

Alderholt Meadows, Alderholt, Dorset

Environmental Statement Non-Technical Summary (Volume 4) for
Dudsbury Homes (Southern) Ltd
09 February 2022
Our Ref: SRS/22-00541



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NTS 1	Site Location Plan/Redline Boundary Plan
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Quality Assurance

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Surveyor/Planner [delete as appropriate] experienced in the commercial property sector.

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1 INTRODUCTION

- 1.1 This Non-Technical Summary ('NTS') of the Environmental Statement ('ES') has been prepared by Rapleys LLP in conjunction with the EIA Team and forms part of an outline planning application for *the creation of a mixed use development of up to 1,700 dwellings including affordable and care provision, 10,000sqm employment space in the form of a business park, village centre with associated retail, commercial, community and health facilities; open space including the provision of Suitable Alternative Natural Greenspace (SANG); biodiversity enhancements; solar array; and new roads, access arrangements and associated infrastructure. (All matters reserved apart from access off Hillbury Road)* (the Proposed Development). The land subject of this ES is known as Alderholt Meadows (the Site). The application is submitted by Dudson Homes (Southern) Ltd (the Applicant) to Dorset Council (the Council).
- 1.2 Rapleys has been instructed by the Applicant to coordinate an Environmental Impact Assessment (EIA) for the Proposed Development. An ES, which sets out in detail the findings of the EIA, has been prepared to accompany the planning application. It provides the Council with detailed information on the potential significant environmental effects of the Proposed Development.
- 1.3 The ES consists of the following volumes:
- Volume 1: ES Main Text
 - Volume 2: ES Figures
 - Volume 3: ES Technical Appendices
 - Volume 4: ES NTS
- 1.4 The purpose of this NTS is to summarise the main points of the ES, in particular the predicted effects of the Proposed Development on the local environment during construction and once the scheme is built and occupied, including cumulative effects. Those with particular technical interest should refer to Volumes 1 and 3 of the ES for more detailed information.
- 1.5 The ES has been prepared in accordance with the requirements of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the Regulations').
- 1.6 The application and associated documents, including the ES and the NTS, are available for purchase from the following address:
- Dudson Homes (Southern) Ltd, c/o Rapleys LLP, 126 Colmore Row, Birmingham B3 3AP
 - Email: info@rapleys.co.uk
- 1.7 The ES and planning application documents will also be available via Dorset Council's website once the planning application has been registered.
- 1.8 Comments on the planning application should be submitted to the Council's Development Management Department.
- Telephone: 01305 838336
 - Email: planningeast@dorsetcouncil.gov.uk
 - Address: Dorset Council, County Hall, Colliton Park, Dorchester, DT1 1XJ.

WHAT IS ENVIRONMENTAL IMPACT ASSESSMENT?

- 1.9 An Environmental Impact Assessment (EIA) is needed for projects that are of a certain size or located in a sensitive area such that significant environmental effects may result. An Environmental Statement (ES) summarises the findings of the EIA and provides the local planning authority with detailed and objective information on the environmental effects of a proposed development.

WHY DOES THE PROPOSED DEVELOPMENT REQUIRE EIA?

- 1.10 The Proposed Development falls within Schedule 2, Class 10 Urban Development of the Regulations because:
- The Proposed Development consists of in excess of 150 dwellings, and
 - The site area is over 5ha in extent.

- 1.11 The Applicant is submitting this EIA on a voluntary basis – no formal Screening Opinion request of the Council has been sought. A Scoping Opinion Report was submitted to the Council on 17th November 2022 to determine the scope of the EIA whilst baseline work for the ES was being undertaken. The Scoping Opinion from the Council was received on 21 December 2022. Using expert collective judgement, the consultant team has determined the likely need for the following scope of this EIA to be –
- Transportation,
 - Landscape and Visual Amenity,
 - Ecology and Conservation,
 - Society, Population and Economy,
 - Flooding, Drainage and Water Resources,
 - Archaeology and Heritage,
 - Climate Change,
 - Air Quality, and
 - Cumulative Effects.
- 1.12 The Council Scoping Opinion confirms that as a minimum the topics of Ecology, Historic Environment/Cultural Heritage, Landscape and Visual, and Flooding should be included within the ES. Notwithstanding this, Dudsbury Homes team have committed to including the topics identified in paragraph 1.11 above.
- 1.13 Additional information over and above that included within the submitted Scoping Opinion Report that the Council has requested be included within the ES, is set out in the table below, together with the Dudsbury Homes team response.

Table 1.1: Scoping Opinion Response

Environmental Area	Topic	Council Additional Requirements over and above that already identified in Applicant Scoping Opinion Report	Applicant Response
Ecology		To thoroughly assess impacts on functionally linked land/impact pathways on <ul style="list-style-type: none"> • Hydrology of River Avon – nutrient loads, • Water quality impacts on Solent Marine Sites. 	Included within the Ecology chapter and associated technical appendices.
Landscape, Townscape and Visual Amenity		Recreational impacts on Dorset and New Forest heathlands and Cranborne Chase and West Wiltshire Area of Outstanding Natural Beauty (AONB) Effects on tranquility, lighting, traffic on the AONB and cumulative effects of other development on all sides.	Provision of SANG included within the scheme to off-set these potential impacts – referenced in the Landscape and Visual chapter, the Ecology chapter and the Society, Population and Economy chapter, and associated technical appendices.
Archaeology/Heritage		Paragraph 6.109 of Scoping Report should reference 'further excavation' rather than 'evaluation'.	Noted and understood. The ES itself references this correctly.
Flood Risk/Drainage		Drainage strategy should be based on 45% climate change rather than the 40% quoted.	The Flood Risk and Drainage chapter and associated technical appendix include assessment and calculations on the 45% basis.

Environmental Area	Topic	Council Additional Requirements over and above that already identified in Applicant Scoping Opinion Report	Applicant Response
Minerals and Waste	A Minerals Assessment to determine quality/quantity of mineral and possibly a proposal for prior extraction is required should the development progress to a full application. The ES should consider likely effects the development on these elements.		This is not assessed in the ES at this time. Further commentary is provided within the Planning Statement accompanying the outline application, and in paragraph 1.14 below.

1.14 The Site lies within a Minerals Safeguarding Area for sand and gravel. BSG mapping identifies the Site as being on the edge of a much wider deposit and is therefore likely to be more variable in depth, quality and extent. No further investigative work has been undertaken at this stage to determine extent or quality. A separate planning application and ES would likely be submitted should mineral extraction be necessary following any grant of outline planning permission for the Proposed Development. There are both advantages and disadvantages to potential mineral extraction at the Site – for example, providing aggregates from within the Site will significantly reduce HGV movements associated with the construction phase, but this has to be balanced with potential harm of ecological habitats – the likely environmental effects of all of this can only realistically be assessed once more detailed knowledge of the resources has been acquired. Furthermore, the construction of the Proposed Development will be phased over a number of years linked to reserved matters applications, which, as ‘subsequent applications’ under the EIA Regulations, could require further assessment of environmental effects that were not necessarily known at the time of the original assessment. Any phasing strategy for the potential mineral extraction would need to be combined with the construction phasing of the Proposed Development.

2 THE EIA PROCESS

- 2.1 In accordance with Schedule 4(2) of the Regulations the environmental topics identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect **significant** effects of the Proposed Development.
- 2.2 An assessment of potential environmental impacts was carried out first using recognised industry standard methodologies. A team of specialist consultants was appointed to advise further on design development and to carry out detailed assessments on the identified range of potential environmental effects. The assessment of ‘significance’ of impacts has been undertaken for all potential environmental effects to determine their importance.
- 2.3 The technical assessments, which are reported in volume 1 of the ES, are based on a standard general methodology; however, the accepted good practice criteria within each topic have led, in some cases, to modifications to this general approach.
- 2.4 The likely effects of the Proposed Development are described as adverse, beneficial, negligible or nil.

MITIGATION

- 2.5 The key objective of mitigation is to avoid, offset or reduce the significant adverse effects of a development.
- 2.6 Measures that avoid environmental impacts and effects and which form part of the assessed Proposed Development (as set out in the scheme description or shown on the parameter plans) are known as inherent mitigation that is included in the design of the Proposed Development. Inherent mitigation is taken into account in the assessments.
- 2.7 Additional Mitigation is defined as a proposed measure that is additional to the assessed Proposed Development in response to environmental impacts identified through the assessment.

CUMULATIVE SITES

- 2.8 The EIA assesses the potential cumulative effects of the Proposed Development combined with existing and approved developments both during the construction phase and following completion. The assessments of cumulative effects are contained within the individual ES chapters where relevant. The following cumulative sites has been assessed principally in relation to implications with regard to traffic, ecology, air quality and socio economics:

- Whitsbury Road, Station Road and Burgate, Fordingbridge,
- Edmundsham Road, Verwood,
- North of Ringwood Road, Alderholt, and
- Daggons Road, Alderholt.

3 BACKGROUND TO DEVELOPMENT

3.1 Full details of the Site and its surroundings can be found within the accompany Planning Statement and Design and Access Statement. A summary is presented below.

SITE

3.2 The Site (as shown on **NTS1**) is approximately 122ha in area located either side of the Ringwood Road, immediately south of the settlement of Alderholt. The land within the Site to the north and west of the existing solar array will be used for SANG purposes. Its eastern extent is formed by the Hillbury Road; to the south are agricultural fields and Ringwood Forest (Site of Interest for Nature Conservation (SINC)); the western extent is also agricultural fields and the SSSI of Cranborne Common (part of the Dorset Heathlands Special Protection Area (SPA), Ramsar and Special Area of Conservation (SAC)), and to the north is the built up area of Alderholt.

3.3 The Site comprises three farmsteads – Sleepbook Farm in the northern part of the Site accessed via a gravel track from Ringwood Road, Warren Park to the south and Oak Tree Farm to the east of Ringwood Road – and is predominantly in arable production with some improved grassland for animal husbandry. Land classification identifies the land as grade 3.

3.4 The Alderholt Riding and Livery Yard located to the west of Ringwood Road is excluded from the Site, although the menage and several associated paddocks are included within it. The existing community recreation ground and playing fields on the other side of the road are similarly excluded from the Site boundaries.

3.5 The Site is gently undulating at heights ranging from 60m AOD on its northern edge to 50m AOD on its southern and eastern boundaries.

3.6 The Site lies within Flood Zone 1. Within the Site there are several drains which flow to two ponds just south of the Site, which in turn flow to the Hamer Brook and onto the River Avon and Avon Valley. Sleep Brook runs north to south on the western edge of the Site also to the Hamer Brook. There are four distinct drainage catchments across the Site.

3.7 Trees are present along the Site boundaries and around field edges where hedgerows predominate.

SURROUNDINGS

3.8 Alderholt is located in the north-east of Dorset close to its boundary with Hampshire and the New Forest District. To the north-west of the settlement the land rises to Cranborne Chase and the West Wiltshire Area of Outstanding Natural Beauty (AONB); to the east is the New Forest National Park and to the south the South-East Dorset Green Belt.

3.9 The settlement lies on land that rises up from the valleys of the River Avon and Ashford Water to a height of circa 75m.

3.10 Alderholt lies approximately three kilometres to the south-west of Fordingbridge, which provides much of Alderholt's day to day service needs. Ringwood is approximately nine kilometres to the south and Verwood eight kilometres to the south-west.

3.11 Alderholt is a settlement of circa 3,000 population which has primarily developed to the south of the B3078 which runs between Shaftesbury to the north-west and Fordingbridge to the north-east. Both Hillbury Road and Ringwood Road head south from this road. It comprises predominantly twentieth century suburban development with a primary school, recreation field, community hall, churches, a pub and a Co-op store.

PLANNING HISTORY

3.12 There is no planning history of relevance associated with the Site.

3.13 The Site, or parts thereof, has been promoted within a number of local plan policy document reviews, including -

- The call for sites of the Christchurch and East Dorset Local Plan Review, November 2016 – two parcels comprising some 15ha for 450 dwellings and 16ha as SANG,
- East Dorset Local Plan Review – Options Consultation, September 2018 – a self-sustaining settlement of circa 1,700 dwellings,
- Dorset Local Plan Regulation 18 Consultation, March 2021 – ‘transformational development’ as a garden village, now the subject of this Scoping Report.

4 DEVELOPMENT DESCRIPTION

4.1 The Proposed Development is the creation of a garden village settlement adjoining the southern edge of Alderholt either side of the Ringwood Road, on a total Site area of 122ha, comprising:

- up to 1,700 dwellings both market and affordable, self-build and care,
- 10,000sqm employment space- an enterprise hub for desk and local workspace as well as larger units for rent,
- village centre with associated retail, commercial, community and health facilities,
- Open space/green infrastructure including provision of Suitable Alternative Natural Greenspace (SANG), orchards, sports centre, community gardens, allotments,
- biodiversity enhancements,
- solar array, and
- new roads, access arrangements and associated highway/drainage/other services.

KEY DESIGN PRINCIPLES AND PARAMETER PLANS

4.2 The design of the development is based on the Garden Village philosophy combined with the 15 minute neighbourhood concept in order to deliver a sustainable place. The aim is to create a place which will inspire and be cherished; a place where community can live sustainably, grow and prosper. It is built on three themes –

- Preserving the strong connection with the local vernacular architecture of Alderholt,
- Creating a strong sense of place, character and identity by ensuring development of highest quality,
- Preserving existing site characteristics such as trees, hedgerows, habits, key views,
- Establishing a clear and safe network of interlined vehicular and non-vehicular routes, and
- Creating parcels of development in a strong landscape framework that provides a network of green infrastructure.

4.3 The indicative masterplan creates a place with a clear identity through the creation of a series of neighbourhoods linked together by footpaths and cycleways, green infrastructure corridors and open space that also make connections back to the existing Alderholt village and surrounding countryside.

4.4 The new village centre of the settlement on the Ringwood Road will provide a range of services clustered round a village square. Such use will include the doctor’s surgery/health centre, local shops, public house, community café, new community buildings. It will be within 1200m of nearly every house.

4.5 The existing sport facility will be enhanced with the provision of all-weather surfaces, upgraded changing facilities. Exercise trails will extend through the settlement, community gardens, allotments and orchards will be created.

4.6 Buildings will be designed to incorporate the latest technology and will be flexible; electric charging for every home.

4.7 An enterprise hub providing desk and workspace for local businesses, meeting rooms is to be located within the local centre, alongside larger spaces to rent for companies and employees and other employment space located on Hillbury Road within 400m of the village centre.

4.8 The local centre will also act as a mobility hub with a car club, cycle hire, electric charging points. A bus route will pass through and around the settlement.

4.9 Buildings will be energy and carbon efficient through construction and enduring lifespan, reducing their running costs and environmental impact. Renewable energy sources will provide the settlement with

energy - including from the solar farms to the west of the Site and at Warren Park Farm, district heating systems and ground source heat pumps.

- 4.10 Two main access points into the Site are proposed:
- Off the northern end of Ringwood Road through the creation of a re-prioritized junction through the Site as the primary route, which will cross the southern end of Ringwood Road through the eastern part of the Site to...
 - A four arm roundabout junction on Hillbury Road.
- 4.11 The existing section of Ringwood Road between the two new Development junctions will be retained but traffic calmed to allow access only to existing properties as well as pedestrian and cycle access through to the local centre, recreation ground and school.
- 4.12 A network of pedestrian and cycle routes to prioritize these modes throughout the Proposed Development, connecting it to the existing settlement and surrounding countryside, are prevalent throughout the Development, providing opportunities for non-car use for daily life.
- 4.13 Proposed heights will reach a maximum of 3.5 storeys, although 2 storeys will dominate throughout the Proposed Development. Taller buildings will be used as markers or key buildings to add variety and interest to the roofscape and overall design of the scheme. Where the Site adjoins existing residential areas to the north, maximum building heights have been set as 'up to 2 storeys' in order to preserve the amenity of adjoining residents.
- 4.14 The building heights have been informed by early landscape analysis and inputs and have been prepared having regard to the design approach.
- 4.15 The proposed density parameters have been set as 'low-medium' (30-35 dwellings per hectare) and 'medium' (35-40 dwellings per hectare), although even within these areas densities will vary – for example, higher densities where flatted development is proposed and around the local centre, with lower densities at circa 20dph on the more rural fringes. The density is informed by the Site analysis and surrounding development, in addition to Site topography and technical constraints.
- 4.16 Whilst the Proposed Development promotes new homes across the Site, significantly more than 50% of the Site area will provide for open space/green infrastructure (circa 71ha), either in the form of interconnected public open spaces that form the setting for the residential neighbourhoods, or as part of three areas of SANG – two linked areas to the west and the other in the south-east area of the Site. The Landscape Strategy, Design and Access Statement and Design Code set this out in more detail.
- 4.17 Existing vegetation across the Site and along its boundaries (predominantly trees and hedgerows) has been retained as far as possible for biodiversity, visual amenity value and as part of the overall landscape/green infrastructure strategy. Some loss of hedgerow and trees has been necessary to facilitate access to the Proposed Development particularly at the new junction arrangement on Ringwood Road and the new roundabout on Hillbury Road.
- 4.18 A network of Suds, rain gardens, attenuation ponds will manage the surface water and an on-site water treatment plant and/or direct connection to the foul network will manage wastewater, phosphate/nitrate levels and enable recycling of water to homes.
- 4.19 **NTS2** (Indicative Masterplan) indicates the design principles and layout of the Proposed Development as described above.

Phasing

- 4.20 It is difficult at this stage to be precise in respect of the phasing of the Proposed Development and as a result, a detailed phasing strategy is not therefore, confirmed. The planning application approval would likely be subject to a condition requiring the submission of a phasing plan prior to commencement in any event.
- 4.21 Notwithstanding this, and subject to the timing of planning permission, the broad anticipated timetable of construction over a period of circa 14 years is as follows:
- Commencement on site (site clearance and preparatory works) late 2027/early 2028,
 - Construction of the Ringwood Road access 2027,
 - Construction of the Hillbury Road access 2027,
 - Commencement of construction of residential dwellings winter 2029,
 - Completion of full site during 2041.

5 ALTERNATIVES

5.1 The ES must consider and identify 'alternatives' to the Proposed Development. The alternatives considered within the ES are summarised as:

- Do nothing,
- Alternative site location, and
- Alternative design and site layouts for the Proposed Development.

5.2 The Do Nothing scenario is a hypothetical alternative, conventionally considered in EIA as a basis for comparing the development proposal.

5.3 The do nothing scenario would result in the Site's baseline condition as arable/pasture land remaining unchanged thus avoiding any associated adverse impacts identified within this EIA. However, the do nothing scenario is not a reasonable alternative in the context of the need for housing.

5.4 The Site is under option to the Applicant. In this context, there is not an alternative location for the Proposed Development to take place. The Site is being promoted through the Local Plan process as a suitable and sustainable location for residential development.

5.5 The Proposed Development has been evolving over a number of years as knowledge of environmental constraints and opportunities has improved. In 2018, the concept scheme, whilst built around many of the design principles now seen in the 2022 Proposed Development scheme, involved a much smaller land area in two blocks for circa 1,000 dwellings, immediately adjacent to the existing built-up area of Alderholt. The key differences between the schemes are –

- A greater area of land that has now been acquired,
- the proposed built up area extends further southwards to the west of, and along the length of, Ringwood Road to accommodate circa 1,600 dwellings (late 2018) and 1,700 in the final scheme,
- the inclusion of 43ha of SANG along the western flank of the scheme, and 9ha in the south-east,
- the inclusion of a defined village centre west of Ringwood Road, complimented on the eastern side of the road by a recreation hub built around the existing sports facility,
- the re-alignment of Ringwood Road through the western parcels of land, the old alignment downgraded to allow vehicular access only to existing properties.

6 POLICIES AND CONTEXT

6.1 A detailed review of the Proposed Development against the background of the planning policy context is set out in the Planning Statement accompanying the application. The ES summarises those policies that are most relevant to the Site and the Proposed Development.

6.2 Specific policies relating to individual issues are referred to in the relevant topic chapters.

6.3 The Site lies in the countryside, outside of the extent of the built-up area of Alderholt. There are no specific planning designations attributable to the Site.

7 ENVIRONMENTAL EFFECTS

7.1 This section summarises the potential significant effects against each topic in the ES. **Table NTS1** provides an overall summary of the impacts of the Proposed Development, the mitigation and the effects remaining after mitigation (residual effects).

TRANSPORTATION

7.2 This chapter of the ES has considered the impact of the Proposed Development and associated traffic during the construction and operational phase. The impacts have been assessed for the following:

- Driver Delay,
- Pedestrian delay and Amenity,
- Fear and Intimidation,
- Severance, and,
- Accidents and Safety.

- 7.3 The Site is located north and south of Ringwood Road and west of Hillbury Road, with access taken from a new roundabout junction on Hillbury Road and a new priority junction on Ringwood Road.
- 7.4 Ringwood Road routes on a north-west – south-east alignment between Station Road to the north and Hillbury Road to the south. It currently forms the western boundary of the existing Alderholt settlement and is utilised by traffic routing between the south and western areas of Alderholt.
- 7.5 Hillbury Road itself routes on a north-south alignment and routes between Alderholt to the north and provides connections towards Ringwood and the A31 approximately 8km to the south.
- 7.6 Public transport is limited. The nearest bus stops to the Site are located along Birchwood Drive providing access to one bus service, the 97, which routes 3 times per direction on a Tuesday, Wednesday and Friday. It routes between Alderholt and Ringwood via Fordingbridge and is provided by Community Transport Services.
- 7.7 Baseline data has been obtained to inform the assessment which includes traffic data gathered through surveys undertaken in 2021 (and 2018 for the A31 junction with growth factors applied to increase the data to 2021 flows).
- 7.8 The Proposed Development has been developed in accordance with a range of local, regional and national policy. The Proposed Development has been demonstrated to be accessible via sustainable modes and the principles of sustainable travel have been adopted throughout the Proposed Development.
- 7.9 It has been estimated that circa 280 trips per day construction traffic in a worst case scenario, results in a 22% on Ringwood Road, but less than 10% on other roads, leading to a minor adverse impact, ie, **not significant** on pedestrian amenity and delay, fear and intimidation, severance. In terms of driver delay, accidents and safety the traffic increase is less than 10% leading to a minor adverse impact, ie, **not significant**.
- 7.10 Trip distribution was agreed with the Highway Authority with 31% trips routing east along Fordingbridge Road, 35% south along Harbridge Drove and 34% west along Daggons Road. Trip generation was agreed as 510 vehicle trips in the morning peak and 884 in the evening peak.
- 7.11 Junction assessments were also agreed for the following –
- The proposed site access with Hillbury Road,
 - Hillbury Road / Station Road,
 - Ringwood Road / Station Road (B3078),
 - High Street / Provost Street (B3078) in Fordingbridge, and
 - Verwood Road / A31 Off-East bound off and on slips.
- 7.12 The resulting development is expected to result in a range of effects from major adverse to minor beneficial. Of particular note are the major adverse impacts without mitigation on driver delay on the A31 off-slip junction and Provost Street junction; on pedestrian amenity and delay along Station Road, Ringwood Road and Hillbury Road; on fear and intimidation and severance along Ringwood Road/Hillbury Road.
- 7.13 Mitigation measures for construction traffic include the use of planning conditions, and a Construction Traffic Management Plan. To overcome the impacts once the Proposed Development is completed, mitigation includes junction improvements at the A31 off-slips junction and the Provost street/High street junction in Fordingbridge as well as potential widening along a series of links surrounding Alderholt as appropriate. Furthermore, a series of new footways and pedestrian connections will be opened up within Alderholt to enhance pedestrian permeability and therefore mitigate against pedestrian delay, amenity, fear and intimidation, and severance. Ringwood Road will be downgraded following the implementation of the Proposed Development to create a quiet lane which is useable for pedestrian and cyclists and further enhance the new pedestrian and cycle connections proposed as part of the scheme.
- 7.14 As a result of the mitigation the residual effects range from moderate/minor adverse to beneficial where mitigation measures have a wider net benefit. In EIA terms, these are **not significant**.

LANDSCAPE AND VISUAL

- 7.15 This landscape and visual impact assessment (LVIA) has been prepared to determine the likely effects of the proposed development. The LVIA has addressed the following landscape resources and visual receptors:

- Landscape character, including physical landscape resources, and

- Views and visual amenity experienced by residents, recreational users and road users.
- 7.16 The LVIA identifies the key constraints and opportunities present in the site and surrounding landscape, and also the nature of the likely impacts that may arise from the Proposed Development. The LVIA has analysed the baseline information in the context of the Proposed Development and has subsequently considered proposed mitigation measures that have been used to inform the design of the Proposed Development and the mitigation forms an integral part of the design and masterplan.
- 7.17 There is comprehensive coverage of landscape character at a regional and local level through published landscape character studies. The Landscape Effects have been considered in the context of these studies.
- 7.18 The visual envelope for the Site was established through desk-top and on site analysis informed by establishing a ZTV (Zone of Theoretical Visibility) and is defined by the approaches towards the Site and views from road infrastructure, from recreational routes including the network of Public Rights of Way and non-designated footpaths in the wider area and also by residential receptors in properties in Alderholt that look towards the Site.
- 7.19 Constraints and opportunities have been identified on the Site. Along with an analysis of the Proposed Development and the early identification of likely landscape and visual impacts, these have been used to develop the design of the Proposed Development and to form a comprehensive landscape strategy.
- 7.20 The physical landscape impacts that will give rise to perceived changes in landscape character are generally limited to some loss of vegetation within the site to achieve access and the changes to the land use associated with the proposed development. The landscape strategy (and overall masterplan) aims to retain and enhance many of the characteristic elements and features of the area, including the pattern and scale of hedgerows and the existing trees.
- 7.21 Impacts will be mitigated through significant additional areas of planting throughout the proposed residential areas including as part of swale corridors and new public open spaces.
- 7.22 In addition, significant new planting is proposed as part of the delivery of two SANG areas in the western and south-eastern parts of the Site. This will include new areas of woodland, scrub and tree planting, wildflower meadows and wetland areas and is intended to compliment the habitats and landscape character on Cranborne Common and Ringwood Forest to the west and south and to enhance biodiversity.
- 7.23 The existing network of footpaths will be significantly enhanced providing improved access to landscape assets in the wider area.
- 7.24 A range of representative visual receptors have been used to inform the LVIA. These include:
- Recreational receptors such as walkers, cyclists and horse-riders using Public Rights of Way and permissive footpaths within the wider area including from Cranborne Common, the northern edge of Ringwood Forest and from farmland to the east of the Site,
 - Road users, including those using Ringwood Road, Hilbury Road and the smaller lanes to the east of the Site, and
 - Residential receptors from residents living in properties that overlook the Site.
- 7.25 Overall, the selected viewpoints and subsequent analysis demonstrate that the Site and Proposed Development will be visible from a localised area only and where it will be seen, the highest degree of adverse effects are limited to views on, or immediately adjacent, to the Site only.
- 7.26 The most significant visual effects are from the northern edge of the Site on Ringwood Road (viewpoint 7) and for residential receptors in the eleven properties at the northern end of Ringwood Road and two further properties further south on Ringwood Road (opposite Foxhill Farm) that back onto the Site. From each of these locations there will be visual effects with a predominantly open green view replaced by a view across new housing. These changes have localised impact and are not in themselves unattractive.
- 7.27 On completion at year 1 there will also be visual impacts from viewpoints on Hilbury Road (Viewpoints 1 – 3), and from other viewpoints on Ringwood Road (Viewpoints 4 - 6). The landscape framework for the site will help to reduce visual effects so that the magnitude of these impacts will reduce as new planting establishes.
- 7.28 Furthermore, the Proposed Development has been planned to ensure that from each of these locations residential development, and the landscape framework within which it is located, is laid out to create a strong sense of place that respects the existing landscape character.

- 7.29 Consideration has also been given to potential landscape and visual impacts on the Cranborne Chase and West Wiltshire Downs AONB. The potential additional recreational pressures on the AONB are mitigated through the provision of significant areas of open space and SANG as part of the Proposed Development. The potential impacts of lighting are mitigated through the lighting strategy for the Site which includes a range of measures to ensure that the AONB and International Dark Skies Reserve will not be impacted by the visual effects of lighting and the lighting technical effects (primary sky glow). There will be some additional trips that pass through Cranborne and these will be mitigated through localised improvements to the B3078. Nevertheless, additional traffic will be experienced passing through Cranborne village.
- 7.30 The cumulative impacts of the Proposed Development and a proposal for 45 homes on the former Hawthorns nursery site on Ringwood Road have also been assessed. Whilst the magnitude of visual impacts on some receptors will increase this will have a minor impact only.

ECOLOGY

- 7.31 Several nature conservation designations lie in close proximity to the Site. Cranborne Common, a Site of Special Scientific Interest (SSSI) and part of the Dorset Heathlands Special Protection Area (SPA) and Ramsar and Dorset Heaths Special Area of Conservation (SAC), lies immediately to the east. Sandwiched between Cranborne Common and the Site lies Sleepbrook Farm Site of Nature Conservation Importance (SNCI). Ringwood Forest SNCI adjoins the southeastern part of the Site and extends to the south and southwest. The River Avon SSSI/SAC and Avon Valley SSSI, SPA and Ramsar lie to the east, with the New Forest SSSI/SAC/SPA/Ramsar further again. The Site therefore sits within a diverse and ecologically important landscape.
- 7.32 The Site itself is spread over three farms, and so the vast majority of the land use is currently modified grassland or arable land which is actively farmed. The key habitats present in this farmland landscape are a network of hedgerows of varying condition, and small areas of semi-improved grassland, scrub and woodland, with some mature Oaks and several ponds in localised areas in the southeast. These are of Local ecological importance.
- 7.33 Given the wider landscape setting and connectivity with several nature conservation designations, the habitats on Site support a good range of wildlife. This includes an assemblage of bat populations of County importance, an assemblage of breeding birds of Local importance which comprises common woodland species and a Barn Owl roost in one of the derelict barns. Nightjar, one of the bird species associated with the Dorset Heathlands SPA, forage over the western part of the Site. A population of Great Crested Newts of Local importance is centred on several of the ponds in the southern part of the Site. Good populations of Common Lizards and Slow-worms occur in localised areas, with some Grass Snake, and this reptile assemblage is of Local importance. Two Badger clans occupying various setts in two areas of the Site are of importance only Within the Zone of Influence.
- 7.34 Impact avoidance and biodiversity enhancement have been sought from the outset through scheme design. Important ecological features will be safeguarded during the construction phase through measures specified within a Construction Environmental Management Plan (CEMP). An Outline Ecological Mitigation and Enhancement Plan (EMEP) sets out the means of not only safeguarding the local biodiversity but enhancing it too. Large parts of the Site will be retained to create green infrastructure for use as SANG to mitigate potential recreational effects on the Dorset Heathlands, or Public Open Space. Wide habitat buffers will be retained and enhanced to protect the hedgerow and tree network and provide wildlife corridors through the Site.
- 7.35 Long-term management for biodiversity will improve on the existing situation, where modern intensive farming currently extends to the edge of these important features reducing their biodiversity value.
- 7.36 The recreational activities of new residents will assert pressures on local biodiversity. Within the Site itself this could include access to woodland with sensitive ground flora. Beyond the Site people will travel to visit nearby places including Cranborne Common, other heathlands in Dorset, and the New Forest; these visits have the potential to adversely affect the nature conservation interests of these internationally important sites, in the absence of mitigation, when acting in-combination with other planned residential development in the region. To address this the Proposed Development includes a bespoke impact avoidance and mitigation strategy.
- 7.37 A large part of the western half of the Site will be enhanced to provide SANG, in accordance with the quality criteria set out in the Dorset Heathlands Planning Framework 2020-2025. Further areas of SANG are also proposed in the eastern part of the Site, connecting to Ringwood Forest to the south. The SANG network proposed has been designed to provide new and existing residents with a convenient, attractive, and functional recreational space to cater for their recreational needs, principally dog walking. It will provide suitably long walking routes of over 2.5km. SANGs will be created and managed for both

public access and biodiversity enhancement in perpetuity, with suitable funding secured. An Outline SANG Creation and Management Plan sets out the main objectives, SANG design and management, and intended delivery mechanisms.

- 7.38 The River Avon SAC lies some 1.7km to the east of the Site, however, wastewater would be treated at Fordingbridge Wastewater Treatment Works (WWTW) which discharges into the Avon. In order to safeguard the interest features of the SAC from additional nutrient phosphate input from wastewater discharges, the Proposed Development will be required to demonstrate that it is capable of achieving no net increase in phosphate reaching the Avon ('nutrient neutrality'). This will be achieved through a Nutrient Mitigation Strategy being developed in consultation with Natural England/Dorset Council and based on one or a combination of appropriate options. This might include creation of wetland lagoons, retiring agricultural land and creating new woodland, or financial contribution towards a Dorset Council or third party offsetting scheme.
- 7.39 Analysis of the landscape proposals has been undertaken using the Biodiversity Metric 3.1 Spreadsheet for 'Habitats'. Losses in the area of Habitat will be offset by provision of new areas and type of Habitats and improved condition of existing Habitats. This will ensure overall biodiversity net gain of at least 10%. 'Hedgerows' and 'Streams' are considered separately, with further positive net gains envisaged.

SOCIETY, POPULATION, ECONOMY

- 7.40 The development will create a range of new jobs during the construction comprising direct jobs during the construction phase on site (circa 1,095 full time equivalent temporary jobs per annum) and indirect jobs off site through associated materials, service and trade supplies (circa 1,435 full time equivalent temporary jobs per annum). Both the direct and indirect jobs generated are likely to deliver a slight beneficial impact at the local level.
- 7.41 The Proposed Development will create circa 564 direct additional jobs from the new community and commercial uses provided within the Development, with a further 210 indirect supply chain jobs being created. Overall, the economic benefits of the proposal are a moderate beneficial effect.
- 7.42 The development will have moderate beneficial effects in terms of its contribution towards meeting Dorset's housing needs and will help create balanced and mixed communities in accordance with national planning policy principles.
- 7.43 The effect on health services would be slight adverse when S106 contributions are taken into account. The Proposed Development would deliver a number of health benefits by encouraging community inclusion, healthy neighbourhoods, active lifestyles and through new housing provision.
- 7.44 The Proposed Development makes provision for a village centre to include scope for Class E uses. Proposed on-site facilities would have a slight/moderate beneficial effect resulting from improved facilities for both existing and future residents. The Proposed Development would also benefit those residents that live near to the Site providing greater choice for day to day, small scale, convenience retail needs.
- 7.45 There is insufficient capacity in the local schools to accommodate the pupils generated by the Proposed Development. Discussions are ongoing with various schools, including those over the County border in Fordingbridge to determine an appropriate strategy for education provision. The position is further complicated by the fact that secondary schools in Fordingbridge/Hampshire are much closer than those in Dorset. S106 contributions are seen at the present time as the most appropriate mitigation. A slight adverse effect is therefore anticipated.
- 7.46 The proposed areas of green space will be made available for public open space accessible to both existing and future residents. Provision of SANG (some 51.4ha) is a major feature of the Proposed Development and provides new green multi-functional green space to offset any potential recreational impact on Cranborne Chase, Dorset Heathlands SAC/SPA/Ramsar – details are set out in the Impact Avoidance and Mitigation Strategy. Where higher order leisure facilities are required (swimming pools, leisure centres) appropriate S106 contributions will off-set any adverse impacts. The Proposed Development would, therefore, have a slight beneficial effect on public open space provision.
- 7.47 **No significant** adverse effects have been identified in relation to socio-economic receptors. A number of beneficial effects have been identified as summarised above.

DRAINAGE AND FLOOD RISK

- 7.48 The Site currently comprises mostly arable fields and grassland and much of the Proposed Development will replace permeable ground cover with impermeable surfaces, which has the potential to increase surface water run-off from the Site.

- 7.49 There are a number of permanent water bodies, rivers or streams within the Site boundary. The nearest Main River is the River Avon, located approximately 1.9 kilometres to the east of the Site. The majority of the Site is classified by the EA as 'very low risk' from surface water flooding i.e. the area has a less than 1 in 1,000 chance of flooding annually. Groundwater flooding is considered a low risk to the Site following results of groundwater monitoring.
- 7.50 The proposed surface water drainage strategy will utilise Sustainable Drainage Systems (SuDS) and will hold surface water in a number of basins/ponds before discharging water in a controlled manner into watercourses. The proposed surface water drainage system will be able to effectively capture and control all runoff generated within the Site and maintain pre-development runoff rates, without increasing flood risk elsewhere. The proposed strategy for managing foul water is to utilise a new on-site pumping station that will convey foul flows from the Proposed Development to the public foul sewer network in Hillbury Road, and then on to the Wessex Water pumping station at Sandleheath Road approximately 850 metres north of the Site boundary.
- 7.51 There is potential for significant adverse effects to the water environment resulting from construction (such as spillage and leakage of oils, fuels and chemicals during construction). Provisions for the management of construction activities will be set out in a Construction Environmental Management Plan (for example, spill kits to be located within the works compound, and all drums/barrels will be fitted with flow control taps), which will ensure that any likely effects are minimised. The use of sustainable drainage techniques mixed with traditional methods of water conveyance and storage will capture surface water flows and therefore should not increase the impact on the groundwater quality. Each SuDS feature must be adequately protected to ensure that the overall drainage design for the Proposed Development is not compromised.
- 7.52 With the implementation of mitigation measures embedded within the design of the Proposed Development and those proposed for control of construction impacts, **no significant** risks or effects are likely to occur as a result of the Proposed Development on the water environment.

ARCHAEOLOGY/HERITAGE

- 7.53 There are no designated heritage assets within the boundary of the Site. There are no World Heritage Sites, Conservations Areas, Registered Parks and Gardens or Battlefields within the 1km study area.
- 7.54 The closest conservation area is at Edmondsham over 1km to the west and separated from the Site by heathland and lots of tree planting.
- 7.55 Historic plans indicate a linear form of settlement along the Cranborne to Fordingbridge Road. In 1876 the Daggons Road railway station opened, but in 1964 it was one of the many Beecham casualties and has remained closed ever since.
- 7.56 Heritage assets both within and outwith a 1km study area of the Site include both listed buildings and Scheduled Monuments.
- 7.57 A Desk-Based Assessment and geophysical survey have been undertaken.
- 7.58 Desk-based research and data collected during the geophysical survey has indicated that there is a potential for archaeological remains to be present within the Site associated with medieval and post-medieval agricultural activity and a potential for Palaeolithic and palaeoenvironmental remains associated with the Pleistocene terrace deposits.
- 7.59 There is also a potential for archaeological remains from the Bronze Age through to the medieval period, although this potential is more limited.
- 7.60 There is no potential for harm through a change in setting to any heritage assets (listed buildings, Scheduled Monuments) within the 1km study area either as the Site does not form part of their setting or the Site does not contribute to their significance.
- 7.61 During construction there will be -
- a minor adverse effect on known remains associated with the medieval agricultural land management activity reducing to negligible following mitigation,
 - a negligible effect on remains associated with the post-medieval agricultural and extraction activity, both prior to and after mitigation,
 - a moderate adverse effect on possible geophysical survey remains, reducing to negligible post mitigation,
 - A major effect on unknown palaeolithic remains, reducing to negligible post mitigation, and

- A negligible effect on all listed buildings/Scheduled Monument assets outside of the 1km study area.
- 7.62 Mitigation is still under discussion, but it is to be proposed through an appropriate programme of works (preservation by record, to include trial trenching) in advance of any construction starting on the Site.
- 7.63 No operational effects have been identified.
- 7.64 Overall, the effect of the Proposed Development on archaeology/heritage is **not significant** in EIA terms.

CLIMATE CHANGE

- 7.65 Climate Change considerations look at both the impact of the Proposed Development on climate change as a result of GHG emissions and associated mitigation measures, as well as potential impacts of climate change on the Proposed Development and the associated adaptation measures to ensure long term resilience.
- 7.66 The key receptors identified include; habitats and species, construction employees and equipment, energy infrastructure; building occupants; building infrastructure; and building operations.
- 7.67 There is wide range of embedded mitigation built into the design of the Proposed Development, to reduce GHG emissions including the use of the solar array for electricity generation, electric vehicle charging, the potential use of local ground source heat pumps, compliance with Part L of the UK Building Regulations, improved fabric performance.
- 7.68 As a result of these the proposed mitigation measures, **no likely significant** effects are identified.

AIR QUALITY

- 7.69 The main likely effects on local air quality during construction relate to nuisance dust and exhaust emissions from construction vehicles and plant.
- 7.70 A range of measures to minimise or prevent dust and reduce exhaust emissions generated from construction activities would be set out in within a CEMP and implemented throughout the construction phase. Therefore, it is considered effects due to dust emissions would be not significant.
- 7.71 Construction traffic movements would be agreed with the Council and consideration given to the avoidance, or limited use of roads during peak hours. Considering these measures, the effect of construction vehicles on local air quality would be not significant.
- 7.72 Construction plant emissions would not have a significant effect on local air quality during the construction of the Proposed Development.
- 7.73 A detailed modelling exercise has been undertaken to assess likely effects on local air quality associated with changes to road traffic from the Proposed Development. The modelling indicates levels of nitrogen dioxide and particulates would not exceed nationally accepted limits at any of the nearby residential properties or within the Proposed Development in 2041. It is concluded that the effect of the Proposed Development on levels of nitrogen dioxide and particulates would be **not significant**.

CUMULATIVE EFFECTS

- 7.74 Cumulative effects result from the combined impacts of multiple developments as well as multiple in-scheme impacts, for example, combined landscape and ecology impacts on the same sensitive receptor. The impacts from a single development or a single environmental impact may not be significant on their own but when combined with other developments or impacts these effects could become significant. In this context, cumulative assessment focuses on effects which are significant, ie, where receptors experience major effects.
- 7.75 The cumulative schemes included within the ES are listed in paragraph 2.5 of the NTS.
The EIA assessment has concluded that there will be no significant in-combination in-scheme effects on an individual identified receptor.
- 7.76 In combination with the identified cumulative developments, there is likely to be -
- No significant effects relating to transport following the implementation of mitigation that each site would have to contribute to,
 - No significant effects relating to ecology as each development would have to comply with policy by avoiding/mitigating impacts for recreational pressure, air quality and hydrological change in relation to the Dorset Heathlands,
 - A moderate beneficial effect of increase in housing supply,

- A slight beneficial effect in relation to construction and operational job creation, both directly related to the Site and indirect, ie, supply chain jobs,
- A slight beneficial effect in relation to job creation once all developments are complete and operational,
- No significant effects in respect of drainage and flood risk.

7.77 It is assumed for the cumulative assessment that any mitigation proposed by the developers of these committed sites is fully executed and is successful.

7.78 There are considered to be **no significant** cumulative construction or residual operational effects.

8 CONCLUSIONS

8.1 This NTS sets out the main environmental effects of the Proposed Development, but should not be regarded as comprehensive. Please refer to the main volumes of the ES, which contain the main text and the Technical Appendices for further detail.

8.2 The ES, which comprises this NTS and the separate volumes referred to above, has been prepared to comply with European and national legislation. The ES therefore enables a decision to be made on the accompanying planning application with adequate provision to be made for environmental mitigation, (both specific and through the overall master plan design) where appropriate. **Table NTS1** below summarises these impacts.

Table NTS1: Summary of Effects

TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)
CONSTRUCTION					
Economy, Population and Society	Demographics: population count and demographic structure	Nil	N/A	N/A	Nil
	Economy and Employment	Slight	N/A	N/A	Slight
	Wealth and Deprivation	Negligible	N/A	N/A	Negligible
	Housing (house prices, tenure, composition)	Nil	N/A	N/A	Nil
	Education and Training	Negligible	N/A	N/A	Negligible
	Health, Community and Leisure	Nil	N/A	N/A	Nil
	Shopping	Slight	N/A	N/A	Slight
Water Resources	Fluvial Flood Risk Off-site	Negligible		N/A	N/A
	Water Quality – surface water	Negligible/Slight	CEMP (embedded)	N/A	N/A
	Waste water drainage /Foul drainage	Negligible			
	Changes to surface water flood risk	Negligible	CEMP (embedded)	N/A	N/A

TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)	
	Changes to Fluvial flood risk	Negligible	CEMP (embedded)	N/A	N/A	
	Ground Water Quality	Negligible to Moderate	CEMP and NMP (embedded)	N/A	N/A	
Climate Change	Increased GHG emissions	Moderate	None required	N/A	Slight	
Transport	Potential impacts upon Pedestrian Delay and Amenity; Fear and Intimidation; and Severance across the network due to increase in HGV numbers	Minor	CTMP to manage traffic	Residual effects confined to Ringwood Road and links to the south rather than wider network	Minor	
	Potential impacts upon Driver Delay and Road Safety across the network due to increase in HGV numbers	Moderate				As above
	Ecology	Designated sites – vegetation effected by dust	Slight	Implement an approved CEMP – Dust control measures	None	Nil
		Habitats onsite – vegetation affected by dust	Slight	As above	As above	Nil
		Trees - damage	Slight	Implement an approved Tree Protection Plan	As above	Nil
		Retained habitats - damage	Moderate	Implement an approved CEMP – fencing	As above	Nil
		Bats – loss/harm to roosts	Significant	Implement an EPSML – supervised works	Loss of roosts requires compensation	Significant
		Bats - disturbance	Slight	Implement an approved CEMP – regulate timing of works	None required	Nil
		Amphibians - harm	Slight	Implement an approved CEMP and/or EPSML – time supervised clearance to Apr-Sep when active	As above	Nil
		Reptiles -harm	Moderate	Implement an approved CEMP – time supervised clearance to Apr-Sep when active	As above	Nil
		Breeding Birds - nesting	Slight	Implement an approved CEMP – Avoid clearance when nesting Mar-Aug OR Check by ecologist and leave buffer	As above	Nil

TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)	
	Badgers – disturbance of setts					
		Slight	Implement an approved CEMP – update survey	As above	Nil	
Landscape/Visual	Impacts during construction would be short term and temporary – therefore not assessed	Short term and temporary				
Air Quality	Dust	Short-term, local effects of major adverse significance at receptors within 20m from the Proposed Development;	Refer to IAQM for high-risk sites. A CEMP would be implemented. Mitigation measures are routinely and successfully applied to construction projects throughout the UK and are proven to significantly reduce the potential for adverse nuisance dust effects associated with the various stages of the construction work.	N/A	Not significant	
		Short-term, local effects of moderate adverse significance at receptors between 20m and 100m of the Proposed Development;	As above		Not significant	
		Short-term, local effects of minor adverse significance at receptors between 100m and 350m of the Proposed Development;	As above	N/A	Not significant	
		Negligible effects at receptors over 350m from the Proposed Development.	As above	N/A	Not significant	
		Construction Vehicle emissions	Not significant	Construction traffic logistics would be agreed with DC. Where practicable - avoidance, or	N/A	Not significant

TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)
			limited use of roads during peak hours.		
	Construction plant emissions	Not significant	None required	N/A	Not significant
Archaeology and Heritage	Known and as yet unknown archaeological remains associated with medieval agricultural and land management activity	Negligible (not significant)	Programme of archaeological investigation prior to or during construction	Residual effect reduced through preservation by record	Negligible (not significant)
	Known and as yet unknown archaeological remains associated with post-medieval agricultural and extraction activity	Negligible (not significant)	As above	As above	Negligible (not significant)
	As yet unknown Palaeolithic and geoarchaeological remains	Negligible (not significant)	As above	As above	Negligible (Not significant)
OPERATION					
Society, Population and Society	Demographics: population count and demographic structure	Slight	N/A	N/A	Slight
	Economy and Employment	Moderate	N/A	N/A	Moderate
	Wealth and Deprivation	Nil	N/A	N/A	Nil
	Housing (house prices, tenure, composition)	Moderate	N/A	N/A	Moderate
	Education and Training	Negligible/Slight	Onsite primary, secondary financial contribution	N/A	N/A
	Community Facilities	Negligible	Financial contribution	N/A	Negligible
	Health	Moderate			Slight
	Shopping Facilities	Slight/Moderate	N/A	N/A	Slight/Moderate
Water Resources	Fluvial Flood Risk Off-Site	Negligible (not significant)	N/A	N/A	N/A

TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)
	Surface water Quality	Slight	CEMP	N/A	N/A
	Waste water drainage /Foul drainage	Negligible (not significant)	N/A	N/A	N/A
	Changes to surface water flood risk	Negligible (not significant)			
	Changes to Fluvial flood risk	Negligible (not significant)	N/A	N/A	N/A
	Groundwater Quality	Negligible	N/A	N/A	N/A
Climate Change	Increase in GHG Emissions	Moderate	Compliance with Part L of Building Regulations	Increase in renewable energy	Slight
	Declining species and natural habitats	Moderate	Various mitigation see Chapter 8	Increase in biodiversity	Negligible
	Impact on existing ground conditions	Slight	None required	N/A	Slight
	Summertime overheating of buildings	Moderate	Overheating assessment to be carried out at RM stage	Reducing risk of overheating homes	Slight
Transportation	Potential impact at the Provost Street/ High Street junction in Fordingbridge due to increases in Driver Delay	Major	Junction improvements including widening and potential one-way system	Delay experienced prior to mitigation no longer occurs	Negligible
	Potential impact at the A31/B3081 eastbound on/off-slips with substantial delay and queuing onto the mainline and well as existing collisions at the opposite on-slip	Major	Junction improvements to include signalling of the four arms reducing delay and conflict for right turners onto on-slip	Delay experienced substantially reduced compared to without development situation and safety issues resolved.	Major
	Potential impact upon driver delay along the B3078 and Harbridge Drove due to potential pinch points	Minor	Potential widening of links as determined necessary	Pinch points removed and so no delay experienced	Negligible
	Potential impact on Road Safety along Hillbury Road and Ringwood Road due to substantial increase in traffic	Moderate	Reduction in speed limit to 30mph	Reduction in traffic speeds to include the development site accesses.	Moderate
	Potential impact on Road Safety along Batterley Drove due to increases in traffic	Moderate	Advisory signage on approach to 'S' bend in the middle of link	Greater safety through the centre of this link	Minor

TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)
	Potential impact on Pedestrian Delay and Amenity, within Alderholt along Station Road, Ringwood Road and Hillbury Road due to increase in traffic volume.	Major	Wide range of new and/or improved footway/cycle connections between development and existing Alderholt settlement. Also scheme has been designed in a way to promote permeability, whilst Ringwood Road itself will be stopped up and turned into a active travel friendly route connecting the centre of Alderholt. Further measures are covered within TA.	Improved means of access within Alderholt (both existing and new development)	Negligible
	Potential impact on Fear and Intimidation, and Severance, within Alderholt along Station Road, Ringwood Road and Hillbury Road due to increase volume of traffic.	Major	Two new footways alongside Ringwood Road and Hillbury Road, as well as several new connections between the Site the existing Alderholt destination ensuring alternatives to these busier traffic routes. Further range of mitigation includes reduction in speed limits, advisory cycle lanes, crossing points as well as overall design of the scheme.		Minor
Ecology	Dorset Heathlands SAC/SPA/RMASAR – recreational pressures	Significant	No development within 400m, provision and management in perpetuity of alternative recreation resources (SANG, GI, walking routes). (In accordance with Dorset Heathlands SPD).	None	Nil
	Air pollution of habitats at designated sites	Not significant	None required	As above	Nil
	River Avon SAC/Avon Valley SPA/Ramsar – Nutrient (Phosphate) pollution	Significant	Bespoke nutrient mitigation strategy	As above	Nil
	New Forest SAC/SPA/RAMSR, Cranborne Common SSSI, Other SSSIs in ZOI	Significant	Provision and management in perpetuity of alternative recreation resources (SANG,	As above	Nil

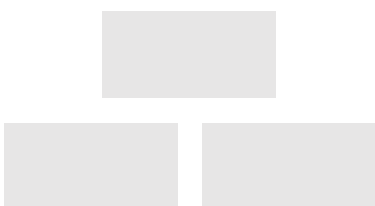
TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)
Landscape/Visual	– recreational pressure		GI, walking routes) AND/OR Contribution to strategic mitigation scheme for New Forest.		
	Sleepbrook Farm SNCI, Ringwood Forest SINC and other LWS in ZOI – recreational pressure	Significant	Provision of alternative recreation resources (SANG, GI, walking routes)	As above	Nil
	Habitats creation and management	Significant	None required assuming implementation of approved SANG/EMES Management Plans.	Biodiversity benefits	Significant
	Bats – loss and gain of Foraging Habitat	Moderate	As above	As above	Moderate
	Bats – disturbance by operational lighting	Moderate	Implementation of lighting strategy	None	Nil
	Reptiles – loss and gain of breeding/foraging habitat	Moderate	None required assuming implementation of approved SANG/EMES Management Plans.	Biodiversity benefits	Moderate
	Badgers – net loss of breeding/foraging habitat	Slight	As above	Biodiversity benefits	Slight
	Birds (Nightjar) – disturbance by operational lighting	Moderate	Implementation of lighting strategy	None	Nil
	Breeding Birds, Barn Owl, Nightjar – loss/gain in breeding/foraging habitat nesting habitat	Moderate	None required assuming implementation of approved SANG/EMES Management Plans.	Biodiversity benefits	Moderate
	Invertebrates – loss/gain of habitat	Moderate	As above	As above	Moderate
	Amphibians – loss/gain of breeding/foraging habitat	Moderate	As above	As above	Moderate
	View 1	Minor/moderate	Landscape/planting strategy maturing	N/A	Minor

TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)
	View 2	Minor/moderate		N/A	Minor
	View 3	Minor/moderate		N/A	Minor
	View 4	Minor		N/A	Minor
	View 5	Minor		N/A	Neutral/minor
	View 6	Minor/moderate		N/A	Neutral/minor
	View 7	Moderate		N/A	Minor/moderate
	View 8	Negligible/minor		N/A	Minor
	View 9	Negligible/minor	As above	N N/A	Negligible
	View 10	Negligible	As above	N/A	Negligible
	View 11	Negligible/minor	As above	N/A	Moderate
	View 12	Minor/moderate	As above	N/A	Neutral/minor
	View 13	Minor	As above	N/A	Neutral/minor
	View 14	Minor/ Moderate	As above	N/A	Minor
	View 15	Minor/moderate	As above	N/A	Minor
	Residential receptors (RR) 38-58 Ringwood Road	Major	As above	N/A	Moderate
	RR 24-26 Pine Road	Moderate	As above	N/A	Minor
	RR 37-49 Ringwood Road	Moderate	As above	N/A	Minor

TOPIC	IMPACT	SIGNIFICANCE – (Year 1 Landscape/Visual)	MITIGATION	RESIDUAL IMPACT	SIGNIFICANCE (Year 15 landscape/visual)
	RR Ringwood Road from Sleepbrook Farm Lane to Alderholt recreation ground	Neutral/minor	As above	N/A	Neutral
	RR Ringwood Road west of Foxhill Farm	Moderate	As above	N/A	Moderate
	RR Foxhill Farm	Neutral	As above	N/A	Neutral
	RR Hazel Close	Minor	As above	N/A	Neutral/minor
	RR Saxon Way	Minor	As above	N/A	Neutral/minor
	RR Hilbury Park	Moderate	As above	N/A	Minor
	RR Hilbury	Minor	As above	N/A	Neutral/minor
	RR Warren Park Farm	Negligible	As above	N/A	Negligible
Air Quality	Nitrogen Dioxide	Not significant	None required	N/A	Not significant
	Particulate Matter (PM10, PM2.5)	Not significant	As above	N/A	Not significant
Archaeology and Heritage	N/A	N/A	N/A	N/A	N/A

NTS 1

Site Location Plan/Redline Boundary Plan



NOTES

1. This plan is a site plan and does not show any other information that may be required for the development.

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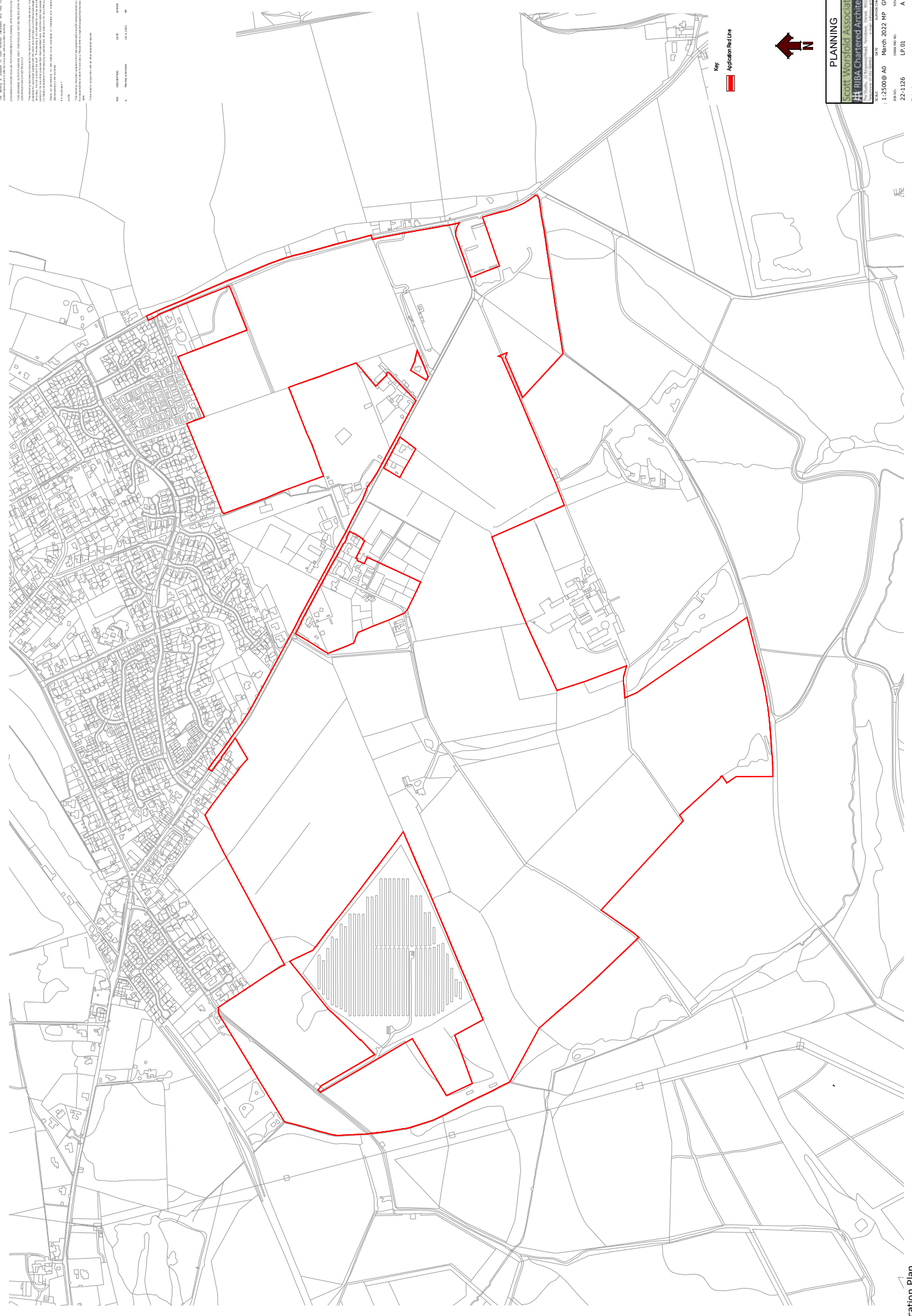
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DATE: 11/03/2022
 DRAWN BY: J.S.P.
 CHECKED BY: M.



Key
 Application Red Line

PLANNING

Scott Woitold Architects
 RIBA Chartered Architects

DATE: 11/03/2022
 DRAWN BY: J.S.P.
 CHECKED BY: M.

PROJECT NO: 22-1126
 SITE: Alderholt Meadows
 REF: A

Indicative Masterplan





NOTES

CONCEPT DRAWING - SUBJECT TO FURTHER DESIGN
This drawing is a conceptual drawing of the proposed development and is not intended to be used for construction purposes. It is intended to provide a general impression of the proposed development and is not intended to be used for construction purposes. It is intended to provide a general impression of the proposed development and is not intended to be used for construction purposes.

ACRONYM KEY
 SANG - Suitable Alternative Natural Greenspace
 SUBS - Sustainable Urban Drainage System
 LEAP - Local Equipped Area for Play
 LAP - Local Area for Play



