

Appendix D Scoping Report Consultation Responses

SA Scoping Report Consultation Responses	
<i>Contact Name</i>	Miss Katherine Burt
Organisation	Environment Agency
Date Received	04 June 2010
Comment	Mouchel Response
<p>Question 1. <i>Have the relevant plans and programmes been included?</i></p> <p>We recommend our document 'Groundwater Protection: Policy and Practice' (GP3) should also be included. This outlines our policy and guidance, including those associated with development and groundwater protection.</p> <p>It may also be beneficial to include local Strategic Flood Risk Assessments (SFRAs) in the list.</p> <p>We also wish to advise that Planning Policy Statement 25: Development and Flood Risk (PPS25) has recently been revised and there is now a March 2010 version.</p>	Updated: Appendix A
<p><i>Do the issues identified in this report cover all the significant environmental and sustainability issues relevant to the LTP area?</i></p> <p>In general we consider the issues are covered. However, we wanted to raise a few points about some of the sections.</p>	

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Section 7.1 (Page 19) Flooding. This section mentions that an SFRA has not been undertaken for West Dorset or Weymouth and Portland. However, we understand that SFRAs are available for these areas. Therefore your council should investigate whether further SFRA work is required. The LTP3 should aim to minimise and where possible reduce flood risk. Adequate drainage systems should be considered as part of this. Any transport proposals suggested in the LTP should be in accordance with PPS25, and we are pleased this has been included in the list of Plans and Programmes.	The SEA Appraisal has recommended climate change adaptation. And this is incorporated into the LTP3
Section 7.10.4 Groundwater. We are pleased that groundwater Source Protection Zones have been included in the Scoping Report. It is important that these are protected and any potential impact minimised.	N/A

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<p>Question 4. Do the SEA Objectives reflect the right aspirations for development of more sustainable approaches to transportation?</p> <p>Yes we believe the objectives in table 8-1 (page 82 onwards) in general would enable the right aspirations. However, under the SEA Topic for Water, we consider it would be beneficial to refer to the objectives, targets and actions given in the South West River Basin Management Plan, which has been produced as a result of the Water Framework Directive. In particular there is a section in Annex C (Actions) specifically for transport (see page 102 onwards). This can be accessed using the following link. http://wfdconsultation.environment-agency.gov.uk/wfdcms/en/southwest/Intro.aspx</p>	Updated: Appendix A
As part of this we would recommend adding an indicator to monitor groundwater quality as well as river quality.	Section 9 SEA Report

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Contact Name	Rohan Torkildsen
Organisation	English Heritage
Date Received	24 May 2010

Comment	Mouchel Response
<p>In addition to the current list in the Draft Scoping Report, English Heritage recommends that the SEA and SA include the review of the plans, programmes and policies listed below.</p> <ul style="list-style-type: none"> • PPS5: Planning for the Historic Environment • PPS5 Planning for the Historic Environment: Historic Environment Planning Practice Guide • The Government’s Statement on the Historic Environment for England 2010 • World class places: the Government’s strategy for improving quality of place CLG 2009 • Streets for All – a regional English Heritage guide to the management of streets and public open spaces • Heritage/Conservation Strategies eg Purbeck Heritage Strategy 	<p>Updated: Appendix A</p>
<p>Analysis of the baseline information for the historic environment and early consultation with conservation and archaeology colleagues, and other key stakeholders and local communities, will help identify sustainability issues relating to the historic environment and the LTP – these are often local issues but highly relevant to LTPs.</p> <p>This will help to establish a comprehensive baseline for the historic environment which together with Local Development Framework community consultation will be an effective means of identifying environmental threats and opportunities. Problems which may exist include, for example,</p> <ul style="list-style-type: none"> • Traffic congestion, air quality, noise pollution and other problems affecting the historic environment; and • Areas where quality of life, including economic and social well being, is significantly affected by the above environmental problems. 	<p>2 x workshops where held with the Dorset SE/SA working group and English Heritage were invited to both English Heritage were consulted with during the Scoping Stage</p> <p>Problems and issues discussed are included throughout the SEA Appraisal</p>

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<p>It is recommended that the application of the framework to the assessment of the historic environment be clear, based on preceding stages, and prepared in consultation with conservation staff. Where it is proposed to use a Panel to review the framework and undertake the appraisal it is important for historic environment interests to be covered through the inclusion of a heritage representative on the Panel, such as the local authority archaeologist or conservation officer.</p>	<p>2 x workshops where held with the Dorset SE/SA working group and English Heritage were invited to both. English Heritage were consulted with during the Scoping Stage</p>
<p>Objective 19 and 20 may need to be reviewed. In accordance with relevant SEA/SA guidance a specific objective for the preservation and enhancement of the historic environment (not just sites) will be necessary.</p> <p>The following list however also includes objectives which may be appropriate and applicable to other themes such as landscape and townscape.</p> <ul style="list-style-type: none"> • To protect, enhance and manage the rich diversity of the historic environment • To protect, enhance and manage the character and appearance of the landscape including townscape, maintaining and strengthening local distinctiveness and sense of place • To protect, manage and, where necessary, improve local environmental quality • To achieve high quality and sustainable design of spaces and the public realm sensitive to the locality 	<p>Objective 19 and 20 of the SEA Framework have been updated section 4 of the SEA Report</p>

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<p>Questions to ask : will it protect World Heritage Sites and their setting?; will it preserve archaeological remain and their setting?; will it preserve listed buildings and structures and their setting?; will it preserve or enhance the character or appearance of conservation areas and their setting?; will it protect historic townscapes and settlement character?; will it conserve distinctive historic landscapes?; Will it respect, maintain and strengthen local distinctiveness and sense of place? ; Will it promote high quality urban design?</p>	Updated: Section 4 of the SEA Report
<p>On deciding appropriate indicators the priority should be the inclusion of examples which clearly demonstrate the impact(s) of the LTP on the historic environment. Examples of possible indicators:</p> <ul style="list-style-type: none"> • Improvements in the management of historic sites, areas, places and spaces • Number and extent of street / public realm audits • Number and % of Conservation Areas at Risk • % of local authority area covered by historic landscape / urban characterisation studies • Area of highly sensitive historic landscape characterisation type(s) which have been altered and their character eroded • % of Joint Character Areas showing no change or showing change consistent with character area descriptions 	Updated: Section 9 of the SEA Report

SA Scoping Report Consultation Responses	
Contact Name	Lindley Owen
Organisation	Bournemouth & Poole PCT
Date Received	28/05/10
Comment	Mouchel Response
There has been an important update to this diagram, by Grant & Barton, which includes the global ecosystem.	Updated: Section 2.6 Appendix B
A recent report by Steer Davies Gleave consultants demonstrates that Bournemouth and Poole are second only to London for the potential to increase cycling rates. There are now Cycle maps for Poole, and Bournemouth. However, there is nothing like the support for navigation by bicycle which there is for motorists. No cycle sat-nav. While every junction is signed for car drivers, few show cycle routes. Signs to railway stations are few in number, and never say the walking distance.	To be addressed within the LTP3
To this list should be added community severance. Roads, especially trunk roads, stop human interaction at the local level. This is bad for mental health Major road schemes such as the Twin Sails bridge This is an ideal opportunity to introduce road pricing, for which the LAs have the powers. As in the case of the Tamar bridge, charges could reflect vehicle size, emissions and noise. Walking and cycling would be free of charge	The issues have been identified through-out the SEA Appraisal and are addressed within the LTP3.

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Air quality This is an issue which will become more pressing, with a greater proportion of diesel engine vehicles.	