

Investing in Green Places

South East Dorset Green Infrastructure Strategy

SUSTAINABILITY APPRAISAL

June 2011

CONTENTS

Section	Page
Non-technical summary	3
Introduction	7
Step 1: Context and Baseline evidence	9
Step 2: Developing Sustainability Objectives and deciding on the Scope of the Appraisal	14
Step 3: Consult on the Baseline, Scope and Objectives	16
Step 4: Assess the Draft Strategy:	19
A) Vision and Strategic Objectives	20
B) Appraisal of the Green Infrastructure Framework: Themes, Corridors and Zones	22
C) Appraisal of the Strategic Projects	26
D) Alternative Options	31
E) Monitoring	32

Section	Page
Appendix A: Sustainability Objectives	34
Appendix B: Scoping of Sustainability Issues	42
Appendix C: Appraisal Matrices	49
Appendix D: Record of consultation comments , responses and amendments	71

SUSTAINABILITY APPRAISAL OF INVESTING IN GREEN PLACES: A GREEN INFRASTRUCTURE STRATEGY FOR SOUTH EAST DORSET

Non-technical summary

1. This document assesses the sustainability of the South East Dorset Green Infrastructure Strategy, *Investing in Green Places*. Sustainability is a measure of how well a strategy or plan meets present needs without compromising the ability of future generations to meet their needs and so it requires social, environmental and economic issues to be taken into account. Social issues might include health and welfare, environment would include flora, fauna and landscapes, and economic issues would relate to matters such as job creation.

2. Where a proposal is identified as having a negative effect on one of these three elements, the sustainability

appraisal might recommend measures for softening or avoiding this impact. The appraisal also considers health issues as part of the assessment.

3. The appraisal starts by identifying other plans, strategies or guidance (**scoping** exercise) which should inform the view as to whether or not the strategy being assessed is likely to have an impact on important assets in the area. This information can be used to identify a **baseline** position against which positive or negative changes arising from the strategy can be identified. The next main stage is the identification of **sustainability objectives**. These are what a strategy ought to try and achieve if it is to promote sustainable development and they are used to assess the strategy. This appraisal makes use of existing sustainability objectives which were developed from the South West Sustainability Framework and which have been widely used by local authorities in the Dorset area.

4. For the **assessment** of the strategy, each of its main elements (vision, strategic objectives, framework and priority projects) are assessed against the sustainability objectives and given a score using a matrix. The scoring ranges from high positive through to high negative impact. Where part of the strategy records a moderate to high negative impact it will be necessary to recommend steps or options which might need to be taken to avoid or minimise the impact.

5. Health is an important element of sustainable development. The sustainability objectives include health and these have been expanded in the appraisal to include a dedicated set of **health impact assessment** objectives, based upon the scoping and baseline work. The assessment section includes a brief commentary on the health impact assessment (contained in light blue shaded boxes).

6. Where negative impacts are identified the assessment section sets out recommendations for taking account of the impact. These recommendations are set out in yellow boxes.

Summary of findings

7. The appraisal has revealed that *Investing in Green Places* has a positive effect upon South East Dorset. By linking existing open spaces into a bigger 'green' network it will help to connect parks and spaces with town and local centres, schools, shops and residential areas. People should be able to get to places more easily without relying on their cars and this helps to encourage routine daily exercise.

8. A major benefit of green infrastructure is that access to more sensitive habitats (such as heathlands) can be managed as alternative spaces should be capable of being provided. The creation of wildlife corridors also benefits biodiversity.

9. Green infrastructure helps us in adapting to climate change. It can absorb impacts such as flood events, reduces harmful effects of air and surface water pollution and helps to keep urban areas cool in hot summer weather.

10. Green infrastructure helps to make the area more attractive and desirable and this can benefit the economy. For example, tourism in the area might prosper from having a network of green infrastructure.

11. Health is a key beneficiary of a well-established green infrastructure network. The health impact assessment shows that the strategy should benefit people living, working and visiting South East Dorset as a consequence of improved opportunities for exercise and better air quality.

12. Although the overall findings were positive, a few areas have been highlighted where the strategy could improve its contribution to sustainable development. The main points are:

- the strategy's intention of improving accessibility to green infrastructure could conflict with the need to control the harmful impacts of access upon sensitive green spaces (in particular the internationally protected heathlands and wetlands of South East Dorset). It will be important to emphasise that alternative green spaces are needed and access to these is improved to avoid harming sensitive habitats;
- it will be important to prioritise improvements to open space provision and provide better access to existing open spaces in locations where residents have poor access to open space or where communities are suffering higher rates of social exclusion or poor health;
- green routes for cycling and walking, including tree planting initiatives, need to avoid creating unsafe places where users feel vulnerable. Such routes should

be designed in a way that maximises natural surveillance;

- parks and spaces within flood risk areas (particularly those with a coast/harbour setting) provide an opportunity to include 'natural' flood defences through landscaping and water features. The strategy should acknowledge this;
- the strategy seeks to maximise the use of water assets and this is rightly seen as a key component of 'green' infrastructure. However, it should include wording to emphasise that care will be needed to avoid causing any adverse impact upon internationally protected wetland habitats (principally in Poole Harbour) or other sensitive sites in Christchurch Harbour or the Stour Valley as a consequence of increased access or use levels in areas which might cause harm;
- Poole Harbour habitats are sensitive to pollution. There is an identified need to ensure that sewage treatment and the control of surface water run-off are capable of

avoiding adverse impacts upon its internationally protected habitats. Green infrastructure can play an important role in supporting this by helping to absorb and filter surface water. However, water sports and access to the harbour can cause problems (for instance fuel spills from motorised boats) and so the strategy should recognise the need to minimise the risk of such incidents;

- the strategy notes that further work on an implementation plan will follow during 2011. It will be important that this work considers how strategic projects can target the improvement of access to green infrastructure in areas of multiple deprivation or where current levels of open space provision are low;
- the strategy should include a reference to the importance of providing alternative green spaces in areas currently dependent upon heathlands for their open space provision, with links to relevant strategic projects.

Introduction

13. The purpose of the sustainability appraisal process is to appraise the social, environmental and economic effects of a plan. It normally is applied to development plans which are statutory and the sustainability appraisal process incorporates the requirements of the EU Strategic Environmental Assessment (SEA) Directive 2001/42/EC or 'SEA Directive'. This was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations). Only plans which are subject to preparation and/or adoption through a legislative procedure AND which are required by legislative, regulatory or administrative provisions are subject to the SEA Directive.

14. The sustainability appraisal covers wider social and economic effects of plans, as well as the more environmentally-focused considerations in the Directive.

15. *Investing in Green Places* is not a development plan, nor is it a statutory document which is required through any legislative, administrative or regulatory provisions. Consequently, there is no formal requirement to carry out a sustainability appraisal or strategic environmental assessment. However, the strategy will be used as an evidence base for emerging development plans and other strategies in relation to the planning and delivery of green infrastructure. It will also provide a framework for partnership working. A number of these strategies will be required to be the subject of a sustainability appraisal (incorporating SEA). For this reason, it is considered that carrying out a high-level sustainability appraisal of this strategy will help to improve its robustness and can assist other organisations in developing their own strategies.

16. This appraisal incorporates a health impact assessment (HIA) so that its implications for improving health can be considered. Although such assessments can be stand-alone processes it is considered that health is an intrinsic part of sustainable development, particularly so in the case of a strategy which offers an opportunity to promote more active lifestyles, and for this reason it has been decided to incorporate the HIA into the sustainability appraisal.

17. The sustainability appraisal is an iterative process which is intended to inform the preparation of plans and programmes to ensure that they achieve the most sustainable options as is reasonable to expect. This document was the subject of consultation alongside the strategy and has been amended to incorporate consultation responses to the appraisal (see Appendix D). The process can be summarised as follows:

STAGES CONTAINED WITHIN THIS APPRAISAL

Step 1: Set the context and identify baseline evidence

Step 2: Decide on the scope of the sustainability appraisal and develop sustainability objectives against which to assess the strategy

Step 3: Consult on the baseline, scope and objectives

Step 4: Assess the draft strategy and make recommendations, including monitoring requirements

Step 6: Amend the strategy and consult on the appraisal

Step 7: Refine strategy and appraisal following consultation, where necessary

Step 8: Monitor impacts and review the strategy

Step 1: Context and Baseline Evidence

18. Green infrastructure covers various functions and strategies and so the evidence base will be varied. Many of the sources are already well-established. However, much of this will be of a highly detailed nature more appropriate to detailed local strategies. For the purposes of the Green Infrastructure strategy, it is important to identify the higher level evidence which sets the baseline and context.

19. The principal evidence source is [South East Dorset Green Infrastructure: Evidence and Opportunities Study \(Land Use Consultants, February 2010\)](#). This document set out the evidence framework for green infrastructure in South East Dorset. In summary, it:

- quantifies the potential number of additional dwellings that might be built over the period 2006-2026 (up to 48,000 dwellings). Whilst this was based on the

emerging regional spatial strategy and is thus likely to be on the high side, it nevertheless gives a useful 'upper end' scenario for understanding whether or not green infrastructure provision is appropriate;

- establishes existing levels of green infrastructure provision;
- looks at health and deprivation issues;
- maps deficiencies in green infrastructure; and
- identifies opportunities for new and enhanced green infrastructure.

20. The evidence report identifies a baseline of existing assets: statutory and non-statutory habitats; landscape quality; quantity of open space provision; socio-economic factors facing the population; and accessibility. The study is an objective assessment of evidence and baseline factors relating to green infrastructure and it provides a comprehensive context for this sustainability appraisal. A few extracts from this report are included here but the detailed contents can be found in the report.

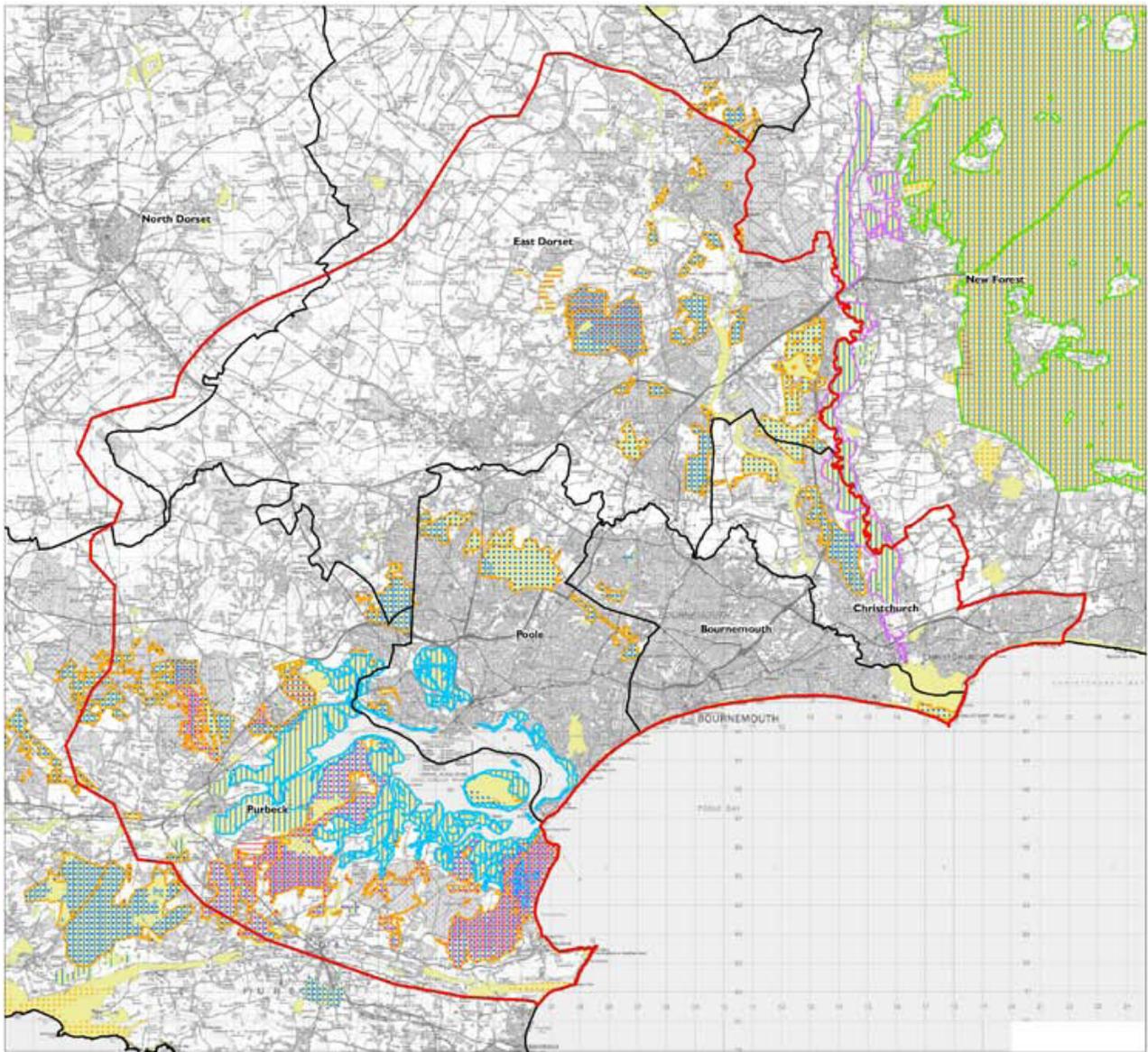
21. The study quantified open space provision within the constituent local authority areas.

Local Authority	Provision
East Dorset *	<ul style="list-style-type: none"> • 7670.36ha (91.54ha per 1000 population) • 65.01 ha Parks & Gardens (0.78 per 1000) • 6,158.48 ha Natural and semi-natural open space (73.50 per1000) • 79.98 ha Amenity greenspace (0.95 per 1000) • 11.53 ha Allotments & community gardens (0.15 per 1000) • 22.74 ha Churchyards and cemeteries (0.27 per1000) • 23.85 ha Active sport space (0.28 per1000) • 3.78 ha Children’s play space (0.05 per1000) • 0.95ha Teenage space (0.01 per1000) • 64.32 ha Educational outdoor sports facilities (0.77 per1000) • 1,209.32 ha Other open space (14.43 per1000) • 30.4 Moors Valley Country Park (0.36 per1000)
Christchurch	<ul style="list-style-type: none"> • 836.2 ha (18.55ha per1000) • 8.30 ha of allotments and Community Gardens (0.18 per 1000) • 26.07 ha of Active sports space (0.58 per 1000) • 1.43 ha of Children’s Play Space (0.03 per 1000) • 0.48 ha of Teenage Space (0.01 per 1000) • 56.84 ha of Recreation Grounds & Public Gardens (1.26/1000) • 12.75 ha of Amenity / Informal Green Space (0.28 per 1000) • 576 ha of Natural & Semi Natural Green Space (12.8 per1000) • 9.74 ha of Cemeteries and Churchyards (0.56 per 1000) • 25.19 ha of Education Outdoor Sports Facilities (0.56/1000) • 119.40 ha of Other Open Space (2.65 per 1000)
Bournemouth	<ul style="list-style-type: none"> • 842ha • 245 ha Parks and Gardens(1.5 per 1000) • 380 ha Natural/semi-natural greenspace (2.33 per 1000) • 190 ha Amenity greenspace (incl golf courses) (1.16 per 1000)

	<ul style="list-style-type: none"> • 14 ha Allotments(0.08 per 1000) • 37 ha Cemeteries(0.22 per 1000)
Poole	<ul style="list-style-type: none"> • 1067ha (7.7ha per 1000) • 142.60 ha of parks and gardens (1.03ha per 1000) • 733.30ha of natural and semi-natural greenspace including heath, woodland, corridor and lakes (5.29ha per 1000) • 124.50ha of amenity greenspace including sports and play facilities (0.90ha per 1000) • 7.60ha of allotments (0.05ha per 1000) • 27.70ha of cemeteries, crematoria and closed churchyards (0.20ha per 1000) • 31.60ha of beaches (0.23ha per 1000)
Purbeck*	<ul style="list-style-type: none"> • 29.34 ha of parks and gardens (0.66 per 1000) • 3956.4ha (89.08ha per 1000 population) of natural and semi-natural open space, excludes large sites in rural areas not under ownership of district or parish/town council. • 36.89ha (0.83ha per 1000) of amenity greenspace • 7.911ha of allotments (0.18ha per 1000) • 11.913ha of churchyards and cemeteries (0.27ha per1000)

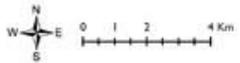
* Note that not all of these local authority areas lie within the study area

22. A high proportion of green infrastructure is natural and semi-natural greenspace. Much of this will be highly protected due to its rare habitat value but there are also important local habitat designations. Opportunities to maximise the use of this space will be limited by the need to ensure protected and valued habitats and species are not harmed.



South East Dorset Green Infrastructure Framework
Figure 9.1: Statutory nature conservation sites

- Key**
- Study area
 - Local authority boundaries
 - Ramsar site
 - National Nature Reserve (NNR)
 - Site of Special Scientific Interest (SSSI)
- Special Areas of Conservation (SAC)**
- Dorset Heaths
 - Dorset Heaths (Purbeck & Wareham & Studland Dunes)
 - River Avon
 - Other SAC (New Forest outside of the study area)
- Special Protection Area (SPA)**
- Avon Valley
 - Dorset Heathlands
 - Poole Harbour
 - Other SPA (New Forest outside of the study area)



Source: Natural England, Ordnance Survey

Date: 03/12/2009
 Revision: D



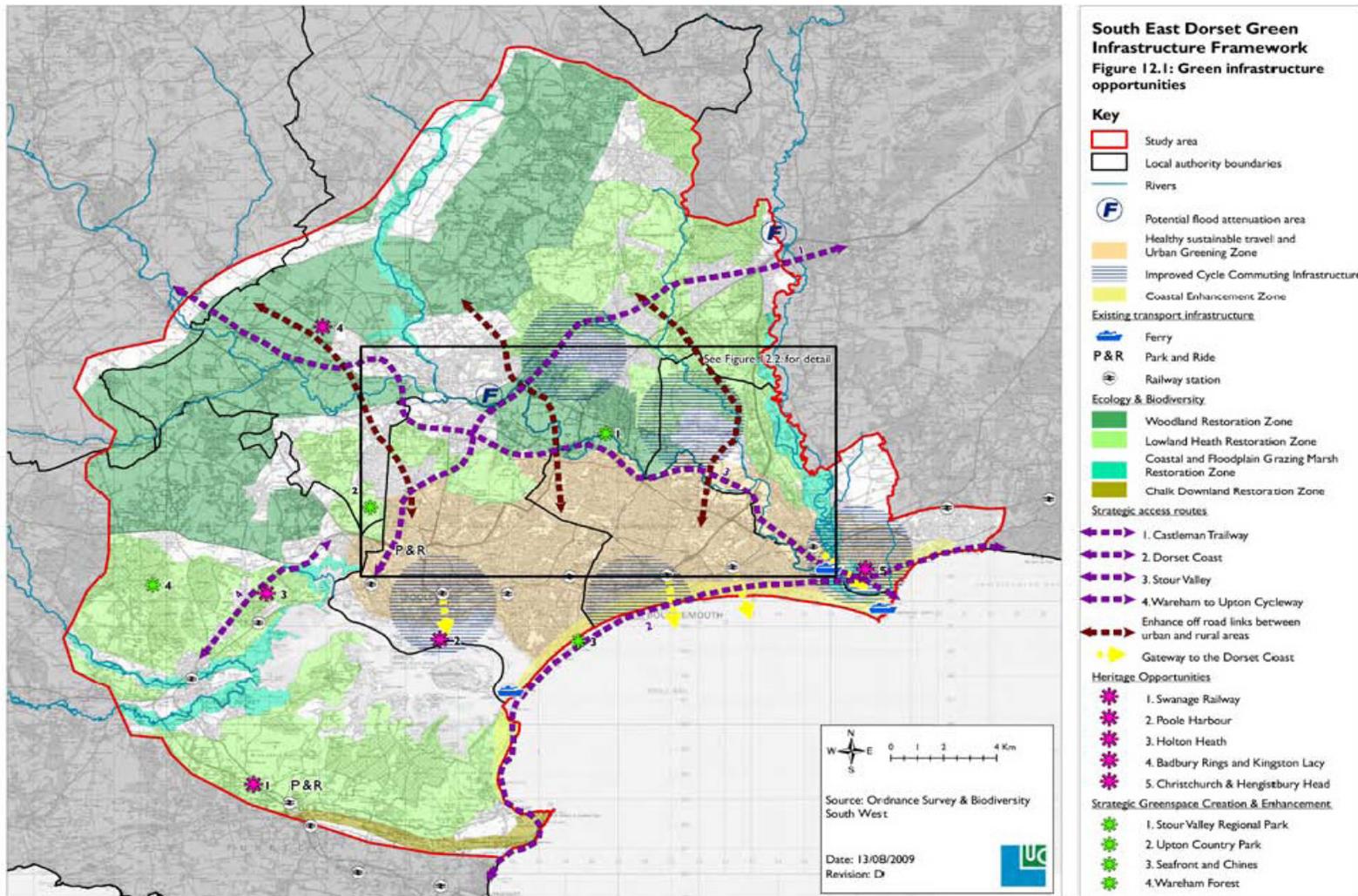
Reproduced from Ordnance Survey information with the permission of The Controller of Her Majesty's Stationery Office. Crown Copyright. Land Use Consultants, Licence Number 100019265
 File: S146004641 South East Dorset Green Infrastructure Study\GIS\Themes\Avon\GSI\4641-01_001_southdorset_statutorysites_RevD.mxd

23. The LUC report suggested some opportunities for the creation and improvement of urban greenspace which any future strategy work might wish to explore. It is worth reiterating that the evidence takes account of social, environmental and economic issues and so provides a valuable context for the sustainability appraisal as well as for the development of the strategy itself. A separate piece of evidence which is worthy of mention is the habitats regulations assessment work which considered the cumulative impacts of residential development upon Natura 2000 heathland habitats. Such work informed the emerging Regional Spatial Strategy and Poole Core Strategy and a key outcome has been the heathlands interim planning framework. This is currently being worked up into a joint heathlands development plan document, the purpose of which is to ensure that new development avoids having an adverse impact upon heathlands. A key requirement is to provide alternative green spaces and the Green Infrastructure Strategy provides a positive opportunity to support this.

24. The LUC report recommended the following green infrastructure opportunities:

- urban greening zone (sustainable, healthy travel zone, improved cycle commuting infrastructure, environmental enhancements);
- green space creation and enhancement;
- coastal enhancement;
- gateways to the Dorset Coast;
- woodland restoration;
- lowland heath and chalk downland restoration;
- floodplain habitat restoration;
- flood attenuation;
- heritage opportunities;
- the Stour Valley flagship sub-regional park.

25. The map on the following page summarises the green infrastructure opportunities identified in the LUC evidence report.



Step 2: Developing Sustainability Objectives and deciding on the Scope of the Appraisal

26. The development of sustainability objectives serves the purpose of providing a comprehensive basis for assessing the proposals within a strategy. An important consideration is the fact that an established set of objectives already exists. These were developed from the South West Sustainable Development Framework and local authorities across the South West have been using these in sustainability appraisals of local development frameworks. This includes those appraisals carried out by local authorities in South East Dorset. Consequently, it is sensible to use these objectives to provide a consistent basis for assessing the green infrastructure strategy.

27. **Appendix A** sets out the sustainability objectives (including additional health objectives - refer to paragraph 29)

that have been used in the appraisal. This includes commentary on what the appraisal is looking for when assessing the strategy, having regard to the baseline evidence.

28. **Appendix B** considers the **scope** of the appraisal. For each sustainability theme the matrix identifies relevant documents, strategies and evidence which have been considered and summarises the key issues which the appraisal should consider.

29. For the purposes of the scoping exercise, the sustainability objectives remain the same as those developed at a regional level. However, one change that has been made in the appraisal matrices is to introduce some additional objectives relating to health. The main purpose of this is to enable the appraisal to cover health impacts in a sufficiently

detailed manner. Green infrastructure has significant (positive) implications for health and so it is important to carry out a **health impact assessment** as an integral part of the sustainability appraisal. The findings are summarised in blue boxes in the assessment section of this appraisal. The scoping work was used to identify seven main health strands which are relevant to green infrastructure. These are the ones included in the assessment matrices contained in **Appendix C**.

Health Impact Considerations

Health Impact Assessment: How does the strategy impact upon key health issues?	a. Access to health facilities
	b. Safety and security of places and routes
	c. Addressing health and welfare needs of the young and elderly
	d. Addressing health and welfare needs arising from social exclusion
	e. Access to recreation and open space, and promoting participation
	f. Climate change: providing shelter and protection from heat, cold and flooding
	g. Reducing air pollution and its health impacts

Step 3: Consult on the Baseline, Scope and Objectives

30. The draft baseline, scope and objectives were presented to the Dorset Sustainability Appraisal Group at its meeting of 5th January 2011. This group includes representatives from all local authorities in Bournemouth, Dorset and Poole, the Environment Agency, Natural England, English Heritage, as well as other environmental, social and economic representatives (including the NHS Primary Teaching Care Trust). The Group's role is to support a variety of appraisals and assessments, in particular:

- sustainability appraisals;
- strategic environmental assessments;
- health impacts assessments; and
- equalities impact assessments.

31. The group provides a learning and dissemination forum, offers advice and can assist in appraisal work. For the purposes of strategic environmental assessment, the group has representatives from those environmental consultees who are required to be consulted on SEA work (Natural England, the Environment Agency and English Heritage).

32. Wider consultation of this sustainability appraisal took place alongside the Green Infrastructure Strategy Consultation Draft (February/March 2011). Comments on the sustainability appraisal have been taken into account in preparing the revised appraisal (refer to Appendix D for the record of comments, responses and amendments).

33. The following table summarises the comments made by the Dorset SA Group at its meeting of 5th January 2011. It also sets out the response to these comments.

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES, BASELINE AND SCOPING: COMMENTS OF DORSET SA GROUP

High level objective	Comment	Response
1: Improve health	<p>A good early start in life is vital in terms of health. Parents need good access to open space, including single parents and in areas suffering from multiple deprivation.</p> <p>Greening of food supplies is important in terms of healthy eating. Allotments are important in this respect, as are community orchards.</p> <p>The scoping list should include reference to joint strategic needs assessments for Bournemouth and Poole and Dorset</p> <p>If a choice needs to be made between accessibility and quality, it is better to prioritise accessibility as this has greater health benefits.</p>	<p>Acknowledged. Health issues will be picked up in an expanded health impact assessment section.</p> <p>Noted.</p> <p>Agreed. These will be added.</p> <p>It is acknowledged that accessibility is key. However, it could be counter-productive to suggest that quality is less important. This is a matter which may be better handled through delivery planning.</p>
2: Support communities that meet people's needs	<p>Planting schemes need to be designed well to reduce the fear of crime and ensure routes have sufficient natural surveillance.</p>	<p>Noted.</p>
3: Develop the economy in ways that meet people's needs	<p>Green infrastructure can enhance job opportunities in environmental and sustainable tourism sectors.</p> <p>Fuel poverty is also an issue.</p> <p>Renewable energy can assist with meeting needs locally. Careful management of woodland can contribute to local low carbon fuel sources.</p>	<p>Noted.</p>

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES, BASELINE AND SCOPING: COMMENTS OF DORSET SA GROUP

High level objective	Comment	Response
4: Provide access to meet people's needs with least damage to communities and the environment	<p>Green Infrastructure can improve quality of life and promote the desirability of the area for local people over other tourism destinations. This can help to reduce air travel.</p> <p>The use of travel plans can help to increase alternative forms of transport to the car such as walking and cycling. A good green network can assist this.</p>	<p>Noted, although the reverse is also possible in terms of attracting visitors via air. As far as the GI Strategy is concerned this should not detract from the overall aim of improving green infrastructure.</p> <p>Noted. This could be an indicator.</p>
5: Maintain and improve Environmental quality and assets	<p>Increased use of water resources can have an adverse impact upon protected habitats and so care will be needed to manage access / activity levels. On the plus side, green infrastructure helps to improve water retention, reduce surface water run-off and help to reduce water abstraction.</p> <p>It is important to recognise the distinction between the need to provide mitigation for impacts upon habitats and the broader desire to provide biodiversity enhancements.</p> <p>Seascape should be added to the considerations alongside landscape and townscape</p> <p>Involving local communities in the planning and design of open spaces can bring about positive benefits in terms of local distinctiveness, ownership and use levels.</p>	<p>Noted. This could be reflected in the monitoring and indicators.</p> <p>Acknowledged. The Dorset Heathlands Interim Strategy (and emerging joint development plan document) will pick up specific matters relating to mitigation. The green infrastructure strategy will offer a more comprehensive overview of multifunctional spaces, including those which benefit the enhancement of biodiversity.</p> <p>Seascape can be added to the sustainability objectives.</p> <p>Community involvement is important but will take place at a more detailed local level.</p>
6: Minimise consumption of natural resources	Native and appropriate species which are compatible with the area should be considered where possible.	Agreed. Reference to this could be made in the scoping work.

Step 4: Assess the Draft Strategy

34. The sustainability objectives have been set out in a matrix against which the vision, strategy objectives, framework and priority projects have been assessed. This includes a commentary on the nature of the impact, including any which might be cumulative, in-combination or synergistic.

35. The assessment is based upon five categories, ranging from high positive to high negative. These are colour-coded where green shades are positive and orange/red are negative.

36. Each of the components of the strategy are then assessed accordingly (see **Appendix C**) and a commentary on impacts is provided in the assessment section.

Key

++ High positive: much better than 'do minimum'

+ Low to moderate positive: better than 'do minimum'

0 Neutral: same as 'do minimum'

- Low to moderate negative: worse than 'do minimum'

-- High negative: much worse than 'do minimum'

37. The assessment is summarised for each of the main sections of the strategy. Commentary also identifies separately any issues arising from the health impact assessment criteria.

A) Appraisal of the Vision and Strategic Objectives

38. Overall the strategy has a positive / high positive impact and is generally much better than a 'do minimum' scenario. This is to be expected given that green infrastructure is in itself a crucial mitigation measure for dealing with pressures arising from development. It also provides opportunities in its own right for biodiversity, climate change mitigation, quality of life and healthier living.

1. Improve health

39. The vision and strategic objectives will contribute positively to health as the principal role of green infrastructure is to provide a network of multifunctional spaces. A potential conflict does arise as a consequence of the internationally

important habitats in the area in that mitigation measures could involve some degree of managed access to protected sites. This will need to be offset by alternative green spaces and enhancements to existing spaces, which the strategy promotes.

Health Impact Assessment: How do the Vision and Strategic Objectives impact upon key health issues?

Commitment to green infrastructure will have a highly positive impact upon all members of the community, including those in areas of low green space provision or suffering from concentrations of poor health / multiple deprivation. Although conserving the environment may impose certain constraints upon the ability to increase activity levels on sensitive sites, the overall contribution is positive.

2. Support communities that meet people's needs

40. Green infrastructure helps to improve quality of life, can make housing conditions better (improved environmental setting), increased economic performance (a healthier workforce, a more attractive investment location and visitor destination, and higher property values). The main concern identified is that the cumulative impact of development upon Natura 2000 habitats could adversely affect development opportunities which in turn impacts upon the economy and housing need. This could undermine investment opportunities for green space provision. However, the green infrastructure strategy itself is a positive mechanism for helping to manage this.

3. Develop the economy in ways that meet people's needs

41. Positive benefits arise in that green infrastructure makes South East Dorset a healthier, more attractive place which can help to reduce sickness, healthcare costs, and

improve housing/land values. It also creates a more viable environment for activities associated with a green knowledge economy and low carbon fuel production. It can also help to promote local production of food.

42. One potential adverse impact may arise from the imperative to protect international habitats. This could restrict new housing and economic growth if not managed effectively. However, the Strategy aims to proactively support the delivery of green infrastructure which in itself is a key mitigation measure for such impacts (including cumulative, in-combination and synergistic impacts which might accrue from various local development frameworks within the study area).

4. Provide access to meet needs with the least damage

43. The vision and strategic objectives 1, 2 and 4 in particular have a high positive impact upon this high level objective. Green routes, linked open spaces, street trees and

cycle routes can all positively influence the willingness of people to walk or cycle and will particularly be beneficial for communities in areas suffering from social disadvantage.

5. Maintain and improve environmental quality and assets

44. Overall the strategy performs positively as there is added value from developing an integrated GI network (such as wildlife corridors, protecting even small open spaces where these can be shown to contribute to the network, and landscape, townscape and seascape benefits). An area of potential conflict arises between the aim of promoting greater public activity on green spaces and the implications this might have for protected habitats. The strategy itself does not cause these and actually helps in managing the issue by recognising the role of GI in promoting alternative green spaces.

6. Minimise consumption of natural resources

45. Green infrastructure reduces run-off (helping to minimise flash floods and surface water pollution) and

increases water retention opportunities (for instance through Sustainable Urban Drainage Systems (SUDS)). Planting, particularly street trees on busy roads, can improve air quality (trapping particulate emissions) and reduce noise and intrusiveness of roads. The creation of more attractive green routes can also promote alternatives to the car for shorter journeys, increase carbon capture, and reduce food miles (via local food production).

B) Appraisal of the Green Infrastructure Framework: Themes, Corridors and Zones

1. Improve health

46. Green infrastructure generally supports healthier lifestyles and promotes physical activity. One possible concern is that the international significance of habitats may place certain restrictions upon access to designated habitats. This will be a matter for the emerging Heathlands Development Plan Document to manage through appropriate

alternative green spaces. Recommendation: add text to confirm importance of SANGs, local open space and improved accessibility as being key to ensuring sufficient alternatives are in place to compensate for potential restrictions upon designated habitats.

Health Impact Assessment: How does the Framework impact upon key health issues?

Habitat restoration could potentially impose restrictions upon access to open spaces by extending protected areas. Also, it is important to specify that active travel routes should address access in areas of greenspace under-provision or where there are health/social exclusion concerns.

Recommendation 1: ensure strategy confirms the importance of Sites of Alternative Natural Greenspaces, local open space and improved accessibility as being key to ensuring sufficient alternatives are in place to compensate for potential restrictions upon designated habitats.

2. Support communities that meet people's needs

47. Generally the framework makes a positive to high positive contribution. Greening the urban environment needs to take care to avoid planting which could increase the perception of risk / lack of surveillance for pedestrian and cycle routes. In addition, it is important to ensure that active travel routes have regard to areas suffering from health or social exclusion problems and help to improve access to open space where there are deficits.

Recommendation 2: The theme of greening the urban environment should make clear that planting needs to have regard to safety and natural surveillance to ensure people feel safe.

Recommendation 3: Theme 2 should include wording regarding the importance of improving sustainable access in areas where there are open space deficits or health/social exclusion problems.

3. Develop the economy in ways that meet people's needs

48. Green infrastructure has a positive impact upon the economy. It makes South East Dorset more attractive to businesses and employees; it reduces health costs by helping residents and employees to become more active; and it offers opportunities to support the development of a green knowledge economy by maximising the environmental credentials of the area and supporting green energy possibilities. One possible concern is that the emphasis on

coastal opportunities could leave the economy more vulnerable to the impact of climate change (for instance if leisure and tourism activities associated with the coast are promoted, in turn becoming vulnerable to sea level rise).

Recommendation 4: Theme 1 should refer to the role of positive flood management measures which can serve a dual role of green infrastructure and defence (such as the use of parks with raised landscaped areas etc.)

4. Provide access to meet needs with the least damage

49. Overall there is a positive or high positive contribution. Improved green infrastructure and more attractive routes can promote access for all, and will help to reduce social exclusion. From a health perspective, there is an argument to suggest that where resources are limited, priority should be given to quantity of, and accessibility to, local open spaces

over and above quality. However, for the purposes of a higher level strategy it is important not to undermine the need for good quality green spaces. Consequently, it is considered that any trade-offs here can be managed effectively through the application of standards and the prioritisation of schemes through delivery of the strategy.

5. Maintain and improve environmental quality and assets

50. Green infrastructure is essential to the maintenance and improvement of environmental quality and assets, which is reflected in the positive scoring. Promoting the coast as a year-round destination reflects the unique environmental assets which are present in the area and this has positive advantages. Possible risks are that extra activity on the coast could lead to pressures upon Natura 2000 / Ramsar sites. Also, the coast is vulnerable to climate change (with subsequent economic impacts). It is important to ensure cumulative, in-combination or synergistic impacts of other strategies are considered.

Recommendation 5: include wording in theme 1 that coastal activity should avoid putting additional pressures upon sensitive habitats and that local authorities, in developing their recreational strategies, should have regard to the cumulative, in combination and synergistic impacts of development upon coastal wetland habitats.

6. Minimise consumption of natural resources

51. Generally green infrastructure helps to minimise the consumption of natural resources. Promoting sustainable travel helps to reduce carbon emissions, while green spaces help to reduce run-off and pollution and increase water storage. Promoting active use of the coast as a year-round destination could have implications for pollution (including noise, fuel from associated water sports, etc.) but this is an issue which has to be managed in an area renowned for its beaches and water sports.

Recommendation 6: Include wording in Theme 1 which states the need to ensure that activities do not harm interests of acknowledged importance as a consequence of pollution.

C) Appraisal of Strategic Projects

1. Improve health

52. Overall the projects have a positive to high positive impact. None have any high negative impacts.

53. All projects help in some way to improve health. Cycleways, street trees and local open spaces can add particular value in areas suffering from deprivation and health problems.

Health Impact Assessment: How do the Strategic Projects impact upon key health issues?

There is a potential conflict between habitat designations and promoting access to open space. Hence it is positive that there is a heath restoration project which ties in with the joint heathlands DPD. This should ensure that alternative spaces and improved GI elsewhere will be delivered to deflect pressures from the heaths.

Recommendation 7: The next stage of work on implementation should consider how these projects can prioritise improving access to people in areas of multiple deprivation, poor health or open space under-provision.

Recommendation 8: Project 12 (heath restoration) should include reference to the importance of improving alternatives in those areas most reliant upon heathlands for open space provision.

2. Support communities that meet people's needs

54. Overall the strategic projects identified in the South East Dorset Green Infrastructure Strategy will have a positive to high positive impact upon community life. They include ambitious cross-authority projects such as the Stour Valley, as well as enhancements to existing established assets. Also, by identifying the need to improve links and corridors, the opportunity to develop an integrated network will benefit many different communities, providing people with attractive routes to community facilities, places of work and leisure attractions. As a consequence South East Dorset will be a more attractive, healthier and highly valued place to live and the strategy will complement other strategies in the area.

3. Develop the economy in ways that meet people's needs

55. Generally the projects have a positive to high positive impact. The strategy improves the attractiveness and desirability of the area. It should assist in improving the

welfare of residents by promoting healthier, more active travel which in turn should reduce health costs. Improving the attractiveness of the area can also help to retain and attract employers, while the 'green' associations may well benefit local firms whose environmental credentials are seen as important to their marketing. In combination, such factors should assist in improving accessibility to work and leisure and support economic growth.

56. One potential conflict is the focus in the Green Infrastructure Strategy upon the coast. This location will be vulnerable to predicted sea level rises associated with climate change and so it could exacerbate negative impacts upon the economy (including tourism). In itself the strategy does not create this issue and could actually assist other strategies in terms of mitigating or avoiding impacts (for example landscaping, bunding and water features within harbourside parks can absorb the impact of coastal flood events).

Nevertheless, this highlights the importance of the design and location of green infrastructure taking account of flooding in areas of risk, and conversely the role that flood risk measures can play in supporting green infrastructure provision.

Recommendation 9: Project 5 - enjoy water - should recognise the need to take account of flood risk in the design of open spaces and the opportunity for flood management measures to support open space/habitats.

4. Provide access to meet needs with the least damage

57. The strategy has a positive to high positive impact upon this objective, particularly in relation to promoting alternatives to the car. All of the projects will, to a greater or lesser extent, offer an enhanced multifunctional network of spaces. This will include the enhancement of destination locations such as strategic parks, as well as more attractive

links between these and other key destinations. For example street trees (project 13) on major routes can make walking and cycling more attractive by providing an actual and perceived barrier between traffic and people, reducing traffic pollution and noise, and offering natural shade.

58. Another positive contribution is the emphasis upon smaller local open spaces (project 10) which can act as stepping stones between communities and prime destinations. They can also provide missing links in the green infrastructure network and so can make a much bigger contribution than might ordinarily be expected.

59. It is important to note that a key component of green infrastructure will be the provision of spaces which can deflect user pressures away from more sensitive habitats such as internationally protected heathlands. By identifying strategic

projects the strategy helps to deliver a range of facilities including sites of alternative natural greenspace (SANGs) which are a primary method of taking user pressures away from the heaths.

5. Maintain and improve environmental quality and assets

60. Green infrastructure is instrumental in promoting biodiversity through the creation and protection of wildlife corridors, management of habitats, provision of alternative natural green spaces and so on. The strategy mostly scores positive and high positive impacts in the appraisal as the strategic projects will contribute positively to the quality of the area's environment and will provide havens for flora and fauna.

61. One possible conflict exists with project 5 (enjoy water), particularly in relation to Poole Harbour (and to a lesser extent Christchurch Harbour) principally due to Ramsar / Special

Area of Conservation designations. There is a risk of cumulative, in-combination and synergistic impacts arising from greater use of the water.

62. It is worth remembering that the harbour environments are the subject of a variety of management strategies designed to minimise conflicts between users. Poole Harbour Aquatic Management Plan identifies zones within Poole Harbour for various activities. Also, access to the water is limited by the availability of slipways, boatyards or public shore areas.

63. One of the potential impacts upon wetland habitats is pollution arising from inadequate sewage treatment or surface water run-off. Such impacts are the consequence of other activities and development rather than green infrastructure. In fact, green infrastructure can assist in mitigating the impact

upon the harbours. Natural and semi-natural spaces can act as sustainable urban drainage systems which intercept and filter surface water pollutants.

64. Cumulative, synergistic and in-combination impacts will principally be associated with strategies which promote growth and development in the area. This will be a matter for local authorities in considering their local development frameworks and local plans and it is likely that, in the main, green infrastructure will be seen as a positive mechanism for mitigating adverse impacts upon the natural environment.

65. On balance, it is considered that the green infrastructure strategy is right to recognise the importance of water to a wider network of 'green infrastructure'. Many of the green assets in the area have waterfront/riverside locations where existing recreational assets are key attractions for the

area. There is no evidence that including such assets within the strategy will create synergistic, in-combination or cumulative impacts on wetland habitats and in fact it is more likely that it will provide an opportunity to manage this in a co-ordinated way. However, it will be important to recognise that enjoying water will need to be managed with care to ensure that it does not lead to additional adverse impacts. It is also important to recognise that some green infrastructure, such as the Stour Valley, will be vulnerable to flooding. This is flagged up in the strategy and thus will be a consideration when considering more detailed implementation plans.

Recommendation 10: Project 5 should refer to the need to manage access to water in a sensitive way that avoids having an adverse impact upon wetland habitats (including cumulative, in-combination and synergistic impacts arising from development across the study area).

6. Minimise consumption of natural resources

66. The strategy mostly has a positive impact upon the consumption of natural resources. Opportunities for renewable energy might arise from the management of woodland or local energy crops. Equally, green spaces are effective at absorbing or minimising the impacts of pollution upon communities or the natural environment.

67. Local food production helps to reduce food miles and any focus upon organic and 'local' food produce can help to minimise the risk of pollution. Allotments also provide good opportunities for people to grow healthy, seasonal food.

68. Project 5 (enjoy water) will need to be managed with care to ensure that water-based recreation does not increase the risk of pollution incidents (for example fuel spills from motor boats). If combined with possible disturbance to wildlife,

this could run the risk of having an impact upon Ramsar and SAC designations. Care will also be needed to avoid disturbance to sensitive habitats arising from intensified activity in project 4 (cycleways).

Recommendation 11: Add wording to Projects 4 (cycleways) and 5 (enjoying water) which emphasises that care must be taken to avoid introducing access or intensifying activities in sensitive locations which could harm the integrity of Natura 2000 habitats.

D) Alternative Options

69. Sustainability appraisals (and in particular strategic environmental assessments) normally are expected to suggest alternative options which might reduce the risk of adverse impacts occurring. In the case of the South East Dorset Green Infrastructure Strategy this is not considered necessary because:

- the strategy does not propose development which could be deemed to be harmful to identified assets;
- it proposes positive measures designed to overcome adverse impacts associated with growth;
- it seeks to maximise the contribution of existing and planned green infrastructure which is already identified. Consequently there are no significant alternative strategic alternative options for green infrastructure over and above those contained in the strategy;
- for these reasons, recommendations have been confined to changes to the strategy which can assist in minimising potential adverse impacts.

E) Monitoring

70. The purpose of monitoring is to assess whether or not the strategy is performing as it should be and that recommendations designed to overcome any potential adverse impacts are having the desired effect. The commitment to prepare a green infrastructure strategy is in

itself a reflection of the desire to ensure other growth strategies are accompanied by the necessary green infrastructure. The following points are relevant:

- other strategies which concern green infrastructure will contain detailed monitoring information, such as the emerging heathlands joint development plan document and local development documents, and it is not necessary to duplicate these;
- the monitoring recommended in this appraisal is intended only to cover higher level strategic matters, in particular those which have been triggered by a recommendation to overcome an impact, and it is proposed that these should be picked up in the implementation planning.

71. The table which follows sets out high level monitoring suggestions for the green infrastructure implementation plan to take on board. These can be developed in greater detail alongside other specific delivery monitoring indicators.

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: RECOMMENDATIONS FOR HIGH LEVEL INDICATORS AND TARGETS TO BE DEVELOPED IN IMPLEMENTATION PLAN

High level objective	Issue	Indicator	Target
1: Improve health	Managed access to sensitive habitats could reduce opportunity for exercise.	Level of access to open space.	Access levels in line with green infrastructure accessibility standards in strategy.
2: Support communities that meet people's needs	In places where people use sensitive habitats to meet open space needs future management of these spaces could reduce access. Planting and street trees needs to take account of safety, security and natural surveillance	Provision of Sites of Alternative Natural Greenspace (SANGs) Street trees and planting to comply with design guidance on safety in consultation with police and highways authorities	In line with emerging Heathlands Joint Development Plan Document Design guidance to be developed as part of Green Infrastructure implementation plan during 2011.
3: Develop the economy in ways that meet people's needs	The need to prevent adverse impacts to protected habitats could constrain the provision of needed growth. Coastal emphasis could increase the vulnerability of the economy to flood risk	As above. Coastal parks to be designed in manner which minimises vulnerability to sea level rises	Design detail of coastal parks to comply with flood risk management strategies and local development document policies.
4: Provide access to meet people's needs with least damage to communities and the environment	Active travel routes need to ensure they connect people in areas suffering from social exclusion.	Access (in distance) to open space	Year on year improvement in areas of low provision (to be measured and monitored through open space strategies/LTP3)
5: Maintain and improve environmental quality and assets	Need to avoid increased impact of recreation upon protected habitats.	As 1 and 2	As 1 and 2
6: Minimise consumption of natural resources	Pollution impacts to coastal habitats (arising from access to the water) will need to be avoided when promoting the role of the coast.	Public access to the water (slipways, boat yards and public footpaths)	No additional access points in sensitive areas where such access would be likely to have an adverse impact

APPENDIX A: SUSTAINABILITY OBJECTIVES

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES AND SCOPING OF CONSIDERATIONS

High level objective	Detailed questions: does the policy / proposal . . .	Explanation of the detailed question (where not obvious)	What SSA will look for
1: Improve health	1.1 Improve health	Green infrastructure can encourage greater physical activity and improve mental well-being and quality of life. In addition, trees provide shelter from heat in urban areas and reduce the adverse impacts of vehicle emissions (particulates and noise)	Measures which: expand the network of green spaces; maximise opportunities for walking, cycling and outdoor physical activity; tree planting in areas where microclimate, safety and air quality would be enhanced; more opportunities for growing food locally (allotments, community orchards, and fruit trees in street tree planting where practicable) which can promote good health in terms of food consumption and outdoor activity and also help to reduce food miles, and in turn carbon footprint).
	1.2 Reduce health inequalities	Lower income (or other disadvantage) should not increase exposure to health risks or reduce access to a healthy lifestyle	Provision of green infrastructure which helps to reduce: social exclusion (particularly in areas of multiple deprivation); poor environmental quality; deficits in open space. A good early start in life is critical and so good access to open space is vital children, particularly in areas where access is poor. Greater accessibility and quality will also improve local ownership. In terms of tackling deprivation and health inequalities, improving the quantity of, and access to, open space, is more important than quality (hence need to take account of this where resources are scarce in terms of prioritisation).
	1.3 Promote healthy lifestyles, especially routine daily exercise	Sedentary lifestyles and lack of routine basic exercise are one of the main threats to health	Measures which expand the network of green infrastructure, make walking and cycling easy and provide opportunities for outdoor sport and recreation

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES AND SCOPING OF CONSIDERATIONS

High level objective	Detailed questions: does the policy / proposal . . .	Explanation of the detailed question (where not obvious)	What SSA will look for
2: Support communities that meet people's needs	2.1 Help make suitable housing available and affordable for everyone	Indirect challenge for green infrastructure is to contribute to the quality of residential areas by improving accessibility via 'green' routes and maximising opportunities for outdoor recreation.	Measures which help to increase 'green' links and tackle deficits of open space in or near to residential areas; local sourcing of wood fuels (affordable warmth)
	2.2 Give everyone access to learning, training, skills and knowledge	Indirect challenge for Green Infrastructure: does it enable communities to access a range of needs in a sustainable manner?	Green links and network which links town centre, places of employment , residential areas and places of learning (the 2 universities, Poole College, schools and FE establishments); volunteering opportunities such as in conservation work which can improve life skills, confidence and employment prospects; public education opportunities
	2.3 Reduce crime and fear of crime	Safe, well-used spaces and green routes which are subject to natural surveillance and high levels of activity; opportunities for young people to enjoy constructive, healthy outdoor activities	Focus on primary routes and nodes for 'greening' activities; enhancement of parks and public spaces, particularly in areas of current poor provision and multiple deprivation; appropriate planting which can replace more intimidating security fencing and reduce perception of insecure routes/improve visibility
	2.4 Promote stronger more vibrant communities	Green Infrastructure can enhance the quality and distinctiveness of places, promote greater levels of activity and reduce dependence upon the car.	Green links and spaces that allow people to meet more needs within local communities and reduce the need to travel.
	2.5 Increase access to and participation in cultural activities		Provision of green links to town centres and to cultural facilities; opportunities for enhancing outdoor performance spaces such as strategic parks and public squares

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES AND SCOPING OF CONSIDERATIONS

High level objective	Detailed questions: does the policy / proposal . . .	Explanation of the detailed question (where not obvious)	What SSA will look for
3: Develop the economy in ways that meet people's needs	3.1 Give everyone in the area access to satisfying work opportunities, paid or unpaid	Green Infrastructure will be crucial in promoting a move to a green knowledge economy as the quality of the environment is a key selling point in attracting growth and investment and a 'green' business culture. Sustainable tourism is also a key opportunity which green infrastructure can support	Measures which enhance key environmental features for which South East Dorset is renowned (beaches, harbour, chines and harbourside parks) or which improve the quality of business/employment areas. Measures which support sustainable tourism, such as locally produced food, access to water in suitable locations; bird watching in and around Poole Harbour. Skills development – volunteer work
	3.2 Help everyone afford a comfortable standard of living	Role of green infrastructure will be to provide convenient and free access to open spaces, recreation, as well as improve the opportunities for people without cars to gain access to everyday services	Green links and spaces that allow people to meet more needs within local communities and reduce the need to travel (for instance via safe, attractive and convenient paths and cycleways).
	3.3 Reduce poverty and income inequality		Improving the opportunity for local renewable energy and sustainable low carbon fuel sources can help to tackle fuel poverty
	3.4 Meet local needs locally	Green infrastructure has a role in enabling people to gain convenient access to services, supporting local production, and allowing people to enjoy healthy lifestyles	Measures to address green infrastructure deficits; encouragement for local food production Local renewable/ sustainable energy and fuel production (see 3.3)
	3.5 Increase the circulation of wealth	The green knowledge economy, renewable energy, local food production and sustainable tourism are economic opportunities can help to make the economy more sustainable and self-contained.	Green infrastructure can help to encourage the green knowledge economy by enhancing the environment as a key attractor, and by providing a resource for green practices such as biofuel production (e.g. through woodland management) and local food production

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES AND SCOPING OF CONSIDERATIONS

High level objective	Detailed questions: does the policy / proposal . . .	Explanation of the detailed question (where not obvious)	What SSA will look for
3: Develop the economy in ways that meet people's needs (cont'd)	3.6 Harness the economic potential of the coast in a sustainable way	The coastline of the South West is one of the region's greatest, but most vulnerable, assets, particularly in the light of climate change.	Green infrastructure which embraces integrated approaches to coastal management to make best use of the area's environmental advantages without harming them, and maximise opportunities for incorporating green spaces, habitats and links into flood management measures.
	3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising	Green infrastructure can ameliorate the worst impacts of flooding and extreme weather.	Green infrastructure which: helps to reduce run-off and localised flooding/pollution issues; manages micro-climate implications of climate change (urban heat islands); provides sustainable flood management solutions which can maximise opportunities for habitats and open space provision
4: Provide access to meet people's needs with least damage to communities and the environment	4.1 Reduce the need/desire to travel by car	Greenhouse gas emissions, local air pollution, impacts upon health, noise, vibration, safety and quality of life, and community severance are all adverse aspects of car travel. Car dependence also deepens social exclusion. Green infrastructure can help by promoting opportunities for walking and cycling and softening the adverse impacts of traffic.	Green infrastructure measures which promote walking and cycling and can support 'green tourism'; local food production; reducing the impacts of noise and particulates.
	4.2 Reduce the need/desire to travel by air	Not directly relevant to Green Infrastructure Strategy but indirect benefits may arise from a higher quality local tourism offer	Quality of life, high quality open spaces and access to attractive tourism offer (beaches, coast and harbour) can make the area retain tourists who otherwise might fly to other locations
	4.3 Help everyone access basic services easily, safely and affordably	Green infrastructure has a role in enabling people to gain convenient access to services.	Green links to schools, shops, places of work and Recreation; local farmers' markets which can tie in with Dorset's renowned reputation for quality foods; local produce which reduces food miles.

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES AND SCOPING OF CONSIDERATIONS

High level objective	Detailed questions: does the policy / proposal . . .	Explanation of the detailed question (where not obvious)	What SSA will look for
4: Provide access to meet people's needs with least damage to communities and the environment (cont'd)	4.4 Make public transport, cycling and walking easier and more attractive	A network of 'green' and attractive routes for pedestrians and cyclists is key – this relies upon integration and linkages between routes.	Enhancement of linear features in terms of their ability to promote greater walking and cycling, which link with desirable places and transport nodes such as town centres, parks and rail/bus stations; travel plans should acknowledge role of green infrastructure in promoting alternatives to the car.
	4.5 Encourage a switch from transporting freight by road to rail or water	Not directly relevant to Green Infrastructure Strategy, although care is needed to manage the interests of improved use of water for transport and potential impacts upon wetland habitats	Improved access to water for goods, people and services, including leisure, tourism and transport (e.g. water taxis) whilst avoiding locations which could have an adverse impact upon Natura 2000 habitats, Ramsar Sites or Sites of Special Scientific Interest. This will generally require making best use of established slipways and quays in the least sensitive parts of harbours. The cumulative, in combination or synergistic impacts of increased water-based activity will also need to be considered.
5: Maintain and improve environmental quality and assets	5.1 Protect and enhance habitats and species (taking account of climate change)	Designated habitats are components of green infrastructure, while green spaces provide a valuable resource for flora and fauna (including links between spaces)	<p>Network-building potential of green infrastructure should promote biodiversity. Natura 2000 habitats will require protection and mitigation, taking account of cumulative, in-combination and synergistic impacts of plans and strategies. Hence green infrastructure needs to support alternative greenspaces which can deflect pressure off sensitive habitats as well as improved access to such alternative spaces.</p> <p>There is a clear distinction needed between: measures designed to protect heathlands and mitigate impacts, and the general desire to promote biodiversity – the strategy will need to make this clear.</p>

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES AND SCOPING OF CONSIDERATIONS

High level objective	Detailed questions: does the policy / proposal . . .	Explanation of the detailed question (where not obvious)	What SSA will look for
5: Maintain and improve environmental quality and assets (cont'd)	5.2 Promote the conservation and wise use of land	Green infrastructure is multifunctional and so different assets will be suitable for a variety of functions	Sustainable food production, biodiversity (including woodlands), flood storage, groundwater recharge, ensuring that key open space assets are retained and enhanced.
	5.3 Protect and enhance Landscape, townscape and seascape	South East Dorset has certain highly distinctive landscape, townscape and seascape assets which green infrastructure can help to enhance.	Protection, enhancement and setting of key assets: the harbours and harbourside parks, beaches, chines and Bournemouth Gardens, Poole Port and old town/quay, Christchurch Priory / Mudeford Quay; Canford School, Wimborne Minster, rivers/flood plains, ridges (particularly in context of coastal zone); heathland; farmland and allotments which can support local food production, views to and from the sea/coastal zone
	5.4 Value and protect diversity and local distinctiveness including rural ways of life	This would include cultural and environmental diversity, unique landscape, townscape and seascape assets.	Involve local communities more in the planning and design of open spaces
	5.5 Maintain and enhance cultural and historical assets	Culturally and historically significant assets and qualities; locally valued features and landmarks	Protection and enhancement of defining features and improved 'green' links to and between them: waterfronts; heathlands; chines; beaches; ridges and views; conservation areas and listed buildings; arts facilities
	5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change)	In areas of flood risk green infrastructure can play a dual role of buffer/defence and green resource (including semi-wet habitats). Also, trees, planting and green areas can reduce run-off and localised flooding	A policy steer that green infrastructure should be considered as part of the solution in areas of flood risk.

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY: SUSTAINABILITY OBJECTIVES AND SCOPING OF CONSIDERATIONS

High level objective	Detailed questions: does the policy / proposal . . .	Explanation of the detailed question (where not obvious)	What SSA will look for
6: Minimise consumption of natural resources	6.1 Reduce non-renewable Energy consumption and 'greenhouse' emissions	The key role of green infrastructure will be to make alternative modes of travel to the car more attractive. It can also help to reduce food miles by supporting local food production, and by providing space for low carbon fuel sources as well as renewable energy generation	Green links for walking and cycling, particularly in / adjacent to prime transport corridors; completion of a GI network which can enable sustainable alternatives to the car; promotion of local food production and suitable renewable energy opportunities (generation and biofuels)
	6.2 Keep water consumption within local carrying capacity limits (taking account of climate change)	Green infrastructure has more of a role in influencing water quality and water retention than water consumption.	Green infrastructure can assist with groundwater recharging, reducing run off/pollution via retention and filtration of rain water.
	6.3 Minimise consumption and extraction of minerals	No direct implications as green infrastructure will not be a significant consumer of minerals.	
	6.4 Reduce waste not put to any use	Use of recycled / waste aggregates from the local area where land works are needed in providing green infrastructure. Mineral sites could provide future opportunities for green infrastructure once exhausted.	Promote use of recycled aggregates where relevant; identify opportunities (if any) for future use of minerals extraction/landfill sites
	6.5 Minimise land, water, air, light, noise, and genetic pollution	Green infrastructure can play a significant part in reducing pollution and its impacts, such as air and noise pollution (principally traffic-related) and run-off/surface water.	Greening of transport corridors and key nodes, including tree planting, as a barrier to noise and air pollution; introduction of porous and 'green' verges and surfaces on highway land and public spaces as a means of reducing run-off and increasing water storage; provide/retain opportunities for organic and locally grown food; use of indigenous species to retain local identity and minimise the introduction of invasive or inappropriate species

APPENDIX B: SCOPING OF SUSTAINABILITY ISSUES

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY – SCOPING OF RELEVANT PLANS AND STRATEGIES

High level objective	Detailed questions: does the policy / proposal . . .	Relevant Plans, Programmes and Strategies reviewed (see Appendix A3)	Key issues / findings
1: Improve health	1.1 Improve health	PPG17 – Planning for open space, sport and recreation	<ul style="list-style-type: none"> • Access to open space, sport and recreation is a key element in promoting healthier communities • Need to take account of areas suffering from social exclusion or multiple deprivation as residents in these areas tend to suffer from lower than average health and poor access to open space • Exercise helps to reduce health problems and pressures upon the health service, delivering both social and economic benefits • Accessible facilities which are served by safe links/networks can assist in promoting greater activity levels and social cohesion • Promoting access to open space, sport and recreation supports healthier communities, more attractive places and sustainable development principles • The Strategic Health Plan identifies health inequalities as a priority and this includes the need to engage with the public to improve health, tackling adult obesity and targeting of deprived areas • An ageing population and rural isolation are more highly represented than nationally • Although the population is ageing, the birth rate is rising in Bournemouth and Poole.
	1.2 Reduce health inequalities	Building a Healthier Bournemouth and Poole – Revised Strategic Plan 2010-2015 (February 2010)	
	1.3 Promote healthy lifestyles, especially routine daily exercise	Health and Well-being in Bournemouth and Poole: Joint Strategic Needs Assessment (2008) Joint Strategic Needs Assessment Dorset (2009 Update)	

High level objective	Detailed questions: does the policy / proposal . . .	Relevant Plans, Programmes and Strategies reviewed (see Appendix A3)	Key issues / findings
2: Support communities that meet people's needs	<p>2.1 Help make suitable housing available and affordable for everyone</p> <p>2.2 Give everyone access to learning, training, skills and knowledge</p> <p>2.3 Reduce crime and fear of crime</p> <p>2.4 Promote stronger more vibrant communities</p> <p>2.5 Increase access to and participation in cultural activities</p>	<p>Bournemouth and Poole HMA Strategic Housing Market Assessment</p> <p>Dorset Police 3 Year strategy 2010-2013</p> <p>Shaping our Future - draft Sustainable Communities Strategy for Dorset 2010-2020</p> <p>Poole Sustainable Communities Strategy 2010-2026</p> <p>Bournemouth Vision 2026</p> <p>Dorset Cultural Strategy 2009-2014 (DSP)</p> <p>South East Dorset Strategy – SED11: Culture, the Arts and Sport</p>	<ul style="list-style-type: none"> • Migration trends show a strong net in-migration of retired people, particularly in Bournemouth, with out-migration tending to be of working-age population. This will influence housing need and also recreation needs. • Nearly 25% of residents in the Bournemouth-Poole HMA live in flatted accommodation, with a high share of new dwellings continuing to be in the form of flats. This has implications for open space needs. • The rate of reductions in the number of people killed or seriously injured on roads in Bournemouth, Dorset and Poole has not matched elsewhere in the country. • Antisocial behaviour is a concern for residents. Positive activities can reduce the level of antisocial behaviour. • Good quality housing includes the need to provide supporting infrastructure • Tourism is important to the area and can be supported by green infrastructure • Improving accessibility to work, recreation, leisure and cultural facilities by walking, cycling and public transport is a key priority • Open space is vital to sustainable communities • Better use of spaces and public buildings for cultural activities in partnership with voluntary organisations • A survey of young people in 2008 revealed that improving activities was their top priority • Reducing car-based school trips is a local priority. • The environment is a key component of cultural identity and distinctiveness and benefits the economy (tourism, green sector, agriculture, quality of life)

High level objective	Detailed questions: does the policy / proposal . . .	Relevant Plans, Programmes and Strategies reviewed (see Appendix A3)	Key issues / findings
3: Develop the economy in ways that meet people's needs	3.1 Give everyone in the area access to satisfying work opportunities, paid or unpaid	PPS1 – Delivering Sustainable Development	<ul style="list-style-type: none"> • The area has a competitive advantage in terms of promoting itself as a business and visitor destination and good quality of life • Affordable housing is a key issue across the whole of the Dorset sub-region, with the ratio of house prices to incomes amongst the highest in the country • Housing supply is a challenge for economic growth as there are significant jobs in the construction sector, while businesses struggle to recruit some skills and house prices can be a barrier to attracting new workers and retaining graduates. • The green knowledge economy is seen as an area where Dorset could have a competitive advantage due to its high quality environment. • Flood risk management, sustainable drainage and green spaces are important to improving quality of life, reducing impacts of climate change and providing the necessary mitigation to enable growth without having unacceptable impacts upon the area's unique environmental assets.
	3.2 Help everyone afford a comfortable standard of living	PPS4 – Planning for Sustainable Economic Growth	
	3.3 Reduce poverty and income inequality	PPS12 – Local Spatial Planning	
	3.4 Meet local needs locally	Raising the Game – Economic Development Strategy for Bournemouth, Dorset and Poole (2005-2016)	
	3.5 Increase the circulation of wealth	Multi Area Agreement for Bournemouth, Dorset and Poole	
	3.6 Harness the economic potential of the coast in a sustainable way		
	3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising		

High level objective	Detailed questions: does the policy / proposal . . .	Relevant Plans, Programmes and Strategies reviewed (see Appendix A3)	Key issues / findings
4: Provide access to meet people's needs with least damage to communities and the environment	<p>4.1 Reduce the need/desire to travel by car</p> <p>4.2 Reduce the need/desire to travel by air</p> <p>4.3 Help everyone access basic services easily, safely and affordably</p> <p>4.4 Make public transport, cycling and walking easier and more attractive</p> <p>4.5 Encourage a switch from transporting freight by road to rail or water</p>	<p>PPG13 – Transport</p> <p>Bournemouth, Dorset and Poole Joint Local Transport Plan (LTP3) 2011-2026 (consultation draft)</p> <p>Poole and Bournemouth Rights of Way Improvement Plan 2008-2011</p> <p>Dorset Rights of Way Improvement Plan</p>	<ul style="list-style-type: none"> • LTP3 aims to reduce dependency upon the private car and to increase use of greener transport choices. • Priorities include cycling and walking opportunities and maximising the use of green infrastructure. • LTP3 identifies existing corridors and transport hubs for improvement and investment to improve efficiency of the network and promote 'greener' travel choices. • Strategic links include the A31/A35, Bournemouth Airport and the Port of Poole, and links to the north. • Safe, convenient routes for walking and cycling are promoted, including removal of barriers to cycling. • Managing impacts upon Natura 2000 sites and air quality are key issues for the area. • High quality landscaping and streetscapes are important elements of promoting walking and cycling. • A number of rights of way in Bournemouth and Poole are capable of being improved to an acceptable standard for use by people with mobility difficulties or with visual impairment. This can include wider access points and removal or redesign of features or furniture which might act as a barrier to access. • Aspirational routes for horse riding include providing strategic routes and links to long distant trails are identified as opportunities (e.g. the Stour Valley). • Busy/fast roads which cross rights of way are a barrier to their effectiveness and can be hazardous. They also detract from the experience of using the routes. • Poorly maintained routes, those which suffer from poor drainage or dog fouling, a lack of adequate signage and badly located furniture, can all impede the usability of routes for cyclists, pedestrians and horse riders.

High level objective	Detailed questions: does the policy / proposal . . .	Relevant Plans, Programmes and Strategies reviewed (see Appendix A3)	Key issues / findings
5: Maintain and improve Environmental quality and assets	5.1 Protect and enhance habitats and species (taking account of climate change)	PPG2 – Green Belts PPS7 – Sustainable Development in Rural Areas PPS5 – Planning for the Historic Environment PPS9 – Biodiversity and Geological Conservation	<ul style="list-style-type: none"> • Promoting or improving access to Poole Harbour or the Dorset Heaths needs to avoid creating any adverse impact upon these internationally protected habitats. • Particular impacts arise from dogs on mudflats and Dogs are a threat to vulnerable species in heathlands (e.g. lizards and ground-nesting birds). • Sites of alternative natural greenspace (SANGs) are needed to deflect pressures away from sensitive areas. These need to be large enough to provide viable alternative spaces, particularly for dog walkers. • Public access to harbours and the water is limited to only a few public slipways and private boat yards, and new opportunities will be limited. • The design of shoreline parks and spaces will need to take account of rising sea levels and the need to minimise the risk of flooding. • Green spaces can reduce run-off rates thereby helping to minimise localised flooding and pollution. This will be important along rivers and flood plains. • There are opportunities to promote higher value sustainable economic activities such as specialist agricultural produce and tourism. • Within Areas of Outstanding Natural Beauty there are opportunities for sensitive woodland management, biofuel production, community forests, recreation. • Forest plan for East Dorset seeks to promote recreation, commercial management and aesthetic contribution through creation of open spaces, creating a network of habitats, together with restoring broadleaf cover on ancient woodland sites, and encouraging the replacement of conifers with broadleaf species.
	5.2 Promote the conservation and wise use of land	Dorset Heathlands Interim Planning Framework	
	5.3 Protect and enhance landscape and townscape	Dorset Biodiversity Strategy (Dorset Biodiversity Partnership)	
	5.4 Value and protect diversity and local distinctiveness including rural ways of life	Poole Core Strategy Habitats Regulations Assessment	
	5.5 Maintain and enhance cultural and historical assets	Poole and Christchurch Bays Shoreline Management Plan	
	5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change)	Poole Harbour Aquatic Management Plan Dorset Stour Catchment Flood Management Plan (EA) (No web link) Dorset AONB Management Plan for 2009-2014 Cranborne Chase and West Wiltshire Downs AONB Management Plan 2009-2014 Forest Design Plans for East Dorset and Purbeck	

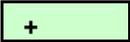
High level objective	Detailed questions: does the policy / proposal . . .	Relevant Plans, Programmes and Strategies reviewed (see Appendix A3)	Key issues / findings
6: Minimise consumption of natural resources	<p>6.1 Reduce non-renewable Energy consumption and 'greenhouse' emissions</p> <p>6.2 Keep water consumption within local carrying capacity limits (taking account of climate change)</p> <p>6.3 Minimise consumption and extraction of minerals</p> <p>6.4 Reduce waste not put to any use</p> <p>6.5 Minimise land, water, air, light, noise, and genetic pollution</p>	<p>PPS22 – Renewable Energy</p> <p>PPS25 – Development and Flood Risk</p> <p>Bournemouth, Dorset and Poole Renewable Energy Strategy</p> <p>Dorset Stour Catchment Abstraction Management Strategy (No web link)</p> <p>Bournemouth, Dorset and Poole Waste Local Plan</p> <p>Emerging Dorset Minerals Core Strategy</p> <p>Emerging Hampshire Minerals and Waste Plan (http://consult.hants.gov.uk/)</p> <p>Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment</p>	<ul style="list-style-type: none"> • Important to reduce the need to travel by car and to reduce consumption of fossil fuels. • Proposals involving new waste facilities should avoid impacts upon water resources and are expected to provide compensatory habitats where they have an adverse impact upon existing sites. • Reducing the rate of run-off and increasing water storage can minimise flood risk and surface water pollution and can help to manage the impact of water abstraction. • English Heritage guidance on SEA provides advice on some of the potential problems faced by heritage assets which strategies should address: • Heritage assets under threat or at risk from neglect or decay, or development pressures; <ul style="list-style-type: none"> ○ Areas of significantly degraded landscape / townscape; ○ Areas where, on current trends, there is likely to be further significant loss or erosion of landscape/ townscape character or quality; ○ Areas where development has had or is likely to have significant impact (direct and or indirect) upon the historic environment and/or people's enjoyment of it; ○ Areas where landscape character or quality is being eroded because of changing farming or other land management practices; ○ Traffic congestion, air quality, noise pollution and other problems affecting the historic environment; ○ Areas where quality of life, including economic and social well being, is significantly affected by the above environmental problems.

APPENDIX C: APPRAISAL MATRICES

Key



High positive impact: much better than 'do minimum'



Low to moderate positive impact: better than 'do minimum'



Neutral impact: same as 'do minimum'



Low to moderate negative impact: worse than 'do minimum'



High negative impact: much worse than 'do minimum'

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF VISION AND OBJECTIVES

High-level objective	Does the policy / proposal...	Vision							
		High quality, accessible network of GI which complements unique assets	SO1 Work in partnership to create GI	SO2: To improve health and well-being, reduce exclusion and encourage participation	SO3: Strengthen competitive advantages of SED economy	SO4: To prepare for climate change through mitigation & adaptation	SO5: To conserve & enhance the unique natural environment & maximise contribution to growth	SO6: To create and manage sustainable places informed by local people & local character	
1: Improve health	1.1 Improve health	++	++	++	+	+	+	0	
	1.2 Reduce health inequalities	++	++	++	+	+	+	0	
	1.3 Promote healthy lifestyles, especially routine daily exercise	++	++	++	+	+	-	0	

High-level objective	Does the policy / proposal...	Vision						
		High quality, accessible network of GI which complements unique assets	SO1 Work in partnership to create GI	SO2: To improve health and well-being, reduce exclusion and encourage participation	SO3: Strengthen competitive advantages of SED economy	SO4: To prepare for climate change through mitigation & adaptation	SO5: To conserve & enhance the unique natural environment & maximise contribution to growth	SO6: To create and manage sustainable places informed by local people & local character
Health Impact Assessment: How does the strategy impact upon key health issues?	a. Access to health facilities	++	+	++	+	0	0	0
	b. Safety and security of places and routes	++	+	++	+	0	0	++
	c. Addressing health and welfare needs of the young and elderly	++	+	++	+	0	0	0
	d. Addressing health and welfare needs arising from social exclusion	++	+	++	+	0	0	0
	e. Access to recreation and open space, and promoting participation	++	+	++	+	0	-	0
	f. Climate change: providing shelter and protection from heat, cold and flooding	++	+	+	+	++	0	0
	g. Reducing air pollution and its health impacts	++	+	++	+	++	0	0

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF VISION AND OBJECTIVES

High-level objective	Does the policy / proposal...	Vision						
		High quality, accessible network of GI which complements unique assets	SO1 Work in partnership to create GI	SO2: To improve health and well-being, reduce exclusion and encourage participation	SO3: Strengthen competitive advantages of SED economy	SO4: To prepare for climate change through mitigation & adaptation	SO5: To conserve & enhance the unique natural environment & maximise contribution to growth	SO6: To create and manage sustainable places informed by local people & local character
2: Support communities that meet people's needs	2.1 Help make suitable housing available and affordable for everyone	+	+	+	+	+	-	0
	2.2 Give everyone access to learning, training, skills and knowledge	+	+	+	+	0	-	0
	2.3 Reduce crime and fear of crime	+	+	++	+	0	0	+
	2.4 Promote stronger more vibrant communities	++	++	++	+	+	+	++
	2.5 Increase access to and participation in cultural activities	+	+	++	+	0	0	++

High-level objective	Does the policy / proposal...	Vision						
		High quality, accessible network of GI which complements unique assets	SO1 Work in partnership to create GI	SO2: To improve health and well-being, reduce exclusion and encourage participation	SO3: Strengthen competitive advantages of SED economy	SO4: To prepare for climate change through mitigation & adaptation	SO5: To conserve & enhance the unique natural environment & maximise contribution to growth	SO6: To create and manage sustainable places informed by local people & local character
3: Develop the economy in ways that meet people's needs	3.1 Give everyone in the area access to satisfying work opportunities, paid or unpaid	+	+	+	+	+	0	+
	3.2 Help everyone afford a comfortable standard of living	+	+	+	+	+	0	0
	3.3 Reduce poverty and income inequality	+	+	+	+	+	0	0
	3.4 Meet local needs locally	+	+	+	+	+	0	+
	3.5 Increase the circulation of wealth	+	+	+	+	+	0	+
	3.6 Harness the economic potential of the coast in a sustainable way	+	+	0	++	++	-	0
	3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising	+	+	0	++	++	+	0

High-level objective	Does the policy / proposal...	Vision						
		High quality, accessible network of GI which complements unique assets	SO1 Work in partnership to create GI	SO2: To improve health and well-being, reduce exclusion and encourage participation	SO3: Strengthen competitive advantages of SED economy	SO4: To prepare for climate change through mitigation & adaptation	SO5: To conserve & enhance the unique natural environment & maximise contribution to growth	SO6: To create and manage sustainable places informed by local people & local character
4: Provide access to meet people's needs with least damage to communities and the environment	4.1 Reduce the need/desire to travel by car	++	++	+	+	++	0	+
	4.2 Reduce the need/desire to travel by air	+	+	0	+	+	0	0
	4.3 Help everyone access basic services easily, safely and affordably	+	+	++	+	0	0	0
	4.4 Make public transport, cycling and walking easier and more attractive	++	++	++	+	++	0	0
	4.5 Encourage a switch from transporting freight by road to rail or water	+	+	0	+	0	0	0

High-level objective	Does the policy / proposal...	Vision						
		High quality, accessible network of GI which complements unique assets	SO1 Work in partnership to create GI	SO2: To improve health and well-being, reduce exclusion and encourage participation	SO3: Strengthen competitive advantages of SED economy	SO4: To prepare for climate change through mitigation & adaptation	SO5: To conserve & enhance the unique natural environment & maximise contribution to growth	SO6: To create and manage sustainable places informed by local people & local character
5: Maintain and improve environmental quality and assets	5.1 Protect and enhance habitats and species (taking account of climate change)	++	++	-	-	++	++	++
	5.2 Promote the conservation and wise use of land	++	++	0	+	+	-	++
	5.3 Protect and enhance landscape, townscape and seascape	++	++	0	++	0	+	++
	5.4 Value and protect diversity and local distinctiveness including rural ways of life	++	++	0	+	0	+	++
	5.5 Maintain and enhance cultural and historical assets	+	+	0	+	++	0	0
	5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change)	+	+	0	++	++	0	0

High-level objective	Does the policy / proposal...	Vision						
		High quality, accessible network of GI which complements unique assets	SO1 Work in partnership to create GI	SO2: To improve health and well-being, reduce exclusion and encourage participation	SO3: Strengthen competitive advantages of SED economy	SO4: To prepare for climate change through mitigation & adaptation	SO5: To conserve & enhance the unique natural environment & maximise contribution to growth	SO6: To create and manage sustainable places informed by local people & local character
6: Minimise consumption of natural resources	6.1 Reduce non-renewable energy consumption and 'greenhouse' emissions	++	++	+	+	++	0	+
	6.2 Keep water consumption within local carrying capacity limits (taking account of climate change)	+	+	0	+	+	-	-0
	6.3 Minimise consumption and extraction of minerals	+	+	0	0	0	0	0
	6.4 Reduce waste not put to any use	+	+	0	0	0	0	0
	6.5 Minimise land, water, air, light, noise, and genetic pollution	+	+	0	0	+	+	0

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF THEMES, CORRIDORS AND ZONES

High-level objective	Does the policy / proposal...	Themes							7. Celebrating heritage	Corridors			Zones	
		1. Coast - a year-round destination	2. Active travel routes	3. Water & flood management	4. Greening the urban environment	5. Green space creation & enhancement	6. Habitat creation & restoration	1. The coast & harbours		2. Active travel network	3. River valleys	1. Urban greening zone	2. Habitat restoration zones	
1: Improve health	1.1 Improve health	+	++	+	+	++	0	+	++	++	++	++	0	
	1.2 Reduce health inequalities	+	++	+	+	++	0	+	++	++	++	++	0	
	1.3 Promote healthy lifestyles, especially routine daily exercise	++	++	+	+	++	-	+	++	++	++	++	-	

High-level objective	Does the policy / proposal...	Themes							Corridors			Zones	
		1. Coast - a year-round destination	2. Active travel routes	3. Water & flood management	4. Greening the urban environment	5. Green space creation & enhancement	6. Habitat creation & restoration	7. Celebrating heritage	1. The coast & harbours	2. Active travel network	3. River valleys	1. Urban greening zone	2. Habitat restoration zones
Health Impact Assessment: How does the strategy impact upon key health issues?	a. Access to health facilities	0	++	0	0	++	0	0	0	++	0	++	0
	b. Safety and security of places and routes	0	++	++	+	++	0	+	+	++	+	++	0
	c. Addressing health and welfare needs of the young and elderly	+	++	0	0	++	0	-	+	++	0	++	0
	d. Addressing health and welfare needs arising from social exclusion	+	-	0	+	++	0	-	+	++	0	++	0
	e. Access to recreation and open space, and promoting participation	++	-	+	+	++	-	+	++	++	++	++	-
	f. Climate change: providing shelter and protection from heat, cold and flooding	0	++	++	+	++	0	-	+	+	0	++	0
	g. Reducing air pollution and its health impacts	0	++	0	++	++	0	+	+	++	0	++	0

High-level objective	Does the policy / proposal...	Themes						7. Celebrating heritage	Corridors			Zones	
		1. Coast - a year-round destination	2. Active travel routes	3. Water & flood management	4. Greening the urban environment	5. Green space creation & enhancement	6. Habitat creation & restoration		1. The coast & harbours	2. Active travel network	3. River valleys	1. Urban greening zone	2. Habitat restoration zones
2: Support communities that meet people's needs	2.1 Help make suitable housing available and affordable for everyone	0	+	0	+	++	++		+	+	0	++	++
	2.2 Give everyone access to learning, training, skills and knowledge	+	0	0	0	+	+	+	0	+	0	0	+
	2.3 Reduce crime and fear of crime	0	++	0	-	++	0	0	0	+	0	++	0
	2.4 Promote stronger more vibrant communities	+	-	0	++	++	0	+	++	++	0	++	0
	2.5 Increase access to and participation in cultural activities	+	++	0	0	+	0	++	+	+	0	+	0

High-level objective	Does the policy / proposal...	Themes						7. Celebrating heritage	Corridors			Zones	
		1. Coast - a year-round destination	2. Active travel routes	3. Water & flood management	4. Greening the urban environment	5. Green space creation & enhancement	6. Habitat creation & restoration		1. The coast & harbours	2. Active travel network	3. River valleys	1. Urban greening zone	2. Habitat restoration zones
3: Develop the economy in ways that meet people's needs	3.1 Give everyone in the area access to satisfying work opportunities, paid or unpaid	+	+	0	0	0	0	+	0	++	0	0	0
	3.2 Help everyone afford a comfortable standard of living	0	+	0	0	0	0	0	0	+	0	+	0
	3.3 Reduce poverty and income inequality	0	++	0	+	++	0	0	+	++	0	++	0
	3.4 Meet local needs locally	+	++	0	++	++	0	+	++	+	+	++	0
	3.5 Increase the circulation of wealth	+	0	0	0	0	0	0	0	++	0	0	0
	3.6 Harness the economic potential of the coast in a sustainable way	++	+	0	0	0	++	++	++	0	0	0	++
	3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising	-	+	++	++	0	0	+	-	0	++	++	0

High-level objective	Does the policy / proposal...	Themes							Corridors			Zones	
		1. Coast - a year-round destination	2. Active travel routes	3. Water & flood management	4. Greening the urban environment	5. Green space creation & enhancement	6. Habitat creation & restoration	7. Celebrating heritage	1. The coast & harbours	2. Active travel network	3. River valleys	1. Urban greening zone	2. Habitat restoration zones
4: Provide access to meet people's needs with least damage to communities and the environment	4.1 Reduce the need/desire to travel by car	+	++	0	+	++	0	++	++	++	+	++	0
	4.2 Reduce the need/desire to travel by air	+	+	0	0	0	0	+	0	0	0	0	0
	4.3 Help everyone access basic services easily, safely and affordably	+	++	0	+	+	0	+	+	++	0	++	0
	4.4 Make public transport, cycling and walking easier and more attractive	++	++	+	+	+	0	++	++	++	++	++	0
	4.5 Encourage a switch from transporting freight by road to rail or water	++	0	0	0	0	0	0	0	0	0	0	0

High-level objective	Does the policy / proposal...	Themes							Corridors			Zones	
		1. Coast - a year-round destination	2. Active travel routes	3. Water & flood management	4. Greening the urban environment	5. Green space creation & enhancement	6. Habitat creation & restoration	7. Celebrating heritage	1. The coast & harbours	2. Active travel network	3. River valleys	1. Urban greening zone	2. Habitat restoration zones
5: Maintain and improve environmental quality and assets	5.1 Protect and enhance habitats and species (taking account of climate change)	-	+	+	++	++	++	0	0	0	0	++	++
	5.2 Promote the conservation and wise use of land	+	+	++	++	++	++	+	0	0	++	+	++
	5.3 Protect and enhance landscape, townscape and seascape	-	+	0	++	++	++	++	++	0	++	++	++
	5.4 Value and protect diversity and local distinctiveness including rural ways of life	+	+	0	0	+	++	++	++	0	+	+	++
	5.5 Maintain and enhance cultural and historical assets	+	+	0	+	+	0	++	+	0	0	+	0
	5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change)	-	+	++	++	+	0	0	0	0	++	++	0

High-level objective	Does the policy / proposal...	Themes							Corridors			Zones	
		1. Coast - a year-round destination	2. Active travel routes	3. Water & flood management	4. Greening the urban environment	5. Green space creation & enhancement	6. Habitat creation & restoration	7. Celebrating heritage	1. The coast & harbours	2. Active travel network	3. River valleys	1. Urban greening zone	2. Habitat restoration zones
6: Minimise consumption of natural resources	6.1 Reduce non-renewable energy consumption and 'greenhouse' emissions	+	++	0	+	+	0	+	0	++	0	++	0
	6.2 Keep water consumption within local carrying capacity limits (taking account of climate change)	0	+	++	++	++	0	0	0	+	0	++	0
	6.3 Minimise consumption and extraction of minerals	0	+	0	0	0	0	0	0	0	0	0	0
	6.4 Reduce waste not put to any use	0	0	0	0	0	0	0	0	0	0	0	0
	6.5 Minimise land, water, air, light, noise, and genetic pollution	-	0	++	++	++	++	+	0	+	+	++	++

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF STRATEGIC PROJECTS

High-level objective	Does the policy / proposal...	Strategic Projects													
		1. Stour Valley	2. Upton Country Park	3. Castleman Trailway	4. Cycleways	5. Enjoy water	6. Greenways, coast and chines	7. Moors Valley Extension	8. Avon Heath enhancement	9. Local food	10. Local open spaces	11. Woodland restoration	12. Heath restoration		13. Street Trees
1: Improve health	1.1 Improve health	++	++	++	++	++	++	++	++	++	++	++	++	++	0
	1.2 Reduce health inequalities	++	++	++	+	++	++	++	++	+	++	++	+		0
	1.3 Promote healthy lifestyles, especially routine daily exercise	++	++	++	++	++	++	++	++	++	++	++	++	++	0

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF STRATEGIC PROJECTS

High-level objective	Does the policy / proposal...	Strategic Projects													
		1. Stour Valley	2. Upton Country Park	3. Castleman Trailway	4. Cycleways	5. Enjoy water	6. Greenways, coast and chines	7. Moors Valley Extension	8. Avon Heath enhancement	9. Local food	10. Local open spaces	11. Woodland restoration	12. Heath restoration	13. Street Trees	14. Historic environment liaison
Health Impact Assessment: How does the strategy impact upon key health issues?	a. Access to health facilities	0	0	+	++	0	++	0	0	0	+	0	0	+	0
	b. Safety and security of places and routes	++	+	++	++	0	++	+	+	0	++	0	0	++	0
	c. Addressing health and welfare needs of the young and elderly	+	+	+	+	+	+	+	+	+	++	0	0	++	0
	d. Addressing health and welfare needs arising from social exclusion	+	+	+	+	+	+	+	+	+	++	0	0	0	0
	e. Access to recreation and open space, and promoting participation	++	++	++	++	++	++	++	++	++	++	0	++	++	0
	f. Climate change: providing shelter and protection from heat, cold and flooding	+	+	+	+	+	+	+	+	0	++	++	0		0
	g. Reducing air pollution and its health impacts	+	+	+	++	+	++	+	+	+	++	++	0	++	0

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF STRATEGIC PROJECTS

High-level objective	Does the policy / proposal...	Strategic Projects													
		1. Stour Valley	2. Upton Country Park	3. Castleman Trailway	4. Cycleways	5. Enjoy water	6. Greenways, coast and chines	7. Moors Valley Extension	8. Avon Heath enhancement	9. Local food	10. Local open spaces	11. Woodland restoration	12. Heath restoration	13. Street Trees	14. Historic environment liaison
2: Support communities that meet people's needs	2.1 Help make suitable housing available and affordable for everyone	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	2.2 Give everyone access to learning, training, skills and knowledge	+	0	+	+	0	+	0	0	0	0	0	+	+	
	2.3 Reduce crime and fear of crime	+	+	+	+	+	+	+	0	+	0	0	+	0	
	2.4 Promote stronger more vibrant communities	++	++	++	++	++	++	++	++	++	++	++	++	++	
	2.5 Increase access to and participation in cultural activities	+	+	+	+	+	+	+	+	+	+	+	+	+	

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF STRATEGIC PROJECTS

High-level objective	Does the policy / proposal...	Strategic Projects													
		1. Stour Valley	2. Upton Country Park	3. Castleman Trailway	4. Cycleways	5. Enjoy water	6. Greenways, coast and chines	7. Moors Valley Extension	8. Avon Heath enhancement	9. Local food	10. Local open spaces	11. Woodland restoration	12. Heath restoration	13. Street Trees	14. Historic environment liaison
3: Develop the economy in ways that meet people's needs	3.1 Give everyone in the area access to satisfying work opportunities, paid or unpaid	+	0	+	+	0	+	0	0	0	0	0	0	+	+
	3.2 Help everyone afford a comfortable standard of living	+	+	+	+	+	+	+	+	++	+	++	+	+	+
	3.3 Reduce poverty and income inequality	+	+	+	+	+	+	+	+	++	+	++	+	+	+
	3.4 Meet local needs locally	++	++	++	++	++	++	++	++	++	++	++	++	++	++
	3.5 Increase the circulation of wealth	+	+	+	+	+	+	+	+	++	+	++	+	+	+
	3.6 Harness the economic potential of the coast in a sustainable way	+	+	+	+	++	++	+	+	+	+	+	+	+	+
	3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising	+	+	+	+	-	+	+	+	++	++	+	0	++	0

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF STRATEGIC PROJECTS

High-level objective	Does the policy / proposal...	Strategic Projects													
		1. Stour Valley	2. Upton Country Park	3. Castleman Trailway	4. Cycleways	5. Enjoy water	6. Greenways, coast and chines	7. Moors Valley Extension	8. Avon Heath enhancement	9. Local food	10. Local open spaces	11. Woodland restoration	12. Heath restoration	13. Street Trees	14. Historic environment liaison
4: Provide access to meet people's needs with least damage to communities and the environment	4.1 Reduce the need/desire to travel by car	+	+	++	++	+	++	+	+	+	++	+	+	++	+
	4.2 Reduce the need/desire to travel by air	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	4.3 Help everyone access basic services easily, safely and affordably	+	+	+	++	+	++	+	+	++	++	++	0	++	0
	4.4 Make public transport, cycling and walking easier and more attractive	+	+	++	++	+	++	+	+	+	++	+	+	++	+
	4.5 Encourage a switch from transporting freight by road to rail or water	0	0	0	0	++	0	0	0	++	0	0	0	0	0

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF STRATEGIC PROJECTS

High-level objective	Does the policy / proposal...	Strategic Projects													
		1. Stour Valley	2. Upton Country Park	3. Castleman Trailway	4. Cycleways	5. Enjoy water	6. Greenways, coast and chines	7. Moors Valley Extension	8. Avon Heath enhancement	9. Local food	10. Local open spaces	11. Woodland restoration	12. Heath restoration	13. Street Trees	14. Historic environment liaison
5: Maintain and improve environmental quality and assets	5.1 Protect and enhance habitats and species (taking account of climate change)	+	+	+	+	-	+	+	+	+	++	++	+	0	
	5.2 Promote the conservation and wise use of land	+	+	+	+	+	+	+	+	+	++	++	+	+	
	5.3 Protect and enhance landscape, townscape and seascape	+	+	+	+	+	++	+	+	+	++	++	++	++	
	5.4 Value and protect diversity and local distinctiveness including rural ways of life	+	+	+	+	+	+	+	+	++	++	+	+	+	++
	5.5 Maintain and enhance cultural and historical assets	+	+	+	+	+	+	+	+	+	+	+	+	+	++
	5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change)	+	+	+	+	+	+	+	+	+	+	+	+	+	0

SOUTH EAST DORSET GREEN INFRASTRUCTURE STRATEGY - SUSTAINABILITY APPRAISAL OF STRATEGIC PROJECTS

High-level objective	Does the policy / proposal...	Strategic Projects													
		1. Stour Valley	2. Upton Country Park	3. Castleman Trailway	4. Cycleways	5. Enjoy water	6. Greenways, coast and chines	7. Moors Valley Extension	8. Avon Heath enhancement	9. Local food	10. Local open spaces	11. Woodland restoration	12. Heath restoration	13. Street Trees	14. Historic environment liaison
6: Minimise consumption of natural resources	6.1 Reduce non-renewable energy consumption and 'greenhouse' emissions	+	+	++	++	+	++	+	+	++	+	+	+	++	+
	6.2 Keep water consumption within local carrying capacity limits (taking account of climate change)	+	+	+	+	+	+	+	+	+	+	+	+	+	0
	6.3 Minimise consumption and extraction of minerals	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6.4 Reduce waste not put to any use	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6.5 Minimise land, water, air, light, noise, and genetic pollution	+	+	+	+	-	+	+	+	+	+	+	+	+	+

**APPENDIX D: CONSULTATION ON THE SUSTAINABILITY APPRAISAL: RECORD
OF COMMENTS, RESPONSES, AND AMENDMENTS (FEBRUARY/MARCH 2011)**

Consultee Organisation	Comment received	Response	Action
East Dorset District Council	Under Objective 6 in Appendix B (page 48) I recommend adding the emerging Hampshire Minerals and Waste Plan (http://consult.hants.gov.uk/) - this is primarily for its potential to impact on Moors Valley Country Park and Ringwood Forest, which are two significant strategic green space sites.	Agree.	Appendix B amended
East Dorset District Council	For the Appraisal Matrices I recommend adding symbols (i.e. + and -, etc...) along with the coloured boxes. The reason I suggest this is in the past we have had requests from people wanting to print black and white copies of documents and still being able to read the table, and those with issues of colour blindness struggling to interpret the tables.	Agree.	Amend Sustainability Appraisal
English Heritage	Consideration of the SEA relates to the above views of the GIS itself. When the latter is clarified the former can be more robust. Welcome the specific SA objective. No reference to heritage Issues/findings on pg 47 – refer to LUC report. Suggest some commentary to explain the scoring and impact on objective 5. Would expect the SA to make reference to mitigation. How will the projects be informed by heritage assets? At present there appear no safeguards to inappropriate actions. In preparing the GIS SEA specific advice published by EH on the consideration of heritage matters may prove useful.	A reference can be made to English Heritage's guidance on <i>Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment</i> and the key messages from this added to the scoping (Appendix B). Appendix A, Objective 5 identifies what the Sustainability Appraisal will look for and the appraisal matrices then set out whether or not an impact is identified. As regards safeguards against inappropriate actions, this is a matter for more detailed local strategies which take forward the implementation of the green infrastructure principles and it would not be possible to set out meaningful detailed safeguards in a high-level non-statutory strategy document.	Amend Scoping (Appendix B) to include appropriate reference to English Heritage guidance on strategic environmental assessment.
Environment Agency	No comments, other than we support the work done within the SA.	Noted.	No amendment to Strategy

Consultee Organisation	Comment received	Response	Action
Jackson Planning (for Meyrick Estate Management Ltd)	The key message from the SA seems to be in relation to SANGS as mitigation for potential damage on the lowland heath. It would appear that the strategy is weak on the spatial roles that SANGS can play, and in particular how they can build on user patterns, as surveyed by Footprint Ecology, where the role of the coast is significant in diverting pressure from the heaths. This is vague in the strategy	There is a specific emerging statutory development plan document being developed jointly by authorities in South East Dorset which will provide the strategic framework for SANGs. The green infrastructure strategy provides a broader overview of green spaces and SANGs will play a part in this, but the strategy is not intended to duplicate, nor could it offer as much detail as, the emerging DPD. The role of the GI strategy is in fact to provide an overview of a myriad of multifunctional green spaces whose sum is greater than the parts. This will benefit SANGs by making them more accessible and boosting their potential capacity, but it should not be seen as a heathland mitigation strategy.	No amendment to Strategy
NHS Bournemouth and Poole	The Sustainability appraisal, not surprisingly, concludes that a strategy for green infrastructure will benefit health. However, it does not attempt to quantify that benefit. For the reasons given above, such an impact is likely to be much less than it could be, and much less fairly distributed.	For the purposes of the appraisal the primary intention is to assess whether or not there is an impact and, if it is negative, to recommend accordingly. Overall the contribution to health is positive and, whilst a more detailed quantification of the benefit would be interesting, it is perhaps a matter for a separate exercise. It could be that a wider assessment of the social, economic and environmental benefits could prove useful in helping to decide on priorities in the implementation of certain projects.	Consider as part of the Action Plan.
RSPB	We welcome the appraisal and support recommendations 1, 5, 6, 8, 10 and 11 in particular.	Noted	No amendment to Strategy
	Did I read it or did my mind just glaze over in 60 pretty pages and two appendices?	Noted.	No amendment to Strategy
Dorset SA Group	Overall support for the sustainability appraisal. Specific comments: it is important to recognise local habitat designations as well as national/international ones; recommendation 11 (care over intensifying activities in sensitive locations) could apply to project 4 (cycleways) as well as 5 (enjoy water).	Noted	No amendment to Strategy

Consultee Organisation	Comment received	Response	Action
Dorset SA Group	It is important to recognise local habitat designations as well as national/international ones	Local designations have been taken into account in the baseline and evidence work which has informed the strategy and sustainability appraisal. However, it would be useful to make reference to the important role of local designations and informal spaces in the SA.	Amend paragraph 22 of the sustainability appraisal.
Dorset SA Group	Recommendation 11 (care over intensifying activities in sensitive locations) could apply to project 4 (cycleways) as well as 5 (enjoy water).	Agreed. The provision and use of cycleways will be expected to take account of environmental designations and so it is appropriate to include a reference to this.	Amend Project 4, Appendix 2; amend paragraph 68 and recommendation 11 of sustainability appraisal.
Dorset SA Group	The assessment matrices show quite a lot of neutral (grey-shaded) boxes which could in fact be more positively scored because the strategy will still make some indirect positive contributions to these aspirations.	Noted, however it is considered that the scoring as shown enables readers to pick out those impacts (positive or negative) which have been identified as making a notable difference to the baseline position.	No amendment to Strategy
Dorset SA Group	Has flooding been taken into account in the appraisal of the Stour Valley project?	Flooding, both fluvial and coastal, has been taken into account in the sustainability appraisal. The Stour Valley project is considered to have a positive impact because green infrastructure can intercept pollutants in surface water run-off and can help to absorb flood waters and reduce the risk to people and property. Whilst it is true that flooding might limit the use of affected greenspace during a flood event, this is considered to be a matter for appropriate management in terms of the function and layout of green spaces in areas of flood risk. However, it is acknowledged that some reference to this might be helpful in the sustainability appraisal.	Amend paragraph 65 of sustainability appraisal.