 7.96 km east of the application boundary, the New Forest SPA, Ramsar and SAC are a sufficient distance (and not connected to the site, hydrologically or otherwise), that they are outside the zone of influence via which any impacts could occur.

8.6.207 Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of **very high value would be no change (not significant).**

***Statutory (National) Designated Sites***

*Holt and West Moors SSSI*

8.6.208 The Holt and West Moors SSSI is the nationally designated component of the Dorset Heathlands SPA, Ramsar and SAC. Therefore, an assessment of impacts upon this high value receptor have been discussed (as above) for the SPA / Ramsar and SAC; and the conclusions drawn for those receptors are equally appropriate for the SSSI.

8.6.209 No further discussion is required.

*All remaining SSSI's*

8.6.210 The remaining SSSI's: Moors River System, Holt Heath, Horton Common and Lions Hill are a sufficient distance (minimum of 1.25 km from the application boundary (and not connected, hydrologically or otherwise), meaning they are outside the zone of influence via which any impacts could occur.

8.6.211 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of high value would be no change (not significant).**

### **Local (County) Designated Sites**

#### *The Nursery SNCI & Lower Common SNCI*

Disturbance from vehicular movement, light pollution, operation noise

8.6.212 Given the nature of the designations (being habitat based), they would not be susceptible to impacts arising from vehicular movement, light pollution or operational noise.

Air quality (traffic emissions)

8.6.213 There is potential for impacts to occur to the SNCI via air quality impacts arising from the completed development phase of the development via traffic emissions from additional vehicle traffic. For sensitive ecological receptors, the IAQM Guidance on the assessment of dust from demolition and construction sets out 200 m as the distance from the site boundary and from the site traffic route(s) within which there could potentially be nuisance dust and PM10 effects.

8.6.214 Using the Design Manual for Roads and Bridges (DMRB) LA 105 – Air Quality, ecological receptors within 200 metres of a road are considered potentially sensitive to emissions, particularly nitrogen oxides (NO<sub>x</sub>) and nitrogen deposition, which can affect sensitive vegetation communities such as ancient or semi-natural woodland. However, under the guidance, a detailed air quality assessment is only required where the change in daily traffic exceeds 1,000 AADT (Annual Average Daily Traffic).

8.6.215 In this case, proposed development traffic increases fall below the DMRB screening thresholds, and therefore no significant increase in airborne pollutants or nitrogen deposition is predicted. Consequently, the risk of air quality impacts is considered negligible, and no significant effects are anticipated in this respect.

**8.6.216 Therefore, the impacts on these medium receptors will result in no impact (No Change) and is therefore not significant.**

Hydrological / Drainage

8.6.217 During the operational phase of the development, there is potential for surface water generated on-site to infiltrate into the underlying aquifer and subsequently enter the adjacent ditch network, which are somewhat connected to the SNCI.

8.6.218 The ongoing protection of water quality is essential to maintain the ecological integrity of habitats that support qualifying species. Operational activities at caravan parks, including vehicle use, wastewater management, and routine maintenance, can pose risks of diffuse pollution, nutrient enrichment, and accidental spills if not properly managed.

8.6.219 All foul water generated by the caravans will be disposed of to the onsite septic tank, which will be emptied by tanker and the waste disposed of at a wastewater treatment works.

8.6.220 With these embedded mitigation measures, the risk of waterborne pollutants reaching the SNCI's site during the operational phase is considered to be extremely low.

8.6.221 **The magnitude of impact on these medium value receptors is therefore assessed as low, resulting in a negligible significance of effect, which is not significant in EIA terms.**

#### Recreational disturbance

8.6.222 The adjacent SNCI comprises coniferous plantation woodland and relic heathland, which is designated for its local biodiversity value. During the operational phase of the caravan park, there is potential for recreational disturbance to nearby habitats, particularly where sites are accessible to residents and visitors.

8.6.223 Recreational disturbance typically affects woodlands through trampling, soil compaction, littering, disturbance to wildlife, and the creation of informal paths (Liley et al., 2009; Kirby et al., 2013). These impacts are most pronounced where there is direct, unmanaged access and high visitor pressure. In plantation woodlands, ground flora and understorey structure can be particularly vulnerable to repeated disturbance, but the risk is greatly reduced where access is restricted.

8.6.224 The coniferous woodland SNCI is a plantation rather than a semi-natural ancient woodland, and its biodiversity value is primarily related to its structure and potential for supporting certain bird and invertebrate species.

8.6.225 However, in this case, the SNCI is physically separated from the caravan park by secure fencing and dense bramble scrub, and so there is no public access from the development into The Nursery SNCI.

8.6.226 The presence of secure fencing and the absence of access points from the caravan park mean that the risk of trampling, disturbance, or other recreational impacts is negligible.

8.6.227 **The magnitude of impact on this medium value receptor is therefore assessed as low, resulting in a negligible significance of effect, which is not significant in EIA terms.**

#### All remaining SSSI's

8.6.228 The remaining SNCI's are a sufficient distance (minimum of 0.44 km from the application boundary (and not connected, hydrologically or otherwise), meaning they are outside the zone of influence via which any impacts could occur.

8.6.229 **Therefore, it is considered likely that the magnitude of the impacts and significance of effects of all impact pathways during construction on these features of medium value would be no change (not significant).**

#### **Habitats**

#### Creation and ongoing management

8.6.230 Habitat creation will involve the planting of individual scattered trees, woodland scrub, shade tolerant hedgerow mixes and native hedgerow planting; all of which will provide a varied mosaic of habitats, when comparing the pre-development scheme (baseline) to the proposed. The

planting has been chosen to provide specific resource for species within the vicinity of the site, and also to contribute toward the Biodiversity Net Gain score for the scheme.

**8.6.231 The magnitude of impact on this low value receptor is therefore assessed as low, resulting in a negligible significance of effect, which is not significant in EIA terms.**

### ***Species***

#### *Nightjar (high value)*

8.6.232 Impacts relating to Nightjar are discussed within the Dorset Heaths SPA / Ramsar section and so are not repeated here.

#### *Great crested newts (medium value)*

8.6.233 Retained habitat features preserve commuting routes and access to breeding ponds, helping to ensure that GCN can continue to utilise the site during operation.

#### *Bats: commuting and foraging (medium value)*

8.6.234 The mature tree lines around the site peripheries have been retained, maintaining connectivity across the site, linking the site with the surrounding landscape, and ensuring that bat foraging on site can continue post construction.

**8.6.235 The magnitude of impact on this medium value receptor is therefore assessed as no change (not significant).**

#### *Light spill*

8.6.236 Artificial lighting can alter natural patterns of darkness, potentially affecting the behaviour, breeding success, and foraging efficiency of bats.

8.6.237 The installed lighting does not include any high-level or floodlighting. However, lower-level lighting has been installed as part of the enforced scheme, which may negatively impact the ability of nocturnal species to commute and forage within and around the site.

**8.6.238 The magnitude of impact on this medium receptor is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

#### *Reptiles (low value)*

8.6.239 Reptile habitat has been retained within the site.

**8.6.240 The magnitude of impact on this medium value receptor is therefore assessed as no change (not significant).**

*Breeding birds, non-citation (low value)*

8.6.241 The main potential impacts to breeding birds from the completed development phase of the proposed development are likely to include increased disturbance from completed development noise, the potential for lighting to spill onto the habitats used for breeding and habitat loss due to lack of management.

Light Spill

8.6.242 Given the proposed development would be tourism and leisure, there is the potential for light spill from the completed development phase to impact birds nesting within the site. However, as set out above, the lighting scheme complies with best practice and includes low-level lighting directed away from retained habitats.

**8.6.243 The impacts on this low value receptor will result in a low impact (negligible adverse) and is therefore not significant.**

Completed development Noise

8.6.244 While the proposed development would generate some limited noise associated with activity at the site, this would mainly be of the continuous background type rather than the short, sudden, percussive type which is the main cause of disturbance in birds. On this basis, the impacts of completed development noise on this feature of low value would be low.

**8.6.245 This would result in a low impact (negligible) and is therefore not significant.**

## 8.7 Mitigation and Monitoring

8.7.1 The above assessment has considered impacts upon features of very high, high, medium and low value, ranging from internationally designated sites, through to protected species populations of low value.

8.7.2 This section looks at further mitigation which is to be included, and the resulting residual effects that this has on these particular features.

**Construction**

8.7.3 As construction works have been completed, no further mitigation is proposed.

## Operation

### *Dorset Heaths SPA and Ramsar*

#### Drainage / hydrology

- 8.7.4 Operational procedures will be implemented for the safe storage and handling of any fuels, chemicals, and waste, with secondary containment and spill response protocols to minimise the risk of accidental releases (Environment Agency, 2022).
- 8.7.5 **As such, it is considered likely that the residual magnitude of the impacts of the project in the long term on this feature of very high value would be low. This would result in a minor adverse effect (not significant).**

#### Disturbance from people movements

- 8.7.6 In addition, planting along the southern boundary will include a native hedgerow, native trees, and scrub, which, as it matures, will provide another level of protection with regards to a visual buffer between the site and the SPA / Ramsar.
- 8.7.7 With the above mitigation measures and considering the existing habituation of local bird populations to MoD-related disturbance, the risk of significant operational-phase disturbance from vehicle movements is considered low.
- 8.7.8 **The magnitude of impact on the SPA and its qualifying species is therefore assessed as low, resulting in a minor adverse significance of effect, which is not significant in EIA terms.**

### *GCN*

- 8.7.9 To provide additional assurance and to comply with best practice and regulatory requirements, the client has committed to joining the District Level Licensing (DLL) scheme for GCN. This scheme, administered by Natural England, provides a strategic, landscape-scale approach to GCN conservation and ensures that any residual risk to the species is fully mitigated through the creation and management of compensatory habitats at the district level. Participation in the DLL scheme further reduces any potential risk to GCN, even in the unlikely event that individuals are present.
- 8.7.10 On-site enhancements will include the creation and improvement of terrestrial refugia and connectivity features specifically targeted at amphibians: native scrub and woodland edge planting, species-rich tussocky grassland, log and brash refugia, and purpose-built hibernacula. These measures will increase invertebrate prey resources and cover for GCN, improving the quality and extent of terrestrial habitat available for foraging and shelter.
- 8.7.11 The proposed enhancements to informal open space and landscape buffers will substantially improve the site for GCN by establishing a network of complementary aquatic and terrestrial habitats. Native hedgerows and scrub belts will provide sheltered commuting corridors, the new

grassland and woodland edge will supply foraging and refugia opportunities, and the constructed hibernacula and refugia piles will increase the availability of winter shelter. Collectively these measures increase habitat heterogeneity and connectivity, supporting GCN life-cycle requirements across the site.

8.7.12 These enhancements will be secured via condition.

8.7.13 **The magnitude of impact on this medium value receptor is therefore assessed as medium, resulting in a residual minor beneficial significance of effect, which is not significant in EIA terms.**

#### ***Commuting and foraging bats – Habitat***

8.7.14 Enhancements on site would include tree planting, new woodland and scrub planting, and native hedgerows. This would provide a biodiversity benefit to invertebrates, which are a prime food source for bats.

8.7.15 The enhancements to areas of open space within the proposed development substantially enhance the site with respect to foraging bats, through the provision of native tree and scrub planting, woodland edge habitat and new grassland.

8.7.16 It is expected that these habitat enhancements would be secured via condition.

8.7.17 **As such, it is considered likely that the residual magnitude of the impacts of the project in the long term on this feature of medium value would be medium. This would result in a residual minor beneficial effect (not significant).**

#### ***Commuting and foraging bats – Lighting***

8.7.18 Lighting is limited to low-level, downward-facing bollard lights for essential wayfinding and safety within the site. The current luminaires will be changed to bulbs which comply with the Institution of Lighting Professionals' (ILP) Guidance Note 08/18: Bats and Artificial Lighting in the UK (ILP, 2018) and best practice for developments near sensitive ecological receptors (Stone et al., 2015).

8.7.19 Lighting is positioned away from the southern and eastern site boundaries adjacent to the SPA. The lighting design will achieve an Environmental Zone E1 (intrinsically dark) classification at the SPA boundary, as defined by the ILP (2011), ensuring that illuminance levels at the SPA edge remain at or below 0.5 lux, which is considered negligible for ecological impact (ILP, 2018).

8.7.20 With these embedded design and further mitigation measures, the risk of operational-phase light pollution adversely affecting the populations of commuting and foraging bats is considered to be negligible.

8.7.21 **This would result in a residual negligible adverse effect (not significant).**

### ***Reptiles***

- 8.7.22 The provision of significant new areas of reptile habitat within the final landscape design would ensure that, overall, there would be a net gain in reptile habitat. This would be expected to be secured via an appropriate condition.
- 8.7.23 **As such, it is considered likely that the residual magnitude of the impacts of the development in the long term would be medium. This would result in a residual minor beneficial effect (not significant).**

### ***Breeding birds***

- 8.7.24 Further mitigation in the form of habitat creation would include a scheme of bird boxes across the site, and the planting of extensive new areas of woodland edge habitat.
- 8.7.25 **Overall, therefore, the provision of this new habitat creation would lead to a residual medium beneficial magnitude of impact for breeding birds, which would lead to an effect of minor beneficial significance (not significant).**

### ***Habitats***

- 8.7.26 A habitat management plan will be developed for the site, aiming to enhance it from a moderate condition to a high condition (in BNG-specific terms).

### **Change in Management**

- 8.7.27 Within the proposed development site there is currently potential for habitat loss caused by a lack of management allowing scrub encroachment within open habitats such as the grassland.
- 8.7.28 However, the proposed development would bring the site back into active use with a detailed management regime in place to ensure that this lack of management does not occur. The magnitude of the impacts of changes to habitat due to lack of management during operation on this feature of low value.
- 8.7.29 The effects relating to habitat creation are reported in the construction section above: **minor beneficial effect (not significant)**. This long-term effect would continue throughout the completed development phase.

## **8.8 Residual Effects**

- 8.8.1 The above assessment has considered impacts upon features of high, medium and low value, ranging from nationally designated sites, through to protected species populations of low value. However, the embedded mitigation and design interventions, combined with all good practice standard guidelines, have ensured that there are no significant effects which have been predicted; and as a result, no additional mitigation is required.

**Table 8.9: Summary of Residual Effects**

| Receptor                           | Impact Pathway                             | Additional Mitigation (Y / N) | Significance of Residual Effect |
|------------------------------------|--------------------------------------------|-------------------------------|---------------------------------|
| <b>Construction and Demolition</b> |                                            |                               |                                 |
| Dorset Heaths SPA / Ramsar         | Habitat loss                               | No                            | No change (not significant)     |
|                                    | Drainage / water quality                   | No                            | Minor adverse (not significant) |
|                                    | Air quality (dust)                         | No                            | Minor adverse (not significant) |
|                                    | Air quality (HGV construction traffic)     | No                            | Minor adverse (not significant) |
|                                    | Light spill                                | No                            | No change (not significant)     |
|                                    | Disturbance from people and plant movement | No                            | Minor adverse (not significant) |
|                                    | Recreational disturbance                   | No                            | Minor adverse (not significant) |
|                                    | Noise                                      | No                            | Minor adverse (not significant) |
|                                    | Overshadowing / line of sight              | No                            | No change (not significant)     |
|                                    | Introduction of non-native species         | No                            | No change (not significant)     |
| Dorset Heaths SAC                  | Habitat loss                               | No                            | No change (not significant)     |
|                                    | Drainage / water quality                   | No                            | Minor adverse (not significant) |
|                                    | Air quality (dust)                         | No                            | Minor adverse (not significant) |
|                                    | Air quality (HGV construction traffic)     | No                            | Minor adverse (not significant) |
|                                    | Light spill                                | No                            | No change (not significant)     |
|                                    | Disturbance from people and plant movement | No                            | No change (not significant)     |
|                                    | Recreational disturbance                   | No                            | Minor adverse (not significant) |
|                                    | Noise                                      | No                            | No change (not significant)     |
|                                    | Overshadowing / line of sight              | No                            | No change (not significant)     |

|                            |                                            |    |                                 |
|----------------------------|--------------------------------------------|----|---------------------------------|
|                            | Introduction of non-native species         | No | No change (not significant)     |
| Avon Valley SPA and Ramsar | All impact pathways                        | No | No change (not significant)     |
| River Avon SAC             | All impact pathways                        | No | No change (not significant)     |
| New Forest SPA and Ramsar  | All impact pathways                        | No | No change (not significant)     |
| New Forest SAC             | All impact pathways                        | No | No change (not significant)     |
| Holt and West Moors SSSI   | Habitat loss                               | No | No change (not significant)     |
|                            | Drainage / water quality                   | No | Minor adverse (not significant) |
|                            | Air quality (dust)                         | No | Minor adverse (not significant) |
|                            | Air quality (HGV construction traffic)     | No | Minor adverse (not significant) |
|                            | Light spill                                | No | No change (not significant)     |
|                            | Disturbance from people and plant movement | No | Minor adverse (not significant) |
|                            | Recreational disturbance                   | No | Minor adverse (not significant) |
|                            | Noise                                      | No | Minor adverse (not significant) |
|                            | Overshadowing / line of sight              | No | No change (not significant)     |
|                            | Introduction of non-native species         | No | No change (not significant)     |
| Remaining SSSI's           | All impact pathways                        | No | No change (not significant)     |
| The Nursery SNCI           | Habitat loss                               | No | No change (not significant)     |
|                            | Drainage / water quality                   | No | Minor adverse (not significant) |
|                            | Air quality (dust)                         | No | Minor adverse (not significant) |
|                            | Air quality (HGV construction traffic)     | No | No change (not significant)     |
|                            | Light spill                                | No | No change (not significant)     |
|                            | Disturbance from people and plant movement | No | No change (not significant)     |

|                              |                                            |    |                                      |
|------------------------------|--------------------------------------------|----|--------------------------------------|
|                              | Recreational disturbance                   | No | Negligible adverse (not significant) |
|                              | Noise                                      | No | Negligible adverse (not significant) |
|                              | Overshadowing / line of sight              | No | No change (not significant)          |
|                              | Introduction of non-native species         | No | No change (not significant)          |
| Lower Common SNCI            | Habitat loss                               | No | No change (not significant)          |
|                              | Drainage / water quality                   | No | Minor adverse (not significant)      |
|                              | Air quality (dust)                         | No | Minor adverse (not significant)      |
|                              | Air quality (HGV construction traffic)     | No | No change (not significant)          |
|                              | Light spill                                | No | No change (not significant)          |
|                              | Disturbance from people and plant movement | No | No change (not significant)          |
|                              | Recreational disturbance                   | No | Negligible adverse (not significant) |
|                              | Noise                                      | No | Negligible adverse (not significant) |
|                              | Overshadowing / line of sight              | No | No change (not significant)          |
|                              | Introduction of non-native species         | No | No change (not significant)          |
| Remaining SNCI's             | All impact pathways                        | No | No change (not significant)          |
| Habitats (neutral grassland) | Habitat loss / creation                    | No | Negligible adverse (not significant) |
| Species: Nightjar            | Habitat loss                               | No | No change (not significant)          |
|                              | Drainage / water quality                   | No | Minor adverse (not significant)      |
|                              | Air quality (dust)                         | No | Minor adverse (not significant)      |
|                              | Air quality (HGV construction traffic)     | No | Minor adverse (not significant)      |
|                              | Light spill                                | No | No change (not significant)          |
|                              | Disturbance from people and plant movement | No | Minor adverse (not significant)      |

|                                      |                                      |                                                                                                           |                                      |
|--------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------|
|                                      | Recreational disturbance             | No                                                                                                        | Minor adverse (not significant)      |
|                                      | Noise                                | No                                                                                                        | Minor adverse (not significant)      |
|                                      | Overshadowing / line of sight        | No                                                                                                        | No change (not significant)          |
|                                      | Introduction of non-native species   | No                                                                                                        | No change (not significant)          |
| Species: GCN                         | Habitat loss / creation              | No                                                                                                        | Minor beneficial (not significant)   |
| Species: Commuting and foraging bats | Habitat loss / creation              | No                                                                                                        | Minor beneficial (not significant)   |
| Species: Reptiles                    | Habitat loss / creation              | No                                                                                                        | Minor beneficial (not significant)   |
| Species: Breeding birds              | Habitat loss                         | No                                                                                                        | Minor beneficial (not significant)   |
| <b>Completed Development</b>         |                                      |                                                                                                           |                                      |
| Dorset Heaths SPA and Ramsar         | Air quality (traffic emissions)      | No                                                                                                        | No change (not significant)          |
|                                      | Hydrology / drainage                 | Yes                                                                                                       | Minor adverse (not significant)      |
|                                      | Light pollution                      | Yes – change in luminaries to comply with ILP Guidance Note 08/18: Bats and Artificial Lighting in the UK | Negligible adverse (not significant) |
|                                      | Disturbance from vehicular movements | Yes                                                                                                       | Minor adverse (not significant)      |
|                                      | Recreational disturbance             | No                                                                                                        | Minor adverse (not significant)      |
|                                      | Operational noise                    | No                                                                                                        | Minor adverse (not significant)      |
| Dorset Heaths SAC                    | Air quality (traffic emissions)      | No                                                                                                        | No change (not significant)          |
|                                      | Hydrology / drainage                 | No                                                                                                        | Minor adverse (not significant)      |
|                                      | Light pollution                      | No                                                                                                        | No change (not significant)          |
|                                      | Disturbance from vehicular movements | No                                                                                                        | No change (not significant))         |
|                                      | Recreational disturbance             | No                                                                                                        | Minor adverse (not significant)      |

|                            |                                      |    |                                      |
|----------------------------|--------------------------------------|----|--------------------------------------|
|                            | Operational noise                    | No | Minor adverse (not significant)      |
| River Avon SAC             | All other impact pathways            | No | No change (not significant)          |
|                            | Hydrology / drainage                 | No | Minor adverse (not significant)      |
| Avon Valley SPA and Ramsar | All other impact pathways            | No | No change (not significant)          |
|                            | Hydrology / drainage                 | No | Minor adverse (not significant)      |
| New Forest SAC             | All other impact pathways            | No | No change (not significant)          |
| New Forest SPA and Ramsar  | All other impact pathways            | No | No change (not significant)          |
| Holt and West Moors SSSI   | Air quality (traffic emissions)      | No | No change (not significant)          |
|                            | Hydrology / drainage                 | No | Minor adverse (not significant)      |
|                            | Light pollution                      | No | Minor adverse (not significant)      |
|                            | Disturbance from vehicular movements | No | Minor adverse (not significant)      |
|                            | Recreational disturbance             | No | Minor adverse (not significant)      |
|                            | Operational noise                    | No | Minor adverse (not significant)      |
| All other SSSI's           | All other impact pathways            | No | No change (not significant)          |
| The Nursery SNCI           | Air quality (traffic emissions)      | No | No change (not significant)          |
|                            | Hydrology / drainage                 | No | Negligible adverse (not significant) |
|                            | Recreational disturbance             | No | Negligible adverse (not significant) |
|                            | All other impact pathways            | No | No change (not significant)          |
| Lower Common SNCI          | Air quality (traffic emissions)      | No | No change (not significant)          |
|                            | Hydrology / drainage                 | No | Negligible adverse (not significant) |
|                            | Recreational disturbance             | No | Negligible adverse (not significant) |
|                            | All other impact pathways            | No | No change (not significant)          |

|                                        |                                      |                                                                                                                     |                                      |
|----------------------------------------|--------------------------------------|---------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| All other SNCI's                       | All other impact pathways            | No                                                                                                                  | No change (not significant)          |
| Species: Nightjar                      | Air quality (traffic emissions)      | No                                                                                                                  | No change (not significant)          |
|                                        | Hydrology / drainage                 | No                                                                                                                  | Minor adverse (not significant)      |
|                                        | Light pollution                      | Yes – change in luminaries to comply with ILP Guidance Note 08/18: Bats and Artificial Lighting in the UK           | Negligible adverse (not significant) |
|                                        | Disturbance from vehicular movements | No                                                                                                                  | Minor adverse (not significant)      |
|                                        | Recreational disturbance             | No                                                                                                                  | Minor adverse (not significant)      |
|                                        | Operational noise                    | No                                                                                                                  | Minor adverse (not significant)      |
| Species: Great crested newts           | Habitat creation                     | Yes                                                                                                                 | Minor beneficial (not significant)   |
| Species: Bats (foraging and commuting) | Habitat creation                     | Yes                                                                                                                 | Minor beneficial (not significant)   |
|                                        | Change in management                 | No                                                                                                                  | Minor adverse (not significant)      |
|                                        | Light spill                          | Yes – change in luminaires installed to comply with ILP Guidance Note 08/18: Bats and Artificial Lighting in the UK | Negligible adverse (not significant) |
| Species: Reptiles                      | Habitat creation                     | Yes                                                                                                                 | Minor beneficial (not significant)   |
|                                        | Change in management                 | No                                                                                                                  | Negligible adverse (not significant) |
| Species: Breeding birds                | Operational noise                    | No                                                                                                                  | Negligible adverse (not significant) |
|                                        | Habitat creation                     | Yes                                                                                                                 | Minor beneficial (not significant)   |
|                                        | Change in management                 | Yes                                                                                                                 | Minor beneficial (not significant)   |
|                                        | Light spill                          | No                                                                                                                  | Negligible adverse (not significant) |

## 8.9 Summary

- 8.9.1 A comprehensive assessment has been undertaken to evaluate the potential impacts of the development on adjacent and nearby designated sites, including the Dorset Heathlands SPA, SAC, Avon Valley SPA, alongside nationally and locally designated sites and protected species. The appraisal considered both construction and operational-phase effects relating to water quality, drainage and hydrology, air quality, noise, light, visual and recreational disturbance.
- 8.9.2 The operational assessment found that the risk of significant adverse effects on European and local wildlife sites is negligible, provided that mitigation measures and best practice management are implemented. Notably, the MoD land forming the adjacent SPA/SAC parcel is not accessible to the public, eliminating direct pathways for recreational disturbance from the caravan park. The nearest publicly accessible heathland is over 1.6 km away, and the development will both provide onsite recreational areas, and contribute to the Heathland Infrastructure Project (HIP) and Suitable Alternative Natural Greenspace (SANG), further reducing recreational pressure on sensitive habitats.
- 8.9.3 Overall, with the proposed mitigation and management measures in place, the development is not predicted to result in significant effects on the integrity or conservation objectives of any designated site or protected species, and all impacts are assessed as neutral or minor adverse, not significant in EIA terms.

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## 9 Transport and Access

### 9.1 Introduction

- 9.1.1 This chapter assesses the effects of the Alleged Unauthorised Development on transport and access. In particular, it considers the effects of road traffic and movement generated by the development upon transport receptors.
- 9.1.2 The chapter describes: the assessment methodology; the baseline conditions, the significant environmental effects, the mitigation measures required to prevent, reduce or offset any significant adverse effects, and the likely residual effects after these measures have been employed.
- 9.1.3 In particular, this chapter considers the likely environmental impacts and effects on transport receptors in terms of severance, road vehicle driver and passenger delay, non-motorised user delay, fear and intimidation (non-motorised user amenity), road safety and hazardous/large loads as a result of the changes to traffic flows from the development. It addresses the impact of the development for each of the potential development scenarios on the identified receptors.
- 9.1.4 A Transport Assessment has been prepared to support this chapter and is attached at Appendix 9.1.
- 9.1.5 The chapter has been written by Tetra Tech RPS who have experience of undertaking EIA and preparing ES chapters for well over 100 other development proposals and have all relevant skills, qualifications and experience in transport planning and the preparation of ES Chapters.

### 9.2 Planning Policy Context

#### **National Planning Policy Framework**

- 9.2.1 Chapter 9 of the NPPF sets out the government's planning policies for promoting sustainable transport in England and how these are expected to be applied.
- 9.2.2 Paragraph 109 of the NPPF calls for transport issues to be considered at an early stage. which should include:

*“identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

- 9.2.3 Paragraph 110 states that:

*“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air*

*quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.”*

9.2.4 As part of promoting sustainable transport, paragraph 114 of the NPPF states that in assessing applications for development, it should be ensured that:

*a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users;*

*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

9.2.5 Paragraph 116 goes on to state 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

9.2.6 Paragraph 117 states that:

*“Within this context, applications for development should:*

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

9.2.7 Paragraph 118 states:

*“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”*

### **Planning Practice Guidance**

9.2.8 The Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to transport and is titled ‘Travel Plans, Transport Assessments and Statements’ and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

9.2.9 The guidance explains the role of Transport Assessments and Statements as: “ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)”.

9.2.10 The guidance also states that Travel Plans are “long term management strategies for integrating proposals for sustainable travel into the planning process” to promote and encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated into the design of developments.

9.2.11 The guidance explains that when preparing Transport Assessments and Travel Plans the following key principles should be taken into account:

- “Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in

positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”

9.2.12 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- Encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and reducing the need for new development to increase existing road capacity or provide new roads.”

#### **DfT Circular 01/2022 – The Strategic Road Network and the Delivery of Sustainable Development (2022)**

9.2.13 This document sets out the way in which National Highways will engage with communities and the development industry to deliver sustainable development.

9.2.14 It sets out that, *‘where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary.’*

9.2.15 Additionally, *‘where development proposals are consistent with an up-to-date plan or strategy (or where there is no up-to-date plan or strategy), this should include all relevant development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years and include the full amount of development to be built. Where development proposals are not consistent with an up-to-date plan or strategy, this should include all relevant development that is consented or allocated over the entirety of the plan period. In some instances, due regard should be had to permissions and allocations in neighbouring authorities. The inclusion or exclusion of specific developments should be agreed with the local planning authority at pre-application stage’.*

9.2.16 National Highways via the Secretary of State for Transport still has the ability to direct refusal of any planning application if in its mind it affects traffic or safety conditions on a motorway or trunk road.

#### **Department of Transport's 'Design Manual for Roads and Bridges (DMRB)**

9.2.17 In order to assess the effects of the proposed development in transport and traffic terms, the following DMRB documents will be consulted:

- LA 101 Introduction to environmental assessment (July 2019);
- LA 102 Screening projects for Environmental Impact Assessment (July 2019);
- LA 103 Scoping projects for environmental assessment (January 2020);
- LA 104 Environmental assessment and monitoring (August 2020);
- LA 112 Population and human health (January 2020); and
- LA 114 Climate (June 2021).

### **Decarbonising Transport (July 2023)**

- 9.2.18 In July 2023 the Government updated and outlined their approach for decarbonising the Transport network and additional information was used to develop decarbonising transport scenarios.
- 9.2.19 A key thread is the recognition that *'we cannot pile ever more cars, delivery vans and taxis on to the same congested urban roads'* with the report stating that *'As we build back better from the pandemic, it will be essential to avoid a car-led recovery'*, recognising that many will 'see change as unwelcome.'
- 9.2.20 The report includes a commitment to embed transport decarbonisation principles in spatial planning and across transport policymaking.
- 9.2.21 The commitment states that:

*'We need to move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (sometimes referred to as 'vision and validate').'*

- 9.2.22 As such, the approach of Vision and Validate (V&V) and the beneficial outcomes can be seen as being more than a suggested approach towards more one that is enshrined in Government thinking.

### **Local Planning Policy**

#### **Dorset Draft Local Transport Plan**

- 9.2.23 The Dorset and BCP (Bournemouth, Christchurch and Poole) Draft Local Transport Plan 2026 to 2041 (LTP) provides a shared vision for travel across the area, to connect people and places via sustainable infrastructure and transport.
- 9.2.24 The LTP sets out a path to deliver accessible travel options by walking, cycling, public transport, and electric vehicles.

## Christchurch and East Dorset Local Plan

9.2.25 The Christchurch and East Dorset Local Plan Part 1 - Core Strategy was adopted in April 2014. The LP sets out the Core Strategy Vision for Christchurch and East Dorset, specifically in relation to transport the Core Strategy states:

*“The area will be easier to get around, not just for those who have a car, but for those who wish to use public transport, to walk or to cycle, with major development focused in locations accessible by different means of transport. In Christchurch, development will be focused on the existing public transport corridors on the A35 and A337 and better links will be made to Christchurch and Hinton Admiral stations, with the urban extension also linked to the transport network. Christchurch Borough Council will continue to press for the development of options for long term solutions to the town’s traffic problems beyond the plan period, including the possible future provision of a by-pass, subject to any options proposed at the time meeting the necessary local and national policy requirements.”*

9.2.26 Furthermore, Objective 6 highlights key transport improvement schemes to support the Core Strategy which includes Improvement of the A31(T) around Wimborne, located close to the site.

9.2.27 Policy KS11: Transport and Development states:

*“Developments must be designed to:*

- Provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport:*
- Provide safe access onto the existing transport network;*
- Allow safe movement of development related trips on the immediate network;*  
*and,*
- Minimise the number of new accesses on the A338.”*

9.2.28 LP Policy KS12: Parking Provision also states:

*“Adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development. Cycle and vehicle parking for residential development should be of the highest quality design and use land efficiently. Development proposals should make provision for parking in accordance with the Local Transport Plan parking guidance, including provision for parking for people with disabilities.”*

## 9.3 Approach

### Policy and Guidance

9.3.1 The following guidance has informed the assessment of effects within this Chapter:

- Institute of Environmental Management and Assessment (IEMA; now ISEP): Environmental Assessment of Traffic and Movement (July 2023) (the 'IEMA Guidelines'); and
- Design Manual for Roads and Bridges (DMRB) LA 104, Environmental Assessment and monitoring.

### Study Area

9.3.2 The study area for the assessment presented within this chapter of the ES comprises the following highway links:

- Ringwood Road (between School Lane and B3072 Verwood Road).
- Horton Road.
- B3072 Verwood Road.
- B3072 West Moors Road.
- Ringwood Road (between School Lane and Old Barn Farm Road).
- School Lane.

9.3.3 These links are shown on **Figure 9.1**.

9.3.4 This has been informed by professional judgement with reference to the IEMA Guidelines, scoping discussions with Dorset Council as well as the requirements for assessing the traffic impacts on air quality and noise related receptors.

9.3.5 Beyond the road links and junctions identified above, the impact of traffic generated by the development will be less than 0.5% of total traffic flows over a 24-hour period (annual average daily traffic (AADT) flows). As such, in accordance with the IEMA Guidelines, any impacts will be negligible and no likely significant effects are anticipated to occur beyond this study area.

### Assessment Methodology

9.3.6 For the purposes of the ES chapter, the IEMA Guidelines will be used. The guidance states that the following rules should be used to delimit the scale and extent of assessment:

- Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- Include highway links of high sensitivity where traffic flows have increased by 10% or more.

9.3.7 The guidelines also set out the recommended list of likely environmental effects which could be considered as potentially significant whenever a new development is likely to give rise to changes in traffic flows. This will be undertaken for the construction as well as operational phases. These include:

- Driver Delay;
- Non-motorised user delay;
- Fear and intimidation (non-motorised user amenity);
- Severance;
- Road safety;

9.3.8 The rule 1 and rule 2 thresholds which delimit the extent of EIA do not on their own apply to the impact upon driver delay as this relates to junction / highway capacity and operation and the impact upon this is defined by the Transport Assessment. Generally, a potential impact upon driver delay may result when the highway network is at or close to capacity and not just with reference to the rule 1 and rule 2 thresholds.

9.3.9 Similarly, the rule 1 and rule 2 thresholds which delimit the extent of EIA also do not on their own apply to the impact upon road safety as this relates to the consideration of road safety along a highway and the impact upon this which is defined by the Transport Assessment. Generally, a potential impact upon road safety may result at locations where there is an existing road safety issue or where proposals may create a road safety issue.

9.3.10 The rule 1 and rule 2 thresholds are therefore not applied to these potential impacts to delimit the extent of assessment and the extent of assessment is considered across the whole study area, from which key junctions or locations for assessment are identified using observations of existing driver delay, existing road safety issues and professional judgement.

9.3.11 Impacts of traffic related noise and air pollution effects will be cross referenced with the appropriate assessments within the EIA.

9.3.12 The broad principles of how to evaluate the magnitude of effect for each theme is set out within The IEMA Guidelines with the approach to be adopted in the ES Chapter being summarised below.

#### ***Driver Delay***

9.3.13 IEMA Guidelines note that driver delay can occur at several points on the network, although the effects are only likely to be significant when the traffic on the highway network is predicted to be at or close to the capacity of the system.

#### ***Impacts on Non-Motorised User Delay***

9.3.14 The IEMA Guidelines sets out that the assessment of pedestrian delay serves as a proxy for the delay that other modes of non-motorised users may experience when crossing roads.

- 9.3.15 Changes in the volume, composition or speed of traffic may affect the ability of people to cross roads. In general, increases in traffic levels are likely to lead to greater increases in delay. Delays will also depend upon the general level of pedestrian and non-motorised user activity, visibility and general physical conditions.
- 9.3.16 Given the range of local factors and conditions that can influence non-motorised user delay, for example, a discrete delay may have a lesser impact in an urban environment than a rural setting, the IEMA guidelines do not set out definitive thresholds against which to assess non-motorised user delay. The IEMA guidelines recommends that the competent traffic and movement expert uses judgement to determine whether any changes in pedestrian and non-motorised user delay may be significant.
- 9.3.17 The IEMA guidelines also states that pedestrian delay and severance can be grouped together as an increase in traffic flows is likely to lead to greater increases in delays and states that increases in total traffic flows of 30%, 60% and 90% could result in slight, moderate and substantial changes in severance respectively.
- 9.3.18 In accordance with the IEMA Guidelines, these thresholds have been considered to assess the impact on non-motorised user delay.

#### ***Impacts on Fear and Intimidation (Non-Motorised User Amenity)***

- 9.3.19 The term non-motorised user amenity is broadly defined as the relative pleasantness of a journey and is considered to be affected by traffic flow, traffic composition and footway width/separation from traffic. This definition comprises fear and intimidation.
- 9.3.20 The IEMA Guidelines sets out that fear and intimidation from traffic, in terms of vehicular criteria, encompasses total traffic movements, HGV movements and vehicle speeds. It assigns a 'degree of hazard' score to each of these from which a total degree of hazard score is calculated and from which impacts can then be determined. This is calculated using the criteria set out in the IEMA guidelines, which is replicated in the table below:

**Table 9.1: Fear and Intimidation Criteria**

| <b>Average traffic flow over 18 hour day (vehicles/hour) (a)</b> | <b>Total 18 hour heavy goods vehicle flow (b)</b> | <b>Average vehicle speed (mph) (c)</b> | <b>Degree of hazard score</b> |
|------------------------------------------------------------------|---------------------------------------------------|----------------------------------------|-------------------------------|
| 1,800 +                                                          | 3,000 +                                           | >40                                    | 30                            |
| 1,200–1,800                                                      | 2,000–3,000                                       | 30-40                                  | 20                            |
| 600–1,200                                                        | 1,000–2,000                                       | 20-30                                  | 10                            |
| <600                                                             | <1,000                                            | <20                                    | 0                             |

- 9.3.21 A 'total hazard score' is then calculated for each link for traffic flow scenarios. Table 3.2 of the IEMA guidelines provides an example of the total hazard score calculation to identify a level of fear and intimidation and is replicated in the Table below:

**Table 9.2: Total Hazard Score and Level of Fear and Intimidation Calculation**

| Level of fear and intimidation | Total hazard score (a) + (b) + (c) |
|--------------------------------|------------------------------------|
| Extreme                        | 71+                                |
| Great                          | 41-70                              |
| Moderate                       | 21-40                              |
| Small                          | 0-20                               |

**Severance**

9.3.22 Severance is only likely to occur on highly trafficked roads and result from the perceived division the road and traffic creates between communities on either side.

9.3.23 The IEMA guidelines states that increases in total traffic flows of 30%, 60% and 90% could result in slight, moderate and substantial changes in severance respectively.

**Impacts on Road Safety**

9.3.24 A detailed appraisal of the potential effects of the development upon road safety is covered in the TA. The guidance states that “Professional judgement will be needed to assess the implications of local circumstances, or factors, which may elevate or lessen risks of accidents, e.g. junction conflicts”.

**Magnitude of Impact**

9.3.25 Based on the above assessments, the magnitude of the impact occurring i.e. the changes to the existing baseline conditions as a result of the development will be defined in accordance with the following Table:

**Table 9.3: Magnitude of Impact Criteria**

| Impact / Sensitivity | Negligible                                                                                                                                                                                                                                | Small                                                                                                  | Medium                                                                                                 | Large                                                                                                |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| <b>Driver delay</b>  | Defined in conjunction with the Transport Assessment and a review of the change in traffic flows or operation of a junction or highway link with a particular focus on peak hour periods when baseline traffic flows are at their highest |                                                                                                        |                                                                                                        |                                                                                                      |
| <b>Severance</b>     | Change in total traffic flows of less than 30% and professional judgement with regard to total traffic flows                                                                                                                              | Change in total traffic flows of 30%-60% and professional judgement with regard to total traffic flows | Change in total traffic flows of 60%-90% and professional judgement with regard to total traffic flows | Change in total traffic flows over 90% and professional judgement with regard to total traffic flows |

|                                                           |                                                                                                                      |                                                                                                                                                                           |                                                                                                                                                                               |                                                                                                      |
|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| <b>Non-motorised user delay</b>                           | Change in total traffic flows of less than 30% and professional judgement with regard to total traffic flows         | Change in total traffic flows of 30%-60% and professional judgement with regard to total traffic flows                                                                    | Change in total traffic flows of 60%-90% and professional judgement with regard to total traffic flows                                                                        | Change in total traffic flows over 90% and professional judgement with regard to total traffic flows |
| <b>Fear and intimidation (non-motorised user amenity)</b> | No step changes in the level of fear and intimidation                                                                | One step change in the level of fear and intimidation, with <400 vehicle increase in average 18 hour vehicle movements and/or <500 HGV increase in total 18 hour HGV flow | One step change in the level of fear and intimidation, but with >400 vehicle increase in average 18 hour vehicle movements and/or >500 HGV increase in total 18 hour HGV flow | Two step changes in the level of fear and intimidation                                               |
| <b>Road safety</b>                                        | Defined from a review of Personal Injury Accident data along highway links and the predicted changes in traffic flow |                                                                                                                                                                           |                                                                                                                                                                               |                                                                                                      |

### Sensitivity of Receptors

9.3.26 The definition of sensitivity in this chapter will use professional judgement and experience and guidance provided in the IEMA Guidelines. The criteria to be used in this chapter is outlined in the Table below:

**Table 9.4: Receptor Sensitivity Criteria**

| <b>Sensitivity</b> | <b>Typical Descriptors</b>                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High               | High concentration of receptors with greatest sensitivity due to site-specific characteristics which make them particularly sensitive to changes in traffic flow, high instances of road collisions and clusters with reference to Personal Injury Accident data, urban/residential/built-up roads without commensurate footway provision, high footfall, severely congested junctions.            |
| Medium             | Some concentrations of receptors with some sensitivity to traffic flows including congested junctions, urban/residential/built-up areas with narrow footway provision for its use, demand and footfall or with receptors where there are no setbacks from affected roads and junctions, unsegregated cycleways, some instances of road collisions with reference to Personal Injury Accident data. |
| Low                | Low concentrations of receptors with some sensitivity to traffic flows including urban/residential/built-up areas with good footway provision commensurate for its use, demand and footfall and other receptors with low sensitivity to traffic flows and those sufficiently distant from affected roads and junctions.                                                                            |
| Negligible         | Receptors with negligible sensitivity to traffic flows and those sufficiently distant from affected roads and junctions or where no receptors are present.                                                                                                                                                                                                                                         |

9.3.27 All highway links will be assessed against the rule 1 threshold. Highway links that are defined as high sensitivity will be deemed as sensitive in accordance with the IEMA guidelines and will be additionally assessed against the rule 2 threshold. Where predicted changes in traffic flows fall beneath these levels, a full assessment of effects will not be required and no significant effects upon that highway link would be predicted (in accordance with the IEMA guidelines).

9.3.28 The assessed sensitivity of the highway links is provided in **Table 9.5**.

**Table 9.5: Link Sensitivity**

| Link ID | Link Name             | Sensitivity | Reason                                                                                                                                           |
|---------|-----------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| 1       | Ringwood Road (West)  | Medium      | Some concentrations of receptors generally set back with some / partial screening from carriageway, footway provision commensurate with its use. |
| 2       | Horton Road           | Low         | Properties generally set back and screened from carriageway, footway provision commensurate with its use.                                        |
| 3       | B3072 Verwood Road    | Low         | Properties generally set back and screened from carriageway, footway provision commensurate with its use.                                        |
| 4       | B3072 West Moors Road | Low         | Properties generally set back and screened from carriageway, footway provision commensurate with its use.                                        |
| 5       | Ringwood Road (East)  | Low         | Properties generally set back and screened from carriageway, footway provision commensurate with its use                                         |
| 6       | School Lane           | Medium      | Low number of residential properties with partial screening, no footways.                                                                        |

#### **Significance Criteria**

9.3.29 The assessment of the potential impacts and likely effects of the development has taken into account both the Construction and Operational phases. The significance level attributed to each effect has been assessed based on the magnitude of change due to the development and the sensitivity of the affected receptor/receiving environmental to change, as well as various other factors.

9.3.30 The scale of effects are assessed for both the construction and operational phases using the criteria given in Table 9.6 which have been established with reference to the various guidance noted above and through professional experience and judgement.

9.3.31 This criterion refers to adverse effects only and where beneficial effects are identified, their magnitude is based on the corresponding positive effect for the same quantum.

**Table 9.6: Assessment Matrix**

| Magnitude of Impact / Sensitivity of Receptor | Negligible          | Small               | Medium              | Large             |
|-----------------------------------------------|---------------------|---------------------|---------------------|-------------------|
| <b>Negligible</b>                             | Negligible          | Negligible or Minor | Negligible or Minor | Minor             |
| <b>Low</b>                                    | Negligible or Minor | Negligible or Minor | Minor               | Minor or Moderate |
| <b>Medium</b>                                 | Negligible or Minor | Minor               | Moderate            | Moderate or Major |
| <b>High</b>                                   | Minor               | Minor or Moderate   | Moderate or Major   | Major             |

9.3.32 For the purpose of the assessment, any effects with a significance level of minor or less will not be considered to be significant in terms of the EIA Regulations.

9.3.33 Where there are no predicted changes in traffic flows, the magnitude of impact will be 'no change' and no effect would arise.

### Assumptions and Limitations

9.3.34 The assessments of impacts and effects are based on projections based on various sources of information, which are considered appropriate based on professional experience.

9.3.35 The assumptions and limitations are as follows:

- The ATC data was obtained in August 2025 over one specific week (06 – 12 August 2025) during school summer holiday periods. Given the site location and surrounding tourism, the surveys were undertaken during periods of peak traffic demand on the highway rather than being representative of periods during school term time; however, in doing so, represents a robust representation of daily traffic flows.
- The distribution (direction by proportion) of traffic has been based on a robust assessment whereby either 100% of the traffic routes east or west from the School Lane. The distribution of traffic on to Verwood Road, West Moors Road and Horton Road has also been factored up to ensure a worst-case scenario as visitors may travel from various locations across the year.
- Trip generation for the development has been calculated using the nationally recognised database TRICS 8 database.
- Trip generation for the existing and development scenarios has been based on the worst case scenario if the largest of the permitted rallies took place back to back to allow for comparable assessments to be undertaken.
- Baseline traffic data for School Lane has been derived from the TRICS 8 database using the same trip rates extracted for the development. Additionally, a trip rate was derived for the residential element on School Lane.
- Future year traffic growth has been calculated using locally adjusted TEMPRO figures.

## 9.4 Baseline Conditions

### Existing Highway Network

- 9.4.1 The vehicular access to the site is via the existing access to the wider Camping and Caravan site to the east of the site. This access extends from School Lane, connecting on to Ringwood Road. Pedestrian and cycle access to the site will be via School Lane.
- 9.4.2 School Lane is a private narrow single carriageway road, which provides vehicular access to Gundry's Farm Camping and Caravan site, as well as several residential properties and O'Marah Construction Ltd business unit. School Lane is accessed off Ringwood Road at its northern end.
- 9.4.3 Ringwood Road is a two-way single carriageway road which forms a mini roundabout junction with the B3072 and Verwood Road to the north-west and continues as Horton Road to the south-east. Ringwood Road is subject to a posted speed limit of 40mph, except for the section through Three Legged Cross which is subject to a posted speed limit of 30mph. A footway exists along the entire length of the carriageway between the mini roundabout junction and where Ringwood Road continues as Horton Road.
- 9.4.4 The A31 is located to the east of the site accessed via Horton Road and the Ashley Heath Roundabout. The A31 is a dual carriageway road subject to the national speed limit in the vicinity of Ringwood Road. The A31 provides routes on to the Strategic Road Network linking to the M27 to the northeast of the site.

### Traffic Data

- 9.4.5 Various sources have been used to understand traffic flows in the area. This includes data that has been sourced from Dorset Council.
- 9.4.6 In addition, traffic surveys have been commissioned by Tetra Tech RPS on the local highway network. The surveys commissioned include Automatic Traffic Counters (ATC) conducted over a one-week period, identifying the number and type of vehicles as well as their speeds. The ATC surveys (06 – 12 August 2025) were undertaken on Ringwood Road to the west of School Lane (the site access).
- 9.4.7 The ATC traffic data on Ringwood Road has been summarised in **Table 9.7**.

**Table 9.7: Automatic Traffic Count (ATC) Data on Ringwood Road**

| Direction | Average Daily Vehicle Movements | 85th Percentile Vehicle Speeds (mph) |
|-----------|---------------------------------|--------------------------------------|
| Eastbound | 4,990                           | 42.2                                 |
| Westbound | 5,372                           | 41.4                                 |

9.4.8 Traffic count data has also been obtained from Dorset Council's 'Traffic Growth in Dorset 1983 to 2022' Document which presents the 2022 Annual Average Daily Traffic (AADT) traffic data for Horton Road, the B3072 Verwood Road and the B3072 West Moors Road

9.4.9 Traffic count data (obtained from Dorset Council or survey data) has been analysed for each link and is shown in **Table 9.8**. TEMPro growth factors have been used throughout this analysis to adjust the survey data to the base year of assessment (2024).

**Table 9.8: Annual Average Daily Traffic (2024)**

| Link Name / Ref          | 24-hour Annual Average Daily Traffic (AADT) |       |       |                   |
|--------------------------|---------------------------------------------|-------|-------|-------------------|
|                          | All Vehicles                                | HGV   | HGV % | Speed Limit (mph) |
| 1. Ringwood Road (West)  | 11,303                                      | 1,781 | 15.8% | 40                |
| 2. Horton Road           | 9,834                                       | 295   | 3.0%  | 30                |
| 3. B3072 Verwood Road    | 9,539                                       | 286   | 3.0%  | 30                |
| 4. B3072 West Moors Road | 10,442                                      | 1,646 | 15.8% | 30                |
| 5. Ringwood Road (East)  | 11,192                                      | 1,494 | 13.3% | 40                |
| 6. School Lane           | 157                                         | 1     | 0.6%  | [private road]    |

9.4.10 Further details on the traffic count information and how the baseline traffic flows were obtained are provided in the Transport Assessment. Full details of the trip generation of the baseline site traffic and the development is set out in the Transport Assessment. Based upon the 2026 baseline traffic flows set out in **Table 9.9**, details of the anticipated impacts of the development are provided in **Table 9.11 – Table 9.13**.

**Table 9.9: 2026 Baseline Traffic Flows**

| Link Name / Ref          | 24hr Flow (Vehicle / HGVs) |       |
|--------------------------|----------------------------|-------|
|                          | 2026 Without Dev           |       |
|                          | AV                         | HGV   |
| 1. Ringwood Road (West)  | 11,308                     | 1,784 |
| 2. Horton Road           | 9,918                      | 298   |
| 3. B3072 Verwood Road    | 9,614                      | 288   |
| 4. B3072 West Moors Road | 10,525                     | 1,660 |

|                         |        |       |
|-------------------------|--------|-------|
| 5. Ringwood Road (East) | 11,493 | 1,512 |
| 6. School Lane          | 159    | 1     |

### Baseline Scenarios

9.4.11 The following baseline scenarios have been assessed within this chapter:

- **'Actual/Historic' baseline:** 73 days of rallies per year between March and October, mostly with 30 caravans, with around 10% of those rally days having over 100 caravans on site. Remainder of the time, site is used for agricultural purposes.
- **Typical Operator baseline:** 73 rallies between March and October and 20 rallies between October and March, most with 30 caravans, with around 10% rally days having over 100 caravans on site, and an agricultural use for non-rally days.

### Pedestrian Accessibility

9.4.12 The site is well located in terms of its accessibility with pedestrian access to the site is currently via School Lane which connects the footway on the southern side of Ringwood Road. The footway on Ringwood Road extends east and west from the site providing a pedestrian route into Three Legged Cross including the Hillier Garden Centre and The Three Legged Cross pub.

9.4.13 Public Right of Way (PRoW) Dorset Bridleway E54/36 is located opposite the School Lane Ringwood Road junction on Lower Common Lane, the bridleway links to various other PRoWs routing north, east and west with routes to Moors Valley, Three Legged Cross and Holt Heath.

### Cycle Accessibility

9.4.14 The sites cycle accessibility is on road via School Lane which connects to Ringwood Road. School Lane is a quiet road which experiences low traffic movements making it suitable for on road cycling.

### Road Safety

9.4.15 An assessment of personal injury road traffic accident records has been undertaken for the most recent five-year period available at junctions / links within the study area.

9.4.16 The data from CrashMap shows that during the latest available five-year period between 01/01/2019 and 31/12/2023, one injury accident was recorded along Ringwood Road in the vicinity of the site access, with two slight injury accidents recorded further east along Ringwood Road and another two slight injury accidents recorded at the B3072 / Verwood Road / Ringwood Road mini roundabout junction. No injury accidents were recorded at the Ringwood Road / School Lane junction. **Table 9.10** sets out a summary of these injury accidents recorded.

**Table 9.10: Summary of Personal Injury Accidents**

| Injury Accident | 2019 | 2020 | 2021 | 2022 | 2023 | TOTAL |
|-----------------|------|------|------|------|------|-------|
| Slight          | 1    | 0    | 1    | 1    | 1    | 4     |
| Serious         | 0    | 0    | 1    | 0    | 0    | 1     |
| Fatal           | 0    | 0    | 0    | 0    | 0    | 0     |
| TOTAL           | 1    | 0    | 2    | 1    | 1    | 5     |

9.4.17 A review of the Personal Injury Collision data obtained from CrashMap indicates that all five injury accidents occurred because of driver error.

9.4.18 There were no clusters of injury accidents within study area and there were no consistent contributory factors which would highlight any potential deficiency in the design of the local highway network and no road safety issues along the local highway network.

## 9.5 Existing Development and Embedded Mitigation

### Construction

9.5.1 The completed construction works were very modest in scale and would have necessitate only occasional site access by HGVs for deliveries and removal of skips. Small vehicles of the site workers would have accessed the site during construction would the number of these would have been very small and substantially less than for the operational development scenario, which has therefore been assessed as a worse case scenario.

9.5.2 No embedded mitigation measures have been assumed in relation to construction stage traffic.

### Operational

9.5.3 There are no mitigation measures embedded into the design in relation to traffic and transport.

## 9.6 Assessment of Effects

### Construction

9.6.1 Construction traffic associated with the modest construction works would be less than that generated by the operational development. As a result no specific assessment has been undertaken for a construction phase as the assessments undertaken for the operational phase present a worse case scenario.

### Operational Development

9.6.2 The following operational development scenarios have been tested in the following assessment:

- **Development scenario 1:** ('typical operator worst case scenario'): A maximum of 232 caravans occupied in the summer season and 35 units occupied in the winter, a mix of 40% seasonal and 60% short-stay.
- **Development scenario 2:** (the historic use scenario): A maximum of 123 caravans occupied in the summer season and 19 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.
- **Development scenario 3:** (the site licence scenario): A maximum of 105 caravans occupied in the summer season and 16 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.

**Table 9.11: Predicted Two-Way Traffic Impact (2026) + Development Scenario 1**

| Link Name / Ref          | 24hr Flow (Vehicle / HGVs)     |      |            |       |
|--------------------------|--------------------------------|------|------------|-------|
|                          | 2026 With Development Scenario |      | % Increase |       |
|                          | 1                              |      |            |       |
|                          | AV                             | HGV  | AV         | HGV   |
| 1. Ringwood Road (West)  | 11683                          | 1785 | 3.3%       | 0.1%  |
| 2. Horton Road           | 9952                           | 299  | 0.3%       | 0.3%  |
| 3. B3072 Verwood Road    | 9785                           | 289  | 1.8%       | 0.3%  |
| 4. B3072 West Moors Road | 10695                          | 1661 | 1.6%       | 0.1%  |
| 5. Ringwood Road (East)  | 11742                          | 1797 | 3.0%       | 0.1%  |
| 6. School Lane           | 500                            | 2    | 215.2%     | 99.3% |

**Table 9.12: Predicted Two-Way Traffic Impact (2026) + Development Scenario 2**

| Link Name / Ref         | 24hr Flow (Vehicle / HGVs)     |      |            |      |
|-------------------------|--------------------------------|------|------------|------|
|                         | 2026 With Development Scenario |      | % Increase |      |
|                         | 2                              |      |            |      |
|                         | AV                             | HGV  | AV         | HGV  |
| 1. Ringwood Road (West) | 11469                          | 1785 | 1.4%       | 0.1% |
| 2. Horton Road          | 9932                           | 299  | 0.1%       | 0.3% |
| 3. B3072 Verwood Road   | 9687                           | 289  | 0.8%       | 0.3% |

|                          |       |      |       |       |
|--------------------------|-------|------|-------|-------|
| 4. B3072 West Moors Road | 10598 | 1661 | 0.7%  | 0.1%  |
| 5. Ringwood Road (East)  | 11547 | 1797 | 1.3%  | 0.1%  |
| 6. School Lane           | 305   | 2    | 92.2% | 99.3% |

**Table 9.13: Predicted Two-Way Traffic Impact (2026) + Development Scenario 3**

| Link Name / Ref          | 24hr Flow (Vehicle / HGVs)       |      |            |       |
|--------------------------|----------------------------------|------|------------|-------|
|                          | 2026 With Development Scenario 3 |      | % Increase |       |
|                          | AV                               | HGV  | AV         | HGV   |
| 1. Ringwood Road (West)  | 11433                            | 1785 | 1.1%       | 0.1%  |
| 2. Horton Road           | 9929                             | 299  | 0.1%       | 0.3%  |
| 3. B3072 Verwood Road    | 9671                             | 289  | 0.6%       | 0.3%  |
| 4. B3072 West Moors Road | 10582                            | 1661 | 0.5%       | 0.1%  |
| 5. Ringwood Road (East)  | 11515                            | 1797 | 1.0%       | 0.1%  |
| 6. School Lane           | 272                              | 2    | 71.8%      | 99.3% |

9.6.3 As can be seen, all links, save for School Lane, are predicted to have traffic flow increases that are within the above Rule 1 and Rule 2 thresholds. In accordance with the IEMA Guidelines, the impacts along Ringwood Road (West), Horton Road, B3072 Verwood Road, B3072 West Moors Road and Ringwood Road (East) are therefore negligible and would create no discernible environmental impact. Therefore, in accordance with the IEMA Guidelines, the effect on these will be of negligible adverse significance, which is not significant.

9.6.4 The predicted traffic flows along School Lane exceed the above Rule 1 threshold and therefore, in accordance with the IEMA Guidelines, an assessment has been undertaken to determine the significance of effect on this receptor in the following sections.

### **Severance**

9.6.5 The IEMA Guidelines sets out that severance is only likely to occur on highly trafficked roads and result from the perceived division the road and traffic creates between communities on either side.

- 9.6.6 Table 9.11 sets out that the predicted 2026 baseline plus development scenario 1 traffic flows along School Lane would be up to 500 vehicle movements per day. This is a low daily traffic flow and not at a level that could be considered highly trafficked. It is therefore considered that severance is unlikely to occur in any of the scenarios.
- 9.6.7 The impact in all scenarios is predicted to be of local spatial extent, long term duration, intermittent and high reversibility. It is predicted that the impact in all scenarios will affect the receptor directly. The overall magnitude of impact in all scenarios is predicted to be negligible adverse. Given that the receptor is of medium sensitivity, the effect in all scenarios is predicted to be of negligible adverse significance, which is not significant.

#### ***Driver Delay***

- 9.6.8 Driver delay can be determined at key junctions using standard modelling practice identifying the average delay. However, the advice identifies that such delays "...are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system" (para 3.20 of the IEMA Guidelines).
- 9.6.9 The surrounding network is not 'already at, or close to, the capacity of the system' as such the surrounding highway network has not been modelled to identify existing delays as it is deemed these are negligible.
- 9.6.10 The worst-case development scenario results in a minimal increase in vehicle movements on the highway network and as previously explained within this chapter the assessment has been undertaken assuming a robust assessment in vehicle distribution.
- 9.6.11 The impact in all scenarios is predicted to be of local spatial extent, long term duration, intermittent and high reversibility. It is predicted that the impact in all scenarios will affect the receptor directly. The overall magnitude of impact in all scenarios is predicted to be negligible adverse. Given that the receptors within the study area are of low to medium sensitivity, the effect in all scenarios is predicted to be of negligible adverse significance, which is not significant.

#### ***Non-Motorised User Delay***

- 9.6.12 As set out in the IEMA Guidelines, the assessment of pedestrian delay serves as a proxy for the delay that other modes of non-motorised users may experience when crossing roads.
- 9.6.13 Within the IEMA Guidelines, it states that pedestrian delay is the "changes in the volume, composition or speed of traffic may affect the ability of people to crossroads" (para 3.24). The Guidelines suggests that assessors "...use their judgement to determine whether pedestrian delay is a significant impact" (para 3.27 of the IEMA Guidelines). As part of this assessment, the Department for Transport's Local Transport Note 1/95, "The Assessment of Pedestrian Crossings", has been utilised to evaluate the average time required for a person to cross a road.
- 9.6.14 This note provides a general guide on the average time it takes to cross a two-lane road. For able-bodied people, this is between 4-6 seconds on a typical urban road, and for elderly or

disabled people, it is between 10-12 seconds. School Lane is a narrow single carriageway road and so has a shorter crossing distance in comparison to typical urban roads, therefore, shorter crossing times than these would be required. However, adopting these times provides a robust assessment.

- 9.6.15 The traffic flows and average gaps between vehicles within which pedestrians could cross School Lane have been reviewed. The results for 2026 and 2026 Development Scenario 1 are provided in **Table 9.14**.

**Table 9.14: Assessment of Pedestrian Delay (2026 Baseline and 2026 Development Scenario 1)**

| Link Name / Ref | Average Pedestrian Delay |                       |                                                   |                       |
|-----------------|--------------------------|-----------------------|---------------------------------------------------|-----------------------|
|                 | 2026 Baseline            |                       | 2026 Development Scenario 1 – Worst-Case Scenario |                       |
|                 | Peak Hourly Vehicle Flow | Average Gap (seconds) | Peak Hourly Vehicle Flow                          | Average Gap (seconds) |
| 6. School Lane  | 14                       | 252                   | 45                                                | 80                    |

- 9.6.16 The assessment indicates that there are typically lengthy gaps in traffic along School Lane that far exceed the 6 second gap that is used as an indicator for crossing provision in both the baseline and the worst case scenario (Scenario 1). Therefore, there is ample opportunity for pedestrians to cross School Lane in both the baseline and the worst-case scenario (Scenario 1) without incurring delay.

- 9.6.17 Furthermore, the results for 2026 Development Scenario 2 and 2026 Development Scenario 3 are provided in **Table 9.15**.

**Table 9.15: Assessment of Pedestrian Delay (2026 Development Scenario 2 and 2026 Development Scenario 3)**

| Link Name / Ref | Average Pedestrian Delay    |                       |                             |                       |
|-----------------|-----------------------------|-----------------------|-----------------------------|-----------------------|
|                 | 2026 Development Scenario 2 |                       | 2026 Development Scenario 3 |                       |
|                 | Peak Hourly Vehicle Flow    | Average Gap (seconds) | Peak Hourly Vehicle Flow    | Average Gap (seconds) |
| 6. School Lane  | 27                          | 131                   | 25                          | 147                   |

- 9.6.18 The worst-case development scenario results in a minimal increase in vehicle movements on the highway network and as previously explained within this chapter the assessment has been undertaken assuming a robust assessment in vehicle distribution.

- 9.6.19 The impact in all scenarios is predicted to be of local spatial extent, long term duration, intermittent and high reversibility. It is predicted that the impact in all scenarios will affect the receptor directly. The overall magnitude of impact in all scenarios is predicted to be negligible adverse. Given that the receptor is of medium sensitivity, the effect in all scenarios is predicted to be of negligible adverse significance, which is not significant.

### ***Fear and Intimidation (Non-Motorised User Amenity)***

9.6.20 To assess the levels of fear and intimidation (non-motorised user amenity), the methodology and thresholds in the IEMA Guidelines, as set out above, have been used.

9.6.21 By applying this criteria to the baseline and predicted traffic flows, the degree of hazard is assessed. These are shown in **Table 9.16** and **Table 9.17** for all scenarios.

**Table 9.16: Levels of Fear and Intimidation – Baseline & Development Scenario 1**

| Link Name / Ref | Degree of Hazard Without Development      |                     |               | Degree of Hazard With Development         |                     |               |
|-----------------|-------------------------------------------|---------------------|---------------|-------------------------------------------|---------------------|---------------|
|                 | Average Hourly Traffic Flow 18hr (Veh/hr) | Total 18hr HGV Flow | Average Speed | Average Hourly Traffic Flow 18hr (Veh/hr) | Total 18hr HGV Flow | Average Speed |
| 6. School Lane  | 8                                         | 1                   | <30           | 27                                        | 2                   | <30           |
|                 | Small                                     |                     |               | Small                                     |                     |               |

**Table 9.17: Levels of Fear and Intimidation – Development Scenario 2 & Development Scenario 3**

| Link Name / Ref | Degree of Hazard Without Development      |                     |               | Degree of Hazard With Development         |                     |               |
|-----------------|-------------------------------------------|---------------------|---------------|-------------------------------------------|---------------------|---------------|
|                 | Average Hourly Traffic Flow 18hr (Veh/hr) | Total 18hr HGV Flow | Average Speed | Average Hourly Traffic Flow 18hr (Veh/hr) | Total 18hr HGV Flow | Average Speed |
| 6. School Lane  | 16                                        | 2                   | <30           | 15                                        | 2                   | <30           |
|                 | Small                                     |                     |               | Small                                     |                     |               |

9.6.22 The assessments show that the level of fear and intimidation along School Lane is small in all scenarios and there are no step changes between any scenarios.

9.6.23 The impact in all scenarios is predicted to be of local spatial extent, long term duration, intermittent and high reversibility. It is predicted that the impact in all scenarios will affect the receptor directly. The overall magnitude of impact in all scenarios is predicted to be negligible adverse. Given that the receptor is of medium sensitivity, the effect in all scenarios is predicted to be of negligible adverse significance, which is not significant.

## **Road Safety**

- 9.6.24 As set out in the IEMA Guidelines, the assessment of road safety is reliant on judgement of the assessor. Accidents on the road network often have multiple factors, however the overriding cause is typically human error.
- 9.6.25 It is possible to estimate the impact of increased traffic on road safety from existing injury accident records, national statistics and the type and quantity of traffic generated.
- 9.6.26 An assessment of the baseline environment in relation to road safety is set out above and determined that there were no clusters of injury accidents within study area and there were no consistent contributory factors which would highlight any potential deficiency in the design of the local highway network and no road safety issues along the local highway network. The common contributory factor was driver error.
- 9.6.27 The development would generate traffic of a similar nature and classification to current traffic. There is no indication of any current road safety issues and no indication that the development would alter the injury accident rate.
- 9.6.28 The impact in all scenarios is predicted to be of local spatial extent, long term duration, intermittent and low to high reversibility. It is predicted that the impact in all scenarios will affect the receptor directly. The overall magnitude of impact in all scenarios is predicted to be small adverse. Given that the receptors within the study area are of low to medium sensitivity, the effect in all scenarios is predicted to be of minor adverse significance, which is not significant.

## **9.7 Mitigation**

- 9.7.1 Having regard to the above conclusions, no mitigation measures are required.

## **9.8 Residual Effects**

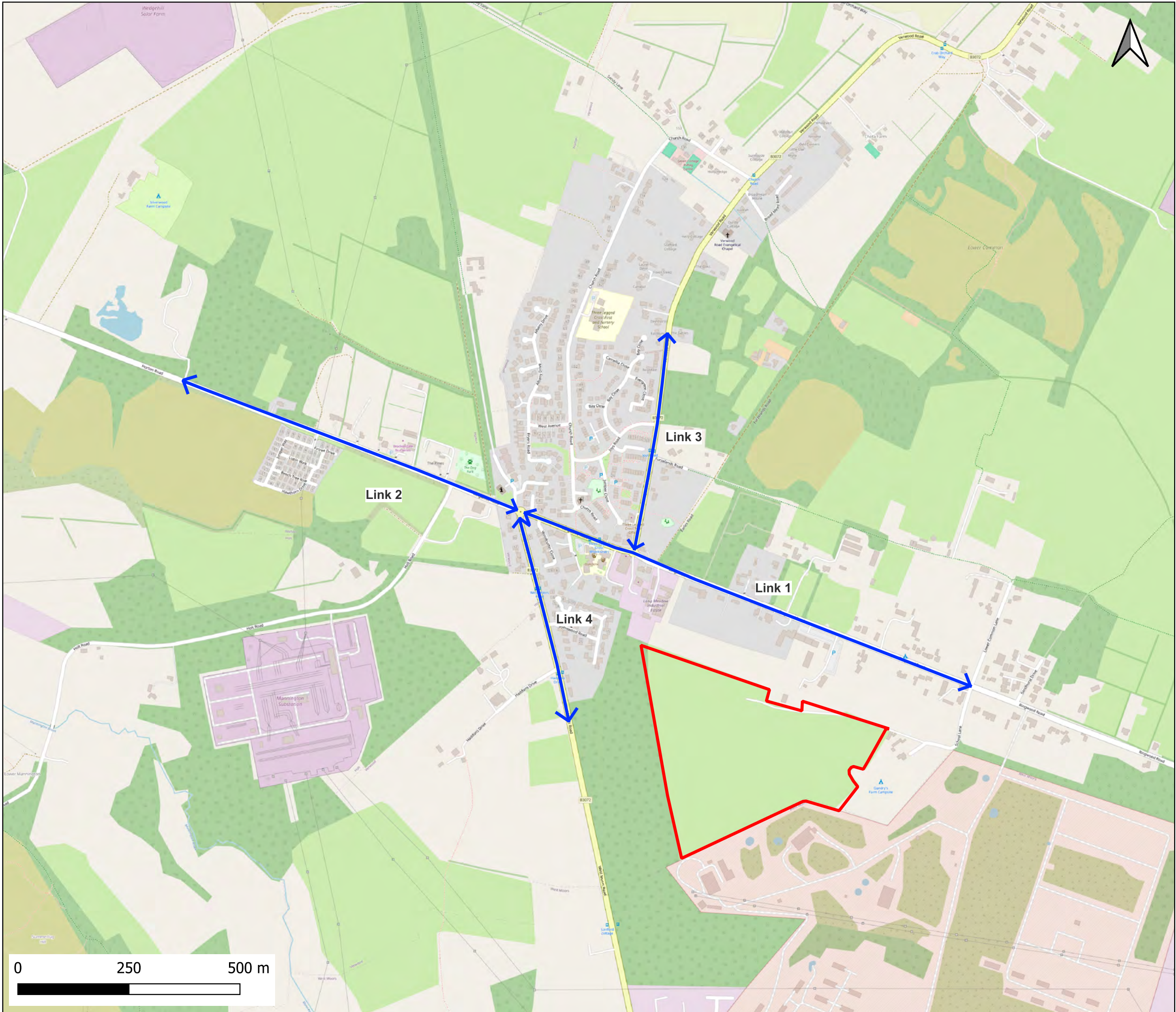
- 9.8.1 This section summarises the significance of the anticipated residual environmental effects, which are those that remain after all proposed mitigation measures are implemented.
- 9.8.2 The assessment conducted in this chapter demonstrates that there will be no residual significant effects resulting from the development, as set out in Table 9.18.

**Table 9.18: Summary of Residual Effects**

| Potential Effect                                   | Significance  | Mitigation | Residual Effect |
|----------------------------------------------------|---------------|------------|-----------------|
| <b>Construction</b>                                |               |            |                 |
| Construction Vehicle Movements                     | Negligible    | n/a        | Negligible      |
| <b>Completed Development</b>                       |               |            |                 |
| Severance                                          | Negligible    | n/a        | Negligible      |
| Driver Delay                                       | Negligible    | n/a        | Negligible      |
| Non-Motorised User Delay                           | Negligible    | n/a        | Negligible      |
| Fear and Intimidation (Non-Motorised User Amenity) | Negligible    | n/a        | Negligible      |
| Road Safety                                        | Minor Adverse | n/a        | Minor Adverse   |

## 9.9 Summary

- 9.9.1 The assessment conducted in this chapter has been carried out in line with the guidance set out in the Institute of Environmental Management and Assessment (IEMA; now ISEP) publication: Environmental Assessment of Traffic and Movement (July 2023) (the 'IEMA Guidelines').
- 9.9.2 Baseline traffic and transport conditions have been established from data sourced from Dorset Council, traffic survey data undertaken in August 2025 and Personal Injury Accident data from CrashMap to consider road safety, the identification of traffic and transport receptors and establishment of environmental conditions.
- 9.9.3 Traffic flow predictions for the development during the operational phase have been generated. The details of the trip generation and distribution exercise are taken from the Transport Assessment.
- 9.9.4 The effects of the additional development traffic on the study network are considered in relation to:
- Severance;
  - Driver Delay;
  - Non-Motorised User Delay;
  - Fear and Intimidation (Non-Motorised User Amenity); and
  - Road Safety.
- 9.9.5 The assessment finds that there would be negligible to minor adverse effects with the traffic and transport study area.



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Legend

- Site Location
- Highway Links



Project: Gundry's Farm

Title: Traffic and Transport Study Area

|             |           |                |
|-------------|-----------|----------------|
| Status:     | Drawn by: | PM/Checked by: |
| Information | DI        | RL/DA          |

|                 |          |               |
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| Project Number: | Scale@A3 | Date Created: |
| TRP-00338       |          | 14/01/2026    |

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| Figure Number: | Rev: |
| 9.1            | -    |

# 10 Noise

## 10.1 Introduction

- 10.1.1 This chapter assesses the effects of the Alleged Unauthorised Development on noise. In particular, it considers the potential effects of road noise and noise from the caravan and camping site on the surrounding residential and environmentally protected area.
- 10.1.2 The chapter has been written by Jamie Duncan, who holds a BSc (hons) and the Institute of Acoustics Diploma in 'Acoustics and Noise Control', and is a full member of the Institute of Acoustics (MIOA). Prior to founding Venta Acoustics Ltd (VA) in 2016, he has worked in the field of acoustics since 2004, during which he has undertaken numerous environmental noise and impact assessments for a range of uses including commercial, industrial, residential.
- 10.1.3 VA provides specialist expert advice in the fields of acoustics, noise and vibration control, and has submitted evidence on noise and vibration impacts to court and appeal hearings of various types throughout the UK.

## 10.2 Planning Policy Context

### **Legislation**

- 10.2.1 Additional statutory powers to control noise exist outside of the planning system, and the granting of planning permission does not remove the need to comply with these controls. The Control of Pollution Act 1974 contains powers for local authorities to deal with noise from construction sites.
- 10.2.2 The Environmental Protection Act 1990, as amended by the Noise and Statutory Nuisance Act 1993, which requires local authorities to serve notices where noise emitted from premises constitutes a statutory nuisance.

### **National Planning Policy Framework**

- 10.2.3 Paragraph 187 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by 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.
- 10.2.4 The NPPF states at paragraph 198 that 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:

- (a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- (b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

## **Local Planning Policy**

### ***East Dorset Local Plan (2002)***

10.2.5 Policy DES2 of the East Dorset Local Plan document states that:

10.2.6 Developments will not be permitted which will either impose or suffer unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.

### ***Christchurch and East Dorset Local Plan Part 1 - Core Strategy (2014)***

#### *Policy ME2 Protection of the Dorset Heathlands*

10.2.7 In accordance with the advice from Natural England, the evidence available to the authorities and Core Strategy Habitats Regulations Assessment (HRA), no residential development will be permitted within 400m of protected European and internationally protected heathlands.

10.2.8 Any residential development between 400m and 5km of these areas will provide mitigation through a range of measures as set out in the Core Strategy, Site Specific Allocations Development Plan Document and the Dorset Heathlands Planning Framework Supplementary Planning Document including:

- Provision of on-site and off-site suitable alternative natural greenspace (provided in accordance with guidelines set out Appendix 5).
- Provision of other appropriate avoidance/mitigation measures.

10.2.9 The avoidance or mitigation measures are to be delivered in advance of the developments being occupied and must provide for mitigation in perpetuity. Suitable Alternative Natural Greenspaces (SANGs) will be secured by way of a legal agreement between the developer and the relevant council. The delivery of Heathland mitigation measures will be secured as set out in the Councils' Regulation 123 list. The authority will ensure that mitigation measures to avoid harm are given priority as required by this policy.

10.2.10 The Dorset Heathlands Planning Framework Supplementary Planning Document will set out the type of development circumstances where mitigation is required, and a list of mitigation projects. The Councils' Core Strategy and Site Specific Allocations Development Plan Document sit alongside the Supplementary Planning Document in identifying SANGs provision. This will ensure that suitable measures are in place by the time development is occupied. The

combination of the 400m exclusion zone with the heathland mitigation measures set out above are designed to function together as an effective package avoiding the harmful effects of additional residential development on the European and internationally designated heathlands.

### ***The Dorset Heathlands Planning Framework 2020-2025***

10.2.11 The Supplementary Planning Document dated April 2020 sets a strategy for the avoidance and mitigation of impacts upon the Dorset Heathlands.

10.2.12 The document notes the Main Urban Effects on Lowlands Heath in Dorset include noise pollution from traffic on roads.

### **Noise Policy Statement for England (2010)**

10.2.13 The Noise Policy Statement for England (NPSE) sets out the long-term vision of Government noise policy: 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.

10.2.14 This vision is supported by the following aims:

- *avoid significant adverse impacts on health and quality of life;*
- *mitigate and minimise adverse impacts on health and quality of life; and*
- *where possible, contribute to the improvement of health and quality of life.*

10.2.15 The terms “significant adverse” and “adverse” are related to the following concepts:

- No Observed Effect Level (NOEL) - *the level below which no effect on health and quality of life can be detected.*
- Lowest Observed Adverse Effect Level (LOAEL) - *the level above which adverse effects on health and quality of life can be detected.*
- Significant Observed Adverse Effect Level (SOAEL) - *the level above which significant adverse effects on health and quality of life occur.*

10.2.16 The guidance acknowledges that it is not possible to have a single objective noise-based measure that defines SOAEL that is applicable to all sources of noise in all situations, but will be different for different noise sources, receptors and times.

10.2.17 In order to enable assessment of impacts in line with these requirements, reference should be made to other currently available guidance.

### **Planning Practice Guidance**

10.2.18 This document advises on how planning can be used to manage potential noise impacts on communities.

10.2.19 The document has some overlap with the NPSE in its guidance although it does introduce new concepts regarding amenity.

10.2.20 Local planning authorities' plan-making and decision taking should take account of the acoustic environment and in doing so consider:

- *whether or not a significant adverse effect is occurring or likely to occur;*
- *whether or not an adverse effect is occurring or likely to occur; and*
- *whether or not a good standard of amenity can be achieved.*

10.2.21 The document includes a table, reproduced in Table 10.1, regarding perception of noise in relation to the effect on residents, which is summarised below. This provides a qualitative description of noise and how it affects people and their behaviour.

**Table 10.1 - Noise exposure hierarchy**

| Perception                   | Examples of outcomes                                                                                                                                                                                                                                                                                                                                                                                        | Increasing effect level                   | Action                           |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------------|
| Not noticeable               | No Effect                                                                                                                                                                                                                                                                                                                                                                                                   | No Observed Effect                        | No specific measures required    |
| Noticeable and not intrusive | Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.                                                                                                                                                                                                    | No Observed Adverse Effect                | No specific measures required    |
|                              |                                                                                                                                                                                                                                                                                                                                                                                                             | Lowest Observed Adverse Effect Level      |                                  |
| Noticeable and intrusive     | Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life. | Observed Adverse Effect                   | Mitigate and reduce to a minimum |
|                              |                                                                                                                                                                                                                                                                                                                                                                                                             | Significant Observed Adverse Effect Level |                                  |
| Noticeable and disruptive    | The noise causes a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative                                                                                                                                                                                                                                                | Significant Observed Adverse Effect       | Avoid                            |

|                                |                                                                                                                                                                                                                                                                                                         |                             |         |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------|
|                                | ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area. |                             |         |
| Noticeable and very disruptive | Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory                  | Unacceptable Adverse Effect | Prevent |

### Institute of Environmental Management and Assessment (2014)

10.2.22 Where a similar type of noise is pre-existing in a locality, a comparative assessment of the noise level can provide a quantitative evaluation of the potential effects. This is done by comparing the  $L_{Aeq}$  ambient noise levels when the source is operating against the  $L_{Aeq}$  ambient noise level in the absence of the source.

10.2.23 The IEMA discusses how the impact of a noise source on a community is proportional to the change in local ambient noise levels caused and provides the following example:

**Table 10.2 - Excerpt from IEMA**

| Long Term Impact Classification | Short Term Impact Classification | Sound level change dB $L_{pAeqT}$<br>(positive or negative)<br><br>T= either 16h day or 8hr night |
|---------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------|
| Negligible                      | Negligible                       | $\geq 0$ dB and $< 1$ dB                                                                          |
|                                 | Minor                            | $\geq 1$ dB and $< 3$ dB                                                                          |
| Minor                           | Moderate                         | $\geq 3$ dB and $< 5$ dB                                                                          |
| Moderate                        | Major                            | $\geq 5$ dB and $< 10$ dB                                                                         |
| Major                           |                                  | $\geq 10$ dB                                                                                      |

10.2.24 In addition to the overall change in ambient noise level, the nature of the noise must also be considered. The factors that can influence the response to a new noise source include:

- The time period of use (how long the noise occurs for)
- Time of day (when the noise occurs)
- The frequency of use (how often the noise occurs)
- The subjective character of the noise source as compared to the pre-existing noise climate (does not noise change the acoustic character of the area).

## **BS8233:2014**

10.2.25 BS8233 Guidance on sound insulation and noise reduction for buildings provides guidance as to desirable internal ambient noise levels for different areas within residential buildings.

10.2.26 The relevant section of the standard is shown below in Table 10.3.

**Table 10.3 – Excerpt from BS8233:2014 - Indoor ambient noise levels for dwellings**

| Activity                   | Location    | 07:00 to 23:00      | 23:00 to 07:00     |
|----------------------------|-------------|---------------------|--------------------|
| Resting                    | Living Room | 35 dB LAeq, 16 hour | -                  |
| Dining                     | Dining Room | 40 dB LAeq, 16 hour | -                  |
| Sleeping (daytime resting) | Bedroom     | 35 dB LAeq, 16 hour | 30 dB LAeq, 8 hour |

10.2.27 For external areas the standard states the following:

*For traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB LAeq,T, with an upper guideline value of 55 dB LAeq,T which would be acceptable in noisier environments.*

*However, it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited.*

## **WHO Guidelines for Community Noise (1999)**

10.2.28 The guidance in this document details suitable noise levels for various activities within residential and commercial buildings.

10.2.29 The relevant sections of this document are shown in Table 10.4.

**Table 10.4 – Excerpt from WHO**

| Criterion                                                                         | Environment | Design range LAeq,T<br>dB |
|-----------------------------------------------------------------------------------|-------------|---------------------------|
| Maintain speech intelligibility and avoid moderate annoyance, daytime and evening | Living Room | 35 dB                     |
| Prevent sleep disturbance, night time                                             | Bedrooms    | 30 dB                     |

10.2.30 This guidance also states:

*For a good sleep, it is believed that indoor sound pressure levels should not exceed approximately 45dB LAmax more than 10-15 times a night (Vallet & Vernet 1991).*

10.2.31 For outdoor living areas, it is stated that:

*To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55dB LAeq on balconies, terraces and in outdoor living areas. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50dB LAeq. Where it is practical and feasible, the lower outdoor sound level should be considered the maximum desirable sound level for new development.*

10.2.32 The capacity of a noise to induce annoyance depends upon its physical characteristics, including the sound pressure level, spectral characteristics and variations of these properties with time. During daytime, few people are highly annoyed at LAeq levels below 55 dB(A), and few are moderately annoyed at LAeq levels below 50 dB(A). Sound levels during the evening and night should be 5–10 dB lower than during the day. Noise with low-frequency components require lower guideline values. For intermittent noise, it is emphasized that it is necessary to take into account both the maximum sound pressure level and the number of noise events. Guidelines or noise abatement measures should also take into account residential outdoor activities.

10.2.33 For sleep disturbance, i.e. in bedrooms at night, the NOEL can, therefore, be taken as anything below 30dB(A), whilst the onset of the LOAEL occurs at 30dB(A) and above. The SOAEL cannot be inferred from this information.

10.2.34 During daytime periods, for avoidance of annoyance, the NOEL relates to anything up to 50dB(A) (typically applied to external areas, such as gardens), whilst the onset of the LOAEL occurs at 50dB(A) and above.

#### ***Calculation of Road Traffic Noise (CRTN) (1988)***

10.2.35 CRTN guidelines describe the procedures for calculating noise from road traffic. These procedures are primarily intended to enable entitlement under the Noise Insulation Regulations to be determined but they also provide guidance appropriate to the calculation of traffic noise for more general applications e.g. environmental appraisal of road schemes, highway design and land use planning.

10.2.36 Noise impact of operational traffic will be based on predictions carried out in accordance with the methodology provided in the CRTN.

### **Construction Noise: BS5228-1:2009 + A1:2014**

- 10.2.37 Annex E of BS5228-1:2009 + A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise provide information and advice on reducing impact of construction works on neighbouring properties.
- 10.2.38 Criteria for construction noise are recommended in the Department of the Environment Advisory Leaflet (AL) 72.
- 10.2.39 Department of the Environment Advisory Leaflet (AL) 72 states that construction noise levels at residential locations in rural, suburban and urban areas away from main road traffic and industrial noise should not exceed 70dB(A) during the daytime (defined as 7am – 7pm). The advice also recommends that noise levels during evening periods are at least 10dB lower. It is usually accepted that these limits apply to the average noise level over the working day. The numerical limits can therefore be exceeded for short periods, provided that these are balanced by periods of relative calm.

## **10.3 Approach**

### **Assessment Methodology**

- 10.3.1 Measurements of environmental noise were made generally in accordance with ISO 1996 2:2017 *Acoustics - Description, measurement and assessment of environmental noise – Part 2: Determination of sound pressure levels* and British Standard 7445-1: 2003 *Description of environmental noise – Guide to quantities and procedures*.
- 10.3.2 Continuous 5-minute samples of the  $L_{Aeq}$ ,  $L_{Amax}$ ,  $L_{A10}$  and  $L_{A90}$  sound pressure levels were undertaken at the measurement location.
- 10.3.3 The weather during the survey period was generally dry with light winds. The background noise data is not considered to have been compromised by these conditions.
- 10.3.4 The study area has focused on the most affected locations by the proposals, namely the houses to the north of the site on Ringwood Road, and the environmentally protected areas to the south of the campsite.
- 10.3.5 Due to the size of the site and surrounding area, 3D noise mapping was implemented to ensure the most accurate prediction of plant noise levels at the nearest noise sensitive receivers and over the local environment.
- 10.3.6 This process uses several different calculation protocols to derive accurate noise analysis predictions. Noise propagation and barrier attenuation are calculated in accordance with ISO 9613-1:1993 *Acoustics - Attenuation of sound during propagation outdoors - Part 1: Calculation of the absorption of sound by the atmosphere* and ISO 9613-2:2024 *Attenuation of sound during propagation outdoors - Part 2: Engineering method for the prediction of sound pressure levels outdoors*. Road traffic noise levels are calculated in accordance with CRTN.

10.3.7 The local topography has been imported into the model from the DEFRA Lidar digital terrain model to account for the various levels across the site. The model has been set to allow for three reflections off all surfaces, and suitable finishes allowed for the buildings.

#### **Establishing the Baseline**

10.3.8 In order to establish the existing noise levels in the area, a noise survey was carried out between Tuesday 16<sup>th</sup> and Saturday 20<sup>th</sup> September 2025 at the location shown in Figure 10.1



**Figure 10.1: Noise Monitoring Position**

10.3.9 This location was chosen to be representative of the noise levels incident on the potentially most affected facades of the nearby dwellings and the environmentally protected areas.

10.3.10 No caravanning activity was taking place during the survey and conditions were therefore representative of the worst-case baseline scenario (a day where no caravan rallies were taking place), therefore, the implementation of the Alleged Unauthorised Development would have the greatest impact against these conditions.

10.3.11 The following equipment was used in the course of the survey:

**Table 10.5 – Equipment used for survey**

| Manufacturer                    | Model Type | Serial No | Calibration        |         |
|---------------------------------|------------|-----------|--------------------|---------|
|                                 |            |           | Certificate No.    | Date    |
| Svantek Class 1 Integrating SLM | 958A       | 59177     | 1511238-3S         | 19/2/25 |
| Larson Davis calibrator         | CAL200     | 22561     | 45681-22561-CAL200 | 24/1/25 |

10.3.12 The calibration of the sound level meters was verified before and after use with no significant calibration drift observed.

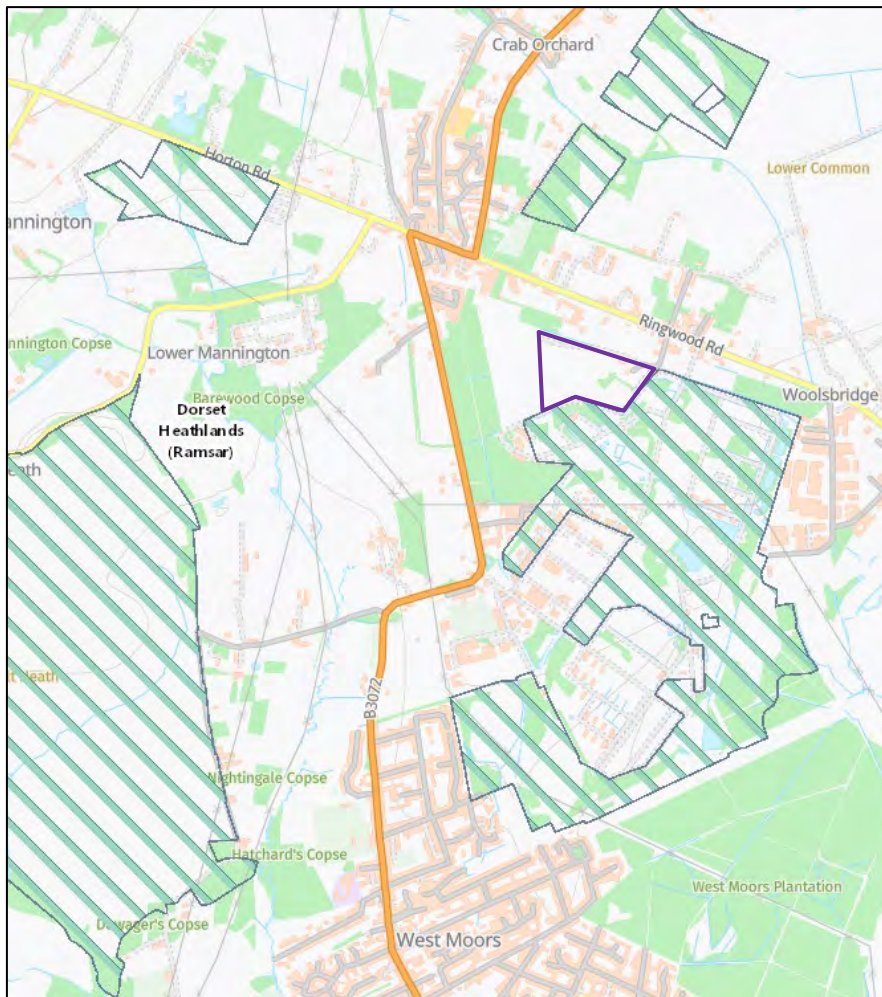
10.3.13 To the south of the site is Dorset and Wiltshire Fire and Rescue Training Centre.

10.3.14 The baseline noise environment is controlled by local road traffic noise Ringwood Road and West Moors Road.

10.3.15 The site borders the following areas, with the closest elements to the south of the site.

- Dorset Heathlands Ramsar
- Dorset Heathlands Special Protection Area (SPA)
- Dorset Heaths Special Area of Conservation (SAC)
- Holt & West Moor Heaths SSSI

10.3.16 The approximate extents of these areas are shown below in Figure 10.2, along with the approximate site extents, shown in purple.



**Figure 10.2 – Extents of Ramsar, SPA, SAC and SSSI**

### **Assessment Methods**

10.3.17 Potential noise impacts associated with the operation of the development include:

- Site preparation and construction works;
- Increase in traffic on surrounding road network; and
- Noise from guests talking, etc outside their pitches

10.3.18 The impact of road traffic noise nearby residents to the campsite has been evaluated taking into account guidance in BS 8233:2014 *Guidance on sound insulation and noise reduction for buildings*, and the WHO Guidelines, with the changes in noise level evaluated against the IEMA Guidance, shown in Table 10.2 and replicated below.

**Table 10.6 - Excerpt from IEMA**

| Long Term Impact Classification | Short Term Impact Classification | Sound level change dB $L_{pAeqT}$<br>(positive or negative)<br><br>T= either 16h day or 8hr night |
|---------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------|
|                                 |                                  |                                                                                                   |
| Negligible                      | Negligible                       | $\geq 0$ dB and $< 1$ dB                                                                          |
|                                 | Minor                            | $\geq 1$ dB and $< 3$ dB                                                                          |
| Minor                           | Moderate                         | $\geq 3$ dB and $< 5$ dB                                                                          |
| Moderate                        | Major                            | $\geq 5$ dB and $< 10$ dB                                                                         |
| Major                           |                                  | $\geq 10$ dB                                                                                      |

10.3.19 The following tasks have been undertaken as part of the noise assessment:

- Quantifying baseline noise conditions representative of the quieter façades of nearby nearest to the campsite;
- Preparation of a computerised noise model of road traffic noise based upon the provided traffic flow data using the results of the noise survey to calibrate the model;
- Preparation of a computerised noise model of external noise propagation from guest noise across the surrounding area based upon the three different occupation scenarios.
- Assessment of noise associated with potential changes in traffic flows during the operational phase of development;
- Qualitative assessment of construction noise impacts;
- Assessment of noise from guests on the campsite.

### **Construction Effects**

10.3.20 A qualitative assessment has been provided based on assumptions made about the construction phase. Reference has been made to the ABC threshold approach in BS5228 taking into account the results of the baseline noise survey. The ABC method places potential receptors in assessment categories based on the pre-existing ambient noise level. Where ambient noise levels are below  $L_{Aeq}$  65dB during the day, this level should be considered a threshold value above which a potential significant effect is indicated.

**Table 10.7: ABC Method**

| Assessment category and threshold value period    | Threshold value, in decibels (dB) ( $L_{Aeq, T}$ ) |                          |                  |
|---------------------------------------------------|----------------------------------------------------|--------------------------|------------------|
|                                                   | Category A<br>A)                                   | Category B <sup>B)</sup> | Category C<br>C) |
| Night-time (23.00–07.00)                          | 45                                                 | 50                       | 55               |
| Evenings and weekends <sup>D)</sup>               | 55                                                 | 60                       | 65               |
| Daytime (07.00–19.00) and Saturdays (07.00–13.00) | 65                                                 | 70                       | 75               |

---

NOTE 1 A potential significant effect is indicated if the  $L_{Aeq,T}$  noise level arising from the site exceeds the threshold level for the category appropriate to the ambient noise level.

NOTE 2 If the ambient noise level exceeds the Category C threshold values given in the table (i.e. the ambient noise level is higher than the above values), then a potential significant effect is indicated if the total  $L_{Aeq,T}$  noise level for the period increases by more than 3 dB due to site noise.

NOTE 3 Applied to residential receptors only.

---

<sup>A)</sup> Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are less than these values.

<sup>B)</sup> Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are the same as category A values.

<sup>C)</sup> Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are higher than category A values.

<sup>D)</sup> 19.00–23.00 weekdays, 13.00–23.00 Saturdays and 07.00–23.00 Sundays.

## ***Operational Effects***

### *Vibration*

10.3.21 No significant ground vibration effects are anticipated during the operational phase and no further assessment of vibration is provided.

### *Road Traffic Noise*

10.3.22 For the operational phase, a traffic noise assessment has been provided in a comparative study, evaluating the impact of potential changes in traffic noise on a sample of roads in the area from traffic flow situations with and without development. Noise increases have been calculated in accordance with relevant guidance in the Department of Transport document 'Calculation of Road Traffic Noise'. (1988) based on appropriate traffic flow data used in the Transport Assessment and impacts based upon the IEMA noise impact assessment guidelines.

10.3.23 The local topography has been imported into the model from the DEFRA Lidar digital terrain model to account for the various levels across the site. The model has been set to allow for three reflections off all surfaces, and suitable finishes allowed for the buildings.

10.3.24 To model vehicle noise levels associated with movements due to the operational development, traffic data provided by RPS Tetra Tech has been utilised to model the noise emissions following the procedures stated in CRTN.

### *Guest Noise*

10.3.25 In addition to the above, noise from the caravan and camping site will also be evaluated within the operational model.

10.3.26 For on site activity noise, the site has been modelled as an area source, with an assumption that a number of guests equal to 75% of the attendance level stated in the scenarios above for the summer occupancy rates. To ensure a worst-case assessment it has been assumed that all people sitting outside will be talking with raised voices.

10.3.27 The source noise levels used for the modelling are taken from BB93 / ANSI 3.5:1997 - Methods for calculation of the speech intelligibility index, and are summarised below:

**Table 10.8 : Voice Source Noise Levels**

| Sound Power, L <sub>w</sub> | 63 | 125 | 250 | 500 | 1k | 2k | 4k | 8k | dB(A) |
|-----------------------------|----|-----|-----|-----|----|----|----|----|-------|
| Raised Voice                | 48 | 59  | 70  | 75  | 72 | 64 | 57 | 48 | 76    |

### Significance Criteria

10.3.28 Changes in road traffic noise for the assessment exercise have been compared with the IEMA impact classifications shown in Tables 10.2 and 10.6.

10.3.29 External noise levels from road traffic in amenity areas has been compared with the requirements of BS8233, Table 10.3, and the WHO Guidelines, Table 10.4.

10.3.30 Average noise from vehicles on site have been compared with the requirements of BS8233, Table 10.3, with maximum night-time events evaluated against the WHO Guidelines, Table 10.4.

10.3.31 Noise from guests on site will predicted and the change in noise levels compared to the IEMA impact classifications shown in Tables 10.2 and 10.6

### Testing Scenarios

10.3.32 The following situations have been evaluated:

- **Baseline:** Use of land for agriculture with permitted development rights for rallies/exempt organizations – during a period where no rallies are taking place.
- **Assessment Scenario 1** (the worst-case scenario): A maximum of 232 caravans occupied in the summer season and 35 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.
- **Assessment Scenario 2** (the historic use scenario): A maximum of 123 caravans occupied in the summer season and 19 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.
- **Assessment Scenario 3** (the site licence scenario): A maximum of 105 caravans occupied in the summer season and 16 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay.

## 10.4 Baseline Conditions

10.4.1 The measured sound levels are shown as time-history plots in Appendix 10.1.

10.4.2 The average noise levels for the Daytime and Night-time periods, as measured at the automated monitoring position were:

**Table 10.9 : Average Ambient Noise Levels**

| Monitoring Period | L <sub>Aeq, T</sub> |
|-------------------|---------------------|
| 07:00 – 23:00     | 49 dB               |
| 23:00 – 07:00     | 46 dB               |

10.4.3 The typical night time L<sub>Amax</sub> events were recorded to be in the order of 61dB L<sub>Amax,fast</sub>.

10.4.4 Noise levels in the area are controlled by traffic on the surrounding road network.

## 10.5 Existing Development and Embedded Mitigation

10.5.1 The site layout includes a buffer of green infrastructure around the fringes of the site, within which no development is to take place. This provides a standoff to the noise sensitive receptors positioned around the site.

## 10.6 Assessment of Effects

### Construction Stage

10.6.1 Using the ABC method from Annex E of BS5228-1:2009 + A1:2014 *Code of practice for noise and vibration control on construction and open sites – Part 1: Noise*, the threshold at nearby receivers would be Category A.

10.6.2 Construction works on site would be expected to be small in nature, with activities such as laying of blockwork, trenching of cables and installation of drainage infrastructure to be relatively fleeting in nature, and likely to generate low levels of noise at the nearby receivers

10.6.3 Based on the type and location of the development, construction impacts are highly unlikely to present any significant effects.

### Operational Development

#### Road Traffic Noise

10.6.4 The results of the modelling exercise for the road noise are summarised below, with the noise maps ref VA5846/NM1-NM4 appended to this report, in Appendix 10.2. The table shows the noise level at the most affected nearby noise sensitive residential receiver. For the purposes of the assessment, the noise levels on the façade nearest the roads has been evaluated, as this would be most affected by the changes in traffic flows.

10.6.5 Table 10.8 shows the predicted noise levels from the noise modelling exercise as well as these results logarithmically added to the predicted baseline noise level, and the level of change to the overall noise level against the baseline noise level from the noise survey.

**Table 10.10 – Level of change due to road noise, residential receiver**

| Scenario | Predicted L <sub>A10</sub> dB | Change |
|----------|-------------------------------|--------|
| Baseline | 70                            | -      |
| 1        | 69                            | -1     |
| 2        | 69                            | -1     |
| 3        | 68                            | -2     |

10.6.6 When considered against the impact classifications shown in the IEMA guidance, the above changes would be classified as **Negligible** for both short term and long-term impact, with a slight reduction in noise levels, likely due to the small decrease in HDV traffic from the baseline scenario in the provided traffic models.

10.6.7 Noise in external amenity areas of the nearby houses would be below the limits recommended in BS8233 and the WHO Guidelines, indicating a low impact.

10.6.8 The change in noise level due to traffic on the Ramsar, SPA, SCA and SSSI is also predicted to be **Negligible**.

10.6.9 Noise from low-speed vehicle movements on School Lane are not expected to be significant. Measurements of passenger cars moving at low speed on a tarmacked surface, undertaken on previous projects, indicate a typical level of L<sub>Aeq</sub> 58dB at 1m.

10.6.10 At a distance of 10m, the distance to the nearest window of the existing houses, this is reduced to approximately 38dB. An indicative assessment is as follows in relation to the recommended internal noise levels for BS8233:2014. To ensure a robust assessment, 100 vehicle movements have been considered within the hour window.

**Table 10.11 - Vehicle driving past on School Lane**

| Indicative BS8233 Assessment of Car Movements                      |                            |
|--------------------------------------------------------------------|----------------------------|
| Specific Noise Level at receiver                                   | L <sub>Aeq</sub> 38 dB     |
| Time correction for 100 car movements of 10 seconds each, per hour | -6 dB                      |
| Level Outside                                                      | 32 dB(A)                   |
| Loss for a partially open window                                   | -15 dB                     |
| Internal Noise Level                                               | 17 dB(A)                   |
| Recommended Daytime Level from BS8233                              | 35dB(A) (30dB(A) at night) |

10.6.11 As Table 10.9 shows, noise levels from low speed vehicle drive bys on School Lane would be quieter than the recommended internal levels for both day and night-time.

### **Vehicle Noise**

10.6.12 A calculation of noise levels expected from car door slams in the campsite is shown below to the rear of the nearest dwelling.

**Table 10.12 – Assessments of maximum noise levels**

| Maximum Levels – Car Door Slams – Ground Floor |                          |
|------------------------------------------------|--------------------------|
| Car door slam @1m                              | L <sub>Afmax</sub> 82 dB |
| Distance loss, 100m                            | -40 dB                   |
| Level outside window                           | 42 dB                    |
| Loss for partially open window (BS8233)        | -15 dB                   |
| Internal Noise Level                           | L <sub>Afmax</sub> 27 dB |

10.6.13 With bedroom windows open, maximum noise levels from hard car door slams on the campsite are expected to be considerably below the WHO recommended maximum noise levels of L<sub>Amax</sub> 45dB.

10.6.14 It should be noted that both the average and maximum level predicted are lower than the existing levels measured during the noise survey.

10.6.15 Predicted noise levels from car door slams at the caravans nearest to the protected areas, some 30m away, would be 53dB(A). These are lower than the average day and night-time maximum noise levels measured during the noise survey, and hence would not be expected to adversely impact on the area and would result in a **Negligible** effect

### **Guest Noise**

10.6.16 The results of the modelling exercise for the guest noise are summarised below, with the noise maps ref VA5846/NM5-NM7 appended to this report in Appendix 10.2. The table shows the noise level at the most affected nearby noise sensitive residential receiver. Table 10.11 shows the predicted noise levels at the most affected noise sensitive residential receiver, as well as these results logarithmically added to the measured daytime ambient noise level, and the level of change to the overall noise level against the measured baseline noise level from the noise survey.

**Table 10.13 - Level of change when compared to measured daytime noise levels, residential receiver**

| Scenario | Predicted L <sub>Aeq</sub> dB | Level in addition to existing (L <sub>Aeq</sub> 49dB) | Change |
|----------|-------------------------------|-------------------------------------------------------|--------|
| Baseline | 49 - measured                 | -                                                     | -      |
| 1        | 40                            | 50                                                    | +1     |
| 2        | 38                            | 49                                                    | 0      |
| 3        | 38                            | 49                                                    | 0      |

10.6.17 When considered against the impact classifications shown in the IEMA, the above changes would be classified as **Negligible** for both short term and long-term impact.

10.6.18 The above levels would be below the limits for external amenity areas recommended in BS8233 and the WHO Guidelines, again indicating a low impact.

10.6.19 When looking at the noise levels affecting the protected areas to the south, the predicted levels and level of change are summarised in Table 10.12.

**Table 10.14 – Level of change when compared to measured daytime noise levels, protected areas**

| Scenario | Predicted L <sub>Aeq</sub> dB | Level in addition to existing (L <sub>Aeq</sub> 49dB) | Change |
|----------|-------------------------------|-------------------------------------------------------|--------|
| Baseline | 49 - measured                 | -                                                     | -      |
| 1        | 47                            | 51                                                    | +2     |
| 2        | 45                            | 51                                                    | +2     |
| 3        | 44                            | 50                                                    | +1     |

10.6.20 The above show that noise at the area closest to the campsite would have a change of up to +2dB from the baseline scenario, which would be rated as a Minor short term impact, and Negligible short term impact.

10.6.21 It should be noted that these impacts are based upon the most affected areas nearest to the campsite. At a distance of 25m from the boundary of the campsite, noise levels would have reduced sufficiently that the predicted level of change would be +1dB, or negligible, for both Scenario 1 and 2, indicating that noise would not affect the majority of the Ramsar, SPA, SAC and SSSI.

10.6.22 Taking the above into consideration, noise from guests on the campsite would be expected to present a NOEL/**Negligible** effect on both the nearby residential dwellings, and the Ramsar, SPA, SAC and SSSI.

## 10.7 Mitigation

10.7.1 This section describes the measures which are proposed to mitigate any significant environmental effects. It is anticipated that the delivery of these measures will be secured by way of appropriate planning conditions or obligations.

### Construction

No mitigation is proposed for the construction works as the works have already been completed and no significant impacts are likely to have occurred.

### Operational

10.7.2 Although not required to control impact, it is recommended that the operator develops a sitewide noise management plan/site rules to control noise from guests. This can be used as a framework for mitigation action, should noisy guests pose a problem. The following measures should be implemented as part of the site management procedures:

- The use of clearly posted campsite rules regarding noise and behaviour would provide a powerful tool for the management of the facility to control guest noise.
- On site speed limits of 5mph would minimise noise from vehicles on site.

## 10.8 Residual Effects

10.8.1 This section summarises the significance of the anticipated residual environmental effects, which are those that remain after all mitigation measures are implemented.

10.8.2 The assessment has indicated that there would be no significant residual effects from the use of the site. As no additional mitigation measures are required to control noise, the residual effects would remain the same as the assessed impacts.

10.8.3 The impacts on the amenity of nearby residents are negligible. The impact on environmentally protected areas is minor within 25m of the southern boundary of the site, and negligible at distances greater than this.

**Table 10.15: Summary of Residual Effects**

| Potential Effect    | Significance | Mitigation | Residual Effect |
|---------------------|--------------|------------|-----------------|
| <b>Construction</b> |              |            |                 |
| Construction Noise  | Negligible   | None       | Negligible      |
| <b>Operational</b>  |              |            |                 |
| Road Traffic Noise  | Negligible   | None       | Negligible      |
| Vehicle Noise       | Negligible   | None       | Negligible      |
| Guest Noise         | Negligible   | None       | Negligible      |

## 10.9 Summary

10.9.1 The impacts of noise on the local area for the Alleged Unauthorised Development have been assessed in line with the relevant legislation, local and national planning policy and British Standards and technical guidance.

10.9.2 The assessment indicates that there is a negligible effect arising from the Alleged Unauthorised Development for operations and that there was a negligible effect associated with the construction activity

# 11 Air Quality

## 11.1 Introduction

11.1.1 This chapter assesses the effects of the Alleged Unauthorised Development on air quality. In particular, it considers the effects of fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the site during the operational phase.

11.1.2 The chapter has been written by Redmore Environmental. The author was Megan Hall BSc, Associate Member of the Institute of Environmental Science (AMIEEnvSc). Megan has been responsible for conducting air quality studies for a range of projects, including residential, commercial, employment and industrial schemes. She has experience in a range of air quality impact assessment for standalone planning applications and EIA. The reviewer was Jethro Redmore BEng (Hons) MSc CEnv PISEP MIAQM MIEEnvSc who is a Director of Redmore Environmental and has worked as a professional environmental scientist for approximately 20 years. He has been responsible for conducting environmental studies for major road improvement and construction schemes, power stations, oil refineries and other major industrial complexes. In addition, he has undertaken air quality assessments for a wide variety of residential schemes, from individual properties to large scale 'eco-towns'. As such, Jethro has experience in a range of air quality impact assessments for standalone assessments required to support a planning application and EIAs in accordance with relevant industry guidance produced by the Department for Environment, Food and Rural Affairs (DEFRA) and the Institute of Air Quality Management (IAQM), amongst others.

## 11.2 Planning Policy Context

### **Regulatory Framework**

11.2.1 The Air Quality Standards Regulations (2010) and subsequent amendments include Air Quality Limit Values (AQLVs) for the following pollutants:

- Nitrogen dioxide (NO<sub>2</sub>);
- Sulphur dioxide;
- Lead;
- Particulate matter with an aerodynamic diameter of less than 10µm (PM<sub>10</sub>);
- Particulate matter with an aerodynamic diameter of less than 2.5µm (PM<sub>2.5</sub>);
- Benzene; and,
- Carbon monoxide.

- 11.2.2 Air Quality Target Values have also been provided. It should be noted that the AQLV for PM<sub>2.5</sub> stated in the Air Quality Standards was amended in the Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020).
- 11.2.3 The Air Quality Strategy (AQS) was produced by DEFRA and published on 28<sup>th</sup> April 2023<sup>1</sup>. The document contains standards, objectives and measures for improving ambient air quality, including a number of Air Quality Objectives (AQOs). These are maximum ambient pollutant concentrations that are not to be exceeded either without exception or with a permitted number of exceedences over a specified timescale. These are generally in line with the AQLVs, although the requirements for the determination of compliance vary.
- 11.2.4 The Environmental Improvement Plan 2025<sup>2</sup> was published in December 2025, providing long term and Interim Targets in order to reduce population exposure to PM<sub>2.5</sub>. The Concentration Target for 2040 was adopted in the Environmental Targets (Fine Particulate Matter) (England) Regulations (2023).
- 11.2.5 Table 11.1 presented that AQOs, Interim Target and Concentration Target for pollutants considered within this assessment.

**Table 11.1: Air Quality Objectives/Interim Target/Concentration Target**

| Pollutant         | Air Quality Objective/Interim Target/Concentration Target |                                                                      |
|-------------------|-----------------------------------------------------------|----------------------------------------------------------------------|
|                   | Concentration (µg/m <sup>3</sup> )                        | Averaging Period                                                     |
| NO <sub>2</sub>   | 40                                                        | Annual mean                                                          |
|                   | 200                                                       | 1-hour mean, not to be exceeded on more than 18 occasions per annum  |
| PM <sub>10</sub>  | 40                                                        | Annual mean                                                          |
|                   | 50                                                        | 24-hour mean, not to be exceeded on more than 35 occasions per annum |
| PM <sub>2.5</sub> | 10                                                        | Annual mean Interim Target, to be achieved by 2030                   |
|                   | 10                                                        | Annual mean Concentration Target, to be achieved by 2040             |

- 11.2.6 Table 11.2 summarises the advice in DEFRA guidance<sup>3</sup> on where the AQOs for pollutants considered within this report apply.

<sup>1</sup> DEFRA. (2023). Air Quality Strategy: Framework for Local Authority Delivery. Retrieved from <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england/air-quality-strategy-framework-for-local-authority-delivery>

<sup>2</sup> DEFRA. (2023). Environmental Improvement Plan 2023

<sup>3</sup> DEFRA. (2022). Local Air Quality Management Technical Guidance (TG22)

**Table 11.2: Examples of Where the Air Quality Objectives Apply**

| Averaging Period | Objectives Should Apply At                                                                                                                                                                                                                                                                                                                                                                                                                                     | Objectives Should Not Apply At                                                                                                                                                                                                                                                                                                                                                   |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Annual mean      | <p>All locations where members of the public might be regularly exposed</p> <p>Building façades of residential properties, schools, hospitals, care homes etc.</p>                                                                                                                                                                                                                                                                                             | <p>Building facades of offices or other places of work where members of the public do not have regular access</p> <p>Hotels, unless people live there as their permanent residence</p> <p>Gardens of residential properties</p> <p>Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term</p> |
| 24-hour mean     | <p>All locations where the annual mean objective would apply, together with hotels</p> <p>Gardens of residential properties</p>                                                                                                                                                                                                                                                                                                                                | <p>Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term</p>                                                                                                                                                                                                                                 |
| 1-hour mean      | <p>All locations where the annual mean and 24 and 8-hour mean objectives apply. Kerbside sites (for example, pavements of busy shopping streets)</p> <p>Those parts of car parks, bus stations and railway stations etc which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more</p> <p>Any outdoor locations where members of the public might reasonably be expected to spend one hour or longer</p> | <p>Kerbside sites where the public would not be expected to have regular access</p>                                                                                                                                                                                                                                                                                              |

### **Local Air Quality Management**

11.2.7 Local Authorities (LAs) are required to periodically review and assess air quality within their area of jurisdiction under the system of Local Air Quality Management (LAQM). This review and assessment of air quality involves comparing present and likely future pollutant concentrations against the AQOs. If it is predicted that levels at locations of relevant exposure, as summarised in Table 11.2, are likely to be exceeded, the LA is required to declare an Air Quality Management Area (AQMA). For each AQMA the LA is required to produce an Air Quality Action Plan, the objective of which is to reduce pollutant concentrations in pursuit of the AQOs.

## Dust Legislation

11.2.8 The main requirements with respect to dust control from industrial or trade premises not regulated under the Environmental Permitting (England and Wales) Regulations (2016) and subsequent amendments, such as construction sites, is that provided in Section 79 of Part III of the Environmental Protection Act (1990). The Act defines nuisance as:

*"any dust steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance."*

11.2.9 Enforcement of the Act, in regard to nuisance, is currently under the jurisdiction of the local Environmental Health Department, whose officers are deemed to provide an independent evaluation of nuisance. If the LA is satisfied that a statutory nuisance exists, or is likely to occur or happen again, it must serve an Abatement Notice under Part III of the Environmental Protection Act (1990). The only defence is to show that the process to which the nuisance has been attributed and its operation are being controlled according to best practicable means.

## National Planning Policy

11.2.10 The National Planning Policy Framework (NPPF)<sup>4</sup> sets out planning policy for England. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, and that the planning system has three overarching objectives, one of which (Paragraph 8c) is an environmental objective:

*"to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy".*

11.2.11 To prevent unacceptable risks from air pollution, Paragraph 187 of the NPPF states that:

*"Planning policies and decisions should contribute to and enhance the natural and local environment by...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. Development should, wherever possible, help to improve local environmental conditions such as air quality".*

11.2.12 Paragraph 198 states:

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<sup>4</sup> Department for Levelling Up, Housing and Communities (DLUHC). (2024). National Planning Policy Framework. Retrieved from <https://assets.publishing.service.gov.uk/media/675abd214cbda57cacd3476e/NPPF-December-2024.pdf>.

*"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".*

11.2.13 More specifically on air quality, Paragraph 199 makes clear that:

*"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan".*

11.2.14 The NPPF is supported by Planning Practice Guidance (PPG)<sup>5</sup>, which includes guiding principles on how planning can take account of the impacts of new development on air quality.

### **Local Planning Policy**

11.2.15 The relevant local planning policies for the site include those within the Christchurch and East Dorset Local Plan Part 1 - Core Strategy<sup>6</sup> and the saved policies from the East Dorset District Local Plan 2002. Policy DES2 of the East Dorset District Local Plan 2002 states:

*"Developments will not be permitted which will either impose or suffer unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution."*

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<sup>5</sup> Ministry of Housing, Communities & Local Government. (2019). Planning Practice Guidance. Retrieved from <https://www.gov.uk/government/collections/planning-practice-guidance>

<sup>6</sup> Christchurch and East Dorset Local Plan Part 1 - Core Strategy, Christchurch and East Dorset Councils, 2014.

## ***Dorset Heathlands Interim Air Quality Strategy***

11.2.16 The aim of the Air Quality Strategy<sup>7</sup> 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. It states that Councils can partially address the pollution by using developer contributions to fund targeted management of heathland alongside measures to actively reduce emissions. This element forms part of the overall strategy to deliver the reductions in pollution necessary to help achieve the conservation objectives of the Dorset Heathlands.

## **11.3 Approach**

### **Construction**

11.3.1 Fugitive dust emissions may occur as a result of construction phase activities. These have been assessed in accordance with the methodology outlined within the IAQM document 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'<sup>8</sup>.

11.3.2 Construction activities have been divided into three types to reflect their different impacts. These are:

- Earthworks;
- Construction; and,
- Trackout.

11.3.3 The potential for dust emissions was assessed for each construction activity and considered three separate dust effects:

- Annoyance due to dust soiling;
- Harm to ecological receptors; and,
- The risk of health effects due to a significant increase in exposure to PM<sub>10</sub>.

11.3.4 The first stage screens the requirement for a more detailed assessment. Should human receptors be identified within 250m from the site boundary or 50m from the construction vehicle route up to 250m from the site entrance, then the assessment proceeds to the next step. Additionally, should ecological receptors be identified within 50m of the site or the construction vehicle route up to 250m from the site entrance, then the assessment also proceeds to the next stage.

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<sup>7</sup> DC. (2020). Dorset Heathlands Interim Air Quality Strategy

<sup>8</sup> IAQM. (2024). Guidance on the Assessment of Dust from Demolition and Construction v2.2

11.3.5 The second stage of the assessment screens the risk of dust impacts. The risk category was defined based on two factors:

- The sensitivity of the area to dust impacts, which can be defined as low, medium or high sensitivity; and,
- The scale and nature of the works, which determines the magnitude of dust arising (impact) as: low, medium or high.

11.3.6 The two factors are combined in order to determine the impact risk.

11.3.7 The influencing factors that define the sensitivity of specific receptors are shown in Table 11.3.

**Table 11.3: Construction Dust - Sensitivities of People and Ecological Receptors**

| Receptor Sensitivity | Example                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                       |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|                      | Human Receptors                                                                                                                                                                                                                                                                                                                                                                                                           | Ecological Receptors                                                                  |
| High                 | <ul style="list-style-type: none"> <li>• Users expect high levels of amenity</li> <li>• High aesthetic or value property</li> <li>• People expected to be present continuously for extended periods of time</li> <li>• Locations where members of the public are exposed over a time period relevant to the AQO for PM<sub>10</sub> e.g. residential properties, hospitals, schools and residential care homes</li> </ul> | Internationally or nationally designated site e.g. Special Area of Conservation (SAC) |
| Medium               | <ul style="list-style-type: none"> <li>• Users would expect to enjoy a reasonable level of amenity</li> <li>• Aesthetics or value of their property could be diminished by soiling</li> <li>• People or property wouldn't reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land e.g. parks and places of work</li> </ul>              | Nationally designated sites e.g. Sites of Special Scientific Interest (SSSI)          |
| Low                  | <ul style="list-style-type: none"> <li>• Enjoyment of amenity would not reasonably be expected</li> <li>• Property would not be expected to be diminished in appearance</li> <li>• Transient exposure, where people would only be expected to be present for limited periods e.g. public footpaths, playing fields, shopping streets, farmland, short term car parks and roads</li> </ul>                                 | Locally designated site e.g. Local Nature Reserve                                     |

11.3.8 The criteria for determining the sensitivity of the area to dust soiling effects on people and property is summarised in Table 11.4.

**Table 11.4: Construction Dust - Sensitivity of the Area to Dust Soiling Effects on People and Property**

| Receptor Sensitivity | Number of Receptors | Distance from the Source (m) |              |               |               |
|----------------------|---------------------|------------------------------|--------------|---------------|---------------|
|                      |                     | Less than 20                 | Less than 50 | Less than 100 | Less than 250 |
| High                 | More than 100       | High                         | High         | Medium        | Low           |
|                      | 10 - 100            | High                         | Medium       | Low           | Low           |
|                      | 1 - 10              | Medium                       | Low          | Low           | Low           |
| Medium               | More than 1         | Medium                       | Low          | Low           | Low           |
| Low                  | More than 1         | Low                          | Low          | Low           | Low           |

11.3.9 Table 11.5 outlines the criteria for determining the sensitivity of the area to human health impacts.

**Table 11.5: Construction Dust - Sensitivity of the Area to Human Health Impacts**

| Receptor Sensitivity | Background Annual Mean PM <sub>10</sub> Concentration | Number of Receptors | Distance from the Source (m) |              |               |               |
|----------------------|-------------------------------------------------------|---------------------|------------------------------|--------------|---------------|---------------|
|                      |                                                       |                     | Less than 20                 | Less than 50 | Less than 100 | Less than 250 |
| High                 | Greater than 32µg/m <sup>3</sup>                      | More than 100       | High                         | High         | High          | Medium        |
|                      |                                                       | 10 - 100            | High                         | High         | Medium        | Low           |
|                      |                                                       | 1 - 10              | High                         | Medium       | Low           | Low           |
|                      | 28 - 32µg/m <sup>3</sup>                              | More than 100       | High                         | High         | Medium        | Low           |
|                      |                                                       | 10 - 100            | High                         | Medium       | Low           | Low           |
|                      |                                                       | 1 - 10              | High                         | Medium       | Low           | Low           |
|                      | 24 - 28µg/m <sup>3</sup>                              | More than 100       | High                         | Medium       | Low           | Low           |
|                      |                                                       | 10 - 100            | High                         | Medium       | Low           | Low           |
|                      |                                                       | 1 - 10              | Medium                       | Low          | Low           | Low           |
|                      | Less than 24µg/m <sup>3</sup>                         | More than 100       | Medium                       | Low          | Low           | Low           |
|                      |                                                       | 10 - 100            | Low                          | Low          | Low           | Low           |
|                      |                                                       | 1 - 10              | Low                          | Low          | Low           | Low           |
| Medium               | Greater than 32µg/m <sup>3</sup>                      | More than 10        | High                         | Medium       | Low           | Low           |
|                      |                                                       | 1 - 10              | Medium                       | Low          | Low           | Low           |
|                      | 28 - 32µg/m <sup>3</sup>                              | More than 10        | Medium                       | Low          | Low           | Low           |
|                      |                                                       | 1 - 10              | Low                          | Low          | Low           | Low           |
|                      | 24 - 28µg/m <sup>3</sup>                              | More than 10        | Low                          | Low          | Low           | Low           |
|                      |                                                       | 1 - 10              | Low                          | Low          | Low           | Low           |
|                      | Less than 24µg/m <sup>3</sup>                         | More than 10        | Low                          | Low          | Low           | Low           |
|                      |                                                       | 1 - 10              | Low                          | Low          | Low           | Low           |
| Low                  | -                                                     | Greater than 1      | Low                          | Low          | Low           | Low           |

11.3.10 Table 11.6 outlines the criteria for determining the sensitivity of the area to ecological impacts.

**Table 11.6: Construction Dust - Sensitivity of the Area to Ecological Impacts**

| Receptor Sensitivity | Distance from the Source (m) |              |
|----------------------|------------------------------|--------------|
|                      | Less than 20                 | Less than 50 |
| High                 | High                         | Medium       |
| Medium               | Medium                       | Low          |
| Low                  | Low                          | Low          |

11.3.11 The scale and nature of the construction works determine the magnitude of dust impacts arising from each activity. The relevant criteria are summarised in Table 11.7.

**Table 11.7: Construction Dust - Magnitude of Emission**

| Magnitude | Activity     | Criteria                                                                                                                                                                                                                                                                                                                                                   |
|-----------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Large     | Earthworks   | <ul style="list-style-type: none"> <li>Total site area greater than 110,000m<sup>2</sup></li> <li>Potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size)</li> <li>More than 10 heavy earth moving vehicles active at any one time</li> <li>Formation of bunds greater than 6m in height</li> </ul> |
|           | Construction | <ul style="list-style-type: none"> <li>Total building volume greater than 75,000m<sup>3</sup></li> <li>On site concrete batching</li> <li>Sandblasting</li> </ul>                                                                                                                                                                                          |
|           | Trackout     | <ul style="list-style-type: none"> <li>More than 50 Heavy Duty Vehicle (HDV) trips per day</li> <li>Potentially dusty surface material (e.g. high clay content)</li> <li>Unpaved road length greater than 100m</li> </ul>                                                                                                                                  |
| Medium    | Earthworks   | <ul style="list-style-type: none"> <li>Total site area 18,000m<sup>2</sup> to 110,000m<sup>2</sup></li> <li>Moderately dusty soil type (e.g. silt)</li> <li>5 to 10 heavy earth moving vehicles active at any one time</li> <li>Formation of bunds 3m to 6m in height</li> </ul>                                                                           |
|           | Construction | <ul style="list-style-type: none"> <li>Total building volume 12,000m<sup>3</sup> to 75,000m<sup>3</sup></li> <li>Potentially dusty construction material (e.g. concrete)</li> <li>On site concrete batching</li> </ul>                                                                                                                                     |
|           | Trackout     | <ul style="list-style-type: none"> <li>20 to 50 HDV trips per day</li> <li>Moderately dusty surface material (e.g. high clay content)</li> <li>Unpaved road length 50m to 100m</li> </ul>                                                                                                                                                                  |

|       |              |                                                                                                                                                                                                                                                                                         |
|-------|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Small | Earthworks   | <ul style="list-style-type: none"> <li>• Total site area less than 18,000m<sup>2</sup></li> <li>• Soil type with large grain size (e.g. sand)</li> <li>• Less than 5 heavy earth moving vehicles active at any one time</li> <li>• Formation of bunds less than 3m in height</li> </ul> |
|       | Construction | <ul style="list-style-type: none"> <li>• Total building volume less than 12,000m<sup>3</sup></li> <li>• Construction material with low potential for dust release (e.g. metal cladding or timber)</li> </ul>                                                                            |
|       | Trackout     | <ul style="list-style-type: none"> <li>• Less than 20 HDV trips per day</li> <li>• Surface material with low potential for dust release</li> <li>• Unpaved road length less than 50m</li> </ul>                                                                                         |

11.3.12 The dust magnitude was combined with the sensitivity of the area to determine the risk of unmitigated impacts.

11.3.13 Table 11.8 outlines the dust risk category from earthworks, construction and trackout.

**Table 11.8: Construction Dust - Dust Risk Category from Earthworks, Construction and Trackout**

| Sensitivity of the Area | Dust Emission Magnitude |        |            |
|-------------------------|-------------------------|--------|------------|
|                         | Large                   | Medium | Small      |
| High                    | High                    | Medium | Low        |
| Medium                  | Medium                  | Medium | Low        |
| Low                     | Low                     | Low    | Negligible |

11.3.14 It should be noted that effects from construction phase fugitive dust emissions are considered to be **adverse** but **temporary** in nature at the local level. The significance of impacts was then determined based on professional judgement.

## Operation

### *Human Receptors*

11.3.15 Potential impacts at the operational stage associated with road vehicle exhaust emissions at human receptors were assessed using the criteria contained within the IAQM 'Land-Use Planning & Development Control: Planning for Air Quality'<sup>9</sup> guidance. The following criteria are provided to help establish when an assessment of potential impacts on the local area is likely to be considered necessary:

- The development leads to a change of Light Duty Vehicle (LDV) flows of:

<sup>9</sup> IAQM. (2017). Land-Use Planning & Development Control: Planning for Air Quality

- More than 100 Annual Average Daily Traffic (AADT) within an AQMA;
- More than 500 AADT outside of an AQMA;
- The development leads to a change of HDV flows of:
  - More than 25 AADT within an AQMA;
  - More than 100 AADT outside of an AQMA;
- Introduce a new junction that would cause traffic flow to change behaviour with respect to acceleration/deceleration or introduce queueing traffic where there previously wasn't any (such as a roundabout or traffic lights); and,
- Introduce one or more significant combustion processes where there is a risk of impact to relevant receptors.

11.3.16 Should these criteria not be met, then the IAQM guidance<sup>10</sup> considers air quality impacts associated with a scheme to be **not significant** and no further assessment is required.

### ***Ecological Receptors***

11.3.17 Potential operational impacts as a result of road vehicle exhaust emissions at ecological receptors were assessed using the criteria contained within Natural England (NE) guidance 'Air pollution and development: advice for local authorities'<sup>11</sup> and 'Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations'<sup>12</sup>. The guidance provides a phased staged assessment approach to ensure the level of detail provided is commensurate with the risk of significant harm to an ecological designation. The approach is summarised as follows:

- Stage 1: Undertake a baseline study to determine the location of any ecological designations within 200m of a road link subject to changes in traffic flows as a result of the proposals. If there are any features within the relevant distance that are considered sensitive to changes in air quality, then the assessment should proceed to Stage 2;
- Stage 2: Application of the following screening thresholds to determine potential risk of effects from the proposals alone and also with emissions from other potential in-combination plans and projects:
  - Alone: Risk of significant effect if change in AADT is 1,000 or greater on an affected road link as a result of the development in isolation; and,

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<sup>10</sup> IAQM. (2017). Land-Use Planning & Development Control: Planning for Air Quality

<sup>11</sup> NE. (2025). Air pollution and development: advice for local authorities

<sup>12</sup> NE. (2018). Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations

- In-combination: Risk of significant effect is change in AADT is 1,000 or greater on an affected road link as a result of the development in-combination with other relevant plans or projects.

11.3.18 Should these criteria not be met, then the NE guidance<sup>13</sup> indicates it can be concluded there is no likely significant effect on ecological designations as a result of road vehicle exhaust emissions associated with a development and no further assessment is required. This effect is considered **not significant** for the purpose of results reporting.

## 11.4 Baseline Conditions

11.4.1 Existing air quality conditions in the vicinity of the site were identified in order to provide a baseline for the assessment. For the purposes of the assessment, the baseline scenario was taken to be the undeveloped site, in accordance with its lawful use as agricultural land; although there is also a lawful use for caravan rallies under permitted development rights, the assessment is based on a period in which no rally is taking place to present a worst case scenario. The baseline conditions under this scenario are detailed in the following Sections.

### Local Air Quality Management

11.4.2 As required by the Environment Act (1995), as amended by the Environment Act (2021), DC has undertaken Review and Assessment of air quality within their area of jurisdiction. This process has indicated that annual mean NO<sub>2</sub> concentrations are above the relevant AQO within the district. As such, one AQMA has been declared. This is described as follows:

*"AQMA Chideock - A35 in Chideock"*

11.4.3 The site is located approximately 65km west of the AQMA. It is considered unlikely the proposals would cause air quality impacts over a distance of this magnitude. As such, the AQMA has not been considered further in the context of this assessment.

11.4.4 DC has concluded that concentrations of all other pollutants considered within the AQS are currently below the relevant AQOs. As such, no further AQMAs have been designated.

### Local Monitoring Results

11.4.5 Monitoring of pollutant concentrations is undertaken by DC throughout their area of jurisdiction. Recent annual mean NO<sub>2</sub> concentrations recorded within the vicinity of the site, as provided in DC's '2025 Air Quality Annual Status Report (ASR)'<sup>14</sup> are shown in Table 11.8.

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<sup>13</sup> NE. (2025). Air pollution and development: advice for local authorities

<sup>14</sup> DC. (2025). 2025 Air Quality ASR

**Table 11.8: Monitoring Results - Annual Mean NO<sub>2</sub>**

| Monitoring Site |                                         | Monitored Annual Mean NO <sub>2</sub> Concentration (µg/m <sup>3</sup> ) |      |      |
|-----------------|-----------------------------------------|--------------------------------------------------------------------------|------|------|
|                 |                                         | 2022                                                                     | 2023 | 2024 |
| E14             | Station Road, West Moors <sup>(a)</sup> | -                                                                        | -    | 12.4 |

Note: (a) Monitor commissioned in 2024.

11.4.6 As shown in Table 11.8, annual mean NO<sub>2</sub> concentrations were below the AQO of 40µg/m<sup>3</sup> at the E14 monitoring location in 2024.

11.4.7 DC do not undertake monitoring of PM<sub>10</sub> and PM<sub>2.5</sub> concentrations in the vicinity of the site.

### Background Pollutant Concentrations

11.4.8 Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by DEFRA for the entire of the UK to assist LAs in their Review and Assessment of air quality. The site is located in grid square NGR: 408500, 105500. Data for this location was downloaded from the DEFRA website<sup>15</sup> for the purpose of the assessment and is summarised in Table 11.9.

**Table 11.9: Predicted Background Concentrations**

| Pollutant         | Predicted 2026 Background Annual Mean Pollutant Concentration (µg/m <sup>3</sup> ) |
|-------------------|------------------------------------------------------------------------------------|
| NO <sub>2</sub>   | 5.47                                                                               |
| PM <sub>10</sub>  | 10.19                                                                              |
| PM <sub>2.5</sub> | 6.35                                                                               |

11.4.9 As shown in Table 11.9, predicted background NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations are below the relevant AQOs and Concentrations Target at the site.

### Sensitive Receptors

11.4.10 A sensitive receptor is defined as any location which may be affected by changes in air quality as a result of a development. These have been defined for construction phase fugitive dust emissions and operational development road vehicle exhaust emissions effects in the following sections.

<sup>15</sup> <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>

### *Construction Phase Fugitive Dust Emissions*

11.4.11 Receptors sensitive to dust impacts during earthworks and construction were identified from a desk-top study of the area up to 250m from the site boundary. These are summarised in Table 11.10.

**Table 11.10: Construction Dust - Earthworks and Construction**

| Distance from Site Boundary (m) | Approximate Number of Human Receptors | Approximate Number of Ecological Receptors |
|---------------------------------|---------------------------------------|--------------------------------------------|
| Up to 20                        | 1 - 10                                | 1                                          |
| Up to 50                        | 1 - 10                                | 1                                          |
| Up to 100                       | 10 - 100                              | -                                          |
| Up to 250                       | 10 - 100                              | -                                          |

11.4.12 Receptors sensitive to dust impacts from trackout were identified from a desk-top study of the area up to 50m from the road network within 250m of the site access. These are summarised in Table 11.11.

**Table 11.11: Construction Dust - Trackout Dust Sensitive Receptors**

| Distance from Site Access Route (m) | Approximate Number of Human Receptors | Approximate Number of Ecological Receptors |
|-------------------------------------|---------------------------------------|--------------------------------------------|
| Up to 20                            | 10 - 100                              | 1                                          |
| Up to 50                            | More than 100                         | 1                                          |

11.4.13 The ecological receptors identified in Table 11.10 and Table 11.11 are Holt and West Moors Heaths SSSI, Dorset Heaths SAC and Dorset Heathlands Special Area of Protection (SPA) and Ramsar. These cover the same geographical extents and are adjacent to the southern site boundary. Reference should be made to **Figure 11.1** for a map of the designation extents.

11.4.14 Based on the criteria shown in Table 11.3, the sensitivity of human receptors to potential dust impacts was classified as **high**. This was because the identified receptors included residential properties.

11.4.15 Based on the criteria shown in Table 11.3, the sensitivity of the ecological receptors was determined as **high**. This was because the identified receptors included a SAC, SPA and Ramsar.

11.4.16 The sensitivity of the receiving environment to dust soiling, human health and ecological impacts, based on the classification and number of individual receptors within the relevant impact risk distances, is shown in Table 11.12.

**Table 11.12 Construction Dust - Sensitivity of the Surrounding Area to Specific Dust Impacts**

| Potential Impact | Sensitivity of the Surrounding Area |              |          |
|------------------|-------------------------------------|--------------|----------|
|                  | Earthworks                          | Construction | Trackout |
| Dust Soiling     | Medium                              | Medium       | High     |
| Human Health     | Low                                 | Low          | Low      |
| Ecological       | High                                | High         | High     |

*Operational Phase Road Vehicle Exhaust Emissions*

11.4.17 Ecological receptors sensitive to potential road vehicle exhaust emission impacts were identified from a desk-top study. This indicated that the following designations were located within 200m of the affected road network:

- Holt and West Moors Heaths SSSI;
- Dorset Heaths SAC;
- Dorset Heathlands SPA; and,
- Dorset Heathlands Ramsar.

11.4.18 Review of the Air Pollution Information System (APIS) website was undertaken to confirm whether the identified designations are sensitive to changes in air quality. This indicated that critical loads and levels have been defined for habitats associated with all sites. As such, they are considered sensitive to changes in atmospheric pollution levels and were therefore considered throughout the assessment.

11.4.19 Reference should be made to **Figure 11.1** for a map showing the location of the sensitive ecological receptors and affected road network.

## 11.5 Existing Development and Embedded Mitigation

### Construction

11.5.1 Earthworks involved localised excavation of soil, tipping and landscaping. This primarily involved minor excavations to enable the construction of foundations for the facilities buildings, excavations for the septic tank, excavation for the creation of the concrete base in the donkey paddock and trenches for the installation of the electrical hookup points and cabling. The area of earthworks is therefore very modest, with the majority focused on the northern part of the site.

11.5.2 Similarly, construction works were focussed primarily in the northern part of the site with only the installation of electrical hookup points being carried out in the central parts of the site.

11.5.3 During construction HGVs making deliveries or removing skips only had access to the hard surfaced areas of the existing caravan park to the east and would not have driven across the

grassed parts of the site. Based on the localised excavations undertaken and the absence of an earthworks package, no heavy earth working equipment or vehicles were used on the site,

11.5.4 There is no embedded mitigation associated with the construction phase.

### **Operational Development**

11.5.5 There is no embedded mitigation associated with the operational development.

## **11.6 Assessment of Effects**

### **Construction**

#### ***Fugitive Dust Emissions***

- 11.6.1 Activities such as excavation, ground works, cutting, construction, concrete batching and storage of materials have the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul roads and highway surfaces.
- 11.6.2 The potential for effects at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities, with the most significant effects likely to occur during dry and windy conditions.
- 11.6.3 The desk-top study undertaken to inform the baseline identified a number of sensitive receptors within 250m of the site boundary. As such, a detailed assessment of potential dust effects has been undertaken.

#### ***Earthworks***

- 11.6.4 Earthworks involved localised excavation of material, tipping and landscaping on a site of between 18,000m<sup>2</sup> and 110,00m<sup>2</sup>. In accordance with the criteria outlined in Table 11.7, the magnitude of potential dust emissions from earthworks described above would therefore be **medium**. However, the site has not been subject to wholesale earthworks, with the extent of works carried out on a significantly smaller scale than for the full site. It is therefore considered appropriate to consider the extent of earthworks as being in an area of less than 18,000m<sup>2</sup>, and thus of **small** magnitude.
- 11.6.5 As indicated in Table 11.12, the sensitivity of the study area to dust soiling effects on people and property is **medium**. In accordance with the criteria outlined in Table 11.8, the earthworks are considered to have generated a **low** risk for dust soiling.
- 11.6.6 As indicated in Table 11.12, the sensitivity of the study area to human health impacts is **low**. In accordance with the criteria outlined in Table 11.8, the earthworks are considered to have generated a **negligible** risk site for human health receptors.

11.6.7 As indicated in Table 11.12, the sensitivity of the study area to ecological impacts is **high**. In accordance with the criteria outlined in Table 11.8, the earthworks are considered to have generated a **low** risk site for ecological impacts.

#### *Construction*

11.6.8 Due to the very modest size of the built development at the site, the total building volume is significantly less than 12,000m<sup>3</sup>. In accordance with the criteria outlined in Table 11.7, the magnitude of dust emissions from construction is therefore **small**.

11.6.9 As indicated in Table 11.12, the sensitivity of the study area to dust soiling effects on people and property is **medium**. In accordance with the criteria outlined in Table 11.8, the construction activity is considered to have generated a **low** risk for dust soiling.

11.6.10 As indicated in Table 11.12, the sensitivity of the study area to human health impacts is **low**. In accordance with the criteria outlined in Table 11.8, the construction activity is considered to have generated a **negligible** risk site for human health receptors.

11.6.11 As indicated in Table 11.12, the sensitivity of the study area to ecological impacts is **high**. In accordance with the criteria outlined in Table 11.8, the construction activity is considered to have generated a **low** risk site for ecological impacts.

#### *Trackout*

11.6.12 Based on the modest scale of construction, the number of heavy goods vehicles that accessed the site during construction would have been significantly below 20 per day. HGVs remained on hard surfaced areas within the existing caravan park to the east and no haul roads were created across the grassed parts of the development site. Based on the localised excavations undertaken and the absence of an earthworks package, no heavy earth working equipment or vehicles were used on the site. In accordance with the criteria outlined in Table 11.7, the magnitude of dust emissions from trackout is therefore **small**.

11.6.13 As indicated in Table 11.12, the sensitivity of the study area to dust soiling effects on people and property is **high**. In accordance with the criteria outlined in Table 11.8, trackout is considered to have generated a **low** risk for dust soiling.

11.6.14 As indicated in Table 11.12, the sensitivity of the study area to human health impacts is **low**. In accordance with the criteria outlined in Table 11.8, trackout is considered to have generated a **negligible** risk for human health receptors.

11.6.15 As indicated in Table 11.12, the sensitivity of the study area to ecological impacts is **high**. In accordance with the criteria outlined in Table 11.8, trackout is considered to have generated a **low** risk site for ecological impacts.

#### *Summary of Risk*

11.6.16 A summary of the risks from construction phase activities is provided in Table 11.13.

**Table 11.13: Summary of Dust Risk**

| Potential Impact | Dust Risk  |              |            |
|------------------|------------|--------------|------------|
|                  | Earthworks | Construction | Trackout   |
| Dust Soiling     | Low        | Low          | Low        |
| Human Health     | Negligible | Negligible   | Negligible |
| Ecological       | Low        | Low          | Low        |

### **Operational Development**

#### ***Human Receptors***

11.6.17 Any vehicle movements associated with the operational phase will generate exhaust emissions on the local and regional road networks. Information provided by Tetra Tech, the Transport Consultants for the scheme, indicated that the scheme is predicted to generate 341 vehicle movements per day, of which 1 is an HDV, under the worst case scenario.

11.6.18 Based on the above information, the scheme is not predicted to result in an increase in LDV flows of more than 500 AADT or HDV flows or more than 100 AADT on any individual road link. Additionally, the proposals do not include significant highway realignment or the introduction of a junction. As such, potential air quality impacts associated with the operational phase road vehicle exhaust emissions at human receptors are predicted to be **not significant**, in accordance with the IAQM<sup>16</sup> criteria.

#### ***Ecological Receptors***

11.6.19 Predicted changes in AADT flows during the operational phase as a result of the development and other relevant plans and projects in the vicinity of the identified receptors are summarised in Table 11.14

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<sup>16</sup> IAQM. (2017). Land-Use Planning & Development Control: Planning for Air Quality

**Table 11.14: Predicted In-Combination Change in AADT Flows**

| Link |                                                                | 2024<br>AADT<br>Base<br>Flow | Predicted<br>AADT<br>Inclusive<br>of<br>Development<br>and<br>In-Combination<br>Plans<br>and<br>Projects | 2026<br>Flow<br>of<br>Development<br>Alone | Predicted Change<br>in AADT Flow as a<br>Result of the<br>Development<br>Alone | Predicted Change<br>in AADT Flow as a<br>Result of the<br>Development In-<br>combination |
|------|----------------------------------------------------------------|------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| L1   | School Lane                                                    | 157                          | 500                                                                                                      | 341                                        | 343                                                                            |                                                                                          |
| L2   | Ringwood Road between<br>School Lane and Old<br>Barn Farm Road | 11,192                       | 11,657                                                                                                   | 164                                        | 465                                                                            |                                                                                          |
| L3   | Ringwood Road between<br>School Lane and<br>Verwood Road       | 11,308                       | 11,578                                                                                                   | 177                                        | 270                                                                            |                                                                                          |
| L4   | Verwood Road                                                   | 9,800                        | 9,926                                                                                                    | 7                                          | 126                                                                            |                                                                                          |
| L5   | Horton Road                                                    | 9,500                        | 9,707                                                                                                    | 85                                         | 207                                                                            |                                                                                          |
| L6   | West Moors Road                                                | 10,400                       | 10,618                                                                                                   | 85                                         | 218                                                                            |                                                                                          |

11.6.20 As shown in Table 11.14, the operational development, both alone and in-combination with other plans and projects, is not predicted to increase AADT traffic flows on the identified roads by more than 1,000. As such, impacts are predicted to be **not significant**, in accordance with the NE guidance<sup>17</sup>.

11.6.21 Reference should be made to **Figure 11.1** for the location of the associated road links.

#### Interim Planning Guidance for PM2.5

11.6.22 Interim Planning Guidance<sup>18</sup> on the consideration of the PM<sub>2.5</sub> targets identified in the Environment Act (2021) in planning decisions has been produced by DEFRA. This requires evidence that the key sources of air pollution within a development have been identified and appropriate action to minimise PM<sub>2.5</sub> and its precursors as far as is reasonably practicable be provided in support of planning applications. To assist the process, two questions and associated considerations are provided. These are summarised in Table 11.15, along with the development response.

<sup>17</sup> NE. (2018). Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations

<sup>18</sup> <https://uk-air.defra.gov.uk/pm25targets/planning>.

**Table 11.15: Interim Planning Guidance Questions**

| Question                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>How has exposure to PM<sub>2.5</sub> been considered when selecting the development site?</p> <p>Factors to consider include:</p> <ul style="list-style-type: none"> <li>• Site proximity to people (particularly large populations and/or vulnerable groups, e.g. schools, hospitals, care homes, areas of deprivation) and the impact of the development on these</li> <li>• Site proximity to pollution sources and the impact of these on users of the development</li> <li>• Exposure and emissions during the construction phase and in-use.</li> </ul> | <p>The proposals are located in a residential setting, bordered by residential properties to the north, industrial facilities to the south and east and fields to the west. These have been considered within the assessment and annual mean PM<sub>2.5</sub> concentrations are predicted to be below the Concentration Target with the proposed development in place.</p> <p>The site is set back from major pollution sources and associated exhaust emissions. As such, users of the development are unlikely to be exposed to elevated pollutant concentrations.</p> <p>Construction works have been completed.</p> |
| <p>What actions and/or mitigations have been considered to reduce PM<sub>2.5</sub> exposure for development users and nearby receptors (houses, hospitals, schools etc.) and to reduce emissions of PM<sub>2.5</sub> and its precursors?</p> <p>Factors to consider include:</p> <ul style="list-style-type: none"> <li>• Site layout</li> <li>• The development's design</li> <li>• Technology used in the construction or installed for use in the development</li> <li>• Construction and future use of the development</li> </ul>                            | <p>The site is set back from any major pollutant sources. As such, users of the development are not predicted to be exposed to poor air quality.</p> <p>Construction works have been completed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                      |

11.6.23 Based on the responses provided in Table 11.15 and the assessment results, as detailed above, it is considered that the development has identified key sources of air pollution and taken appropriate action to minimise emissions of PM<sub>2.5</sub>.

## 11.7 Mitigation

### Construction

11.7.1 As the development is already completed and no significant risks were identified, no mitigation is proposed or required in relation to fugitive dust emissions.

## Operation

11.7.2 As no significant effects were identified in the assessment of effects, no mitigation is required in relation to air quality.

## 11.8 Residual Effects

11.8.1 A summary of the air quality effects arising from the development are summarised in Table 11.16.

**Table 11.16: Summary of Residual Effects**

| Potential Effect                                                                    | Significance          | Mitigation | Residual Effect                                                                |
|-------------------------------------------------------------------------------------|-----------------------|------------|--------------------------------------------------------------------------------|
| <b>Construction (already completed)</b>                                             |                       |            |                                                                                |
| Dust soiling as a result of fugitive dust emissions                                 | Negligible - Low Risk | None       | <b>Assumed Negligible (Not Significant)</b>                                    |
| Increases in PM <sub>10</sub> concentrations as a result of fugitive dust emissions | Negligible - Low Risk | None       | <b>Assumed Negligible (Not Significant)</b>                                    |
| Dust deposition on ecological receptors                                             | Negligible - Low Risk | None       | <b>Assumed Negligible (Not Significant)</b>                                    |
| <b>Completed Development</b>                                                        |                       |            |                                                                                |
| Impacts from road vehicle exhaust emissions on human receptors                      | Negligible            | None       | <b>Negligible (Not Significant)</b><br><br><b>Permanent at the Local level</b> |
| Impacts from road vehicle exhaust emissions on ecological receptors                 | Negligible            | None       | <b>Negligible (Not Significant)</b><br><br><b>Permanent at Local level</b>     |

## 11.9 Summary

11.9.1 This chapter has assessed the effects of the development on air quality. In particular, it considered the effects of fugitive dust emissions during the completed construction phase and road traffic exhaust emissions associated with vehicles travelling to and from the site during the operational phase.

11.9.2 The site is not located within an AQMA and local monitoring results are below the AQO for NO<sub>2</sub>. Background pollutant concentrations were below the relevant AQOs and Concentration Target.

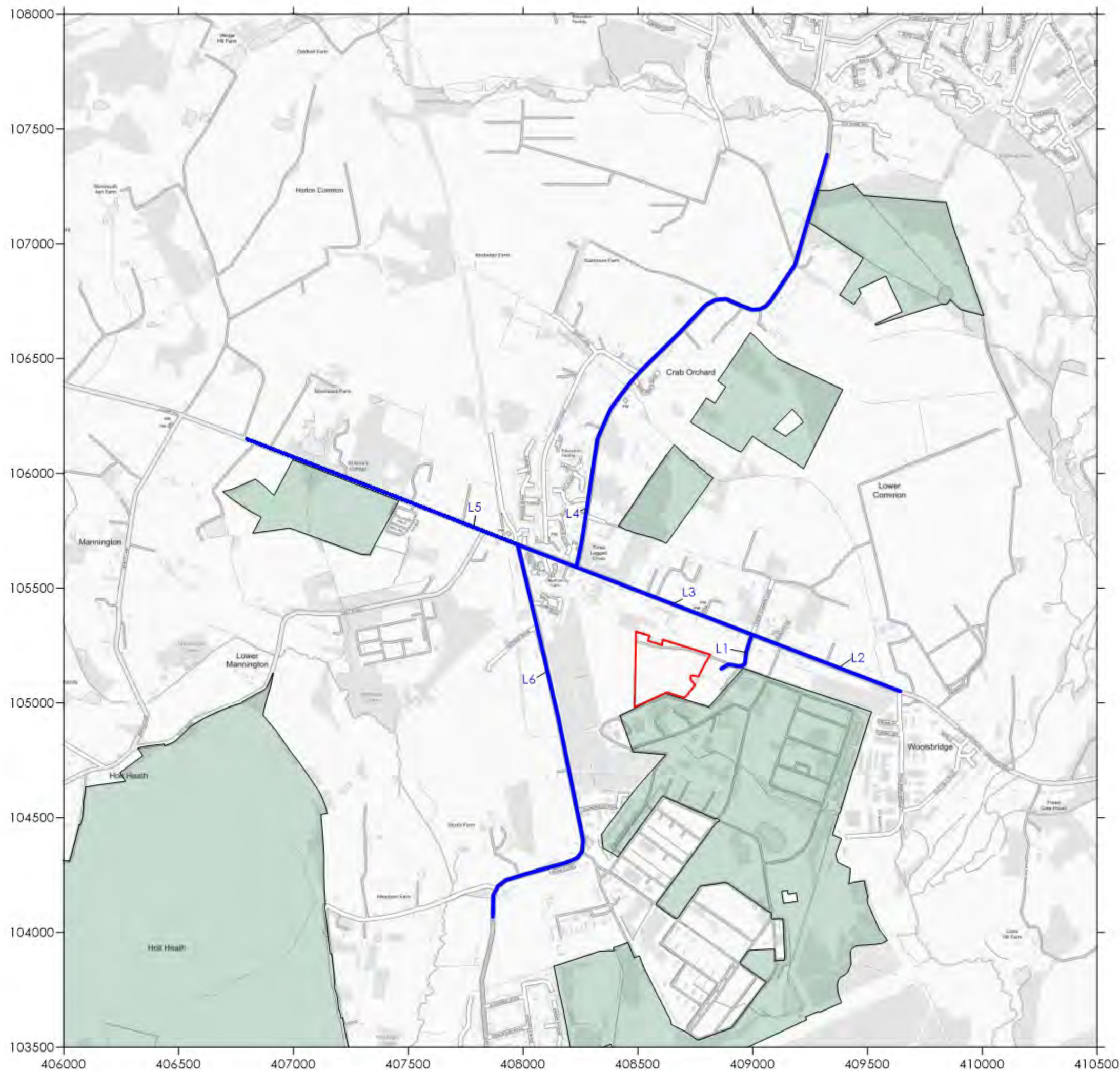
- 11.9.3 During the construction phase the potential for air quality impacts as a result of fugitive dust emissions was assessed in accordance with the IAQM methodology<sup>19</sup>. This identified that dust generated by the completed earthworks, construction and trackout activities resulted in a **negligible to low risk** on human and ecological receptors, which was not significant.
- 11.9.4 During the operational phase of the development, there is the potential for air quality impacts on human and ecological receptors as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed against the screening criteria provided within the IAQM guidance<sup>20</sup> and NE guidance<sup>21</sup>. Due to the low number of vehicle movements generated by the site, road traffic exhaust impacts were predicted to be **not significant**.
- 11.9.5 Based on the results of the assessment, residual air quality effects associated with the development are considered to be **not significant**.

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<sup>19</sup> IAQM. (2024). Guidance on the Assessment of Dust from Demolition and Construction v2.2

<sup>20</sup> IAQM. (2017). Land-Use Planning & Development Control: Planning for Air Quality

<sup>21</sup> NE. (2025). Air pollution and development: advice for local authorities



— Road Link

Holt and West Moors  
Heaths SSSI,  
Dorest SAC and  
Dorest Heathlands  
SPA and Ramsar

Figure 11.1 - Ecological Designations and Affected Road Links

Chapter 11 - Air Quality  
Gundry's Farm, Wimborne

Laister Planning Limited

Contains Ordnance Survey Data  
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# 12 Water and Drainage

## 12.1 Introduction

12.1.1 This chapter assesses the effects of the development on drainage. In particular, it considers the potential effects the development may have on flood risk and drainage, surface water and groundwater quality at the Site during construction and operation.

12.1.2 This Report (and its associated appendices) is not intended to be read as a standalone assessment and reference should be made to the Flood Risk Assessment and Outline Drainage Strategy (Appendix 12.1), as well as the wider ES.

12.1.3 This Report:

- Establishes the water environment baseline from desk studies, dedicated surveys, and consultation.
- Presents the potential direct and indirect environmental effects arising from the development on both the onsite and off-site water environment, the mitigation measures required to prevent, reduce, or offset the resulting potential impacts; the residual impacts following mitigation, and the potential cumulative impacts with other developments.
- Identifies the assumptions used and limitations encountered in compiling the environmental information.

12.1.4 Reference should be made to the following Appendices to this chapter:

- Appendix 12.1: Flood Risk Assessment & Outline Drainage Strategy.
- Appendix 12.2: Assessment Methodology

12.1.5 The chapter has been written by Scott Dawson BSc (Hons), MSc, MCIWEM, C.WEM from Enzygo Ltd.

12.1.6 Scott holds a First Class Bachelor of Science degree with honours in Physical Geography, from Aberystwyth University, specialising in Hydrology, and a Master of Science Degree with Merit in Catchment Dynamics and Management from the University of Leeds. Scott is a Chartered Member of the Chartered Institution of Water and Environmental Management.

12.1.7 Scott has written and managed Flood Risk Assessments, inclusive of drainage strategies, in all regions of the United Kingdom spanning multiple sectors from MoD, Leisure Strategic Land, Schools and Commercial Developments. These have involved complex hydrological interactions of Pluvial and Fluvial Flood Risk, Groundwater flooding, and flooding from canals and other infrastructure.

12.1.8 Scott has expertise in writing Flood Evacuation and Management Plans and designed a training programme for holiday park General Managers in the leisure industry.

- 12.1.9 Scott has undertaken some bespoke work advising local authorities on geographic information systems to assess flood risk for social housing portfolios. He is also an expert in property flood resilience (as a CIWEM and Environment Agency trained PFR surveyor at foundation level) and has also problem solved prolific surface water flooding issues for existing residential areas on behalf of a local authority.
- 12.1.10 Scott has prepared numerous Environmental Statement chapters in support of EIA projects, as well as providing expert evidence for public inquiries, hearings and civil court matters.

## 12.2 Planning Policy Context

### Legislation

#### ***The Flood and Water Management Act 2010***

- 12.2.1 The legislative framework for flood and coastal risk management is set out principally in The Flood and Water Management Act 2010. The legislation endorses the principle of an integrated approach to water and drainage management. The intentions of the Act are summarised below:

- Deliver improved security, service and sustainability for people and their communities;
- Clarify responsibilities for managing all sources of flood risk;
- Protect essential water supplies by enabling water companies to control more non-essential uses of water during droughts;
- Modernise the law for managing the safety of reservoirs;
- Encourage more sustainable forms of drainage in new developments through new arrangements for adoption and future operation of such features; and
- Make it easier to resolve misconnections to sewers.

### National Planning Policy Framework

- 12.2.3 In the context of drainage and flood risk, the National Planning Policy Framework (NPPF) directs development towards areas at lowest flood risk where possible and outlines the requirement to prevent detriment in the wider catchment area. When considering the flood risk, the NPPF requires development to account for future climate change.

### Planning Practice Guidance

- 12.2.4 The Planning Practice Guidance (PPG) includes information to direct development towards the areas at lowest flood risk.
- 12.2.5 The PPG includes tables which define the Flood Zones as shown on the Environment Agency (EA) Flood Map for Planning, the flood risk vulnerability of a development based on the proposed use, and a table which uses the flood risk vulnerability to determine the compatibility of a development within the defined Flood Zones.

12.2.6 The PPG requires development to be designed to include flood risk management and resilience against the design flood for its lifetime. For fluvial flood risk, this is determined as the 1 in 100-year event, with an appropriate allowance for climate change.

### **Legislative Framework**

12.2.7 Applicable legislative framework is summarised as follows:

- The Water Framework Directive (WFD), 2000/60/EC (2000)
- Land Drainage Act (1991)
- Water Resources Act (1991)
- Flood and Water Management Act (2010)
- The Building Regulations (Part H) (2010)
- Water Act (2003 and 2014)
- Water Environment (Water Framework Directive) (England and Wales) Regulations (2017)
- Groundwater Directive 2006/118/EC
- Environmental Permitting (England and Wales) Regulations 2016 (as amended)
- Making Space for Water (2004)
- The Pitt Review (2012)
- CIRIA (2004a) Interim Code of Practice for Sustainable Drainage Systems (2004)
- CIRIA (2004b) Report C609B, Sustainable Drainage Systems - Hydraulic, Structural and Water Quality Advice (2004)
- CIRIA (2004c) Funders Report CP/102 Development and Flood Risk - Guidance for the Construction Industry (2004)
- CIRIA (2015) Report C753F, The SuDS Manual (2015)
- CIRIA C624 Development and Flood Risk - Guidance for the Construction Industry (2004)
- CIRIA (2015) C741 Environmental Good Practice on Site
- CIRIA (2001) C532 Control of Water Pollution from Construction Sites
- Preparing a Flood Risk Assessment: Standing Advice (2025)
- Flood Risk Assessments: Climate Change Allowances (2022)
- Design and Construction Guidance for foul and surface water sewers offered for adoption under the Code for adoption agreements for water and sewerage companies operating wholly or mainly in England ("the Code") (2021)
- Environment Agency Groundwater Protection Position Statements (2023):
  - a. G8 - Sewerage pipework
  - b. G13 - Sustainable drainage systems

## Local Planning Policy

### Local Plan

12.2.8 The report considers the following policies within the Christchurch and East Dorset Local Plan Part 1 – Core Strategy (2014 to 2028):

- Policy ME3 – Sustainable Development Standards for New Development
- Policy ME6 – Flood Management, Mitigation and Defence
- Policy ME7 – Protection of Groundwater
- Policy PC6 – Tourism

12.2.9 The report has considered the guidance within the:

- Flood Risk, Groundwater and Sustainable Drainage Supplementary Planning Guidance by East Dorset District Council (September 2005)
- East Dorset Strategic Flood Risk Assessment (SFRA) (Level 1) report and associated mapping.

## 12.3 Approach

### Consultation

12.3.1 The EIA Scoping Opinion confirmed the need for water to be included as a standalone chapter in the ES. The Environment Agency, in their response to the EIA scoping consultation, raised concerns about the discharge of foul drainage, in particular relating to the unauthorised operational development of toilet and bathroom blocks, septic tanks, water, and wastewater facility. The EA identified that the groundwater is sensitive in this location because it is located upon secondary aquifer A and the site is adjacent to the Horton West Moors Heath SSSI and Dorset Heaths SAC which represents potentially sensitive receptors to any effluent discharges.

12.3.2 Table 12.1 provides a summary of the consultation undertaken in support of the preparation of this Report.

**Table 12.1 Summary of Consultation Undertaken to Date**

| Organisation                                              | Meeting Date and / or other forms of Consultation | Summary of Consultation                         |
|-----------------------------------------------------------|---------------------------------------------------|-------------------------------------------------|
| Environment Agency                                        | November 2025                                     | Confirmation that Site is in flood Zone 1       |
| Dorset County Council (Lead Local Flood Authority - LLFA) | October 2025                                      | Pre Application Advice and Email Correspondence |

| Organisation | Meeting Date and / or other forms of Consultation | Summary of Consultation                                                                                           |
|--------------|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|              |                                                   | Information/advice on local flooding, watercourses, drainage and sensitive receptors.<br><br>SuDS Design Guidance |
| Wessex Water | October 2025                                      | Asset Plans<br><br>Predevelopment Enquiry<br><br>Drainage requirements                                            |

### Scope of the Assessment

12.3.3 The assessment comprised the following stages:

- Consultation with statutory bodies to obtain details on the existing hydrological conditions of the site and surrounding areas.
- Detailed desk study and site visits to establish the existing baseline conditions.
- Evaluation of the potential effects of the proposals.
- Evaluation of the significance of these effects by consideration of the site, the potential magnitude of these effects and the probability of these effects occurring.
- Identification of possible measures to avoid and mitigate any potential adverse impact resulting from the development.

12.3.4 The assessment of effects considers the following:

- Changes to natural drainage patterns.
- Effects on runoff rates and volumes.
- Effects on erosion and sedimentation.
- Effects on surface and groundwater water quality.
- Effects on flooding and impediments to flow.
- Effects on water resources (both private and public water supplies).
- Effects on the capacity of the area's wastewater treatment network.
- Risk of reservoir failure and mitigation against potential impacts.
- Pollution risk

### Significance Criteria and Methodology

12.3.5 Significance is a function of the sensitivity of a receptor or the receiving environment and the magnitude of the potential effect. Further details on the factors that should be considered in the assessment of significance are presented at Section 12.6, below.

- 12.3.6 The significance criteria used to assess the sensitivity of receptors and the magnitude of their potential effects can be seen in Appendix 12.2 and are outlined below.
- 12.3.7 The value or sensitivity of a receptor is largely determined by its quality, rarity, and the scale at which the attribute is deemed important. This can be at a local level (e.g. on the development Site or immediately adjacent); district level (beyond the Site boundary but within the district); county level; regional/national level; or international level.
- 12.3.8 The sensitivity of the receptor depends on its capacity to accommodate the potential form of change and to recover if it is affected.
- 12.3.9 The sensitivity of the receiving water environment is defined in Table A2.1, under Appendix 12.2.
- 12.3.10 The degree of effect is determined from the interaction of impact magnitude and the sensitivity of identified receptors, and is then used to determine whether an effect is significant, using the following four-step process:
1. Identify environmental resources or receptors and determine their value, importance, or sensitivity to change. This is categorised as High, Moderate, Low.
  2. Identify impacts affecting any identified environmental resources or receptors and determine their magnitude, scale, or severity. This is categorised as High, Moderate, Low, or Negligible.
  3. Determine the significance of the environmental effect caused by an impact on a receptor using a matrix and the categories established in steps 1 and 2. The degree of effect is described as Major, Major-Moderate, Moderate-Minor, Minor, Minor-Negligible, Negligible.
  4. Determine whether the effect is significant: if the degree of effect is Moderate or above (including Moderate-Minor effects, as these contain elements of both Minor and Moderate) then the effect is significant in EIA terms and mitigation must be considered for adverse effects. Minor or Negligible effects are not considered to be significant.
- 12.3.11 Several potential impacts (i.e. material spillages, excessive sediment, contaminants etc.) could have a direct or indirect effect on flood risk and water quality. These effects may be transitional but could also be more permanent.
- 12.3.12 Short to medium-term impacts are normally associated with the physical construction phase of a development, whereas long-term impacts are normally associated with a fully occupied and post-development scheme.

### **Assumptions and Limitations**

- 12.3.13 It is assumed that third party reports and data consulted for the application are factually correct, unless otherwise identified and corrected in the ES. Otherwise, there are no identified limitations.

12.3.14 This assessment covers the construction of the Alleged Unauthorised Development and identifies those aspects which have the potential to affect the baseline conditions prior to the construction of it.

## 12.4 Baseline Conditions

### Topography

- 12.4.1 A detailed topographic survey was carried out during October 2025 and a copy is included in the Flood Risk Assessment appendices.
- 12.4.2 Flow pathway analysis was undertaken in KeyTERRA-FIRMA (KTF) software to understand watershed catchments. A summary of the Site topography is described below.
- 12.4.3 The Site falls southeast from 25.33 metres Above Ordnance Datum (m AOD) in the northwest corner to 24.18m AOD in the southeast corner. The fall of 1.15m over 310m gives a gradient of 1:270.

### Rainfall

- 12.4.4 HR Wallingford's 'Greenfield Runoff Rate Estimation Tool' indicates that the Standard Average Annual Rainfall (SAAR) for the development site is 902mm/year.
- 12.4.5 **Soils and Geology** The Site is underlain by naturally wet, very acid sandy and loamy soils.
- 12.4.6 The online BGS Geology Viewer shows the Site is underlain by River Terrace (superficial deposits).
- 12.4.7 The bedrock beneath the Site is Parkstone Sand Member - Sand.

### Hydrogeology

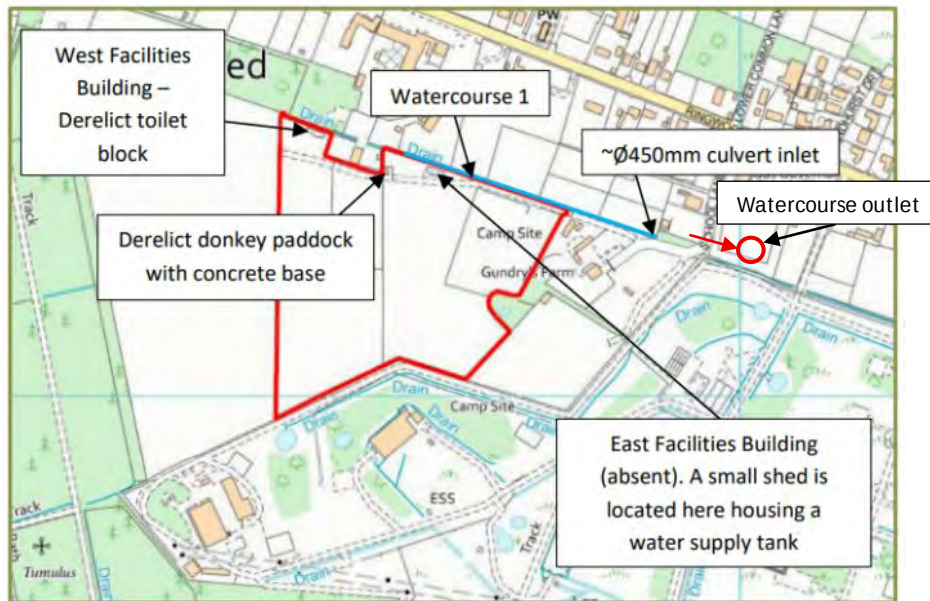
- 12.4.8 The SuDS Infiltration Potential Mapping shows the Site is in the mapped extent indicative of high potential, which is likely to be associated with the underlying superficial deposits. However, soakaway testing demonstrated low infiltration potential (Appendix 8 of the appended FRA at Appendix 12.1). Shallow groundwater was also encountered.
- 12.4.9 The online Defra Magic Map mapping shows the Site is not located in a groundwater Source Protection Zone (SPZ).
- 12.4.10 The Site is located above a Secondary A bedrock and superficial aquifer.

### Watercourse 1

- 12.4.11 The Site walkover observed Watercourse 1 to stretch further east than mapped. The watercourse is drained by a ~ Ø450mm culvert beneath the access to the Site. This culvert is presumed to link to the mapped watercourses east of the Site within the West Moors Defence Facility.

12.4.12 Watercourse 1 is classified as 'an ordinary watercourse', where flood risk work is carried out by the local drainage authority/riparian landowner.

**Figure 12.1 Location of watercourses and other Site features**



### ***Sewers and Mains***

#### ***Public Assets***

12.4.13 Wessex Water asset plans show there is a public Ø150mm foul sewer orientated south to north beneath School Lane to the east of the Site (along the access road). There is also a public Ø225mm foul sewer orientated west to east beneath Ringwood Road. In this area, there are also highway assets.

12.4.14 Wessex Water recommended via a Predevelopment Enquiry that foul flows to the foul sewer beneath Ringwood Road would be accepted.

#### ***Private Assets***

12.4.15 During the Site walkover, an existing chemical disposal point was observed (though questionable if in use at this time), located to the west of the shed housing the water supply tanks.

12.4.16 During the Site walkover, a suspected Site foul drainage outfall was seen, indicating a wider Site foul system, to the east of the Watercourse 1 outfall.

12.4.17 Furthermore, as evidenced in the topographic survey, a septic tank system (condition, capacity and permit validity to be confirmed) is located on the central eastern boundary of the enforcement boundary. This is presumed to handle flows from facilities buildings previously located on the Site when operational.

12.4.18 Further discussion with the site operator suggests there is a foul pump and rising main (as detailed in Appendix 12.1), located to serve the former toilet block and connect to the existing foul connection in the east of the wider site adjacent the entrance.

12.4.19 These findings indicate there is a foul system that, subject to clarifying further details and checks of its condition, will ensure that there are no foul flows into watercourses and groundwater. This by extension will prevent foul water contamination of sensitive receptors and the Secondary A aquifer below.

### ***Designated Sites***

12.4.20 The online Defra Magic Map mapping (Figure 12.2) shows there are many designated Sites close to the Site that must be considered during periods of development. These are summarised in Table 12.2, along with other designated sites outlined by a scoping opinion from the LPA. Several sites are considered hydrologically connected to the Site from a flood risk and drainage perspective as listed in Table 12.4. Consequently, it is proposed that surface water quality is improved through the utilisation of SuDS features.

12.4.21 Solent and Dorset Coast SPA is not pictured as the outline is not shown on the DEFRA Magic Mapping.

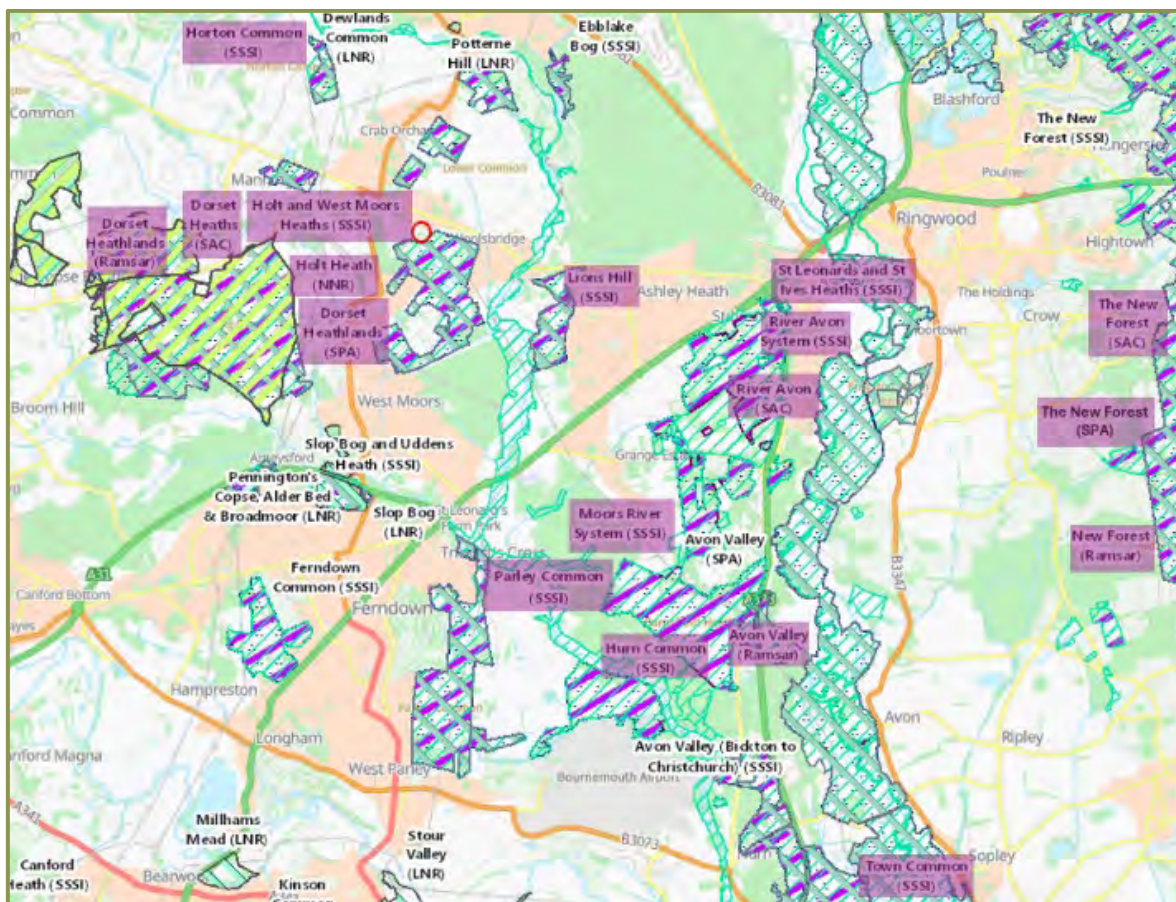
**Table 12.2 Approximate distance of designated sites to the Site**

| <b>Designated Site</b>                           | <b>Distance (km)</b> |
|--------------------------------------------------|----------------------|
| Dorset Heathlands Ramsar                         | 0                    |
| Dorset Heathlands Special Protection Area (SPA)  | 0                    |
| Dorset Heaths Special Area of Conservation (SAC) | 0                    |
| Holt & West Moor Heaths (SSSI)                   | 0                    |
| Moors River System (SSSI)                        | 1.3                  |
| Holt Heath (NNR)                                 | 1.4                  |
| Lions Hill (SSSI)                                | 1.6                  |
| Horton Common (SSSI)                             | 1.8                  |
| St. Leonards and St. Ives Heaths (SSSI)          | 3.7                  |
| Avon Valley Ramsar                               | 5.3                  |
| River Avon (SAC)                                 | 5.3                  |
| Parley Common (SSSI)                             | 5.3                  |
| River Avon System (SSSI)                         | 5.3                  |
| Hurn Common (SSSI)                               | 5.8                  |
| Town Common (SSSI)                               | 7.7                  |
| The New Forest Ramsar                            | 9.2                  |

|                               |     |
|-------------------------------|-----|
| The New Forest (SAC)          | 9.2 |
| The New Forest (SPA)          | 9.2 |
| Solent and Dorset Coast (SPA) | 14  |

12.4.22 It should be noted that the site has no hydrological links with the River Avon SAC or the Poole Harbour SPA, which are designated nutrient neutrality catchments. The site drains to the River Stour, which is outside of these catchments.

**Figure 12.2 Location of designated sites**



## Flood Risk

### Fluvial Flooding

12.4.23 As per Section 4.3 of the FRA report at Appendix 12.1, the assessment of fluvial flood risk is based on a desktop study and Site walkover, utilising the Environment Agency consultation response, LLFA consultation response, SFRA Mapping and Environment Agency Flood Zones.

12.4.24 The EA Flood Zone and SFRA mapping shows the Site is in Flood Zone 1, which is land outside the 1 in 1000-year 0.1% Annual Exceedance Probability [AEP]) extent of fluvial (river) flooding, at 'low' risk.

12.4.25 The Site slopes southeast, away from the watercourses. As such, the Site is topographically protected from fluvial flooding.

12.4.26 The risk of fluvial flooding is assessed as negligible.

#### ***Tidal Flooding***

12.4.27 The EA Flood Zone mapping shows the Site is in Flood Zone 1, which is land outside the 1 in 1000-year 0.1% Annual Exceedance Probability [AEP]) extent of tidal (sea) flooding, at 'low' risk.

12.4.28 The risk of tidal flooding is assessed as negligible.

#### ***Groundwater Flooding***

12.4.29 As per Section 4.5 of the FRA report at Appendix 12.1, the assessment of groundwater flood risk is based on a desktop study utilising Geosmart Groundwater mapping, BGS Online Borehole Mapping records, soakaway testing results and LLFA correspondence confirming shallow groundwater.

12.4.30 The risk of groundwater flooding is assessed as low, noting the presence of shallow groundwater.

#### ***Surface Water Flooding***

12.4.31 As per Section 4.6 of the FRA report at Appendix 12.1, the assessment of surface water flood risk is based on a desktop study utilising Environment Agency Surface Water mapping.

12.4.32 The risk of surface water flooding is assessed as negligible for most of the Site, with small areas of low to high-risk surface water ponding.

#### ***Sewer/Mains Flooding***

12.4.33 As per Section 4.7 of the FRA report at Appendix 12.1, the assessment of sewers/mains flood risk is based on a desktop study utilising Wessex Water asset plan and SFRA Mapping.

12.4.34 Wessex Water asset plans show there are no sewers located within the Site boundary.

12.4.35 SFRA mapping shows there are no Wessex Water records of flooded properties within the vicinity of the Site.

12.4.36 Therefore, the risk of flooding from sewers is assessed as negligible.

#### ***Reservoir Failure***

12.4.37 As per Section 4.8 of the FRA report, the assessment of reservoir failure flood risk is based on a desktop study utilising Environment Agency online flood mapping.

12.4.38 The EA online flood mapping shows the Site is outside the extent of flooding sourced from reservoirs. The risk of flooding from reservoirs is assessed as negligible.

## **Water Quality – Water Framework Directive**

### ***Study Catchment***

- 12.4.39 Drainage is predominantly via overland flow, following the topography of the Site southeast.
- 12.4.40 The 6.6ha Site resides within the Crane (Dorset) Water Body Catchment, which is in the Stour Dorset Operational Catchment, Dorset Management Catchment, and South West River Basin District.
- 12.4.41 The Crane (Dorset) Water Body Catchment is 71.128km<sup>2</sup>, of which the Site accounts for 0.0009% of the catchment area. The catchment has an overall good ecological status (2022 Cycle 3) and 'does not require assessment' chemical status.
- 12.4.42 Good ecological status of a water body is achieved when a series of criteria, including good chemical status, are met. The achievement of good chemical status depends on meeting agreed Environmental Quality Standards (EQS), including EQS for any Priority Substances defined by the Water Framework Directive (WFD).
- 12.4.43 Ecological status is an assessment of the quality of the structure and functioning of surface water ecosystems. It shows the influence of pressures (e.g. pollution and habitat degradation) on the identified quality elements. Ecological status is determined for each of the surface water bodies based on biological quality elements and supported by physico-chemical and hydromorphological quality elements.
- 12.4.44 Good chemical status means that no concentrations of priority substances exceed the relevant EQS established in the Environmental Quality Standards Directive 2008/105/EC (as amended by the Priority Substances Directive 2013/39/EU). EQS aim to protect the most sensitive species from direct toxicity, including predators and humans via secondary poisoning. A smaller group of priority hazardous substances were identified in the Priority Substances Directive as uPBT (ubiquitous (present, appearing or found everywhere), persistent, bioaccumulative and toxic). The uPBTs are mercury, brominated diphenyl ethers (pBDE), tributyltin and certain polyaromatic hydrocarbons (PAHs).
- 12.4.45 Overall status is the water body level water framework directive classification derived from combining both Chemical Status and Ecological Status/Potential using the one-out-all-out methodology. This means a water body can only be reported at Good Status Overall if it is assessed at Good Status (or Potential) for both Ecological and Chemical Status.
- 12.4.46 The Environment Agency classifies rivers in accordance with the WFD ecological status classification scheme under the Severn River Basin Management Plan (RBMP).
- 12.4.47 The WFD status of the Crane (Dorset) Water Body Catchment is summarised in Table 12.3.

**Table 12.3 EU WFD status (2019 & 2022)**

| EU Water Framework Directive Status (2019) |            | EU Water Framework Directive Status (2022) |                             | Objectives    |
|--------------------------------------------|------------|--------------------------------------------|-----------------------------|---------------|
| Parameter                                  | WFD Status | Parameter                                  | WFD Status                  | Status (2027) |
| Ecological                                 | Moderate   | Ecological                                 | Good                        | Good by 2027  |
| Chemical                                   | Fail       | Chemical                                   | Does not require assessment | Good by 2063  |

### ***Water Quality Sampling***

12.4.48 There is currently one Environment Agency freshwater rivers sampling point (SW-50360636) on Watercourse 1 to the east of the Site. The Environment Agency use the data as a key indicator of water quality for rivers and canals to assess whether 'good', 'moderate', 'poor' or 'bad'. There is currently no observation information available for this sampling point.

### ***Sensitive Receptors***

12.4.49 As outlined by a scoping opinion from the LPA, the following designated sites have been assessed for hydrological connectivity to the Site from a flood risk and drainage perspective.

**Table 12.4: Designated sites and their hydrological connectivity**

| Designated Site                                  | Is it hydrologically connected to Site? |
|--------------------------------------------------|-----------------------------------------|
| Dorset Heathlands Ramsar                         | Yes                                     |
| Dorset Heathlands Special Protection Area (SPA)  | Yes                                     |
| Dorset Heaths Special Area of Conservation (SAC) | Yes                                     |
| Holt & West Moor Heaths (SSSI)                   | Yes                                     |
| Moors River System (SSSI)                        | Yes                                     |
| Holt Heath (NNR)                                 | No                                      |
| Lions Hill (SSSI)                                | Yes                                     |
| Horton Common (SSSI)                             | No                                      |
| St. Leonards and St. Ives Heaths (SSSI)          | No                                      |
| Avon Valley Ramsar                               | No                                      |
| River Avon (SAC)                                 | No                                      |
| Parley Common (SSSI)                             | Yes                                     |
| River Avon System (SSSI)                         | No                                      |
| Hurn Common (SSSI)                               | Yes                                     |

|                               |     |
|-------------------------------|-----|
| Town Common (SSSI)            | Yes |
| The New Forest Ramsar         | No  |
| The New Forest (SAC)          | No  |
| The New Forest (SPA)          | No  |
| Solent and Dorset Coast (SPA) | Yes |

**Table 12.5: Identified Sensitive Receptors**

| Receptors                                        | Receptor Sensitivity |
|--------------------------------------------------|----------------------|
| Watercourse 1                                    | Low                  |
| Dorset Heathlands Ramsar                         | High                 |
| Dorset Heathlands Special Protection Area (SPA)  | High                 |
| Dorset Heaths Special Area of Conservation (SAC) | High                 |
| Solent and Dorset Coast SPA                      | High                 |
| Holt & West Moor Heaths SSSI                     | High                 |
| Lions Hill SSSI                                  | High                 |
| Moors River System SSSI                          | High                 |
| Hurn Common SSSI                                 | High                 |
| Parley Common SSSI                               | High                 |
| Town Common SSSI                                 | High                 |
| Aquifer/Groundwater                              | Medium to High       |
| Surface Water                                    | Low                  |
| Area's wastewater treatment network              | Low                  |
| Crane (Dorset) Water Body Catchment              | Low                  |

12.4.50 Relating to the EIA Scoping Opinion's concerns regarding groundwater, the DEFRA Magic Map online tool shows the Site falls within an area of Medium-High Groundwater Vulnerability, with a small area of Medium-Low vulnerability to the northeastern corner. This shows, *'the vulnerability of groundwater to a pollutant discharged at ground level based on the hydrological, geological, hydrogeological and soil properties within a single square kilometre.'* Assessed alongside the appended methodology, groundwater sensitivity has been assessed as low.

### ***Future Baseline***

12.4.51 In the absence of the development, it is assumed that the Site would remain in its previous use (prior to the Alleged Unauthorised Development) for agriculture and occasional, use for rallies.

The existing water environment could be subject to change, because of climate change or changes of land use upstream within the catchment of Crane (Dorset).

12.4.52 Further to this, without consent for dedicated facilities for foul water disposal, there is an increased risk of spillage at the site of foul related contamination. The development scenario outlined below reduces environmental risks to sensitive receptors.

## 12.5 Existing Development and Embedded Mitigation

12.5.1 A minimum 4m easement has been incorporated between any development and Watercourse 1. This easement provides access for inspection and maintenance purposes, including vehicle access.

## 12.6 Potential Effects

### Construction

12.6.1 During the construction phase of the development, there are several activities or instances that could have had a hydrological impact on the surrounding environment. These include risks associated with:

- Increased sediment runoff from soil disturbance increasing sediment concentration entering watercourses – this sediment mobilisation will be more prevalent during periods of heavy rain and during dry periods where windblown sediment could enter watercourses.
- Spillages and discharge of pollutants such as chemicals and fuels to ground or water from vehicles transporting construction materials to and from the Site.
- Groundworks associated with filter drains and sewer placement on the Site.
- The installation of lighting and electrical hookup points over a period of around 1 month.

12.6.2 Considering the identified sensitive receptors in Table 12.5 prior to mitigation measures being successfully implemented the risk is likely to be indirectly low-adverse.

**Table 12.6: Demolition and Construction Potential Effects Prior to Mitigation**

| Receptors                                        | Receptor Sensitivity | Magnitude of Change | Potential Effect Prior to Mitigation |
|--------------------------------------------------|----------------------|---------------------|--------------------------------------|
| Watercourse 1                                    | Low                  | Minor               | Negligible                           |
| Dorset Heathlands Ramsar                         | High                 | Minor               | Moderate-minor                       |
| Dorset Heathlands Special Protection Area (SPA)  | High                 | Minor               | Moderate-minor                       |
| Dorset Heaths Special Area of Conservation (SAC) | High                 | Minor               | Moderate-minor                       |

| Receptors                           | Receptor Sensitivity | Magnitude of Change | Potential Effect Prior to Mitigation |
|-------------------------------------|----------------------|---------------------|--------------------------------------|
| Solent and Dorset Coast SPA         | High                 | Negligible          | Negligible                           |
| Holt & West Moor Heaths SSSI        | High                 | Minor               | Moderate-minor                       |
| Lions Hill SSSI                     | High                 | Minor               | Moderate-minor                       |
| Moors River System SSSI             | High                 | Minor               | Negligible                           |
| Hurn Common SSSI                    | High                 | Negligible          | Negligible                           |
| Parley Common SSSI                  | High                 | Negligible          | Negligible                           |
| Town Common SSSI                    | High                 | Negligible          | Negligible                           |
| Aquifer/Groundwater                 | Medium to High       | Minor               | Negligible                           |
| Surface Water                       | Low                  | Negligible          | Negligible                           |
| Area's wastewater treatment network | Low                  | Negligible          | Negligible                           |
| Crane (Dorset) Water Body Catchment | Low                  | Minor               | Negligible                           |

### Operational Development

- 12.6.3 During the operational phase of the development, there are limited activities or instances that could have the potential to have a hydrological impact on the surrounding environment.
- 12.6.4 Providing caravanners use the defined chemical toilet waste points on the Site and dispose of greywater to a system linked to a sealed foul treatment system or cesspool (both of which will be policies for caravan users), there would be a negligible chance of typical pollution from domestic activities (such as garden management and chemical use for washing vehicles, with flows collected in a formal drainage system).
- 12.6.5 Furthermore, there will largely be unsegregated grassed pitches with any access tracks being of a permeable nature. Therefore, there would be no point source pollution from a formal drainage system outfall to a watercourse for the proposed touring caravan pitches. Any rare and inadvertent contamination of grassed areas of ground would be limited to any small accidental spillages of chemicals used in touring caravan activities which would be unlikely to be mobilised to surrounding watercourses or sensitive sites.
- 12.6.6 With reference to the facilities buildings, the as-built roofed areas drain to ground and watercourse.
- 12.6.7 During the operational phase, the risk to many of the designated sites (sensitive receptors) outlined in the Scoping Opinion is negligible on account of the above site touring caravan activities description and largely negligible change to the surface of the Site, save for the relatively small roofed areas of the facilities buildings.

12.6.8 To summarise, the overall impact of activities on the Site during operation will be neutral with a direct minor benefit, as a result of surface water betterments in the long term at the local level with negligible negative effect.

**Table 12.7: Operation Potential Effects Prior to Mitigation**

| Receptors                                        | Receptor Sensitivity | Magnitude of Change | Potential Effect Prior to Mitigation |
|--------------------------------------------------|----------------------|---------------------|--------------------------------------|
| Watercourse 1                                    | Low                  | Negligible          | Negligible                           |
| Dorset Heathlands Ramsar                         | High                 | Negligible          | Negligible                           |
| Dorset Heathlands Special Protection Area (SPA)  | High                 | Negligible          | Negligible                           |
| Dorset Heaths Special Area of Conservation (SAC) | High                 | Negligible          | Negligible                           |
| Solent and Dorset Coast SPA                      | High                 | Negligible          | Negligible                           |
| Holt & West Moor Heaths SSSI                     | High                 | Negligible          | Negligible                           |
| Lions Hill SSSI                                  | High                 | Negligible          | Negligible                           |
| Moors River System SSSI                          | High                 | Negligible          | Negligible                           |
| Hurn Common SSSI                                 | High                 | Negligible          | Negligible                           |
| Parley Common SSSI                               | High                 | Negligible          | Negligible                           |
| Town Common SSSI                                 | High                 | Negligible          | Negligible                           |
| Aquifer/Groundwater                              | Medium to High       | Negligible          | Negligible                           |
| Surface Water                                    | Low                  | Negligible          | Negligible                           |
| Area's wastewater treatment network              | Low                  | Negligible          | Negligible                           |
| Crane (Dorset) Water Body Catchment              | Low                  | Negligible          | Negligible                           |

## 12.7 Mitigation and Monitoring

12.7.1 This section describes the measures which are proposed to mitigate any significant environmental effects. It is anticipated that the delivery of these measures if required will be secured by way of appropriate planning conditions or obligations.

### Construction

12.7.2 No mitigation measures are proposed in relation to the construction works as they have already been completed.

## Operational Development

- 12.7.3 A surface water management strategy will be implemented for roofed areas (see Section 6 of the Flood Risk Assessment at Appendix 12.1). This will include the creation of filter drains to direct surface water to outfall at Watercourse 1 on the northern boundary of the Site. Drainage improvements will be carried out in accordance with best practice guidance on pollution prevention for business<sup>1</sup> to ensure that there is a negligible risk to protected waters.
- 12.7.4 During operation of the Site, a Maintenance and Management Plan (MMP) will be required to ensure the effectiveness of the drainage strategy for the lifetime of the development associated with the roofed areas to be formally drained. Maintenance activities will keep the watercourse clear from debris and overgrown vegetation to maintain the conveyance of the channels. This will also include the regular inspection and maintenance of the foul water drainage systems to ensure efficient operation.
- 12.7.5 A policy for caravanners can ensure use of dedicated drains for chemical toilet waste and greywater to ensure those flows are sealed from the ground environment and disposed of by an appropriate foul system/removed from site by a licensed waste carrier.

## 12.8 Residual Effects

- 12.8.1 Given the nature of the development and the surface water management strategy, then with the appropriate design and management of the construction phase, development of the site poses no significant risk to sensitive receptors given the minimal change to the grassed surface of the majority of the site.
- 12.8.2 It is concluded that there will be no significant residual effects following mitigation of the identified risks.

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<sup>1</sup> <https://www.gov.uk/guidance/pollution-prevention-for-businesses>

**Table 12.8: Residual Effects after Mitigation**

| Receptors                                        | Receptor Sensitivity | Magnitude of Change | Proposed Mitigation                                                                                                                                                                     | Residual Effect |
|--------------------------------------------------|----------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Watercourse 1                                    | Low                  | Low                 | <ul style="list-style-type: none"> <li>Filter drain system for drained roofs and restricted outfall.</li> <li>Maintenance of surface water and sealed foul drainage systems.</li> </ul> | Negligible      |
| Dorset Heathlands Ramsar                         | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Dorset Heathlands Special Protection Area (SPA)  | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Dorset Heaths Special Area of Conservation (SAC) | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Solent and Dorset Coast SPA                      | High                 | Negligible          |                                                                                                                                                                                         | Negligible      |
| Holt & West Moor Heaths SSSI                     | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Lions Hill SSSI                                  | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Moors River System SSSI                          | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Hurn Common SSSI                                 | High                 | Negligible          |                                                                                                                                                                                         | Negligible      |
| Parley Common SSSI                               | High                 | Negligible          |                                                                                                                                                                                         | Negligible      |
| Town Common SSSI                                 | High                 | Negligible          |                                                                                                                                                                                         | Negligible      |
| Aquifer/Groundwater                              | Medium to High       | Negligible          |                                                                                                                                                                                         | Negligible      |
| Surface Water                                    | Low                  | Negligible          |                                                                                                                                                                                         | Negligible      |
| Area's wastewater treatment network              | Low                  | Negligible          |                                                                                                                                                                                         | Negligible      |
| Crane (Dorset) Water Body Catchment              | Low                  | Negligible          |                                                                                                                                                                                         | Negligible      |

## 12.9 Summary

- 12.9.1 The impacts on the water environment for the Development have been assessed in line with the relevant legislation, guidance, local and national planning policy and technical documentation.
- 12.9.2 The assessment has shown that there are no significant effects arising from the Development following the implementation of the proposed mitigation measures.
- 12.9.3 Furthermore, consent for the dedicated facilities that ensure the safe management of foul waste on the Site will provide betterment and reduce environmental impacts on sensitive receptors to a negligible level.

# 13 Lighting

## 13.1 Introduction

- 13.1.1 Obtrusive light, or light pollution, refers to any light that falls outside the area for which it is intended. This includes light intrusion (spill light into neighbouring properties), upward light (which may contribute to sky glow), and visual source intensity (glare). Artificial lighting may also affect ecological receptors, particularly bat roosts and foraging corridors.
- 13.1.2 This chapter assesses the effects of the development on lighting at Gundry's Farm, Three-Legged Cross, Dorset BH21 6RU. It considers the likely impacts arising from the currently installed lighting, vehicle headlights, and internal caravan lighting associated with the operation of the site. The effects of lighting have been assessed against the baseline condition prior to the construction of the Alleged Unauthorised Development, as described in Chapter 3 of this ES.
- 13.1.3 The assessment has been carried out in accordance with Government planning policy, specifically the National Planning Policy Framework (NPPF), and follows best practice guidance from the Institution of Lighting Professionals (ILP), including GN01:2021 – Guidance for the Reduction of Obtrusive Light and PLG 04 – Guidance on Undertaking Environmental Lighting Impact Assessments. These documents provide criteria for acceptable levels of upward light, light intrusion, glare, and visual impact for varying environmental zones.
- 13.1.4 This report has been prepared to support the planning appeal and demonstrates that the Alleged Unauthorised lighting does not give rise to any adverse effects on surrounding human or ecological receptors.
- 13.1.5 This ES chapter should be read with reference to the accompanying Lighting Impact Assessment presented at Appendix 13.1.
- 13.1.6 This chapter has been prepared by Hawkins Environmental, a multidisciplinary environmental consultancy providing technical assessment and planning support across a wide range of development sectors. The company has extensive experience supporting planning applications and Environmental Impact Assessments (EIA), including the preparation and coordination of Environmental Statement (ES) chapters across multiple environmental disciplines, with particular expertise in lighting impact assessment. Hawkins Environmental regularly works on residential, retail, sports, and infrastructure projects, delivering clear, robust, and policy-compliant environmental assessments.
- 13.1.7 The lighting assessment and this ES chapter were completed by Fiona Elsley, a competent lighting professional at Hawkins Environmental with five years' experience in lighting impact assessment and planning. Fiona has experience in preparing ES lighting chapters and standalone lighting reports in support of planning applications, and has worked across a range of development types, including sports facilities, retail developments, residential schemes, and specialist ecological lighting projects.

- 13.1.8 The assessment includes consideration of construction and operational lighting impacts, identification of sensitive receptors, evaluation of effects on residential amenity, landscape character, and ecological receptors, and development of proportionate mitigation measures. All work has been undertaken in accordance with relevant guidance, standards, and best practice for lighting assessment within the EIA framework.

## 13.2 Planning Policy Context

### **Clean Neighbourhoods and Environment Act (CNEA), 2005**

- 13.2.1 Light pollution was introduced within the Clean Neighbourhoods and Environment Act 2005 ('CNEA 2005') as a form of statutory nuisance under the Environmental Protection Act 1990 (the 'EPA 1990') which was amended in 2006 to include the following nuisance definition:

*“(fb) artificial light emitted from premises so as to be prejudicial to health or nuisance;”*

- 13.2.2 Guidance produced in Sections 101 to 103 of the CNEA 2005 by the Department of Environment, Food and Rural Affairs (DEFRA) in April 2006 extends the duty on local authorities to ensure their areas are checked periodically for existing and potential sources of statutory nuisances including nuisances arising from artificial lighting. Local authorities must take reasonable steps to investigate complaints of such nuisances from artificial light. Once satisfied that a statutory nuisance exists or may occur or recur, local authorities must issue an abatement notice (in accordance with section 80(2) of the EPA 1990, requiring that the nuisance cease or be abated within a set timescale.
- 13.2.3 Although light was described as having the potential to cause statutory nuisance in the CNEA 2005, no prescriptive limits or rules were set for impact assessment purposes. The Guidance Notes for the Reduction of Obtrusive Light produced by the ILP has, therefore, been referred to for the purposes of this assessment.
- 13.2.4 Guidance produced by DEFRA, Statutory Nuisance from Insects & Artificial Light (2006) on s101 to s103 of the CNEA has also been referred to which places a duty on local authorities to ensure that their areas are checked periodically for existing and potential sources of statutory nuisances - including nuisances arising from artificial lighting. Local authorities must take reasonable steps to investigate complaints of such nuisances from artificial light. Once satisfied that a statutory nuisance exists or may occur or recur, local authorities must issue an abatement notice (in accordance with s80(2) of the EPA 1990), requiring that the nuisance cease or be abated within a set timescale.

## National Planning Policy

### *National Planning Policy Framework (NPPF), 2019*

13.2.5 The National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development and constitute the Government's view on what sustainable development in England means in practice for the planning system. A principal concept contained within the NPPF is the presumption in favour of sustainable development and with regard to artificial lighting, the NPPF states:

*'...limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'* (paragraph 180 (c))

13.2.6 The NPPF is currently supplemented by Planning Practice Guidance with regard to light pollution. In light of this new guidance, this assessment has considered the following implications of the proposed lighting design:

- *'Does an existing lighting installation make the proposed location for a development unsuitable, or suitable only with appropriate mitigation? For example, this might be because:*
  - o *the artificial light has a significant effect on the locality; and/or*
  - o *users of the proposed development (e.g. a hospital) may be particularly sensitive to light intrusion from the existing light source.*

*Where necessary, development proposed in the vicinity of existing activities may need to put suitable mitigation measures in place to avoid those activities having a significant adverse effect on residents or users of the proposed scheme, reflecting the agent of change principle. Additional guidance on applying this principle is set out in the planning practice guidance on noise.*

- *Will a new development, or a proposed change to an existing site, be likely to materially alter light levels in the environment around the site and/or have the potential to adversely affect the use or enjoyment of nearby buildings or open spaces?*
- *Will the impact of new lighting conflict with the needs of specialist facilities requiring low levels of surrounding light (such as observatories, airports and general aviation facilities)? Impacts on other activities that rely on low levels of light such as astronomy may also be a consideration, but will need to be considered in terms of both their severity and alongside the wider benefits of the development.*
- *Is the development in or near a protected area of dark sky or an intrinsically dark landscape where new lighting would be conspicuously out of keeping with local nocturnal light levels, making it desirable to minimise or avoid new lighting?*

- *Would new lighting have any safety impacts, for example in creating a hazard for road users?*
- *Is a proposal likely to have a significant impact on a protected site or species? This could be a particular concern where forms of artificial light with a potentially high impact on wildlife and ecosystems (e.g. white or ultraviolet light) are being proposed close to protected sites, sensitive wildlife receptors or areas, including where the light is likely to shine on water where bats feed.*
- *Does the proposed development include smooth, reflective building materials, including large horizontal expanses of glass, particularly near water bodies? (As it may change natural light, creating polarised light pollution that can affect wildlife behaviour)*

*If the answer to any of the above questions is 'yes', local planning authorities and applicants should think about:*

- o *where the light shines;*
- o *when the light shines;*
- o *how much light shines; and*
- o *possible ecological impacts'.*

## **Policy International Guidance**

### ***Comission Internationale De L'Eclairage 150: Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, 2017 (CIE 150)***

13.2.7 The purpose of CIE 150: Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, 2017 is to help formulate guidelines for assessing the environmental impacts of outdoor lighting and to give recommended limits for relevant lighting parameters to contain the obtrusive effects of outdoor lighting within tolerable levels. As the obtrusive effects of outdoor lighting are best controlled initially by appropriate design, the guidance given is primarily applicable to new installations; however, some advice is also provided on remedial measures which may be taken for existing installations. This Guide refers to the potentially adverse effects of outdoor lighting on both natural and man-made environments for people in most aspects of daily life, from residents, sightseers, transport users to environmentalists and astronomers.

### ***Commission Internationale De L'Eclairage 126: Guidelines for Minimising Sky Glow, 1997 (CIE 126)***

13.2.8 CIE 126: Guidelines for Minimising Sky Glow, 1997 gives general guidance for lighting designers and policy makers on the reduction of sky glow. The report gives recommendations about maximum permissible values for exterior lighting installations. These values are regarded

as limiting values. Lighting designers should strive to meet the lowest criteria for the design. Practical implementation of the general guidance is left to national regulations.

### **National Guidance**

#### ***Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN 01/20, 2020***

13.2.9 The ILP has proposed obtrusive lighting guidance and criteria for local authorities with a recommendation that these are incorporated at the local plan level. The ILP Guidance Notes define various forms of light pollution and describe a series of environmental zones. The ILP Guidance Notes provide suitable criteria against which the effects of artificial lighting can be assessed.

#### ***Institute of Lighting Professionals (ILP) PLG 04 - Guidance on Undertaking Environmental Lighting Impact Assessments, 2013***

13.2.10 The aim of the Guidance on Undertaking Environmental Lighting Impact Assessments (ILP PLG04:2013) is to outline good practice in lighting design and provide practical guidance on production and assessment of lighting impacts within new developments. The document was produced following the publication of the NPPF in April 2012 and the importance of lighting design being part of a planning application, this document aims to:

- provide an explanation of, and guidance on, the process for producing a lighting assessment;
- prompt the lighting designer on important aspects of specific projects which should be used to remove or minimise potential environmental problems; and
- look at the overall processes and evaluation procedures regarding lighting which are considered to be relevant.

### **HSG38**

13.2.11 The Health and Safety Executive published HSG38: Lighting at Work aimed at those who are responsible for health and safety at work. The guidance explains how lighting contributes to the health and safety of people at work. It deals with assessing and managing the health and safety risks attributable to lighting in the workplace, good practice and the minimum recommended illumination levels that meet health and safety requirements. As the lighting level criteria as set out in HSG38 is relatively limited in comparison to that as set out in BS EN 12464-2, no further consideration is given to HSG38 within this lighting study.

### ***The SLL Lighting Handbook***

- 13.2.12 The Society of Light and Lighting (SLL) published the SLL Lighting Handbook in addition to the SLL Code for lighting and the SLL Lighting Guides. The Handbook includes criteria from the Code and the various Lighting Guides. The Handbook includes an exterior workplace chapter, which is the most relevant to this assessment.

### ***Buglife – The Invertebrate Conservation Trust – A review of the Impact of Artificial Light on Invertebrates, 2011***

- 13.2.13 A review of the Impact of Artificial Light on Invertebrates is a published literature review on how humans are changing the light environment and the impact that this has on insects and other invertebrates. It makes various recommendations and identifies several further research areas.

### ***Institute of Lighting Professionals Guidance Note 08/18 Bats artificial lighting in the UK: Bats and the Built Environment series, 2018***

- 13.2.14 This working document produced by the ILP in conjunction with the Bat Conservation Trust (BCT), is aimed at lighting professionals, lighting designers, planning officers, developers, bat workers/ecologists and anyone specifying lighting. It is intended to raise awareness of the impacts of artificial lighting on bats, and mitigation is suggested for various scenarios. However, it is not meant to replace site-specific ecological and lighting assessments.

### ***The Royal Commission on Environmental Pollution (RCEP) – Artificial Light in the Environment, 2009***

- 13.2.15 This RCEP document discusses the social benefits and drawbacks of outdoor lighting, the impacts of light pollution on organisms and ecosystems, discusses road lighting technology, and makes various concluding recommendations.

### **British Standards**

### ***British Standard BS 5489-1:2020 Design of road lighting. Lighting of roads and public amenity areas. Code of practice***

- 13.2.16 This standard gives recommendations on the general principles of road lighting, and its aesthetic and technical aspects, and advises on operation and maintenance. It gives recommendations for the design of lighting for all types of highway and public thoroughfare, including those specifically for pedestrians and cyclists, and for pedestrian subways and bridges. It gives recommendations for the design of lighting for urban centres and public amenity areas. It gives additional recommendations for lighting around aerodromes, railways, coastal waters, harbours and navigable waterways.

## **Local Planning Policy**

- 13.2.17 Policy ME1 of the East Dorset Local Plan Core Strategy states that avoidance of harm to existing priority habitats and species [should be achieved] through careful site selection, artificial lighting design, development design and phasing of construction and the use of good practice construction techniques.
- 13.2.18 Policy HE3 states that development proposals should take into account the need to protect against intrusion from light pollution.

## **13.3 Approach**

### **Consultation**

- 13.3.1 The EIA Scoping Opinion advised that lighting should be scoped in to the EIA. Justification for the decision included the sensitivity of the adjacent SPA and SSSI, and the presence of bats and Nightjar, which are light sensitive species. The opinion concluded:

*Given that lighting has the potential to affect a range of environmental and human receptors, lighting is 'scoped in' to the EIA and must be presented as a stand-alone Chapter which considers the effects of lighting upon both ecological and human health receptors and sets out the mitigation to be implemented.*

- 13.3.2 This chapter therefore includes the assessment of the potential effects of lighting on human and ecological receptors.

### **Assessment Methodology**

- 13.3.3 The assessment has been undertaken in accordance with published guidance issued by the Institution of Lighting Professionals (ILP), which defines acceptable thresholds for direct upward light, light intrusion at receptors, viewed source intensity and glare across different Environmental Zones.
- 13.3.4 The Lighting Impact Assessment is desk-based, with the methodology selected being appropriate to the nature and location of the site. The assessment comprises a review of the relevant legislative, planning policy and guidance context; consultation with the project design team; and a desk-based appraisal of baseline lighting conditions, informed by industry guidance. This included confirmation of the applicable Environmental Zone and the corresponding ambient light levels for the site and its surroundings.
- 13.3.5 The potential effects of the development have been evaluated against the approved lighting proposals using appropriate assessment criteria. This includes the preparation of an indicative lighting layout and associated light spill modelling to inform the assessment of likely effects on identified receptors.

- 13.3.6 The methodology follows the principles set out in the Institution of Lighting Professionals guidance document PLG 04: Guidance on Undertaking Environmental Lighting Impact Assessments, which represents current industry best practice for the assessment of environmental lighting effects.
- 13.3.7 The desk-based study involved a review of relevant legislation, planning policy and guidance relating to obtrusive light, together with analysis of Ordnance Survey mapping, site plans and aerial photography to identify sensitive receptors and establish the baseline context for the assessment.
- 13.3.8 A number of different types of lighting impact and lighting sources have been assessed in relation to the proposed scheme. These include:
- Light Spill; specifically from:
    - o Installed Lighting;
    - o Vehicle Headlights; and
    - o Internal Caravan Lights.
  - Glare; and
  - Sky Glow.

### **Significance Criteria**

- 13.3.9 The significance of effects arising from artificial lighting has been determined through consideration of both the sensitivity of the receptor or receiving environment and the magnitude of change resulting from the development.
- 13.3.10 Guidance contained within the Institution of Lighting Professionals document PLG 04: Guidance on Undertaking Environmental Lighting Impact Assessments provides a framework for assessing the magnitude of lighting impacts and the resulting significance of effects. The guidance recognises that the magnitude of change and the significance of an effect are not necessarily directly correlated. As noted in PLG 04, an increase in lighting levels may be substantial; however, where receptor sensitivity is low, the resulting significance may also be low. Conversely, relatively small changes in lighting levels within highly sensitive environments may give rise to effects of greater significance and therefore require careful consideration.
- 13.3.11 Accordingly, the assessment of significance requires an understanding of receptor sensitivity. While PLG 04 and GN01 do not prescribe specific sensitivity classifications, they indicate that sensitivity is influenced by factors such as the Environmental Zone in which the receptor is located and the nature of the receptor itself. For example, receptors located within darker Environmental Zones (such as E0 or E1) are generally considered more sensitive to changes in lighting than those within brighter urban environments (such as E4).
- 13.3.12 Receptor sensitivity reflects the ability of the receiving environment to accommodate change without adverse consequences. In the context of lighting, sensitivity is influenced by the type of receptor (for example residential properties, ecological receptors or landscape character), the existing lighting context, and the Environmental Zone within which the receptor is located.

Generally, receptors within darker Environmental Zones are considered more sensitive to changes in artificial lighting than those located within brighter, more urban environments.

13.3.13 The magnitude of effect relates to the scale and nature of change in lighting conditions resulting from the development. This includes consideration of changes in light levels, light spill, glare, upward light and the visibility of lighting sources, as well as the duration, frequency and reversibility of the effect.

13.3.14 By combining an understanding of receptor sensitivity with the assessed magnitude of effect, the significance of effects has been categorised using the following scale (as adapted from PLG 04):

- Major Beneficial- Significant Improvement in night environment and/or reductions in glare, spill light and sky glow
- Moderate Beneficial- noticeable improvement in night environment and/or reductions in glare, spill light and sky glow
- Minor Beneficial- Slight improvement in night environment and/or reduction in glare, spill light and sky glow
- Negligible- No significant effect or overall effects balancing out
- Minor Adverse- Slight increase in visibility of site, glare and sky glow etc
- Moderate Adverse- Noticeable increase in visibility of site, glare and sky glow
- Major Adverse- Significant Problems with increase in visibility of site, glare and sky glow etc

### **Assumptions and Limitations**

13.3.15 The Lighting Impact Assessment has been undertaken using reasonable assumptions based on the information available at the time of assessment. Where site-specific data was not available, professional judgement and published industry guidance have been applied.

13.3.16 The assessment is desk-based and relies on available background information, including Ordnance Survey mapping, aerial photography, planning drawings and lighting design information provided by the project team. Baseline lighting conditions have been estimated with reference to the applicable Environmental Zone and typical ambient light levels CPRE night blight mapping<sup>1</sup> shows low levels of skyward radiance within and around the site. This is then cross referenced within Institution of Lighting Professionals (ILP) guidance GN01, rather than direct on-site night-time measurements.

13.3.17 It is assumed that the lighting currently installed is the final lighting scheme. Lighting installed has been installed at a very low level, due to its need for wayfinding only across the wider site.

13.3.18 Light spill modelling has been undertaken using standard industry software and assumes typical atmospheric conditions and flat terrain where detailed topographical data is unavailable. The

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<sup>1</sup> <https://nightblight.cpre.org.uk/maps/>

modelling does not account for future changes in surrounding land use, vegetation growth or the introduction of additional external lighting from third-party developments beyond the control of the applicant.

13.3.19 The assessment considers the likely effects of artificial lighting during typical operational conditions. Temporary or atypical lighting scenarios, such as emergency lighting, maintenance activities or short-term construction lighting, are outside the scope of this assessment unless otherwise stated.

13.3.20 Notwithstanding these assumptions and limitations, the methodology adopted is considered appropriate to the nature and scale of the development, and sufficient to identify and assess the likely significant effects of the installed lighting.

## 13.4 Baseline Conditions

13.4.1 This section identifies the current Lighting conditions of the site and the study area.

### Study Area

13.4.2 The development is located on land (6.6-hectare [ha]) at Gundry's Farm Caravan & Camping, School Lane, Three-Legged Cross, Wimborne, BH21 6RU. The National Grid Reference of the Site is 408639, 105148.

13.4.3 The access to the entire site is via School Lane, located at the north-eastern end of the land ownership. Immediately north of the site is a garden centre. To the east is the wider Gundry's Caravan Park site, which benefits from planning permissions/lawful development certificates, and beyond that is a military installation, which also extends around the south of the site. To the north, there is a single dwelling located along School Lane as well as some agricultural fields. Beyond this, School Lane, the site's access, leads to the B3072 Ringwood Road, which runs roughly north-east to south-west, and hosts a series of parcels containing either residential or commercial properties. The B3072 Ringwood Road leads to the main part of Three-Legged Cross to the north-west of the appeal site. To the west of the site is a woodland plantation, and beyond is agricultural fields.

13.4.4 The study includes the assessment of all potential receptors that could be affected by a change in artificial lighting. This included nearby existing residential development, roadways, and any identified ecology receptors:

- Human Amenity Receptors:
  - o 01 - Dwellings on Ringwood Road (East of Garden Centre)
  - o 02 - Dwellings on Ringwood Road (West of Garden Centre)
  - o 03 - Dwellings West Moors Lane
- Ecological Receptors:
  - o 04 – Wood on Western Boundary
  - o 05 - Holt and West Moors (SSSI) / Dorset Heathlands (Ramsar)

- 13.4.5 Ecological receptor 04, located to the west of the site does not have any ecological designations. However, the ecological survey for the site has noted this area has the potential for bat activity and therefore would require assessment in relation to lighting.

### **Baseline Conditions**

- 13.4.6 The baseline lighting conditions have been established through a comprehensive desk-based assessment, informed by a range of publicly available and industry-recognised data sources.
- 13.4.7 The baseline assessment utilised Ordnance Survey mapping, aerial photography and Google Street View imagery to identify the existing land use context, surrounding development, access routes and potential sensitive receptors. These sources were used to establish the spatial relationship between the site and nearby residential properties, rural land uses and ecological features relevant to the lighting assessment.
- 13.4.8 In addition, Campaign to Protect Rural England (CPRE) Night Blight mapping was reviewed to understand the wider ambient night-time lighting context.
- 13.4.9 Using this data, the site can be characterised as “*Rural small village, relatively dark urban locations*”. It is considered that the Application Site is described as exhibiting ‘*Low District Brightness*’. According to the ILP Guidance Notes for the Reduction of Obtrusive Light (GN01), the site falls within **Environmental Zone E2**.
- 13.4.10 There was no lighting installed at the site prior to the construction of the Alleged Unauthorised Development. There is an absence of extensive external lighting infrastructure, and no significant sources of light spill or glare were identified within the immediate surroundings. The unlit site therefore forms the baseline for the purposes of the assessment.
- 13.4.11 Given the quality and extent of available background information, and the clearly low baseline lighting levels present at the site, no site-based night-time surveys were deemed necessary to inform the assessment. The desk-based approach is considered proportionate and appropriate to establish baseline conditions for the purposes of this assessment.

### **Sensitivity of Receptors and Receiving Environment**

- 13.4.12 The sensitivity of the receiving environment has been assessed with reference to the baseline lighting context, the rural character of the area, and the type and location of potential receptors. The site and its surroundings are characterised by low existing lighting levels, indicating a high sensitivity to changes in artificial lighting.
- 13.4.13 Receptors within the study area include nearby residential properties, rural landscape character and potential ecological receptors associated with surrounding farmland and semi-natural habitats. Such receptors are generally considered to be of medium to high sensitivity to artificial lighting, particularly within darker environments where even small changes in lighting levels may be perceptible.
- 13.4.14 Based on the baseline review and CPRE Night Blight mapping, the site is considered to fall within a low ambient light Environmental Zone, consistent with a rural setting. As a result, the

receiving environment is assessed as having an elevated sensitivity to changes in lighting conditions. This sensitivity has been considered when evaluating the magnitude and significance of potential effects arising from the development.

## 13.5 Existing Development and Embedded Mitigation

### Construction

- 13.5.1 For the purposes of the construction stage assessment, it has been confirmed by the appellant that no flood lighting was used during the construction stage and that the very limited construction activities were carried out during daylight hours.

### Operational Development

- 13.5.2 The external lighting has already been installed and has been assessed in its current form. The lighting scheme is limited to wayfinding, amenity, and security purposes during hours of darkness, and is not intended to support operational or work-related activities. Installed infrastructure includes low-level illuminated bollards, wall-mounted luminaires and localised elevated luminaires, all positioned to provide minimal illumination for safe navigation and hazard identification.
- 13.5.3 The lighting is deliberately low-intensity and discreet, avoiding uniform illuminance or lux requirements, and is designed to minimise light spill, glare, and upward light emission. Illumination is confined to immediate circulation routes and building entrances, reducing potential effects on neighbouring properties, ecological receptors, and the wider night-time environment. The scheme utilises LED luminaires with integrated photometry where available, mounted at heights not exceeding 2m and tilted to limit upward light, and controlled by photocells to operate only during hours of darkness.
- 13.5.4 The installed lighting is consistent with the principles of UK best practice, providing only the minimum illumination necessary to ensure safety and security while remaining sensitive to the surrounding environment.
- 13.5.5 The installed lighting provides limited wayfinding illumination necessary for the safe operation of the site and is small in scale with minimal spill beyond operational areas. The site is located in proximity to highly sensitive ecological receptors (including the Dorset Heathlands SPA, Ramsar, SAC and SSSI), for which the ecological assessment applies an Environmental Zone E1 classification at the designated site boundary. In accordance with ecological recommendations, the lighting will be required to align with relevant bat mitigation guidance (ILP/BCT GN08), including the use of warm colour temperature lighting ( $\leq 2700\text{K}$ ). With these measures in place, lighting levels at the designated site boundary are expected to remain very low and are not anticipated to result in significant ecological effects

## 13.6 Assessment of Effects

### **Construction Stage**

Based on the assumptions of a short construction period, the absence of flood lighting and the works taking place during daylight hours, no construction effects are expected to have occurred. The worst case scenario is therefore represented by the operational stage assessment, as described in the following sections.

### **Operational Development**

- 13.6.1 The assessment of potential effects from the installed lighting has been undertaken on the basis of the existing development and the completed lighting design. The assessment assumes that the lighting is installed as described and that all wayfinding lighting complies with relevant Environmental Zone parameters and ILP guidance.
- 13.6.2 A qualitative assessment was undertaken to consider potential effects from vehicle headlights and internal caravan lighting within the site and surrounding area. The headlight assessment concluded that impacts are negligible, as vehicle speeds are low and the number of vehicles using access routes during hours of darkness is limited. Consequently, any light from vehicle headlights is transient, directional, and does not result in a sustained increase in illumination at nearby receptors.
- 13.6.3 Similarly, internal lighting within caravans was assessed. Where window blinds or curtains are in use, light intrusion from internal sources was found to be negligible. The internal lighting is intermittent and primarily confined within the units, with minimal potential to affect surrounding receptors or contribute to cumulative lighting impacts. Both assessments support the conclusion that these sources do not contribute to any significant lighting effects at the site or on neighbouring properties.

### ***Human Amenity Receptors***

- 13.6.4 Potential effects on human amenity have been considered for residential properties in the vicinity of the site. The receptors identified include dwellings along Ringwood Road (Receptors 01 and 02) and West Moors Lane (Receptor 03). These receptors are considered to have medium sensitivity to artificial lighting due to their rural setting and low existing night-time lighting levels. The magnitude of effect from the installed wayfinding lighting is small, as the lighting is low-intensity, directional, and has been assessed against ILP guidance for light spill, glare, and upward light. As such, the type of effect is adverse but negligible in significance, with long-term duration and local spatial extent. The lighting is permanent and irreversible, but the assessment demonstrates that it does not exceed acceptable thresholds, ensuring that impacts on human amenity are negligible.

### ***Ecological Receptors***

- 13.6.5 Ecological receptors considered in the assessment include semi-natural habitats along the western boundary of the site (Receptor 01), designated sites including Holt and West Moors SSSI and the Dorset Heathlands Ramsar Site (Receptor 02), and areas identified as having bat potential (Receptor 04). The western boundary habitats are considered to have medium sensitivity, while the designated sites are of high sensitivity due to their national and international ecological importance. Receptor 04 is also considered sensitive to artificial lighting due to the potential presence of commuting or foraging bats, which may be affected by changes in nighttime illumination.
- 13.6.6 The magnitude of effect from the installed wayfinding lighting is considered to be small. The lighting is low intensity, limited in spatial extent, and orientated away from adjacent habitats. The ecological assessment applies an Environmental Zone E1 classification at the boundary with the designated sites, reflecting the intrinsically dark character and ecological sensitivity of these areas. The limited scale and directional nature of the lighting, together with the distance to the designated sites and intervening landscape features, means that light spill into these habitats is expected to be minimal.
- 13.6.7 The characteristics of the lighting and the low predicted illuminance levels at nearby habitats are broadly consistent with the principles set out in bat-sensitive lighting guidance such as “Bats and Artificial Lighting in the UK” produced by the Institution of Lighting Professionals and the Bat Conservation Trust. The effects on ecological receptors are therefore considered to be adverse but negligible in significance, with long-term duration and a local spatial extent.

### **Overall Significance**

- 13.6.8 Overall, the installed wayfinding lighting at the site has been assessed as giving rise to negligible adverse effects on both human amenity and ecological receptors. Effects are local in spatial extent, long-term in duration, and permanent but remain fully within acceptable lighting thresholds. No further mitigation is required, and the lighting is appropriately designed, installed and located to avoid significant environmental effects.

## **13.7 Mitigation**

### **Construction**

- 13.7.1 No mitigation measures are required or proposed in relation to lighting for the construction phase as works have already been completed. **Operational Development**
- 13.7.2 No additional mitigation measures are required in relation to lighting specifications, as the existing installations fully meet the operational requirements of the site and comply with relevant Environmental Zone limits.

- 13.7.3 The lighting installation assessed forms part of the existing site infrastructure and was not designed by the undersigned, with this assessment undertaken retrospectively to consider the potential effects of the operational lighting. The installed lighting consists of low-level wayfinding lighting with limited output and mounting height, providing only the illumination necessary for safe navigation within the site.
- 13.7.4 For the purposes of the assessment, the central operational area of the site is considered to fall within Environmental Zone E2, while the site boundaries adjacent to sensitive ecological receptors are treated as Environmental Zone E1, reflecting the intrinsically dark character and ecological sensitivity of the surrounding habitats. Isolux contour modelling indicates that predicted light spill at boundary features is approximately 0.2 lux, which is consistent with the illuminance limits typically associated with an E1 environment.
- 13.7.5 The lighting installation currently does not fully meet the recommendations of the guidance “Bats and Artificial Lighting in the UK” produced by the Institution of Lighting Professionals and the Bat Conservation Trust, primarily in relation to colour temperature. However, with the proposed change to warm white lighting ( $\leq 2700$  K), the installation would be capable of aligning with the relevant guidance for bat-sensitive lighting. Given the limited scale of the lighting, its directional characteristics, and the low illuminance levels predicted at sensitive boundaries, the current lighting arrangement represents the maximum operational lighting on site and is not expected to give rise to significant environmental effects.

## 13.8 Residual Effects

- 13.8.1 This section summarises the significance of the anticipated residual environmental effects, which are those that remain after all proposed mitigation measures are implemented.
- 13.8.2 Following assessment of the installed lighting, there are no significant environmental effects identified. As no embedded or additional mitigation measures are required, the residual effects are equivalent to the initially assessed effects. All potential impacts on human amenity and ecological receptors are negligible, local in extent, and long-term in duration.

**Table 13.1: Summary of Residual Effects**

| Potential Effect                   | Significance | Mitigation | Residual Effect |
|------------------------------------|--------------|------------|-----------------|
| <b>Construction and Demolition</b> |              |            |                 |
| N/A                                | N/A          | N/A        | N/A             |
| <b>Completed Development</b>       |              |            |                 |
| Dwellings Ringwood Road            | Negligible   | N/A        | Negligible      |
| Dwellings, West Moors Lane         | Negligible   | N/A        | Negligible      |
| Western Boundary Habitat           | Negligible   | N/A        | Negligible      |

|                                                       |            |                                                                            |            |
|-------------------------------------------------------|------------|----------------------------------------------------------------------------|------------|
| Holt and West Moors SSSI/<br>Dorset Heathlands Ramsar | Negligible | Change in Colour<br>Temperature from<br>400K- 2700K to<br>comply with GN08 | Negligible |
|-------------------------------------------------------|------------|----------------------------------------------------------------------------|------------|

## 13.9 Summary

- 13.9.1 The lighting impact assessment has been undertaken using a desk-based methodology, informed by relevant guidance from the Institution of Lighting Professionals and an understanding of the site context, Environmental Zone, and baseline conditions. The assessment considered potential effects on human amenity, ecological receptors, vehicle headlights, and internal caravan lighting. The installed wayfinding and amenity lighting has been designed to provide only the minimum illumination necessary for safety and navigation, with low-intensity, directional luminaires and limited light spill.
- 13.9.2 The assessment demonstrates that the installed lighting is fully compliant with Environmental Zone E2 parameters, does not result in any significant adverse effects, and requires no additional mitigation. All effects on receptors are negligible, local in extent, long-term, and permanent. Overall, the assessment confirms that the lighting scheme is appropriate, sensitive to the surrounding environment, and does not give rise to any material environmental impacts.

## 14 Cumulative Effects

### 14.1 Introduction

- 14.1.1 The requirement for a cumulative effects assessment is set out in Schedule 4, Part 5 of the EIA Regulations, which states that an ES should include:

*'A description of the likely significant effects of the development on the environment resulting from ... the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources'*

- 14.1.2 This chapter provides an assessment of the potential cumulative effects of the proposed development in conjunction with effects arising from other developments in the surrounding area. It also provides an assessment of the potential combination of some or all of the effects identified in the EIA on a particular receptor.

### 14.2 Approach

- 14.2.1 Cumulative effects come in two forms. The first relate to the impacts of development in conjunction with other developments in the area. These developments should be existing, consented or reasonably foreseeable in terms of delivery and should be located within a realistic geographical scope where environmental effects could combine to create a more significant effect on a particular sensitive receptor. These are hereafter referred to as cumulative effects.
- 14.2.2 The second type of cumulative effect is that of the combination of the various types of impacts from the proposed development. These are hereafter referred to as synergistic effects.

### 14.3 Cumulative Developments

- 14.3.1 Most cumulative effects result when construction phases of more than one development overlap. However, the assessment will also assess operational effects of more than one development, where appropriate. This will be of particular relevance for the assessment of traffic impacts in conjunction with other consented schemes.
- 14.3.2 A cumulative sites search has been undertaken and the following long list of potential cumulative sites has been created, based on the inclusion of major developments meeting the following criteria:
- residential developments of 10+ houses or of 0.5ha+ site area
  - commercial developments of more than 1,000sqm or sites of greater than 1 hectare

- energy, waste, quarrying, or infrastructure developments

**Table 14.1: Cumulative Sites Appraisal**

| <b>Planning Reference and Decision Date</b> | <b>Description of Development</b>                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Location</b>                                                                                     | <b>Scope In / Out</b>                         |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------|
| <b>3/13/0669/FUL</b><br>17 January 2014     | Solar farm, comprising the erection of solar arrays of photovoltaic panels, inverter/transformer sheds, fencing, site storage cabin, combined DNO and EPC switchgear housing, internal gravel access road, and associated equipment (as amended by plans rec'd 25/10/13, 7/11/13, 27/11/13 & 16/12/13) AMENDED BY 3/14/0765/NMC                                                                                                          | Land At Wedgehill Farm Woodlands Wimborne Dorset BH21 8LX<br><br>1.6km to north west of site        | Completed and operational – <b>Scoped Out</b> |
| <b>3/14/0457/FUL</b><br>31 July 2014        | Installation of ground mounted photovoltaic solar arrays to provide 20.4MW generating capacity together with power inverter systems; transformer stations; internal access track; landscaping; security fencing; access gate; CCTV and ancillary infrastructure.                                                                                                                                                                         | Manor Farm St Michaels Road Verwood Dorset BH31 6JA<br><br>1.6km to north of site                   | Completed and operational – <b>Scoped Out</b> |
| <b>3/14/0884/FUL</b><br>12 December 2014    | Proposed temporary (30 years) change of use from agriculture to agriculture and solar photovoltaic farm with associated static arrays of photovoltaic panels of amended sizes, together with cabins to contain inverter cabinets and transformers and a cabin to house a substation, with perimeter fencing, landscape and ecological enhancements, also amended with revised location of maintenance track and gate and relocated CCTV. | Homeland Farm Ringwood Road Three Legged Cross Wimborne Dorset<br><br>1.21 km to north east of site | Completed and Operational – <b>Scoped Out</b> |
| <b>3/16/1480/FUL</b><br>23 September 2016   | Erection of an additional factory as extension to existing factory                                                                                                                                                                                                                                                                                                                                                                       | Rollalong Ltd, Woolsbridge Industrial Park<br><br>1 km to south east of site                        | Completed and Operational – <b>Scoped Out</b> |

|                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                 |                                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>3/15/0556/OUT</b></p> <p>31 March 2017</p> <p>(including subsequent applications 3/20/1887/RM, 3/21/0568/RM, 3/21/0810/RM &amp; P/VOC/2024/06621)</p> | <p>Outline application for the construction of a mixed employment development with a maximum floor space of 33,400msq for Office, Research &amp; Development, Light Industrial, General Industrial or Storage &amp; Distribution use (including trade counter)(use classes B1a, B1b, B1c, B2 &amp; B8) and a small element of floor space under use classes A1, A3, A5, D1 &amp; D2. Engineering operations to form new access junctions from Old Barn Farm Road and new internal roads (Outline application with access and scale parameters to be determined at outline stage and layout, appearance and landscaping to be reserved for subsequent approval) Addendum to Transport Assessment Received 23/10/2015.</p>                                                                                           | <p>Land Adjacent To Woolsbridge Industrial Estate Three Legged Cross Wimborne BH21 6SU (WI)</p> <p>1.15km to east of site</p>                   | <p>Partially Completed and is accessed via Ringwood Road, from where the alleged Unauthorised Development site is accessed, giving the potential for cumulative traffic, air quality and noise effects. <b>Partially Scoped In</b></p> |
| <p><b>3/19/2054/OUT</b></p> <p>20 March 2020</p>                                                                                                            | <p>Outline Application (Seeking to discharge access) on 2.7 hectares for the construction of buildings and their use mainly for employment purposes, being B1, B2 and B8 uses with a maximum cumulative floor space of 5250 square metres. However within this total of 5250 square metres a maximum cumulative floor space of 525 sq. metres (10%) may be used for A1, A2, A3, A5, D1 and D2 uses [All as defined by reference to the Town and Country Planning (Use Classes) Order 1987 as amended]; utilising the associated spine estate road and the approved junction with the Ringwood Road (Council Ref: 3/16/1298/FUL) , with further estate roads, hard surface parking and landscaping for the individual buildings. (Matters of Appearance, Landscaping, Layout and Scale reserved at this stage).</p> | <p>Land at Oakfield Farm (Axis 31 Woolsbridge Industrial) Ringwood Road, Three Legged Cross, Dorset. BH21 6RA</p> <p>1.3 km to east of site</p> | <p>Development Completed – <b>Scoped Out</b></p>                                                                                                                                                                                       |

|                                         |                                                                                                                                                                                                |                                                                                               |                                                                                                                                                                                                                                       |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>P/FUL/2023/06578</b><br>29 July 2024 | The construction and installation of a Battery Storage Facility (BESS), associated infrastructure, landscaping, fencing, site access road, biodiversity net gain planting and cable corridors. | Land to the north west of Holt Road Three Legged Cross Wimborne<br><br>1.22km to west of site | Not yet completed but development is of a very different use and nature to the alleged Unauthorised Development, with no potentially overlapping impacts associated with ecology, traffic, air quality or noise.<br><b>Scoped Out</b> |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

14.3.3 In summary, part of permission 3/15/0556/OUT will be considered in the assessment of cumulative effects, insofar as it relates to 'Site B' given that 'Site A' has already been built out and is operational, thus forming part of the baseline. The assessment parameters for Site B are as follows:

- Platform Area: 4.58ha | 11.32ac
- Maximum floorspace: 20,400m<sup>2</sup> / 219,586ft<sup>2</sup>
- Maximum building height: 15m to structural haunch
- Use classes: B1a, B1b, B1c, B2 & B8
- Small scale ancillary use classes: A 1 (max 800m<sup>2</sup>), A3 (max 500m<sup>2</sup>),
- A5 (max 300m<sup>2</sup>), D1 (max 800m<sup>2</sup>), D2 (max 800m<sup>2</sup>)
- Waste transfer (recycling) facility in accordance with Environmental Statement

14.3.4 It should be noted that there is no potential for cumulative construction stage effects, given that the works associated with the Alleged Unauthorised Development have already taken place.

14.3.5 It should also be noted that the cumulative effects of the Alleged Unauthorised Development in combination with the existing and lawful part of the caravan site to the east are embedded into the assessment, given that the operational caravan site forms part of the baseline conditions.

## 14.4 Cumulative Sites Assessments

### Landscape and Visual

14.4.1 Due to the enclosed nature of the Site there is no potential visual connection between the site and the identified cumulative development. Therefore, no cumulative landscape and visual effects would be experienced.

### Ecology

14.4.2 There are no continuous or significant green corridors, drainage channels, or other ecological linkages connecting the application site to the cumulative development sites that would enable direct movement of habitats or species between them. As a result, there is no realistic pathway

for cumulative effects to occur in relation to: habitat loss or fragmentation, drainage or water quality impacts, light spill, noise, overshadowing / intervisibility, introduction or spread of non-native species, or visual disturbance from people and plant.

- 14.4.3 The type of development does not generate recreational pressure on natural receptors. Therefore, there is no plausible mechanism by which the schemes would combine to cause additional recreational disturbance to ecological or landscape receptors at the application site.

#### **Drainage**

- 14.4.4 The cumulative development has been designed to drain at greenfield runoff rates, which will ensure that there are no potential cumulative effects in combination with the development. Foul drainage treatment or discharge to sewer will be agreed with the statutory provider, ensuring that there are no potential cumulative risks in association with the development.

#### **Transport**

- 14.4.5 The long list of potential cumulative sites has identified other major developments, all of which are consented. Those in vicinity of the site that may generate a level of traffic into the study area are already doing so and form part of the transport baseline scenario. Given the traffic flow data obtained and due to the nature of traffic growth, these developments have been included in the future baseline flows. Consequently, the cumulative developments are already inherent in the assessment and there is no requirement for any separate or further cumulative assessment

#### **Air Quality**

- 14.4.6 As stated above, the cumulative developments are already inherent in the assessment of traffic movements. Given the separation and the absence of shared sensitive receptors or constrained links between sites, there is no credible scenario in which traffic from these developments would interact cumulatively to produce an exceedance of air quality objectives at the application site.
- 14.4.7 Construction phase emissions (dust and vehicle exhausts) from the schemes are temporary, localised and dispersed in time and space given the projects' differing consent and construction timetables; they would therefore not combine to create a sustained, measurable adverse air quality effect at the application site.

#### **Noise**

- 14.4.8 As stated above, the cumulative developments are already inherent in the assessment of traffic movements and, therefore, the cumulative effect of road traffic noise has already been accounted for in the assessment. Given that the cumulative development is over 1km away from the site, there is no potential for the cumulation of operational noise from both sites in combination.

## **Lighting**

- 14.4.9 The assessment of cumulative lighting impacts considers the potential for the lighting at Gundry's Farm to interact with other existing or planned sources of artificial lighting in the surrounding area. Given the low-intensity, wayfinding-only nature of the lighting, its limited spatial extent, and compliance with Environmental Zone E2 parameters, the contribution of the site to cumulative lighting effects is considered negligible. Potential additive effects from vehicle headlights, internal caravan lighting, and nearby residential or operational lighting have been qualitatively considered, and no combined effects of significance are anticipated.

## **14.5 Synergistic Effects**

- 14.5.1 An assessment of the intra-relationship of effects will be undertaken. These 'in combination effects' will be assessed by professional judgement and will identify where a series of identified effects may combine to generate an overall effect of differing significance upon a particular receptor or group of receptors.

### **Residential Receptors**

- 14.5.2 Nearby residential properties have the potential to be affected by more than one impact at a time, due to the proximity to the site and construction works. It is possible that properties to the north of the site could have been exposed to visual intrusion, construction traffic, noise and dust.
- 14.5.3 The impacts would have likely been mitigated through the retention of trees along the site edge and, given that none of these impact areas were found to have had any likely effect, there is a very low likelihood of them combining to have formed a significant effect upon these neighbouring properties.

### **Ecological Receptors**

- 14.5.4 The ecological receptors to the south of the site may also have been affected by construction activities given the proximity to the site boundary. However, the construction works were very limited in extent and much of it was focussed on the northern part of the site. All assessments of construction effects concluded that there would be no significant effect upon the ecological receptor and it is also noted that the prevailing wind is from the south west in this location and that noise and dust would not have been likely to have been directed towards the ecological receptors.
- 14.5.5 Therefore the potential for significant synergistic effects is negligible and does not require any further mitigation measures.

## Summary

- 14.5.6 Overall, the potential interaction of construction stage effects are very limited in significance due to the small number of sensitive receptors in the surrounding area and the absence of any significance construction effects. Accordingly, the potential for temporary synergistic effects at the construction stage is considered to be of negligible significance.

## 14.6 Summary

- 14.6.1 This section of the ES has considered the cumulative effects of the proposals in combination with other local development projects, where possible. Only one cumulative scheme was identified for consideration in the assessment, which has concluded that there are no significant cumulative effects associated with that development.
- 14.6.2 The assessment also considered the potential for the interaction of environmental effects upon individual receptors. In this respect, it was concluded that the potential for in combination effects at the construction stage was negligible.

## 15 Summary and Conclusions

- 15.1.1 This Environmental Statement is prepared on behalf of Royale Parks (Dorset) Ltd in support of an appeal against Enforcement for the Alleged Unauthorised Development of a caravan park at Gundrys Farm, Three Legged Cross, Dorset.
- 15.1.2 A comprehensive assessment of the potential effects of the construction and operational phases of the development has been undertaken as part of this EIA to establish the environmental effects associated with the development.
- 15.1.3 The environmental impacts of the operational development are of negligible or minor significance and have been reduced through recommended further mitigation measures, which will be secured by planning condition or legal obligation.
- 15.1.4 A summary of the potential environmental effects, the proposed mitigation measures and any residual effects is presented the tables below.

## 15.1 Landscape and Visual

| Potential Effect                         | Significance              | Mitigation                                       | Residual Effect           |
|------------------------------------------|---------------------------|--------------------------------------------------|---------------------------|
| <b>Construction and Decommissioning</b>  |                           |                                                  |                           |
| Development has already been constructed |                           |                                                  |                           |
| <b>Operational</b>                       |                           |                                                  |                           |
| Landscape change to Site Fabric          | Minor Adverse             | Proposed green corridor on the southern boundary | Minor Adverse/ Negligible |
| Military Depot                           | Minor Adverse/ Negligible | Proposed green corridor on the southern boundary | Negligible                |

## 15.2 Ecology

| Receptor                           | Impact Pathway                             | Additional Mitigation (Y / N) | Significance of Residual Effect |
|------------------------------------|--------------------------------------------|-------------------------------|---------------------------------|
| <b>Construction and Demolition</b> |                                            |                               |                                 |
| Dorset Heaths SPA / Ramsar         | Habitat loss                               | No                            | No change (not significant)     |
|                                    | Drainage / water quality                   | No                            | Minor adverse (not significant) |
|                                    | Air quality (dust)                         | No                            | Minor adverse (not significant) |
|                                    | Air quality (HGV construction traffic)     | No                            | Minor adverse (not significant) |
|                                    | Light spill                                | No                            | No change (not significant)     |
|                                    | Disturbance from people and plant movement | No                            | Minor adverse (not significant) |
|                                    | Recreational disturbance                   | No                            | Minor adverse (not significant) |
|                                    | Noise                                      | No                            | Minor adverse (not significant) |
|                                    | Overshadowing / line of sight              | No                            | No change (not significant)     |
|                                    | Introduction of non-native species         | No                            | No change (not significant)     |
| Dorset Heaths SAC                  | Habitat loss                               | No                            | No change (not significant)     |
|                                    | Drainage / water quality                   | No                            | Minor adverse (not significant) |

|                            |                                            |    |                                 |
|----------------------------|--------------------------------------------|----|---------------------------------|
|                            | Air quality (dust)                         | No | Minor adverse (not significant) |
|                            | Air quality (HGV construction traffic)     | No | Minor adverse (not significant) |
|                            | Light spill                                | No | No change (not significant)     |
|                            | Disturbance from people and plant movement | No | No change (not significant)     |
|                            | Recreational disturbance                   | No | Minor adverse (not significant) |
|                            | Noise                                      | No | No change (not significant)     |
|                            | Overshadowing / line of sight              | No | No change (not significant)     |
|                            | Introduction of non-native species         | No | No change (not significant)     |
| Avon Valley SPA and Ramsar | All impact pathways                        | No | No change (not significant)     |
| River Avon SAC             | All impact pathways                        | No | No change (not significant)     |
| New Forest SPA and Ramsar  | All impact pathways                        | No | No change (not significant)     |
| New Forest SAC             | All impact pathways                        | No | No change (not significant)     |
| Holt and West Moors SSSI   | Habitat loss                               | No | No change (not significant)     |
|                            | Drainage / water quality                   | No | Minor adverse (not significant) |
|                            | Air quality (dust)                         | No | Minor adverse (not significant) |
|                            | Air quality (HGV construction traffic)     | No | Minor adverse (not significant) |
|                            | Light spill                                | No | No change (not significant)     |
|                            | Disturbance from people and plant movement | No | Minor adverse (not significant) |
|                            | Recreational disturbance                   | No | Minor adverse (not significant) |
|                            | Noise                                      | No | Minor adverse (not significant) |
|                            | Overshadowing / line of sight              | No | No change (not significant)     |
|                            | Introduction of non-native species         | No | No change (not significant)     |
| Remaining SSSI's           | All impact pathways                        | No | No change (not significant)     |
| The Nursery SNCI           | Habitat loss                               | No | No change (not significant)     |
|                            | Drainage / water quality                   | No | Minor adverse (not significant) |
|                            | Air quality (dust)                         | No | Minor adverse (not significant) |
|                            | Air quality (HGV construction traffic)     | No | No change (not significant)     |

|                              |                                            |    |                                      |
|------------------------------|--------------------------------------------|----|--------------------------------------|
|                              | Light spill                                | No | No change (not significant)          |
|                              | Disturbance from people and plant movement | No | No change (not significant)          |
|                              | Recreational disturbance                   | No | Negligible adverse (not significant) |
|                              | Noise                                      | No | Negligible adverse (not significant) |
|                              | Overshadowing / line of sight              | No | No change (not significant)          |
|                              | Introduction of non-native species         | No | No change (not significant)          |
| Lower Common SNCI            | Habitat loss                               | No | No change (not significant)          |
|                              | Drainage / water quality                   | No | Minor adverse (not significant)      |
|                              | Air quality (dust)                         | No | Minor adverse (not significant)      |
|                              | Air quality (HGV construction traffic)     | No | No change (not significant)          |
|                              | Light spill                                | No | No change (not significant)          |
|                              | Disturbance from people and plant movement | No | No change (not significant)          |
|                              | Recreational disturbance                   | No | Negligible adverse (not significant) |
|                              | Noise                                      | No | Negligible adverse (not significant) |
|                              | Overshadowing / line of sight              | No | No change (not significant)          |
|                              | Introduction of non-native species         | No | No change (not significant)          |
| Remaining SNCI's             | All impact pathways                        | No | No change (not significant)          |
| Habitats (neutral grassland) | Habitat loss / creation                    | No | Negligible adverse (not significant) |
| Species: Nightjar            | Habitat loss                               | No | No change (not significant)          |
|                              | Drainage / water quality                   | No | Minor adverse (not significant)      |
|                              | Air quality (dust)                         | No | Minor adverse (not significant)      |
|                              | Air quality (HGV construction traffic)     | No | Minor adverse (not significant)      |
|                              | Light spill                                | No | No change (not significant)          |
|                              | Disturbance from people and plant movement | No | Minor adverse (not significant)      |
|                              | Recreational disturbance                   | No | Minor adverse (not significant)      |
|                              | Noise                                      | No | Minor adverse (not significant)      |
|                              | Overshadowing / line of sight              | No | No change (not significant)          |
|                              | Introduction of non-native species         | No | No change (not significant)          |

|                                      |                                      |                                                                                                           |                                      |
|--------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------|
| Species: GCN                         | Habitat loss / creation              | No                                                                                                        | Minor beneficial (not significant)   |
| Species: Commuting and foraging bats | Habitat loss / creation              | No                                                                                                        | Minor beneficial (not significant)   |
| Species: Reptiles                    | Habitat loss / creation              | No                                                                                                        | Minor beneficial (not significant)   |
| Species: Breeding birds              | Habitat loss                         | No                                                                                                        | Minor beneficial (not significant)   |
| <b>Completed Development</b>         |                                      |                                                                                                           |                                      |
| Dorset Heaths SPA and Ramsar         | Air quality (traffic emissions)      | No                                                                                                        | No change (not significant)          |
|                                      | Hydrology / drainage                 | Yes                                                                                                       | Minor adverse (not significant)      |
|                                      | Light pollution                      | Yes – change in luminaries to comply with ILP Guidance Note 08/18: Bats and Artificial Lighting in the UK | Negligible adverse (not significant) |
|                                      | Disturbance from vehicular movements | Yes                                                                                                       | Minor adverse (not significant)      |
|                                      | Recreational disturbance             | No                                                                                                        | Minor adverse (not significant)      |
|                                      | Operational noise                    | No                                                                                                        | Minor adverse (not significant)      |
|                                      |                                      |                                                                                                           |                                      |
| Dorset Heaths SAC                    | Air quality (traffic emissions)      | No                                                                                                        | No change (not significant)          |
|                                      | Hydrology / drainage                 | No                                                                                                        | Minor adverse (not significant)      |
|                                      | Light pollution                      | No                                                                                                        | No change (not significant)          |
|                                      | Disturbance from vehicular movements | No                                                                                                        | No change (not significant))         |
|                                      | Recreational disturbance             | No                                                                                                        | Minor adverse (not significant)      |
|                                      | Operational noise                    | No                                                                                                        | Minor adverse (not significant)      |
| River Avon SAC                       | All other impact pathways            | No                                                                                                        | No change (not significant)          |
|                                      | Hydrology / drainage                 | No                                                                                                        | Minor adverse (not significant)      |
| Avon Valley SPA and Ramsar           | All other impact pathways            | No                                                                                                        | No change (not significant)          |
|                                      | Hydrology / drainage                 | No                                                                                                        | Minor adverse (not significant)      |
| New Forest SAC                       | All other impact pathways            | No                                                                                                        | No change (not significant)          |
| New Forest SPA and Ramsar            | All other impact pathways            | No                                                                                                        | No change (not significant)          |
| Holt and West Moors SSSI             | Air quality (traffic emissions)      | No                                                                                                        | No change (not significant)          |
|                                      | Hydrology / drainage                 | No                                                                                                        | Minor adverse (not significant)      |

|                                        |                                      |                                                                                                           |                                      |
|----------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------|
|                                        | Light pollution                      | No                                                                                                        | Minor adverse (not significant)      |
|                                        | Disturbance from vehicular movements | No                                                                                                        | Minor adverse (not significant)      |
|                                        | Recreational disturbance             | No                                                                                                        | Minor adverse (not significant)      |
|                                        | Operational noise                    | No                                                                                                        | Minor adverse (not significant)      |
| All other SSSI's                       | All other impact pathways            | No                                                                                                        | No change (not significant)          |
| The Nursery SNCI                       | Air quality (traffic emissions)      | No                                                                                                        | No change (not significant)          |
|                                        | Hydrology / drainage                 | No                                                                                                        | Negligible adverse (not significant) |
|                                        | Recreational disturbance             | No                                                                                                        | Negligible adverse (not significant) |
|                                        | All other impact pathways            | No                                                                                                        | No change (not significant)          |
| Lower Common SNCI                      | Air quality (traffic emissions)      | No                                                                                                        | No change (not significant)          |
|                                        | Hydrology / drainage                 | No                                                                                                        | Negligible adverse (not significant) |
|                                        | Recreational disturbance             | No                                                                                                        | Negligible adverse (not significant) |
|                                        | All other impact pathways            | No                                                                                                        | No change (not significant)          |
| All other SNCI's                       | All other impact pathways            | No                                                                                                        | No change (not significant)          |
| Species: Nightjar                      | Air quality (traffic emissions)      | No                                                                                                        | No change (not significant)          |
|                                        | Hydrology / drainage                 | No                                                                                                        | Minor adverse (not significant)      |
|                                        | Light pollution                      | Yes – change in luminaries to comply with ILP Guidance Note 08/18: Bats and Artificial Lighting in the UK | Negligible adverse (not significant) |
|                                        | Disturbance from vehicular movements | No                                                                                                        | Minor adverse (not significant)      |
|                                        | Recreational disturbance             | No                                                                                                        | Minor adverse (not significant)      |
|                                        | Operational noise                    | No                                                                                                        | Minor adverse (not significant)      |
|                                        |                                      |                                                                                                           |                                      |
| Species: Great crested newts           | Habitat creation                     | Yes                                                                                                       | Minor beneficial (not significant)   |
| Species: Bats (foraging and commuting) | Habitat creation                     | Yes                                                                                                       | Minor beneficial (not significant)   |
|                                        | Change in management                 | No                                                                                                        | Minor adverse (not significant)      |
|                                        | Light spill                          | Yes – change in luminaires installed to comply with ILP                                                   | Negligible adverse (not significant) |

|                         |                      |                                                             |                                      |
|-------------------------|----------------------|-------------------------------------------------------------|--------------------------------------|
|                         |                      | Guidance Note 08/18: Bats and Artificial Lighting in the UK |                                      |
| Species: Reptiles       | Habitat creation     | Yes                                                         | Minor beneficial (not significant)   |
|                         | Change in management | No                                                          | Negligible adverse (not significant) |
| Species: Breeding birds | Operational noise    | No                                                          | Negligible adverse (not significant) |
|                         | Habitat creation     | Yes                                                         | Minor beneficial (not significant)   |
|                         | Change in management | Yes                                                         | Minor beneficial (not significant)   |
|                         | Light spill          | No                                                          | Negligible adverse (not significant) |

### 15.3 Transport and Access

| Potential Effect                                   | Significance  | Mitigation | Residual Effect |
|----------------------------------------------------|---------------|------------|-----------------|
| <b>Construction</b>                                |               |            |                 |
| Construction Vehicle Movements                     | Negligible    | n/a        | Negligible      |
| <b>Completed Development</b>                       |               |            |                 |
| Severance                                          | Negligible    | n/a        | Negligible      |
| Driver Delay                                       | Negligible    | n/a        | Negligible      |
| Non-Motorised User Delay                           | Negligible    | n/a        | Negligible      |
| Fear and Intimidation (Non-Motorised User Amenity) | Negligible    | n/a        | Negligible      |
| Road Safety                                        | Minor Adverse | n/a        | Minor Adverse   |

## 15.4 Noise

| Potential Effect    | Significance | Mitigation | Residual Effect |
|---------------------|--------------|------------|-----------------|
| <b>Construction</b> |              |            |                 |
| Construction Noise  | Negligible   | None       | Negligible      |
| <b>Operational</b>  |              |            |                 |
| Road Traffic Noise  | Negligible   | None       | Negligible      |
| Vehicle Noise       | Negligible   | None       | Negligible      |
| Guest Noise         | Negligible   | None       | Negligible      |

## 15.5 Air Quality

| Potential Effect                                                                    | Significance          | Mitigation | Residual Effect                                                                |
|-------------------------------------------------------------------------------------|-----------------------|------------|--------------------------------------------------------------------------------|
| <b>Construction</b>                                                                 |                       |            |                                                                                |
| Dust soiling as a result of fugitive dust emissions                                 | Negligible - Low Risk | None       | <b>Assumed Negligible (Not Significant)</b>                                    |
| Increases in PM <sub>10</sub> concentrations as a result of fugitive dust emissions | Negligible - Low Risk | None       | <b>Assumed Negligible (Not Significant)</b>                                    |
| Dust deposition on ecological receptors                                             | Negligible - Low Risk | None       | <b>Assumed Negligible (Not Significant)</b>                                    |
| <b>Completed Development</b>                                                        |                       |            |                                                                                |
| Impacts from road vehicle exhaust emissions on human receptors                      | Negligible            | None       | <b>Negligible (Not Significant)</b><br><br><b>Permanent at the Local level</b> |
| Impacts from road vehicle exhaust emissions on ecological receptors                 | Negligible            | None       | <b>Negligible (Not Significant)</b><br><br><b>Permanent at Local level</b>     |

## 15.6 Drainage

| Receptors                                        | Receptor Sensitivity | Magnitude of Change | Proposed Mitigation                                                                                                                                                                     | Residual Effect |
|--------------------------------------------------|----------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Watercourse 1                                    | Low                  | Low                 | <ul style="list-style-type: none"> <li>Filter drain system for drained roofs and restricted outfall.</li> <li>Maintenance of surface water and sealed foul drainage systems.</li> </ul> | Negligible      |
| Dorset Heathlands Ramsar                         | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Dorset Heathlands Special Protection Area (SPA)  | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Dorset Heaths Special Area of Conservation (SAC) | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Solent and Dorset Coast SPA                      | High                 | Negligible          |                                                                                                                                                                                         | Negligible      |
| Holt & West Moor Heaths SSSI                     | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Lions Hill SSSI                                  | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Moors River System SSSI                          | High                 | Low                 |                                                                                                                                                                                         | Negligible      |
| Hurn Common SSSI                                 | High                 | Negligible          |                                                                                                                                                                                         | Negligible      |
| Parley Common SSSI                               | High                 | Negligible          |                                                                                                                                                                                         | Negligible      |
| Town Common SSSI                                 | High                 | Negligible          |                                                                                                                                                                                         | Negligible      |
| Aquifer/Groundwater                              | Medium to High       | Negligible          |                                                                                                                                                                                         | Negligible      |
| Surface Water                                    | Low                  | Negligible          |                                                                                                                                                                                         | Negligible      |
| Area's wastewater treatment network              | Low                  | Negligible          |                                                                                                                                                                                         | Negligible      |
| Crane (Dorset) Water Body Catchment              | Low                  | Negligible          |                                                                                                                                                                                         | Negligible      |

## 15.7 Lighting

| Potential Effect                                    | Significance | Mitigation                                                        | Residual Effect |
|-----------------------------------------------------|--------------|-------------------------------------------------------------------|-----------------|
| <b><i>Construction and Demolition</i></b>           |              |                                                                   |                 |
| N/A                                                 | N/A          | N/A                                                               | N/A             |
| <b><i>Completed and Operational Development</i></b> |              |                                                                   |                 |
| Dwellings Ringwood Road                             | Negligible   | N/A                                                               | Negligible      |
| Dwellings, West Moors Lane                          | Negligible   | N/A                                                               | Negligible      |
| Western Boundary Habitat                            | Negligible   | N/A                                                               | Negligible      |
| Holt and West Moors SSSI/ Dorset Heathlands Ramsar  | Negligible   | Change in Colour Temperature from 400K- 2700K to comply with GN08 | Negligible      |