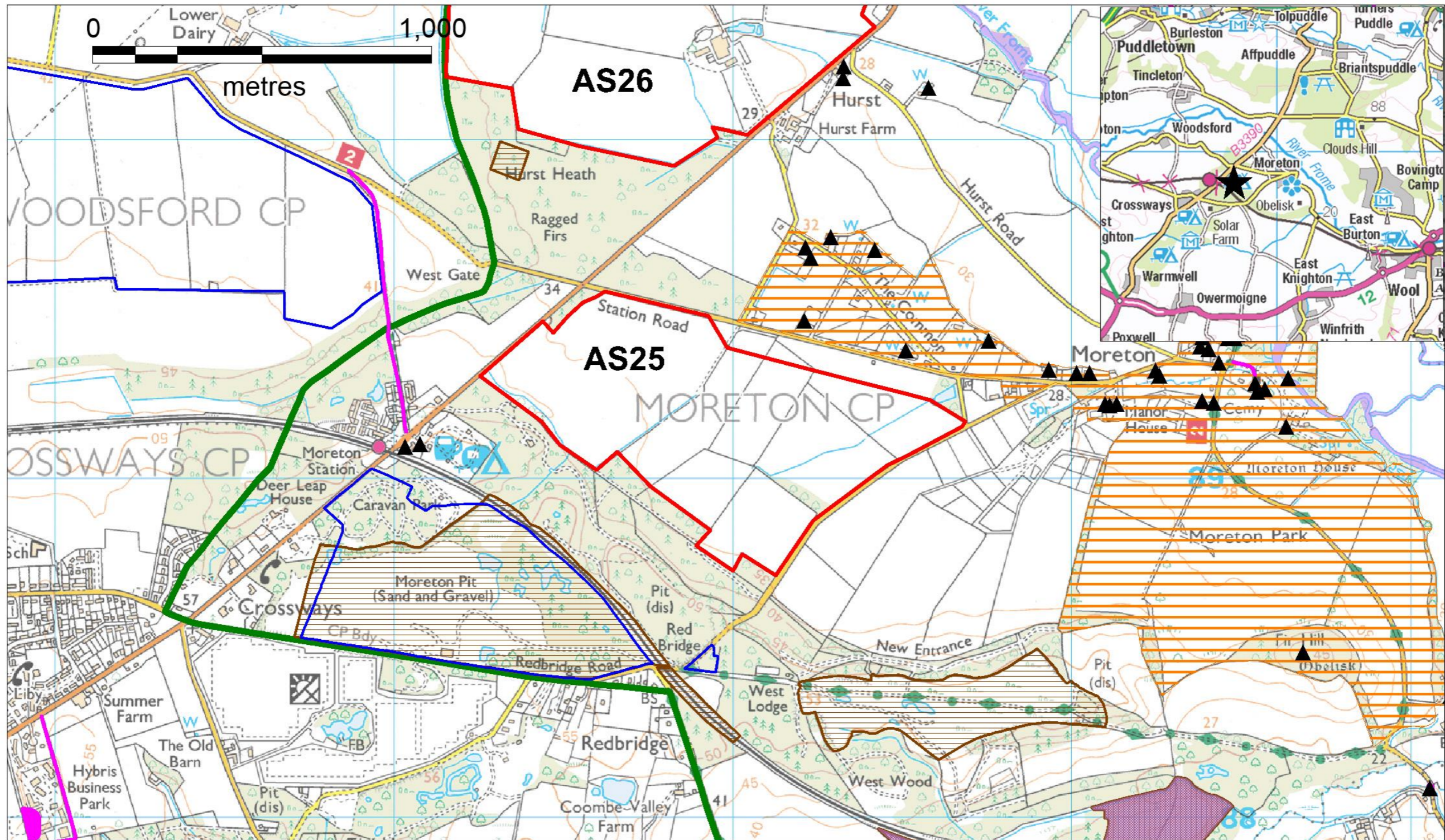


Bournemouth, Dorset and Poole Draft Mineral Sites Plan

Site Assessment of AS25 – Station Road, Moreton



AS25 - Station Road, Moreton

- Nominated site
- Permitted mineral site
- Public Right of Way - Footpath
- Public Right of Way - Bridleway

- Listed building
- Authority boundary
- Scheduled monument
- Moreton Conservation Area (Oct 2015)

- SSSI
- SPA
- SNCI
- SAC
- Ramsar

★ Site location on Inset Map

GEOGRAPHICAL INFORMATION SYSTEMS



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Site Assessment of AS25 – Station Road, Moreton

Site Information

Site Location	Site is located between Moreton village and the B3390, south of the C33 (Station Road) Grid Reference: SY 789 891
District/Borough	Purbeck District Council
Parish/Town Council	Moreton CP
Site Nominee/Owner Landownership issues? Any Mineral Operator interest	The Moreton Estate No known issues, and no known interest to date
Agent	Halletec Environmental
Mineral Planning History Is the site an extension to existing site? Has it been considered for minerals development in the past? Partly worked?	Not previously worked, and not previously considered for working. If developed, it would be a new site.
Legal or time-related constraints	Not known.
Access to markets?	Via the B3390, to access the A35; or the A352
Is there geological evidence of the presence and viability of the mineral?	Yes
Does the sequential test for flooding indicate that the site is appropriate for the proposed use?	yes
Development proposed	Sand and Gravel Extraction, restoration to agriculture/nature conservation/wetland, with increased public access Estimated reserve is c. 3.1 million tonnes Estimated annual output is c. 150,000 to 200,000 tonnes per annum Expected life of operation is c. 15 years It is expected that the site will be worked as a unit with the other Moreton Estate site, Hurst Farm, on the other side of the B3390 – although the two sites will not be worked simultaneously. It is expected that the processing plant to be used for both sites will be located at Hurst Farm, and material from Station Road will be transported to Hurst Farm to be processed.
Description of Site	Site is primarily flat agricultural land, south of Station Road, which leads to Moreton village. Site area is approximately 60 ha. It is broken up by tree belts, with woodland to the south and north-west and varying densities of tree screening on the other site boundaries.
Summary of Site Designations/Constraints	Moreton Conservation Area lies adjacent to the north-eastern boundary of the site. There are listed buildings to the north of the site, within the Conservation Area. Site drains into watercourse running along Station Road and through Moreton, and into the Frome. Ground and surface water flows, and discharges to the Frome, must be carefully managed, in full compliance with Environment Agency requirements.
Relevant Local Planning Policy	Planning Purbeck's Future – Purbeck Local Plan Part 1 – Adopted November 2012 Policy DH – 5km Heathland Buffer Zone Policy CZ Consultation Zone Policy LHH – Conservation Areas (revised Moreton Conservation Area in adjacent to proposed site allocation – latter has potential to affect setting of Conservation Area)
Residential properties and other land uses in the vicinity of the site	Properties adjacent to the site and within vicinity of the site; Moreton Station within 250m; Moreton village within 750m/1km.
Traffic Generation & Access Considerations	200,000 tpa production expected to generate around 80 lorry movements per day, in addition to other vehicle movements. It is expected that the mineral would be transported directly onto the B3390 via an access to be created and to Hurst Farm to be processed, and then distributed from Hurst Farm. Station Road, the C33, would not be used for any quarry transport. It is expected that most vehicles would travel northwards to access the A35/A31, either via Bere Regis or via Affpuddle.

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Appraisal of Site – Using Site Assessment Criteria as set out in The Bournemouth, Dorset and Poole Minerals Strategy 2014

In Appendix 1 (p. 242) of the Minerals Strategy a methodology for assessing sites nominated or identified for consideration as future quarry sites is set out. Each site is assessed against 25 criteria, C1 to C25, reflecting the potential environmental, economic and social impacts/benefits of its development. Assessment is qualitative, and each criterion is given a score as a colour, representing its expected impact, with or without mitigation. These criteria and their responses are set out below, along with further comments from relevant consultees.

Topic: Biodiversity.

SA Objective: To maintain, conserve and enhance biodiversity.

Criterion C1 - Impact on European/international designations.	<i>D</i>
No significant impact Dorset County Council 16/12/14.	
Criterion C2 - Impact on areas used by Annex 1 bird species.	<i>D</i>
No significant impact Dorset County Council 16/12/14.	
Criterion C3 - Impact on national designations.	<i>D</i>
No significant impact Dorset County Council 16/12/14.	
Criterion C4 - Impact on protected species.	<i>D</i>
No significant impact Dorset County Council 16/12/14.	
Criterion C5 - Impact on local recognitions/designations, including ancient woodland and veteran trees.	<i>D</i>
No significant impact Dorset County Council 16/12/14.	
Possible Mitigation: It is noted that biodiversity impacts are expected to be minimal. An Environmental Impact Assessment will be carried out as part of any planning application, including detailed assessment of potential impacts and appropriate responses and mitigation. Appropriate mitigation of any impacts will be required as part of any planning permission granted. If adequate and appropriate mitigation cannot be achieved, the site will not be permitted. No further action considered necessary at this stage.	

Topic: Geodiversity

SA Objective: To maintain, conserve and enhance geodiversity.

Criterion C6 - Impact on geodiversity.	<i>D</i>
The extraction of tertiary deposits and created exposures are of on-going interest to Tertiary and Quaternary geo-scientists as potential, if not active, research sites. No specific scientific gains or geodiversity enhancements are likely but the exposures may be of interest to the quaternary and tertiary research associations. Provision should be made so that it will be possible to arrange such visits on request. Dorset County Council 26 March 2014	
Possible Mitigation: None specifically required, but provision should be made so that it will be possible to arrange such visits on request.	

Topic: Landscape

SA Objective: To maintain, conserve and enhance the landscape, including townscape, seascape and the coast.

Criterion C7 – Impact on designated landscapes.	<i>D</i>
No impact on designated landscapes or their setting. Dorset County Council 20 May 2014	

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Site Assessment of AS25 – Station Road, Moreton

Criterion C8 – What is landscape capacity to accommodate proposed development.	C
<p>Less significant landscape impact. Landscape capacity to accommodate the site is medium. The main impacts for the site will be from the B3390, Station Rd and Redbridge Rd as there are no rights of way through or near the site.</p> <p>Development will create a medium adverse impact on the openness of the river valley pasture landscape and a significant adverse impact on the pattern of field boundary hedgerows/trees and copses.</p> <p>Dorset County Council 20 May 2014</p>	
<p>Possible Mitigation:</p> <p>An Environmental Impact Assessment will be carried out as part of any planning application, including detailed assessment on the landscape resulting from extracting mineral from this site. It is noted that impacts will be temporary and restoration of an agreed landscape/landform will be agreed and implemented as part of any planning permission granted. No further action considered necessary at this stage.</p>	

Criterion C9 – Impact on historic landscapes.	B	C	D
<p>The site lies in the broad lower section of the valley of the river Frome. Historically some of the land here was heathland, other parts being wooded and under arable cultivation.</p> <p>Assessment of the age and importance of the present land use and field pattern would be needed for an informed planning decision to be made. Impact could be anywhere between B (Significant Adverse Impact) and D (No Significant or Negligible Impact) depending on the results of this assessment and the development's working and restoration methods.</p> <p>Dorset County Council 2 May 2014</p>			
<p>Possible Mitigation:</p> <p>Full assessment, including Environmental Impact Assessment, will be carried out as part of any planning application. It is noted that impacts of working will be temporary and restoration of an agreed landscape/landform will be agreed and implemented as part of any planning permission granted.</p> <p>The archaeological potential on the site is noted and acknowledged. It is considered that no further action needs to be taken at this stage, apart from clearly noting the likely presence of the archaeology as part of the site allocation, and requiring full assessment and appropriate mitigation at the planning application and development stage. It is considered that the Development Management policies of the Minerals Strategy, especially Policy DM 7, together with the policy stance of the National Planning Policy Framework, provide adequate protection to any archaeology that may be found during development – to the point that planning permission would be refused in the case of unacceptable and unmitigatable impacts.</p> <p>No further action considered necessary at this stage.</p>			

Topic: Cultural Heritage

SA Objective: To maintain, conserve and enhance the historic environment (including conservation areas, historic parks and gardens and other locally distinctive features and their settings).

Criterion C10 – Impact on historic buildings.	D			
<p>Station Road is lined on both sides with an informal avenue of trees and shrubs. The two closest listed buildings are sited to face along the road rather than across it at the site therefore provided that the avenue of trees is retained there will be no significant impact on these buildings or their settings.</p> <p>The site is adjacent to the Moreton Conservation Area.</p> <p>It is acknowledged that even 'less than substantial' harm to a heritage asset or its setting will require the Mineral Planning Authority to give 'considerable importance and weight' to the impact. There is a strong presumption against planning permission being granted. Against this is set the requirement to give 'great weight to the benefits of the mineral extraction, including to the economy'; the fact that the mineral extraction will be temporary, the land will be restored, there is already screening between the heritage asset(s) and the proposed development site and a standoff buffer will be required..</p> <p>Dorset County Council 25 March 2014</p>				
<p>Possible Mitigation:</p> <p>Full assessment, including Environmental Impact Assessment, will be carried out as part of any planning application. This will include assessment of heritage impacts and appropriate mitigation. It is noted that impacts will be temporary and restoration will be agreed and implemented as part of any planning permission granted.</p> <p>It is considered that no further action needs to be taken at this stage, apart from clearly noting the presence of the heritage assets and requiring full assessment and appropriate mitigation at the planning application and development stage. It is considered that the Development Management policies of the Minerals Strategy, especially Policy DM 7, together with the policy stance of the National Planning Policy Framework, and the requirements of the Planning (Listed Buildings and Conservation Areas) Act provide adequate protection to the heritage assets – to the point that planning permission would be refused in the case of unacceptable and unmitigatable impacts.</p>				
Criterion C11 – Impact on archaeology.	A	B	C	D

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Site Assessment of AS25 – Station Road, Moreton

The size of the site and the presence of known historic features in the vicinity (notably those in and around the village of Moreton) indicate that the site has a high archaeological potential. The potential impact on below-ground archaeological remains needs to be assessed and evaluated before an informed planning decision could be made. Only when these have been undertaken would the archaeological impact be understood – at present it could be anywhere from category A (Very Significant Impact) to category D (No Significant/Negligible Impact).

Dorset County Council 2 May 2014

Possible Mitigation:

The high archaeological potential on the site is noted and acknowledged.

Full assessment, including Environmental Impact Assessment, will be carried out as part of any planning application. This will include assessment of heritage impacts and appropriate mitigation. It is noted that impacts will be temporary and restoration will be agreed and implemented as part of any planning permission granted.

It is considered that the Development Management policies of the Minerals Strategy, especially Policy DM 7, together with the policy stance of the National Planning Policy Framework, and the requirements of the Planning (Listed Buildings and Conservation Areas) Act provide adequate protection to the heritage assets – to the point that planning permission would be refused in the case of unacceptable and unmitigatable impacts.

No further action considered necessary at this stage.

Topic: Water

SA Objective: To maintain, conserve and enhance the quality of ground, surface and sea waters and manage the consumption of water in a sustainable way.

Criterion C12 - Impact on hydrogeology or groundwater.	C
<p>Proposals would need to be supported with a hydrogeological risk assessment.</p> <p>Licensed abstraction within 500m. Does not affect any Source Protection Zones. Overlies Secondary aquifer.</p> <p>Environment Agency 15 May 2014</p>	
Criterion C13 – Impact on surface waters.	A
<p>The proposed site shows watercourses running within it. It will need to be proved that the extraction proposals will not have an adverse effect on the natural hydrology and water quality.</p> <p>Applicants or developers should be aware of their responsibilities to ensure that the operations do not interfere with riparian owners' common law rights to receive water undiminished in quantity or quality.</p> <p>Environment Agency 15 May 2014</p>	
Criterion C14 - Impact on flooding or coastal stability.	D
<p>No objection with regard to flood risk issues for this site. Site is entirely within Flood Risk Zone 1.</p> <p>As the site is greater than 1 hectare, a site specific Flood Risk Assessment (FRA) will be required in support of any future planning application.</p> <p>Environment Agency 15 May 2014</p>	
<p>Possible Mitigation: Full hydrological assessment will be required as part of any planning application, with measures to protect groundwater and surface water flows to be identified and implemented.</p> <p>No further action considered necessary at this stage.</p>	

Topic: Soil

SA Objective: To maintain, conserve and enhance soil quality

Criterion C15 - Impact on existing soils or land type (including BMV land).	C
<p>Site is Grade 3 agricultural land.</p> <p>Dorset County Council 17 September 2014</p>	
<p>Possible Mitigation:</p> <p>Soils will be stripped and removed to be stored and returned as part of restoration, according to best practice. Restoration could bring the land back into agricultural production. In conjunction with this, areas of the site may be restored to a nature conservation use.</p>	

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Site Assessment of AS25 – Station Road, Moreton

Topic: Air Quality

SA Objective: To protect and improve air quality and reduce the impacts of noise

Criterion C16 – Impact on AQMAs.	<i>D</i>
<p>No AQMAs to be directly affected - score of 'D' (Less Significant Adverse Impact) applies. Dorset County Council 17 September 2014</p>	
<p>Possible Mitigation: Noise mitigation will be addressed at the planning application stage, with appropriate mitigation to be included in the development of the site.</p>	

Topic: Material Assets (Economic development)

SA Objectives: To conserve and safeguard mineral resources.

To promote the use of alternative materials

To encourage sustainable economic growth

To provide an adequate supply of minerals to meet society's needs.

Criterion C17 - Impact on economic development.	<i>B</i>	<i>D</i>
<p>As a relatively large aggregate site, this site nomination would provide significant on-going benefits to the local and wider economy through the supply of sand and gravel for construction aggregate; it will provide limited local employment during working. Mineral working has the potential to negatively affect businesses in the locality, e.g. through contributing to traffic congestion, noise, visual and perception related issues. Impacts will be identified and mitigation during working will be applied where necessary – e.g. holding back quarry traffic during peak travel times, further screening. Score could range from B (Significant Adverse Impact) to D (No Significant or Negligible Impact) Dorset County Council September 2014</p>		
<p>Possible Mitigation: An Environmental Impact Assessment will be carried out as part of any planning application, identifying potential impacts and appropriate responses and mitigation. Appropriate mitigation will be required as part of any planning permission granted. No further action considered necessary at this stage.</p>		

Topic: Social Considerations - Human Health and Amenity, Airport Safety and Cumulative Impacts

SA Objectives: To sustain the health and quality of life of the population

Criterion C18 - Impact on Sensitive Human Receptors.	<i>B</i>	<i>C</i>
<p>Residential properties adjacent to site and in vicinity of site. Impact will be somewhere between 'Significant' and 'Less Significant', given size of site and levels of screening existing and to be created. Dorset County Council 18 September 2014</p>		
Criterion C19 - Impact on existing settlements.	<i>B</i>	<i>C</i>
<p>Moreton village itself is adjacent to the eastern end of the proposed site. The size of the site and the level of existing tree screening should make it possible to effectively screen the workings from the village. No quarry traffic would enter the village or travel on Station Road itself. Crossways is approximately 1 km away. Housing at Moreton Station is approximately 200m from the edge of the site. Villages along the B3390 may be affected by site traffic, depending on where the site is accessed. Transport issues/impacts are addressed separately. Impact will be somewhere between 'Significant' and 'Less Significant', given size of site and levels of screening existing and to be created. Dorset County Council 18 September 2014</p>		
<p>Possible Mitigation: An Environmental Impact Assessment will be carried out as part of any planning application, identifying potential impacts and appropriate responses and mitigation. Appropriate mitigation (e.g. visual and noise attenuation bunds and reducing noise at source where possible and appropriate) will be required as part of any development of the site. No further action considered necessary at this stage.</p>		

Criterion C20 - Impact on airport safety	<i>D</i>
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Site is approximately 30 km from airport and not proposed for wet working.
 No impacts expected.
 Dorset County Council 18 September 2014

Criterion C21 - Effects on cumulative impacts.	B
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The site is a new proposal in an area where there is already mineral working, both existing and proposed.
 The proposal is within 5Km of a site to the south of Crossways village with permission for up to 99 houses, with some 400 to follow along with associated employment. Permission for 84 homes has been granted north-west of Crossways, for up 1,000 homes at Silverlake (on the former Warmwell quarry site) and further development is under consideration for the area (at both Crossways and Moreton).
 One of the key cumulative impacts will be on traffic levels in the area, including both quarry traffic and traffic associated with built development.
 Dorset County Council 18 October 2013 and 5 April 2017.

Possible Mitigation:
 The proposal will include mitigation for visual and noise impacts, following guidance and best practice, to limit cumulative effects. The site would be restored as soon as worked.
 To minimise traffic impacts, following a Transport Assessment at the planning application stage, measures such as holding back lorry traffic during peak traffic times could be used if necessary.
 A traffic impact assessment report has been prepared, indicating that that roads in the area are capable of carrying the proposed quarry traffic.

Topic: Social Considerations – Carbon Emissions

SA Objectives: To adapt to and mitigate the impacts of climate change

Criterion C22 - Impact on carbon emissions	B
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Site will rely on road transport for access. Conveyors may be used to move as-dug mineral to the processing plant.
 Dorset County Council 18 September 2014

Possible Mitigation: Guidance and best practice will be followed, to minimise carbon emissions as far as is practicable.

Topic: Social Considerations

SA Objectives: To enable safe access to countryside and open spaces

Criterion C23 – Impact on recreational land	D	E
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Site is agricultural land and does not appear to include any formal or informal recreational facilities. Restoration could include some element of public access.
 Dorset County Council 18 September 2014

Criterion C24- Impact on public rights of way	D
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Site is agricultural land and there are no public rights of way on, adjacent to or visible from the land.
 Dorset County Council 18 September 2014

Criterion C25 - Are the access proposals acceptable	D
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This site has an estimated 200,000 tonnes annual output and approximately 80 vehicle trips per day (40 in and 40 out) – unless conveyors are used.

Access to the site is proposed from the B3390 Station Road. This is a straight road at this point with hedgerows on either side and some large trees along the roadside edge. It should be possible to find a suitable access point along the site frontage, avoiding significant trees.

Visibility splays suitable for 60mph will be needed for this access and some hedgerow loss or relocation may be necessary to achieve this.

Access should not be via the C33, Station Road that runs along the northern boundary of the site and forms part of National Cycle Network route 2 (NCN2).

This site would require a full Transport Assessment were it to be submitted as a planning application. Any TA should initially be scoped with the Transport Development Management Team. It may also need to consider Highways Agency concerns with regards to movements to the A35T.

Due to the direct access from this site onto the B3390, and the reasonable possibility of an acceptable access provision, this site has been given a D (No Significant or Negligible Impact) rating.

Dorset County Council 17 September 2014

A new access could be formed directly onto the B3390 and modelling capacity checks have shown this to be acceptable, though peak hours should preferably be avoided, and movements may need to be capped with consideration given to routing particularly to the north due to the constraints at Affpuddle and Briantspuddle.

Also Highways England have concerns over the A35(T). Adequate visibility will need to be provided and hedging and possibly trees may be adversely affected. A National Cycle Network route crosses the B3390 to the north of this site.

Dorset County Council January 2017

Possible Mitigation: If developed, a Transport Assessment would be required, identifying possible impacts and appropriate mitigation.

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Site Assessment of AS25 – Station Road, Moreton

Input from Specialist Consultees

Traffic/Access	
Highways England	<p>Station Road AS25 and Hurst Farm AS26</p> <p>These are new sites, and you have helpfully submitted some analysis which seeks to demonstrate that there would be no impact upon the SRN.</p> <p>The analysis submitted notes that only one of these sites would be worked at any one time; they will not be worked simultaneously, although it is unclear how this would be managed in practice. Both sites have been assumed to produce 80 two-way trips per day (with the assessment only considering a total of 80 trips per day given the single site working), although there are no calculations of how this number has been derived, nor has a temporal distribution been provided. In terms of traffic impacting on the SRN, it would appear that this would be via a number of junctions on the A35 eastwards from the A352 junction at Dorchester. All of these junctions appear to be suitable for carrying HGV traffic.</p> <p>The analysis concludes that there will in fact be less traffic on the network as only 'two sites will be operating in the future, as opposed to the three currently'. It is unclear from the report what sites are being referred to here and this clarification would be useful. In addition, the modelling work only examines the inter-peak period. This is not usually the busiest time period in general on the SRN and as such is not usually the subject of assessments (although there are some exceptions). Again, clarity around this would be useful to help us determine whether there will indeed be an impact from these sites on the SRN.</p>

Public Rights of Way	
DCC Rights of Way	<i>Comments requested and awaited...</i>

Protection of Water Resources (Hydrology/groundwater/ surface water management and flooding)	
Environment Agency	<p>Flood Risk</p> <p>We have no objection with regard to flood risk issues for this site.</p> <p>The site lies within Flood Zone 1 and is greater than 1 hectare, therefore a site specific Flood Risk Assessment (FRA) will be required in support of any future planning application. FRA guidance is available at: https://www.gov.uk/planning-applications-assessing-flood-risk</p> <p>Several 'ordinary' watercourses flow through or close to the site. Applicants or developers should be aware of their responsibilities to ensure that the operations do not interfere with riparian owners' common law rights to receive water undiminished in quantity or quality. If any watercourses crossing the site are interrupted or diverted then, notwithstanding the need for any statutory consents or licences, it is the applicant's responsibility to take appropriate steps to protect the rights of the riparian owners, for which he has a liability.</p> <p>Applicants or developers should be aware of the need to obtain prior Flood Defence Consent under the terms of the Land Drainage Act 1991 for any works (permanent or temporary) that may affect the flow (including diversions) of an 'ordinary' watercourse. The need for this consent is over and above the need for planning consent.</p> <p>The following advice is relevant to the ordinary watercourses that run across this site and has been requested by the Flood Risk Management team at Dorset County Council:</p> <p>'An ordinary watercourse crosses your site. If you intend to obstruct the flow in the watercourse (permanently or temporarily, including culverting) you will require prior Land Drainage Consent from Dorset County Council as the Lead Local Flood Authority. You are advised to contact the Flood Risk Management team at Dorset County Council (floodriskmanagement@dorsetcc.gov.uk) to discuss their requirements.'</p> <p>Groundwater</p> <p>Proposals would need to be supported with a hydrogeological risk assessment.</p> <p>Surface waters</p> <p>The proposed site shows watercourses running within it. It will need to be proved that the extraction proposals will not have an adverse effect on the natural hydrology and water quality at the site allocation phase.</p> <p>Biodiversity</p> <p>We have no in principle objection in relation to biodiversity issues, but we wish to make the following comments:</p> <ul style="list-style-type: none"> • Ecological study required of protected species and habitats and mitigation measures where required; • Protect and enhance water features in site; • Restoration proposals should incorporate wetland features which will contribute to the aspirations of

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Site Assessment of AS25 – Station Road, Moreton

Protection of Water Resources (Hydrology/groundwater/ surface water management and flooding)	
	<p>the Biodiversity Strategy and should include a Management plan.</p> <ul style="list-style-type: none"> • Ecological mitigation and restoration conditioned by planning process and in place <i>before</i> construction where appropriate. <p>Site Assessment Criteria for AS25 C12 – C. Licensed abstraction within 500m. C13 – A. Watercourses within site. C14 - Probably D, although there may be local flood risk issues (local source of flooding, e.g. surface water and/or groundwater) which may result in a C or B criteria.</p>
Lead Local Flood Authority (LLFA) - DCC	<p>AS25 Station Road Site Assessment</p> <p>No grounds for objection, subject to detail: The site falls entirely within Flood Zone 1 (low risk – fluvial flooding) according to the Environment Agency’s relevant flood modelling. There is some theoretical risk of surface water flooding, shown by relevant mapping which indicates isolated ponding, two overland flow paths towards the north-east, Station road & Moreton, during significant rainfall events (1:30/100/1000yr).</p> <p>A site specific strategy of surface water management should be requested to ensure that the proposal does not increase rates of runoff or generate off site / downstream worsening. As such the proposed activity should comply with the recommendations of the NPPF. Prior Land Drainage Consent may be required from DCC as relevant LLFA, for any works offering an obstruction to flow within a channel or ditch with the status of Ordinary Watercourse.</p>

Nature Conservation – Biodiversity Impacts	
Natural England comments	<p>AS-25: Station Road, Moreton</p> <p>We would agree with the development considerations listed.</p> <p>However, the site is close enough to the River Frome SSSI that, without adequate pollution control during operation, pollution of the river is possible. The issue should be included within the development considerations.</p>

Historic Environment	
Historic England Comments	<p>Historic England suggests the text is more precise in expressing the relevant heritage considerations particularly the potential restoration enhancements.</p> <p>Bullet point number 2 in the ‘Development Considerations’ section of the Appendix states “Impacts on heritage/archaeology to be assessed and mitigated”. This criterion is inconsistent with national planning policy for the historic environment and the adopted Dorset Minerals Strategy. In addition to the suggested précises of the specific heritage considerations referred to in the SA and the Site Assessments the following generic text could be used,</p> <p><i>Heritage and archaeology matters are important considerations. The significance of the affected heritage assets and their setting must be understood to ensure their significance is safeguarded.</i></p> <p>The Site Assessments and Sustainability Appraisal highlight the critical heritage considerations to be met to satisfy the Minerals Strategy and its development management policies. Could these matters be précised and their source cross referenced in the ‘Development Considerations’ section in the Appendix? At present they don’t appear to correlate.</p>