

Bournemouth, Poole and Dorset Local Transport Plan 3

Habitats Regulations Assessment, Stage 1 Screening Report

23rd December 2010

Produced for

Bournemouth Borough Council, Borough of Poole, and
Dorset County Council

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Document Control Sheet

Project Title Bournemouth, Poole and Dorset Local Transport Plan 3

Report Title Habitats Regulations Assessment, Stage 1 Screening Report

Revision A

Status Issue

Control Date 23rd December 2010

Record of Issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
A	Issue	D. Kirby	20/12	P. Joyce	20/12	A. Bascombe	23/12

Distribution

Organisation	Contact	Copies
Dorset County Council	A.Bows	1
Natural England	N. Squirrell	1

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1 Introduction

1.1 Background to the Bournemouth, Poole and Dorset Local Transport Plan 3 (2011 – 2026)

The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTP's) to steer the development of national transport policies at the local level. The Transport Act 2000 (now amended by the Local Transport Act 2008) then made it a statutory requirement for local transport authorities to produce LTP's.

The LTP process has brought about a step change in the way local authorities plan strategically for transport in their areas. Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies.

LTP's define the area's plans and strategies for maintaining and improving the local transport network within economic, environmental and social constraints and will set out programmes of expenditure on transport improvements in line with national transport policy. This covers all forms of transport (including freight). Public participation is a key part of developing LTP's to involve the wider community. LTP's have regard to objectives set out in Sustainable Community Strategies and other local documents.

LTP's are developed in the context of, and with close links to a number of wider policy documents (identified in Appendix A) and are the mechanism for delivering the transport requirements necessary to deliver the levels of growth set out in the Local Development Frameworks (LDF's). Partnership working with wider policy areas such as health and education is key to delivering LTP and wider policy objectives.

In July 2000, a first LTP (LTP1) was published for Bournemouth, Poole and Christchurch, and a separate LTP was published for rural Dorset. Both plans covered the five year period 2001/02 - 2005/06. In March 2006, a second and current LTP (LTP2), was published covering South East Dorset's travel to work area, with a separate LTP covering rural Dorset. These LTP's cover the five year period 2006/07 - 2010/11. In addition, a number of LTP progress reports have been produced, 2008 LTP Progress Reports for both South East Dorset and rural Dorset were published in December 2008 and were well received by the Government Office for the South West (GOSW).

LTP3 must be in place by the end of March 2011, and should be based on the requirements of the Department for Transport's (DfT's) guidance which is in line with the Local Transport Act 2008.

There are currently two LTP's for Dorset (one covering the South East Dorset conurbation, and the other covering the rest of Dorset), which are in place until

March 2011. Under the terms of a Multi Area Agreement (MAA) the three Local Transport Authorities of Bournemouth, Poole and Dorset have produced a single plan for the whole of Dorset for LTP3.

The MAA contains the following vision:

“To develop a strongly performing economy, characterised by a greater concentration of higher skilled, higher paid jobs than now and to do this while respecting and protecting our unique environment.”

This will strengthen the joint working between the authorities and focus efforts and resources towards joint goals that will benefit the wider area. LTP3 will therefore cover the whole of the Dorset sub-region.

The sub-region consists of the Shire Authority of Dorset County Council and the following Districts and Boroughs:

- West Dorset District Council, East Dorset District Council, North Dorset District Council, Purbeck District Council, Weymouth and Portland Borough Council, Christchurch Borough Council

And the following Unitary Authorities:

- Borough of Poole, Bournemouth Borough Council

The whole LTP area therefore includes the South East Dorset conurbation which, with a population of almost 450,000, is the second largest urban area in the South West. The entire Bournemouth, Poole and Dorset sub-region has a population of approximately 710,000.

2 Habitats Regulation Assessment Process

2.1 The Habitats Directive and Habitat Regulations

The Habitats Directive establishes the requirement for HRA in Article 6(3) and 6(4):

'Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans and projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.'

Article 6(3)

'If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, the member states shall take all compensatory measures necessary to ensure that overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted.'

Where the site concerned hosts a priority natural habitat type and/or priority species, the only considerations which may be raised are those relating to human health or public safety, of beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest.'

Article 6(4)

The Directive is transposed into national statute through the Conservation of Habitats and Species Regulations 2010, hereby referred to as the 'Habitat Regulations'.

2.2 Natura 2000 sites

Natura 2000 sites are those of European Community importance and consist of SACs, which are designated under the Habitats Directive, and SPAs, which are designated under the Conservation of Wild Birds Directive (79/409/EEC). Although Ramsar sites are not legislated under European legislation, national planning policy (PPS9) recommends they should be afforded the same level of consideration and protection as SACs and SPAs.

2.3 The HRA Process

The purpose of a HRA is to assess the impacts of a project, in combination with the effects of other plans and projects, against the conservation objectives of European nature conservation sites, also known as the Natura 2000 network, and to ascertain whether that project would adversely affect the protection or integrity of such a site.

European Commission guidance (EC 2000 & 2001) and the Design Manual for Roads and Bridges (DMRB) Volume 11 have been used in this preliminary assessment. A summary of the stages followed in this assessment is shown in Figure A1.1 held in Appendix 1, based upon the DMRB Volume 11 Figure 4.2 Generic Screening Process for the Assessment of the Implications on European Sites (HA, 2009). In summary, the HRA should include the following steps, the requirement for each being dependant upon the outcomes of the preceding stage:

- Stage 1 – Screening;
- Stage 2 – Appropriate assessment;
- Stage 3 – Assessment of alternative solutions;
- Stage 4 – Consideration of imperative reasons of overriding public interest; and
- Stage 5 – Consideration of compensatory measures.

These stages form the context of the current report with details of the procedure of the screening stage provided in Section 3.

Stage 1 of the process is intended to identify whether the project is 'likely to have a significant effect' on a European site, referred to as 'screening'. If the screening process identifies the potential for significant adverse impacts on Natura 2000 sites. Stage two of the HRA needs to be completed, this considers any potential impacts in greater detail including whether mitigation measures are required. If an adverse impact upon the site's integrity cannot be ruled out, then Stage 3 will need to be undertaken to assess if there are alternative solutions. If there are no alternative solutions that have a lesser effect upon the Natura 2000 site(s) in question, the project can only be implemented if there are '*imperative reasons of overriding public interest*', as detailed in Article 6(4). In essence, the work at Stage 1 will determine whether further stages of the HRA process are required.

In accordance with the Habitats Regulations, an HRA is required when, in view of a European site's objectives, a project:

- a) is likely to have a significant effect on a European site in Great Britain (either alone or in combination with other projects and/or plans); and
- b) is not directly connected with or necessary to the management of the site.

In addition, Regulation 61(5) of the Habitat Regulations places an emphasis on competent authorities to only approve projects in which impacts on a European site have been 'ascertained'. It is important that this precautionary principle is applied to any screening assessment. A case ruling (Waddenzee case C-127/02) state that *'any plan or project not directly connected with or necessary to the management of the site is to be subject to an appropriate assessment of its implications for the site in view of the site's conservation objectives if it cannot be excluded, on the basis of objective information, that it will have significant effects on that site, either individually or in combination with other plans or projects'*. Therefore, if sufficient information is not available or where there is an element of doubt and further research is needed the HRA should proceed to Stage 2 of the assessment.

3 Screening Methodology

3.1 Process

Although the legal context of an HRA is set by the 1994 and 2010 Regulations, there is no standardised method for conducting the screening process. For the purposes of this report, guidance on the process provided by the European Commission documents (EC, 2000 & 2001) has been adhered to. In summary the methodology includes the following steps:

- 1) Determining if the plan is directly connected with the management of the site;
- 2) A description of the plan/s and key impact pathways;
- 3) A description of relevant European sites including qualifying features, threats, and key ecosystem factors (conservation objectives) and an identification of likely effects upon Natura 2000 sites; and,
- 4) Where likely effects have been identified a preliminary appraisal of the significance of those effects.

3.2 Conservation Objectives

The EC Habitats Directive states that the purpose of conservation is the maintenance of biodiversity. This statement does not allow for any form of biodiversity loss, and has a presumption in favour of increasing the value and stock of biodiversity through implementation of applicable Regulations. The EC Guidance (2000) states that the Natura 2000 data form requires that:

'...all Annex I habitat types present on a site and all Annex II species occurring at the site should be mentioned in the appropriate place in the data form. This information forms the basis for a Member State establishing 'the site's conservation objectives'

The conservation objectives are therefore normally associated with these Annex I & II species and habitats which form the reasons for the site's designation; the qualifying features and primary reasons for selection. Those relevant to this report are described in Table 12.2, within Appendix 3.

3.3 Assessment of Likelihood and Significance of Effects

The assessment of significance should be made in relation to the specific features and environmental conditions of the site concerned taking particular account of its conservation objectives (EC 2000). There is no one measure of significance, but the EC guidance suggests the likelihood of changes to relevant indicators should be used to establish changes in these conservation objectives. The indicators of most relevance to the Natura 2000 sites in Dorset are the quality and extent of habitats, the species present and their population sizes.

For the assessment of significance of potential impacts upon the conservation objectives of each site identified, the following impacts and significance criteria will therefore be considered:

- Loss of habitat area – including percentage of loss
- Fragmentation – considering duration or permanence, level in relation to original extent
- Disturbance – considering duration or permanence, distance from site
- Population density – including timescale for replacement
- Water resource – involving likely changes in quantity
- Water quality – involving changes in flora and fauna

(EC 2001)

3.4 Outcomes

The outcomes of this report will be an assessment of the effects of the LTP3 Strategies and Policies and the relevant proposals or projects they contain. Where sufficient detail exists for such an assessment to be made either of two outcomes will be made:

- 1) it can be objectively concluded that there are not likely to be significant effects on the Natura 2000 site; or
- 2) the information provided either suggests that significant effects are likely or that sufficient uncertainty remains to indicate that an appropriate assessment or further HRA work (Screening at the project level) should be carried out.

Where likely significant effects can be mitigated for, recommendations will also be made which, if adopted, may remove the need for an Appropriate Assessment.

4 Determination of the Plans Relevant to the Management of the Site

The EC has provided guidance on what constitutes a plan under the terms of the Habitats Directive (EC, 2000). This states that where plans are

'...in the nature of policy statements, i.e. policy documents which show the general political will or intention'

It is not appropriate to subject these to the HRA process unless the link between them and likely significant effects upon a Natura 2000 site is clear. Therefore, where element of any of the LTP3 Options is in the nature of a policy statement that will require an intervening plan to implement, a recommendation will be made to carry out a HRA when a sufficiently detailed plan/project becomes available.

No elements of the transport plan options are anticipated to be directly concerned with the management of the site.

5 Description of the Plan

The Bournemouth, Poole and Dorset Local Transport Plan 3 (The Plan) sets out a long-term vision for Dorset up to 2026, and seeks to create:

'...a safe, reliable, and accessible transport system for Bournemouth, Poole and Dorset that assists in the development of a strong economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets'

The Plan identifies seven broad strategy measures that provide a framework for policies and proposals to drive the implementation of the Plan (via 3 year Implementation Plans). These key strategy measures aim to:

- Minimise the need to travel;
- Deliver strategic network improvements;
- Manage and maintain the existing network more efficiently;
- Promote public transport alternatives to the car;
- Promote active travel and “greener” travel choices;
- Deliver travel safety measures; and
- Manage demand for private car use.

The policies and proposals included in the Plan are broadly grouped into the following:

- **Smarter choices** – includes incentives and schemes aimed at changing the way people travel throughout Dorset. This will include provision for ‘greener’ travel, and promotes a more sustainable transport system.
- **Public transport improvements** – this includes improvements to existing infrastructure as well as new proposals for park and rides, Bus Showcase Corridors, waterborne transport, and the Dorset Rapid Area Rail (DART) service, amongst others.
- **Demand management** – this includes the implementation of measures which are aimed at reducing both the amount and need for people to travel. This includes measures such as parking charges within urban areas, congestion charging and greater availability of services.
- **Highways improvements and infrastructure** – this includes provision of new roads and improvements to the existing network.

6 Potential Impacts of the Plan

6.1 Background and assumptions

The South East Dorset Transport Study (SEDTS) runs parallel to the development of the LTP3. Focused on the South East Dorset Conurbation, the purpose of the study is to develop the long term transport strategy for area. This includes identifying major transport infrastructure improvements and policies that would be required to facilitate the planned future growth for the SE Dorset area. Many of the policies and proposals within the LTP3 were developed through the SEDTS. Furthermore, the study provided modelling to determine the impact of increased development pressures (population and economic growth) on the transport network to the end of the plan in 2026.

The SEDTS provided contextual information (broad locations for schemes, details on the intent of proposals etc.) which assisted in determining whether significant impacts were likely from a specific proposal. Air quality modelling data also provided an indication of the likely change in air quality over the life of the LTP3. While the study was focused on the South East Dorset Conurbation, contextual information concerning the LTP3 was considered to be broadly applicable throughout Dorset County. Based on this information, the following assumptions were built into the assessment of significant effects:

- NO_x emissions from vehicles are forecast to be reduced along the majority of the strategic road network within SE Dorset. This includes the following road links which are within 200m of a Natura 2000 sites vulnerable to nitrogen deposition: the A31, A388, A348, A349, A3049, B3049, A351, A352 and A35. It is therefore assumed that implementation of the LTP3 is unlikely to result in long term, adverse changes to NO_x levels along the aforementioned routes.
- Travel plans, travel incentives and car clubs are assumed to be effective and lower traffic numbers throughout the sub-region.
- Investment in cycle lanes and footpaths is assumed to be planned mainly for urban and suburban areas, involve construction and increase the number of cyclists and pedestrians in these areas. This is also assumed to reduce the amount of overall traffic in urban and suburban areas.
- Promotion of sustainable travel and tourism (largely to the Jurassic Coast and the New Forest areas) is assumed to reduce the number of vehicles along routes associated with attractions and will and may increase visitor numbers to these sites.
- Investment in infrastructure for alternative fuel vehicles is assumed to involve temporary construction throughout the county.

- Bus lanes and express bus services are assumed to decrease the overall amount of traffic within suburban areas and along the route in question
- Park and ride schemes are assumed to have temporary construction impacts close to urban centres, and are likely to reduce congestion and vehicle numbers within suburban areas.
- Improvements to public services delivery are assumed to reduce the amount of overall traffic within Dorset.
- Rail improvements are assumed to increase the frequency of trains, but decrease the amount of overall traffic. Potential for small scale construction is assumed.
- Increased waterborne transport is assumed to elevate disturbance in their vicinity and increase the likelihood of accidental contamination affecting local water quality.
- These are assumed to reduce congestion in urban areas;
- The congestion charging is assumed to reduce overall traffic numbers within its area, but increase traffic numbers at its periphery.
- New highways infrastructure schemes and improvement works (widening, duelling, park and ride, etc.) are assumed to involve permanent habitat loss in their vicinities. Maintenance works, temporary construction disturbance and an increase in traffic numbers during operation.

6.2 LTP3 Potential Impacts

Based on the above assumptions, the LTP3 has the potential to cause physical loss, damage of habitat, and non-physical degradation or disturbance to Natura 2000 sites. This could occur through the following impacts:

- Habitat fragmentation or loss;
- Changes in air quality through pollution;
- Increases in noise and light levels (as a result of vehicles, construction or new infrastructure);
- Changes in soil chemical composition (through road spray and construction activities);
- Introduction of invasive species and changes in habitat character;
- Recreation impacts (for example, increased noise disturbance or damage through trampling);

- Physical disruption of species flight lines (most likely in sites designated for bird and bat species); and
- Various barrier effects (including fragmentation of habitat, obstruction of migration or movement of species etc.).

7 Selection and description of sites

The geographical extent of the assessment extends beyond the boundaries of the project area. Following the methodology prescribed in Section 3, European sites of nature conservation importance that occur both within Dorset, or those that are considered to be within the area of influence have been identified. Consequently sites have been included within 15km of the Dorset County boundary.

Natura 2000 sites have been identified and considered in detail, as potential impacts upon habitats and species are dependent upon distribution, composition, structure, function and additionally upon species mobilisation and migration. In accordance with this rationale, a total of 39 sites designated as being of European nature conservation importance were identified. These included the following 24 SACs, seven SPAs and seven Ramsar sites:

- Avon Valley SPA/Ramsar;
- Beer Quarry and Caves SAC;
- Bracket's Coppice SAC;
- Cerne & Sydling Downs SAC;
- Chesil & The Fleet SAC;
- Chesil Beach & the Fleet SPA/Ramsar;
- Chilmark Quarries SAC;
- Crookhill Brick Pit SAC;
- Dorset Heathlands SPA/Ramsar;
- Dorset Heaths (Purbeck and Wareham) and Studland Dunes SAC;
- Fontmell and Melbury Downs SAC;
- Great Yews SAC;
- Holnest SAC;
- Isle of Portland to Studland Cliffs SAC;
- Isle of White Downs SAC;
- Mendip Woodland SAC;

- New Forest SPA/Ramsar;
- The New Forest SAC;
- Poole Harbour SPA/Ramsar;
- Prescombe Down SAC;
- River Avon SAC;
- River Axe SAC;
- Rooksmoor SAC;
- Sidmouth to West Bay SAC;
- Solent & Isle of Wight Lagoons SAC;
- Solent and Southampton Water SPA/Ramsar;
- Solent Maritime SAC;
- Somerset Levels & Moors SPA/Ramsar;
- South Wight Maritime SAC;
- St Albans Head to Durlston Head SAC; and
- West Dorset Alder Woods SAC.

The extent and location of the identified Natura 2000 sites is detailed in Figure 1.1: Natura 2000 Sites within 15km of Dorset County, held in Appendix 1. The relevant site details (site name, description of qualifying features and likely vulnerabilities) of Natura 2000 sites are included in Appendix 3.

7.1 Natura 2000 Site Details

Information regarding those Natura 2000 sites located within Dorset (+15km buffer) has been collated using the Natura 2000 data form obtained from the Joint Nature Conservation Committee (JNCC) website.

The Natura 2000 data form obtained from the JNCC for the SAC designation denotes the habitats and species for which the site has been designated EC conservation status, with primary reasons for designation and qualifying features identified. The data form also identified the current status of each of the qualifying features for which it receives designation and the key ecosystem factors or ecological parameters that are considered to be of importance for maintaining site integrity and the current conditions and threats to the site.

7.1.1 *Site vulnerabilities and interactions with the LTP3*

The potential for impacts caused by the LTP3 to be significant is dependent on two factors - the detail surrounding the activity causing the impact and the sensitivity of the qualifying features of the Natura 2000 site to the impact in question. Below is a summary of the implications of impacts to Natura 2000 sites within Dorset (+15km). Please refer to the Table 12-1 - Dorset LTP3 Screening Matrix, held in Appendix 2 for details of specific sites anticipated to be affected by the elements of the LTP3. Key site vulnerabilities and their interaction with the LTP include the following:

- **Air pollution** – A large number of sites (including most notably the Dorset Heaths SAC/SPA/Ramsar complex) are vulnerable to nutrient enrichment through changes in air quality and resultant nitrogen deposition. Nitrogen dioxides (NO_x) are considered to be the key pollutant from traffic and have the potential to cause soil and fresh water acidification and eutrophication. In accordance with guidance provided in the Design Manual for Roads and Bridges (DMRB 2010), NO_x emissions have the potential to disperse up to 200m from the edge of a road. Consequently, those sites adjacent to or within 200m of a road are considered most vulnerable. Elements of the LTP3 have the potential to change air quality within Dorset and could potentially impact sites which are vulnerable to these changes. As is detailed in Section 6.1, the LTP3 is unlikely to result in a long term increase in NO_x emissions along the key transport corridors within the area covered by the SEDTS.
- **Noise and light pollution** – Changes in noise and light levels may arise from the LTP3 at various stages of its implementation. Both bird and bats are vulnerable to these impacts and as such all SPAs and Ramsars, as well as four SACs (Beer Quarry & Caves, Bracket's Coppice, Chilmark Quarries, and St Albans Head to Durlston) which list bats as qualifying features, are vulnerable. Changes in noise and light levels as a result of the LTP3 may result from construction activity, increases in vehicles or people with certain areas, or new infrastructure.
- **Urban and recreational impacts** – The LTP3 has the potential to increase the number of people visiting popular tourist destinations and using Public Rights of Way connected Natura 2000 sites. There is therefore the potential for increased recreational pressure to those sites identified as most vulnerable (the Dorset Heaths SAC/SPA/Ramsar complex, Poole Harbour SPA/Ramsar, the New Forest and sites along the Jurassic Coast). An increase in people on Natura 2000 sites can result in degradation to habitats and disturbance to species.

8 Impact assessment results

8.1 Limitations of the assessment

Guidance issued by the European Commission (EC 2001) suggests that in order to be able to predict potentially significant impacts confidently, a good level of detail regarding the nature of proposed development (including project design, construction activities and timing) and detailed predictions of physical and chemical changes resulting from the proposed development, are needed.

This detail is not available at the strategic level at which the LTP3 operates and there is consequently a relatively large degree of uncertainty with regard assessing the likelihood of significant effects occurring. Furthermore, taking into consideration current government funding pressures, there is additional uncertainty with regard to the likelihood of individual schemes being implemented (this is particularly the case for large infrastructure projects which are largely dependent on government funding).

8.2 In Combination Effects

The Habitats Regulations require an assessment of in combination effects with other plans or projects. EC guidance states that these must be in the form of definite plans or projects that are actually proposed unless impacts arising from more vague policies can be accurately stated.

Natural England (2007) guidance on HRA states that it should be possible to identify the plans with the potential for in-combination effects in a targeted way and not by searching through every conceivable plan or project. Therefore, a test for in-combination effects should consider those plans which could affect transport in Dorset and potentially exacerbate impacts on the Natura 2000 sites identified in Section 6. The plans and projects listed below are considered to have the potential to cause in-combination effects with the LTP3. Those proposals within the LTP3 identified as potentially having significant effects on a Natura 2000 site(s), and consequently requiring further HRA work, should have consideration for these plans and projects at further stages of assessment:

- Core Strategies, Site Allocation Plans and other Local Development Documents of all District, Borough, and Unitary Authorities in Dorset (including Bournemouth, Poole, Purbeck, North Dorset, East Dorset and Christchurch, and West Dorset);
- Local Transport Plans for all neighbouring counties (Wiltshire, Hampshire, Devon and Somerset);
- Dorset County Structure Plan Review;
- Park Management Plans for the New Forest, European Marine Site Management Schemes, Dorset Heathlands Interim Planning Framework

Document; Dorset Heathlands Joint DPD; Dorset and West Devon Coast World Heritage Site Management Plan (2009 – 2014);

- Minerals and Waste Development Framework Documents for Dorset;
- Local Transport Plans for all neighbouring counties (Wiltshire, Hampshire, Devon and Somerset);
- Operational plans for Bournemouth Airport, Poole and Christchurch harbours.
- Minerals and Waste Development Framework Documents.

8.3 Identification and assessment of potentially significant effects

The table below details strategies, policies, and proposals within the LTP3 and their potential for significant effects on Natura 2000 sites. A more detailed analysis is provided in the screening matrix held in Appendix 2 and should be read in conjunction with Table 8.1. The colours offer an indication of the level of perceived risk to Natura 2000 sites. This is based on the likelihood of significant effects occurring and the potential for mitigation or avoidance measures (either through additional policy protection recommended for the LTP3 (see Section 9) or at a later stage (at the project level or in lower tier plans). Therefore, the colours in Table 8.1 infer the following:

- **Grey** - Elements of the LTP3 which have already been implemented or are currently subject to an HRA in another projects, programmes or plans
- **Green** – Elements of LTP3 which are considered **unlikely** cause significant effects to Natura 2000 site
- **Yellow** – Where the likelihood of strategies, policies or proposals having a significant effect on a N2000 site is **Uncertain** although the perceived risk of not being able to mitigate or avoid significant impacts at a later stage is considered **Low**. Generally, mitigation at the project level is likely to lead to no significant adverse impacts on the site in question.
- **Purple** - Those proposals where the likelihood of having a significant effect on a N2000 site is **Uncertain** although the perceived risk of not being able to mitigate or avoid significant impacts at a later stage is considered **Moderate**. It is however considered likely that further contextual information, input into design at the project level, and mitigation will result in a non-significant effect to N2000 sites being determined.
- **Red** - Those proposals where the likelihood of having a significant effect on a Natura 2000 sites is generally **Uncertain** and it is unclear whether avoidance through input into design, mitigation at the project level or in lower tier plans will ensure that significant effects do not occur.

Table 8-1-Screening assessment summary table.

Strategy / Policy / Proposal	Likely impact from LTP3	Potential for significant effect from the LTP3 alone, before avoidance or mitigation	Potential for effects in-combination with other plans or projects?	Is there potential for avoidance or mitigation of the proposed impact?
LTP3 Vision				
LTP3 Vision	No	x	x	x
General LTP3 Policies				
LTP-GEN1	No	x	x	x
LTP-GEN2	No	x	x	x
LTP-GEN3	No	x	x	x
1. Minimising the Need to Travel				
STRATEGY - A	Degradation / disturbance	Yes	Yes	Yes
LTP-A1	Degradation / disturbance	Yes	Yes	Yes
LTP-A2	Degradation / disturbance	Yes	Yes	Yes
LTP-A3	No	x	x	x
STRATEGY - B	No	x	x	x
LTP-B1	No	x	x	x
2. Strategic Network Improvements				
STRATEGY - C	Degradation / disturbance	Yes	Yes	Yes
A31 Dualling	Degradation / disturbance	Yes	Yes	Yes

Strategy / Policy / Proposal	Likely impact from LTP3	Potential for significant effect from the LTP3 alone, before avoidance or mitigation	Potential for effects in-combination with other plans or projects?	Is there potential for avoidance or mitigation of the proposed impact?
A31 Ringwood Widening	N/A to current assessment	N/A	N/A	N/A
Poole Bridge Regeneration Initiative	N/A to current assessment	N/A	N/A	N/A
Bournemouth Airport Access	Degradation / disturbance	Yes	Yes	Yes
North-South Road Link	Degradation / disturbance	Yes	Yes	Yes
East – West Road Link	Degradation / disturbance	Yes	Yes	Yes
A388 Widening	Degradation / disturbance	Yes	Yes	Yes
DART – Hamworthy - Christchurch	Degradation / disturbance	Yes	Yes	Yes
New Infrastructure - General	Degradation / disturbance	Yes	Yes	Yes
LTP-C1	No	x	x	x
LTP-C2	No	x	x	x
LTP-C3	No	x	x	x

Strategy / Policy / Proposal	Likely impact from LTP3	Potential for significant effect from the LTP3 alone, before avoidance or mitigation	Potential for effects in-combination with other plans or projects?	Is there potential for avoidance or mitigation of the proposed impact?
LTP-C4	No	x	x	x
LTP-C5	No	x	x	x
LTP-C6	No	x	x	x
3. Managing and maintaining the network more efficiently				
STRATEGY - D	Degradation / disturbance	Yes	Yes	Yes
Network maintenance - General	Degradation / disturbance	Yes	Yes	Yes
LTP-D1	No	x	x	x
LTP-D2	No	x	x	x
LTP-D3	No	x	x	x
LTP-D4	No	x	x	x
LTP-D5	No	x	x	x
STRATEGY – E	Degradation / disturbance	Yes	Yes	Yes
Network improvements - infrastructure	Degradation / disturbance	Yes	Yes	Yes
LTP-E2	No	x	x	x
LTP-E3	No	x	x	x
LTP-E4	No	x	x	x

Strategy / Policy / Proposal	Likely impact from LTP3	Potential for significant effect from the LTP3 alone, before avoidance or mitigation	Potential for effects in-combination with other plans or projects?	Is there potential for avoidance or mitigation of the proposed impact?
LTP-E5	No	x	x	x
LTP-E6	No	x	x	x
4. Public transport alternatives to the car				
STRATEGY - F	Degradation / disturbance Direct loss	Yes	Yes	Yes
Bus Showcase Corridors	Degradation / disturbance	Yes	Yes	Yes
Park and Rides	Degradation / disturbance	Yes	Yes	Yes
DART – Swanage - Wareham	Degradation / disturbance Direct loss	Yes	Yes	Yes
Reconnect Swanage – mainland Rail	Disturbance	Yes	Yes	Yes
Increase Rail Wareham - Brockenhurst	Disturbance	Yes	Yes	Yes
New Rail Service	Disturbance	Yes	Yes	Yes
Waterborne Transport Jurassic Coast	Degradation / disturbance Direct loss	Yes	Yes	Uncertain
LTP-F1	No	x	x	x
LTP-F2	No	x	x	x

Strategy / Policy / Proposal	Likely impact from LTP3	Potential for significant effect from the LTP3 alone, before avoidance or mitigation	Potential for effects in-combination with other plans or projects?	Is there potential for avoidance or mitigation of the proposed impact?
LTP-F3	No	x	x	x
LTP-F4	No	x	x	x
LTP-F5	No	x	x	x
STRATEGY - G	No	x	x	x
LTP-G1	No	x	x	x
LTP-G2	No	x	x	x
LTP-G3	No	x	x	x
LTP-G4	No	x	x	x
5. Active travel and “greener” travel choices				
STRATEGY - H	No	x	x	x
LTP-H1	No	x	x	x
LTP-H2	No	x	x	x
STRATEGY – I	Degradation / disturbance Direct loss	Yes	No	Yes
Cycling and Walking Infrastructure	Degradation / disturbance Direct loss	Yes	No	Yes
Public Rights of Way Infrastructure	Degradation / disturbance Direct loss	Yes	No	Yes
LTP-I1	No	x	x	x
LTP-I2	No	x	x	x

Strategy / Policy / Proposal	Likely impact from LTP3	Potential for significant effect from the LTP3 alone, before avoidance or mitigation	Potential for effects in-combination with other plans or projects?	Is there potential for avoidance or mitigation of the proposed impact?
LTP-I3	No	x	x	x
LTP-I4	No	x	x	x
LTP-I5	No	x	x	x
LTP-I6	No	x	x	x
STRATEGY – J	Degradation / disturbance	Yes	Yes	Yes
LTP-J1	No	x	x	x
LTP-J2	No	x	x	x
LTP-J3	No	x	x	x
LTP-J4	Degradation / disturbance	Yes	Yes	Yes
LTP-J5	No	x	x	x
STRATEGY - K	Degradation / disturbance	Yes	No	Yes
Streetscape Improvements	Degradation / disturbance	Yes	No	Yes
LTP-K1	No	x	x	x
6. Travel Safety Measures				
STRATEGY – L	Degradation / disturbance Loss of habitat	Yes	Yes	Yes
Road Safety Engineering	Degradation / Disturbance Loss of habitat	Yes	Yes	Yes
LTP-L1	No	x	x	x

Strategy / Policy / Proposal	Likely impact from LTP3	Potential for significant effect from the LTP3 alone, before avoidance or mitigation	Potential for effects in-combination with other plans or projects?	Is there potential for avoidance or mitigation of the proposed impact?
LTP-L2	No	x	x	x
LTP-L3	No	x	x	x
STRATEGY – M	Yes	Yes	No	No
Safety Infrastructure	Yes	Yes	No	No
LTP-M1	No	x	x	x
6. Travel Safety Measures				
STRATEGY - N	No	x	x	x
LTP-N1	No	x	x	x
LTP-N2	No	x	x	x

8.4 Assessment of the significance of effects

The LTP screening exercise has identified a number of proposals with the potential to impact N2000 sites within the study area. A summary of the assessment of significant effects is provided below.

8.4.1 Significant effects likely

No strategies policies or proposals are considered to have **likely** significant impacts on a Natura 2000 site. While many of the strategies and associated projects have the potential to impact Natura 2000 sites, the significance of the impact in question is largely determined by the specific details (location, timing, type of work etc.) surrounding the implementation of the proposal.

8.4.2 Significant effects unlikely

Significant effects are considered unlikely in relation to the LTP3 Vision and the LTP3 broad objectives, as well as for many of the suggested policy approaches. In many cases, policies do not directly make provision for development, relating instead to design or other qualitative criteria for development (for example ensuring development has regard for the Highways Agency Memorandum of Understanding). In other cases, the change is considered to be broadly positive, as is the case with

policies relating to 'reducing the need to travel' and 'managing the demand for private car use'. These are unlikely to have significant impacts. Where policies do make provision for development, it is often largely dependant on the detail of the development and this is usually given in sub-ordinate proposals within the LTP3 (where a more thorough assessment of significance can be made. A few strategies and policies are intended to conserve or enhance the natural environment and are considered unlikely to have a significant negative effect on Natura 2000 sites for that reason

8.4.3 *Significant effects uncertain*

A large proportion of the strategies, policies and proposals have the potential to impact Natura 2000 sites, whether they will be significant is currently uncertain. Due to this uncertainty and based on the assessment criteria as are detailed in Section 8.3, the following points are considered key to the outcome of the HRA Screening assessment:

- Significant impacts to Natura 2000 sites arising from the implementation of the LTP3 can likely be avoided or mitigated for through input into design, sensitive placement and timing of construction and mitigation at the project level or at a more detailed level of planning. Changes in air quality (and of particular note to Heath sites, NO_x emissions) levels are likely to be reduced along the key transport corridors within Dorset over the life of the plan. An increase of NO_x levels is considered difficult to mitigate for, and as such, a reduction as a result of the plan is considered to be a broad positive.
- Policies and strategies which seek to influence the location of development could potentially increase development pressure within certain areas. While current policy wording in the LTP3 requires Local Development Documents to have regard for provisions made in the LTP3, it is important that the LTP3 has the same regard for the Local Development Framework. This is considered essential in order to reduce the likelihood of in-combination effects on Natura 2000 sites arising from the LTP3 and development within the sub-region. The inclusion of additional policy in the LTP3 which ensures the requirement for this provision is outlined in Section 9.
- Policies promoting a change in behaviour (for example, Strategy 5 and associated policies which promotes 'active travel') have the potential to increase recreational and pressure on those sites where Public Rights are either within or connected to vulnerable N2000 sites. Potential significant effects can likely be avoided at the LTP3 level through inclusion of additional policy within the LTP3 which aims to safeguard Natura 2000 sites connected to the PRoW network.
- Those policies which encourage sustainable tourism within the sub-region, while considered to be broadly positive, have the potential to make popular visitor sites (including the Jurassic Coast and the New Forest) more attractive to visitors. This could potentially result in increased recreational pressure to

these sites which may have a significant impact. It is likely that this impact can be avoided at the LTP3 level through the inclusion of policy within the LTP3 which encourages greater integration between transport plan and the various site management plans (The Jurassic Coast - Dorset and West Devon Coast World Heritage Site Management Plan 2009 – 2014 Dorset Heathlands Interim Planning Framework Document, etc.).

9 Recommendations

In order to ensure that implementation of the LTP3 does not result in significant impacts on Natura 2000 sites, the following is recommended:

9.1.1 *Requirement for further assessment*

There is the potential for the LTP3 to have adverse impacts on Natura 2000 sites. Consequently, further HRA assessment is required to comply with the Habitats Regulations. It is recommended that for proposals where impacts are uncertain or potential for impacts have been identified, further HRA work should be undertaken at the project level or at lower level plans. With regard to the Dorset LTP3, further assessment at the project level is considered a more appropriate for the following reasons:

- A greater level of detail and hence certainty is available when making an assessment of the likelihood of significant effects occurring. Potential impacts may be screened out or additional impacts noted once more information pertaining to the nature of the proposal or associated works; and
- Further information will allow for more robust avoidance and mitigation measures to be designed and implemented, thereby reducing the overall impact of the proposal.

9.1.2 *Reducing the impact of recreational and urban pressures:*

It is recommended that additional policy is included within the LTP3 which aims to further reduce the impact of recreational and urban pressures on vulnerable Natura 2000 sites. Wording for the policies could include the following:

- **Reducing recreational pressure from tourism** – *‘The promotion of sustainable tourism will consider the management objectives of those Natura 2000 sites which are sensitive to increased recreational pressure. Sites will be safeguarded through the consideration of applicable site management plans and development documents’;*
- **Reducing the impact of development pressure through consideration of the Local Development Framework** - *‘Wording for this policy will be decided through consultation with Natural England and other relevant statutory bodies. This will be added to after the consultation period.*
- **Reducing the impact of recreational and urban pressures on those sites connected to the Public Rights of Way Network** – *‘Adverse impacts arising from increased use of Public Rights of Way within or connected to Natura 2000 sites, will be avoided through consultation with Natural England on a site-by-site basis’*

10 Summary and Conclusions

10.1 Summary of impacts arising from the LTP3

The policies, proposals and associated schemes included in the Dorset LTP3 were screened for their potential to have significant impacts on Natura 2000 sites.

Potential impacts arising from the LTP3 were identified as the following:

- Habitat fragmentation or loss;
- Changes in air quality through pollution;
- Increases in noise and light levels (as a result of vehicles, construction or new infrastructure);
- Changes in soil chemical composition (through road spray and construction activities);
- Introduction of invasive species and changes in habitat character;
- Recreation impacts (for example, increased noise disturbance or damage through trampling);

Based on the findings of the HRA screening process, likely significant impacts arising from the implementation of the LTP3 could not be ruled out for the majority of Natura 2000 sites, including:

- The Avon Valley SPA/Ramsar;
- Cerne and the Sydling Downs SAC;
- Chesil Beach & the Fleet SAC;
- Chesil Beach and the Fleet SPA/Ramsar;
- Chilmark Quarries;
- Dorset Heath SAC;
- Dorset Heaths (Purbeck and Wareham) & Studland Dunes SAC;
- Dorset Heathlands SPA/Ramsar;
- Fontmell and the Melbury Downs SAC;
- Isle of Portland to Studland Cliffs SAC;
- New Forest SAC/SPA/Ramsar;

- Poole Harbour SPA/Ramsar;
- River Avon SAC;
- River Axe SAC;
- Rooksmoor SAC;
- St Albans Head to Durlston SAC;
- Avon Valley SPA/Ramsar SAC; and
- The West Dorset Alder Wood SAC.

Due to the uncertainty inherent at this stage of the assessment, and the potential for multiple plans to have in-combination effects with the LTP3, all Natura 2000 sites included within the HRA should be considered when carrying out further HRA work at the project level or in more detailed lower tier plans.

Therefore, while there is potential for LTP3 policies and proposals to impact Natura 2000 sites, further assessment at the project level or in lower tier plans is considered more appropriate, given the uncertainty surrounding the current proposal. Therefore, assuming that the additional policies recommended in Section 9 are included in the LTP3 and appropriate avoidance and mitigation can be identified within subsequent project or plan level HRAs, it is concluded that no significant impacts to Natura 2000 sites will result from the implementation of the LTP3.

11 References

European Commission (2000) Managing Natura 2000 Sites, The provisions of Article 6 of the 'Habitats' Directive 92/43/CEE.

European Commission (2001) Assessment of plans and projects significantly affecting Natura 2000 sites; Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC

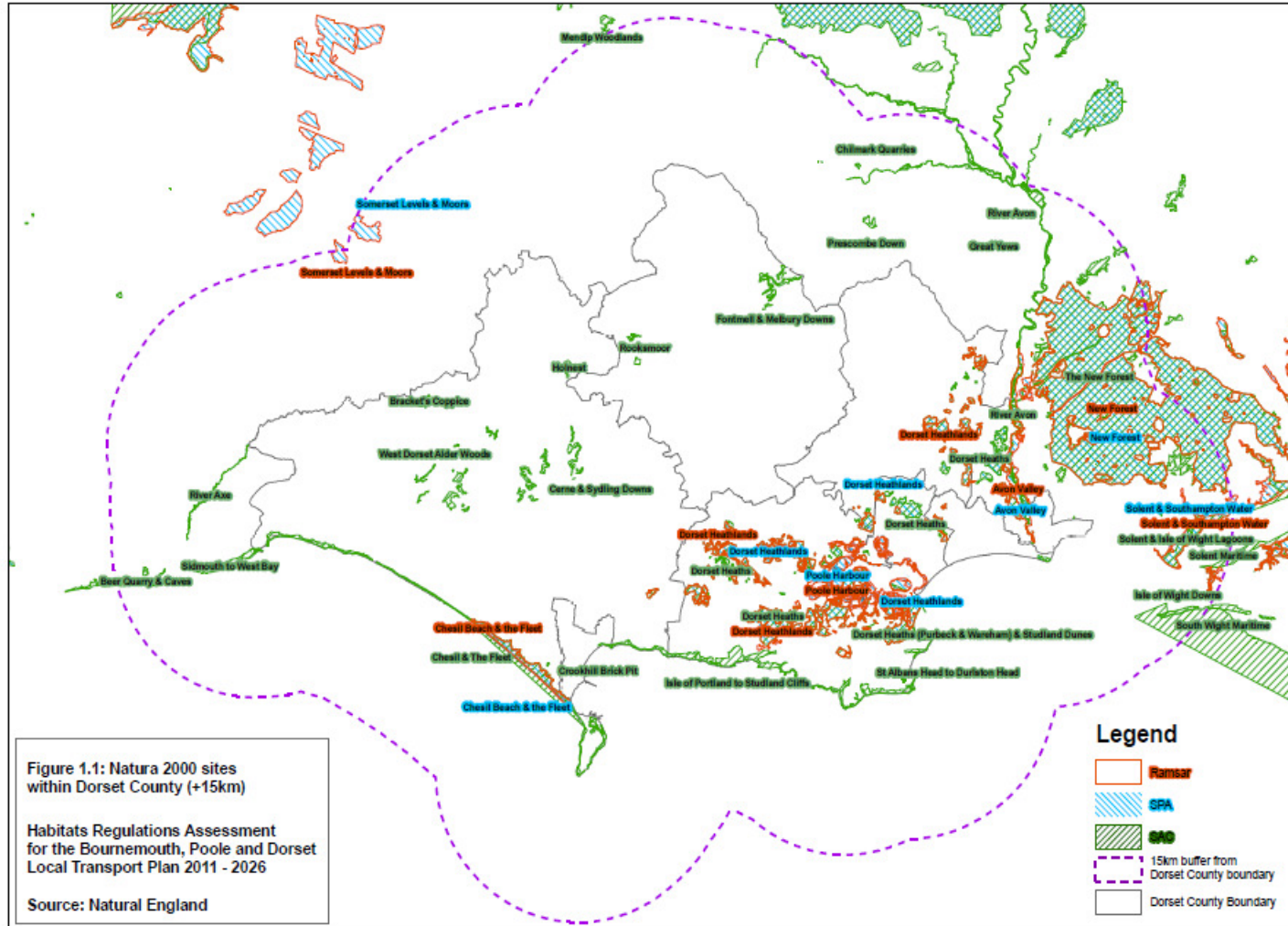
European Council (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).

European Court of Justice (2004) Landelijke Vereniging tot Behoud van de Waddenzee and Nederlandse Vereniging tot Bescherming van Vogels v Staatssecretaris van Landbouw, Natuurbeheer en Visserij. Case C-127/02. European Court reports 2004 Page 00000

HMSO (1995) The Conservation (Natural Habitats, &c.) Regulations (Northern Ireland) 1995

12 Appendices:

12.1 Appendix 1: Figure 1.1: Natura 2000 sites within Dorset County (+15km)



12.2 Appendix 2: Screening Matrix

For ease of reference, the screening matrix has used a colour graduated scale to highlight the conclusions from assessment. The box below explains the meaning of the various colours.

KEY

Those strategies/policies/proposals which have already been implemented or are currently subject to a Habitats Regulations Assessment in another project, programme or plan
Those strategies/policies/proposals which are considered unlikely cause significant effects to a Natura 2000 site
Those strategies/policies/proposals where the likelihood of having a significant effect on a N2000 site is Uncertain although the perceived risk is considered to be Low . Generally, mitigation at the project level is likely to lead to no significant adverse impacts on the site in question.
Those strategies/policies/proposals where the likelihood of having a significant effect on a N2000 site is Uncertain although the perceived risk is considered to be Moderate . It is likely that further contextual information, input into design at the project level, and mitigation will result in a non-significant effect to N2000 sites being determined
Those strategies/policies/proposals where the likelihood of having a significant effect on a Natura 2000 (N2000) site is generally Uncertain although the perceived risk to the site(s) is considered to be High . It is Uncertain whether further contextual information, input into design at the project level or in lower tier plans level, and mitigation will be required to ensure that significant effects not occur.

Table 12-1-Dorset LTP3 Screening Matrix

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
LTP3 Vision				
LTP3 Vision	N/A	N/A	No: No development could occur through the LTP3 Vision alone because it is implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.
General LTP3 Policies				
LTP-GEN1 LTP-GEN2 LTP-GEN3	N/A	N/A	No: No development could occur through the General LTP3 Policies alone because they are implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.
1. Minimising the need to travel				
Strategy – A and Policy LTP – A2	Probable reduction in road traffic for urban and suburban areas, particularly along urban renewal corridors Probable increase in pedestrian and cycle activity in urban and suburban areas Certain temporary construction activity in urban and suburban areas Certain short term increase in construction	Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) & Studland Dunes Dorset Heathlands SPA/Ramsar	Likelihood: Uncertain Risk: Low Recognising the need for sustainable development in the sub-region, the strategy and policies seek to reduce the need for people to travel by focussing development within main urban areas. There is some potential for in-	There is insufficient detail at the plan level to assess the likelihood of significant impacts of projects, either along or in-combination. In order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects associated with the implementation of the strategy and associated

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	related congestion	New Forest SAC/SPA/Ramsar River Avon SAC	combination impacts arising from the LTP3 policy and various Local Development Framework Core Strategies within the sub-region. The likelihood of a significant adverse impact occurring as a result of the policy would largely depend on the mitigation proposed within LDF documents, Policy protection afforded to N2000 sites within the LTP3, and the detail (timing and location) of development works within the sub-region.	policies. It is likely that potentially significant adverse impacts arising at the project level can be mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods. It is recommended that additional an additional policy is included within Strategy A to safeguard N2000 from potential in-combination impacts.
LTP-A1	N/A	N/A	No: The majority of the policy will not itself lead to development as it relates to design or other qualitative criteria for development. Where development is mentioned, it is to be implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.
LTP-A3	N/A	N/A	No: The policy will not itself lead to development as it relates to design or other qualitative criteria for development which are unlikely to impact N2000 sites.	N/A
Strategy - B	Probable reduction in vehicle numbers at key locations	N/A	No: The resultant change in activity will likely have a broadly positive impact as it seeks to reduce the need for people to	N/A

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
			travel	
Policy LTP – B1	N/A	N/A	No: The policy will not itself lead to development as it relates to design or other qualitative criteria for development which is unlikely to impact N2000 sites.	N/A
Strategy – C Policy LTP – C1	Probable increased traffic along affected routes. Probable decrease in congestion and improved traffic flow along route over the life of the LTP3	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Chesil Beach & the Fleet SAC/SPA/Ramsar Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC New Forest SAC/SPA/Ramsar	Yes: The strategy makes provision for new infrastructure which may impact N2000 sites either alone or in-combination with other projects and plans	In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, the proposals must, where appropriate, be subject to HRA at the project level or in lower tier plans.

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		Poole Harbour SAC/SPA/Ramsar River Avon SAC River Axe SAC Rooksmoor SAC St Albans Head to Durlston SAC		
Highways Schemes				
A31 Dualling: Ameysford to Merley	<p>Construction</p> <p>Certain temporary construction related activity for c.1 year</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3</p>	Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC	<p>Likelihood: Uncertain</p> <p>Risk: Moderate</p> <p>The north-eastern extent of the scheme (surrounding the Ameysford roundabout) is directly adjacent to the Dorset Heaths N2000 sites. The current scheme design does not indicate direct loss of habitat although considering the close proximity of the proposed scheme to the N2000 site, there is some potential for direct loss or indirect damage and disturbance.</p> <p>Construction activities may also temporarily increase light, noise and air pollution along certain routes.</p> <p>Vulnerable N2000 sites adjacent to, or within 200m of affected roads have the potential to be impacted.</p>	<p>Additional detail (size, location, duration of works etc.) about the proposal is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, the proposal should be subject to HRA at the project level.</p> <p>In order to avoid land-take to the site, widening should not occur to the south and north-east of the A31 surrounding the Ameysford Junction</p> <p>It is likely that potentially significant adverse impacts arising at the project level can be mitigated for</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
				through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods.
A31 Ringwood – westbound widening	The scheme is currently under assessment at the project level. Mouchel undertook an HRA Screening for the project in 2010. The Screening findings identified potential for the scheme to have a significant impact on a N2000 site(s) and an Appropriate Assessment has been recommended.	The project is currently subject to an Appropriate Assessment. Please see relevant report for further detail.	The project is currently subject to an Appropriate Assessment. Please see relevant report for further detail.	The project is currently subject to an Appropriate Assessment. No further recommendations are required.
Bournemouth Airport Access (Chapel Gate – Blackwater A388)	<p>Construction</p> <p>Certain temporary construction related activity for c.1 year</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>Likelihood: Uncertain</p> <p>Risk: High</p> <p>Dorset Heaths N2000 sites are located adjacent to the north-eastern section of the Blackwater Junction and adjacent to various sections of the A338.</p> <p>The current scheme design does not indicate direct loss of habitat although there is potential considering the close proximity of the scheme to the Blackwater junction.</p> <p>Construction activities have the potential to impact traffic flows on the surrounding road network. A number of vulnerable N2000 are adjacent to or within 200m of roads potentially impacted by the</p>	<p>Additional detail (size, location, duration of works etc.) about the proposal is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, the proposal should be subject to HRA at the project level.</p> <p>In order to avoid land-take to the site, works must be avoided to the north-east of Blackwater Junction.</p> <p>Assuming no direct loss occurs, it is likely that potentially significant adverse impacts arising during construction can be mitigated for at</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
			<p>scheme.</p> <p>The current scheme design does not indicate direct loss of habitat to the site.</p>	<p>the project level through consideration during design, sensitive timing of works and adherence to best practice working methods.</p>
<p>East – West Road Link</p>	<p>Construction</p> <p>Certain temporary construction related activity for c.2 year</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>Degradation/disturbance</p> <p>Construction activities may increase light, noise and air pollution along certain routes. N2000 sites adjacent to, or within 200m of affected roads have the potential to be impacted.</p> <p>The scheme will not result in direct habitat loss as the closest site, a Dorset Heaths N2000 site, is located over 200m away</p> <p>Construction activities have the potential to impact traffic flows on the surrounding road network. A number of vulnerable N2000 sites are adjacent to or within 200m of roads potentially impacted by the scheme.</p>	<p>Additional detail (size, location, duration of works etc.) about the proposal is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, the proposal should be subject to HRA at the project level.</p> <p>It is likely that potentially significant adverse impacts arising at the project level can be mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods</p>
<p>North – South Road Link: Canford Bottom to New Road</p>	<p>Construction</p> <p>Certain temporary construction related activity for c.2 years</p> <p>Probable short term increase in construction related congestion</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p>	<p>Likelihood: Uncertain</p> <p>Risk: Moderate</p> <p>The scheme will not result in direct habitat loss as the closest site, a Dorset Heaths N2000 site, is located over 200m</p>	<p>Additional detail (size, location, duration of works etc.) about the proposal is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	<p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3.</p>	<p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>away</p> <p>Construction activities have the potential to impact traffic flows on the surrounding road network. A number of vulnerable N2000 sites are adjacent to or within 200m of roads potentially impacted by the scheme.</p>	<p>of the Habitats Regulations, and in accordance with Policy LTP-C5, the proposal should be subject to HRA at the project level.</p> <p>It is likely that potentially significant adverse impacts arising at the project level can be mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods</p>
<p>A388 widening Blackwater to Cooper Dean</p>	<p>Construction</p> <p>Certain temporary construction related activity for c.2 years</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3.</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>Likelihood: Uncertain</p> <p>Risk: Moderate</p> <p>The Dorset Heaths N2000 site is located adjacent to the north-east section of the Blackwater Junction and at various locations along the A338.</p> <p>No works are planned north of the Blackwater Junction and consequently direct loss of habitat to the N2000 site is unlikely.</p> <p>Construction activities have the potential to impact traffic flows on the A338 and surrounding road network. A number of vulnerable N2000 sites are adjacent to or within 200m of roads potentially impacted by the scheme.</p>	<p>Additional detail (size, location, duration of works etc.) about the proposal is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, the proposal should be subject to HRA at the project level.</p> <p>It is likely that potentially significant adverse impacts arising at the project level can be mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods.</p>
<p>Poole Bridge Regeneration</p>	<p>The Twin Sales Bridge is currently under</p>	<p>The scheme is currently</p>	<p>The scheme is currently under</p>	<p>The scheme is currently under</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
<p>Initiative:</p>	<p>construction and has been subject to an HRA at the project level. No further assessment or recommendation are required with regard to the scheme.</p> <p>Furthermore, the impact of the regeneration plan has previously been considered in two Habitats Regulations Assessments; the first, a retrospective HRA for the Full Sail Ahead Strategic Policy Document (SPD) and the second, for Borough of Poole Core Strategy. Both documents have been implemented and have included policies and recommendations to safeguard the N2000 site.</p> <p>Consequently, no further recommendations are made in this report.</p>	<p>under construction.</p>	<p>construction.</p>	<p>construction.</p>
<p>Dorset Area Rapid Transport (DART) Service (Poole to Christchurch)</p>	<p>Probable reduction in road traffic for urban and suburban areas</p> <p>Certain construction activity along route</p> <p>Certain short term increase in construction related congestion</p> <p>Potential long term changes to noise levels along route.</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>Poole Harbour</p>	<p>Likelihood: Uncertain</p> <p>Risk: Moderate</p> <p>The DART service uses an existing rail line, and for the majority of the route in the urban areas, is over 200m from a N2000. Potential impacts within these areas are considered low risk.</p> <p>However, the section of the DART service in and around Poole Harbour SPA/Ramsar has the potential to increase levels of noise and possibly light disturbance during both the construction and possibly once the</p>	<p>Additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, the proposal should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		SPA/Ramsar	project is implemented. The significant of the impact will depend on the degree to which the DART system increases levels of disturbance in Poole Harbour and the potential for mitigation. Considering that Poole Harbour proposed rail line to be used for the DART system currently is used by commercial rail, any increase along the route would likely need to be substantial to cause a significant disturbance.	methods will reduce the likelihood of significant effects.
New Infrastructure - General	<p>Construction</p> <p>Certain temporary construction related activity for c.2 years</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3.</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include</p> <p>Avon Valley SPA/Ramsar</p> <p>Cerne & the Sydling Downs SAC</p> <p>Chesil Beach & the Fleet SAC/SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC</p> <p>Dorset Heathlands SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>The risk to N2000 from new infrastructure is relatively low, as all major infrastructure works for the foreseeable future will have been identified in the current LTP3.</p> <p>However, any new infrastructure has the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of a key transport corridor (A road). Consideration during new infrastructure design and planning should be given to these sites in particular.</p>	<p>Additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, any new proposals should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		Fontmell and Melbury Downs SAC New Forest SAC/SPA/Ramsar Poole Harbour SAC/SPA/Ramsar River Avon SAC River Axe SAC Rooksmoor SAC St Albans Head to Durlston SAC		
LTP-C1	N/A	N/A	No: Where development is mentioned, it is to be implemented through subordinate proposals which are more detailed and therefore more appropriate to assess impacts on Natura 2000 site(s).	N/A
LTP-C2	N/A	N/A	No: The policies are unlikely to lead to development as they relate to design or other qualitative criteria for development.	N/A
LTP-C3	N/A	N/A	No: Where development is mentioned, it is to be implemented through subordinate proposals which are more detailed and therefore more appropriate	N/A

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
			to assess for their impact on Natura 2000 site(s) and associated sensitive features. See appropriate projects for further detail.	
LTP-C4	N/A	N/A	No: The policy will not itself lead to development as it relates to design or other qualitative criteria for development which are unlikely to impact N2000 sites.	N/A
LTP-C5	N/A	N/A	No: Policy LTP-C5 is concerned with safeguarding the natural environment in general and biodiversity in particular.	N/A
3. Managing and maintaining the network more efficiently				
Strategy – D	Yes: The strategy makes provision for new infrastructure which may impact N2000 sites either alone or in-combination with other projects.	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Chesil Beach & the Fleet SAC/SPA/Ramsar Dorset Heaths SAC Dorset Heathlands	See assessment of proposed projects, below.	In order to satisfy the requirements of the Habitats Regulations, further HRA assessment may be required for specific projects relating to the implementation of the plan.

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		(Purbeck & Wareham) & Studland Dunes SAC Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC New Forest SAC/SPA/Ramsar Poole Harbour SAC/SPA/Ramsar River Avon SAC River Axe SAC Rooksmoor SAC St Albans Head to Durliston SAC		
Network maintenance - General.	<p>Construction</p> <p>Certain temporary construction related activity for c.2 years</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include</p> <p>Avon Valley SPA/Ramsar</p> <p>Cerne & the Sydling Downs SAC</p> <p>Chesil Beach & the Fleet</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>Maintenance works have the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of a key transport corridor (A road). Consideration during maintenance design and planning should be given to</p>	<p>Additional detail of the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at the project level.</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	improvement along route over the life of the LTP3.	SAC/SPA/Ramsar Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC New Forest SAC/SPA/Ramsar Poole Harbour SAC/SPA/Ramsar River Avon SAC River Axe SAC Rooksmoor SAC St Albans Head to Durlston SAC	these sites in particular.	Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects. Best practise construction methods should be adhered to at all times, and works should be positioned and timed sensitively to avoid significant impacts to N2000 sites.
LTP-D1 LTP-D2	N/A	N/A	No: Development is to be implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s) and associated sensitive features.	In order to satisfy the requirements of the Habitats Regulations, further HRA assessment may be required for specific projects relating to the implementation of the plan.

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
LTP-D3	N/A	N/A	No: The policy will not itself lead to development as it relates to design or other qualitative criteria for development which are unlikely to impact N2000 sites	N/A
LTP-D4	N/A	N/A	No: Development is to be implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	N/A
LTP-D5	<p>Certain temporary construction related activity for c.2 years</p> <p>Probable short term increase in construction related congestion</p>	N/A	No: Development is to be implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	In order to satisfy the requirements of the Habitats Regulations, further HRA assessment may be required for specific projects relating to the implementation of the plan.
<p>Strategy – E</p> <p>Network Improvements-Infrastructure</p>	<p>Construction</p> <p>Certain temporary construction related activity for c.2 years</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3.</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include</p> <p>Avon Valley SPA/Ramsar</p> <p>Cerne & the Sydling Downs SAC</p> <p>Chesil Beach & the Fleet SAC/SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>The risk to N2000 from new infrastructure is relatively low, as all major infrastructure works for the foreseeable future should have been identified in the current LTP3.</p> <p>However, any new infrastructure has the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are</p>	<p>Additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at the project level.</p> <p>Consideration during design, sensitive timing of works and</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		<p>Dorset Heaths SAC</p> <p>Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>Fontmell and Melbury Downs SAC</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>River Axe SAC</p> <p>Rooksmoor SAC</p> <p>St Albans Head to Durliston SAC</p>	<p>located adjacent to or within 200m of a key transport corridor (A road). Consideration during new infrastructure design and planning should be given to these sites in particular.</p>	<p>adherence to best practice working methods will reduce the likelihood of significant effects.</p>
LTP-E1	N/A		<p>No: Development is to be implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s) and associated sensitive features.</p>	<p>In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.</p>
LTP-E2	N/A	N/A	<p>No: The policies are unlikely to lead to</p>	<p>In order to satisfy the requirements</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
<p>LTP-E3 LTP-E4 LTP-E5</p>			<p>development as they relate to design or other qualitative criteria for development, or because they are implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 sites.</p>	<p>of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.</p>
<p>4. Public Transport alternatives to the car</p>				
<p>Strategy – F</p>	<p>Probable reduction in road traffic for urban and suburban areas Certain construction activity in urban areas Certain short term increase in construction related congestion Potential temporary change in air quality at the local scale Potential changes in noise/light levels along affected transport routes Probable long term improvement in air quality along the route over the life of the LTP3</p>	<p>Those sites identified as being vulnerable to impacts through loss of habitat or degradation/disturbance and potentially impacted by the strategy: Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Chesil Beach & the Fleet SAC/SPA/Ramsar Chilmark Quarries SAC Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC</p>	<p>The strategy makes provision for new infrastructure which may impact N2000 sites either alone or in-combination with other projects.</p>	<p>In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC Isle of Portland to Studland Cliffs SAC New Forest SAC/SPA/Ramsar Poole Harbour SAC/SPA/Ramsar River Avon SAC River Axe SAC Rooksmoor SAC St Albans Head to Durlston SAC Sidmouth to West Bay SAC St Albans Head to Durlston SAC West Dorset Alder Woods SAC		
Key Infrastructure				
Bus Showcase Corridor	Probable reduction in road traffic for urban	Avon Valley SPA/Ramsar	Likelihood: Uncertain	Although there is limited potential for

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
(BSC): A35 – Christchurch to Poole	<p>and suburban areas</p> <p>Certain construction activity in urban areas</p> <p>Certain short term increase in construction related congestion</p> <p>Probable long term improvement in air quality along the route over the life of the LTP3</p>	<p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>Risk: Moderate</p> <p>The majority of the proposal is at a distance >200m from N2000 sites although at two locations the proposal crosses/is adjacent to N2000 sites (River Avon, Avon Valley).</p> <p>There is some potential for short term disturbance and degradation to species and habitats during construction although at this stage the scale, duration, and exact location of works is uncertain.</p>	<p>the proposal to have a negative impact, additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, the proposal should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
<p>BSC: North Bournemouth (Wimborne Road, Redhill Avenu, Boundary Road, Talbot Road).</p>	<p>Probable reduction in road traffic for urban and suburban areas</p> <p>Certain construction activity in urban areas</p> <p>Certain short term increase in construction related congestion</p> <p>Probable long term improvement in air quality along the route over the life of the LTP3</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>Distance between proposal and nearest N2000 site is >200m;</p> <p>The proposal is situated in an urban/suburban environment with barriers (buildings, vegetation etc.) to noise pollution dispersal between the proposal and the N2000 site.</p>	<p>Although there is limited potential for the proposal to have a negative impact, additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, the proposal should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
				significant effects.
BSC: Wallisdown Road	<p>Probable reduction in road traffic for urban and suburban areas</p> <p>Certain construction activity in urban areas</p> <p>Certain short term increase in construction related congestion</p> <p>Probable long term improvement in air quality along the route over the life of the LTP3</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>Distance between proposal and N2000 site is >200m;</p> <p>The proposal is situated in an urban/suburban environment with barriers (buildings, vegetation etc.) to noise pollution dispersal between the proposal and the N2000 site.</p> <p>Construction activities may increase light, noise and air pollution along certain routes. N2000 sites adjacent to, or within 200m of affected roads have the potential to be impacted.</p>	<p>Although there is limited potential for the proposal to have a negative impact, additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, the proposal should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
BSC: North-south link to Poole	<p>Probable reduction in road traffic for urban and suburban areas</p> <p>Certain construction activity in urban areas</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck</p>	<p>Likelihood: Uncertain</p> <p>Risk: Moderate</p>	<p>Additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	<p>Certain short term increase in construction related congestion</p> <p>Probable long term improvement in air quality along the route over the life of the LTP3</p>	<p>and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>Poole Harbour SPA/Ramsar</p>	<p>The BSC route is adjacent to a Dorset Heaths N2000 site at the intersection of Canford Way (A3049) and Ringwood Road (A348). The close proximity of the scheme to the N2000 site increases the possibility of adverse impacts occurring. It is unlikely that works will result in direct loss of habitat, although there is the risk of temporary construction related degradation to habitats and species.</p>	<p>significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, the proposals should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects</p>
<p>BSC: Dorchester - Weymouth</p>	<p>Probable reduction in road traffic for urban and suburban areas</p> <p>Certain construction activity in urban areas</p> <p>Certain short term increase in construction related congestion</p> <p>Probable long term improvement in air quality along the route over the life of the LTP3</p>	<p>N/A</p>	<p>Likelihood: Unlikely</p> <p>Risk: Low</p> <p>There are no N2000 sites within 2km of the proposal. It is unlikely that the BSC or associated works would have an adverse impact on N2000 sites.</p>	<p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects</p>
<p>P&R Site: Riverside Avenue, Bournemouth.</p>	<p>Probable decrease in vehicle numbers in SE Dorset Conurbation.</p> <p>Probable increase in vehicle numbers within vicinity of park and ride and</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck</p>	<p>Likelihood: Uncertain</p> <p>Risk to N2000 site: Moderate</p> <p>Location of proposed works is unclear</p>	<p>Additional detail of the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	<p>connecting transport routes.</p> <p>Certain construction activities at chosen site near Mannings Heath.</p> <p>Probable short term increase in construction related congestion</p> <p>Probable long term improvement in air quality within the sub-region.</p>	<p>and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>although provisional information indicates that it is likely that land take is unlikely at the site.</p> <p>There is potential for significant effects if long term adverse changes to air quality are likely within 200m of a N2000 site.</p> <p>Potential for significant effects on over-wintering/breeding birds.</p>	<p>significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
<p>Park and Ride (P&R) Site: New Road, Bournemouth</p>	<p>Probable decrease in vehicle numbers in SE Dorset Conurbation.</p> <p>Probable increase in vehicle numbers within vicinity of park and ride and connecting transport routes.</p> <p>Certain construction activities at chosen site near Mannings Heath.</p> <p>Probable short term increase in construction related congestion</p> <p>Probable long term improvement in air quality within the sub-region.</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>Poole Harbour SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk to N2000 site: Moderate</p> <p>Location of proposed works is unclear although provisional information indicates that it is likely that the Dorset Heaths N2000 site is within 200m the proposed development site.</p> <p>Construction activities may increase light, noise and air pollution along certain routes. N2000 sites adjacent to, or within 200m of affected roads have the potential to be impacted.</p>	<p>Additional detail of the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
<p>P&R Site Mannings Heath, Poole</p>	<p>Probable decrease in vehicle numbers in SE Dorset Conurbation.</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p>	<p>Likelihood: Uncertain</p> <p>Risk to N2000 site: Moderate</p>	<p>Additional detail of the proposal and associated works (size, location, duration etc.) is required to make an</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	<p>Probable increase in vehicle numbers within vicinity of park and ride and connecting transport routes.</p> <p>Certain construction activities at chosen site near Mannings Heath.</p> <p>Probable short term increase in construction related congestion</p> <p>Probable long term improvement in air quality within the sub-region.</p>	<p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>Poole Harbour SPA/Ramsar</p>	<p>It is unlikely that construction of the Park and Ride will result in direct loss of habitat as the site is located south of Canford Way (A3049) and outside of the N2000 site boundary. However, the exact location of the Park and Ride is not known at present and as such it uncertain whether adverse effects on habitats or species would occur during construction.</p> <p>Construction activities may increase light, noise and air pollution along certain routes. N2000 sites adjacent to, or within 200m of affected roads have the potential to be impacted.</p>	<p>assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
P&R Site Weymouth	This project is currently under construction. No further recommendations are made in this report.	Currently under construction	Currently under construction	Currently under construction
P&R Site Bournemouth Airport	<p>Probable decrease in vehicle numbers in SE Dorset Conurbation.</p> <p>Probable increase in vehicle numbers within vicinity of park and ride and connecting transport routes.</p> <p>Certain construction activities at chosen site near Bournemouth Airport</p> <p>Probable short term increase in construction related congestion</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk to N2000 site: Moderate</p> <p>Construction of the Park and Ride is unlikely to cause direct habitat loss as the current proposed location is over 200m from a N2000 site boundary.</p> <p>Construction activities may increase light, noise and air pollution along certain routes. N2000 sites adjacent to, or within 200m of affected roads have</p>	<p>Additional detail of the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, the proposals should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	Probable long term improvement in air quality within the sub-region.	River Avon SAC Poole Harbour SPA/Ramsar	the potential to be impacted.	adherence to best practice working methods will reduce the likelihood of significant effects. Best practise construction methods should be adhered to at all times, and works should be positioned and timed sensitively to avoid significant impacts to N2000 sites.
P&R Site: Creekmoor, Poole	<p>Probable decrease in vehicle numbers in SE Dorset Conurbation.</p> <p>Probable increase in vehicle numbers within vicinity of park and ride and connecting transport routes.</p> <p>Certain construction activities at chosen site near Bournemouth Airport</p> <p>Probable short term increase in construction related congestion</p> <p>Probable long term improvement in air quality within the sub-region.</p>	<p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>Poole Harbour SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk to N2000 site: Moderate</p> <p>Construction of the Park and Ride is unlikely to cause direct loss of habitat as its proposed location is over 200m from an N2000 site boundary.</p> <p>Construction activities may increase light, noise and air pollution along certain routes. N2000 sites adjacent to, or within 200m of affected roads have the potential to be impacted.</p>	<p>Additional detail of the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
P&R Site: Dorchester	<p>Probable decrease in vehicle numbers in Dorchester Conurbation.</p> <p>Probable increase in vehicle numbers within vicinity of park and ride and connecting transport routes.</p>	N/A	<p>Likelihood: Unlikely</p> <p>Risk to N2000 site: Low</p> <p>There are no N2000 sites within 2km of Dorchester and consequently it is unlikely that the proposal will result in</p>	<p>Although there is limited potential for the proposal to have a negative impact, additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	<p>Certain construction activities at chosen site near Bournemouth Airport</p> <p>Probable short term increase in construction related congestion</p> <p>Probable long term improvement in air quality within the sub-region.</p>		<p>significant adverse effects to a N2000 site</p>	<p>likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, the proposal should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
<p>Dorset Area Rapid Transport (DART) Service (Swanage to Wareham)</p>	<p>Probable reduction in road traffic for urban and suburban areas</p> <p>Certain construction activity along route</p> <p>Certain short term increase in construction related congestion</p> <p>Potential long term changes to noise levels along route.</p>	<p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>Poole Harbour SPA/Ramsar</p> <p>Isle of Portland to Studland Cliffs SAC</p> <p>St Albans Head to Durlston SAC</p>	<p>Likelihood: Uncertain</p> <p>Risk: Moderate</p> <p>The proposed route passes through several N2000 sites including the Dorset Heathlands SPA/Ramsar could potentially have adverse impacts. The potential for a significant impact is subject to the detail (location, extent, duration etc.) of works and the proposal itself (number of trains operated per hour, times of operation, potential for light/noise disturbance etc.).</p> <p>More information is required to assess the likelihood of significant adverse.</p>	<p>Additional detail of the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, and in accordance with Policy LTP-C5, any new proposals should be subject to HRA at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
<p>Rail: Reconnection of Swanage to mainland service.</p>	<p>Probable reduction in road traffic for urban and suburban areas</p>	<p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck</p>	<p>Likelihood: Uncertain</p> <p>Risk: Moderate</p>	<p>Additional detail about the proposal and associated works (size, location, duration etc.) is required to</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	<p>Certain construction activity along route</p> <p>Certain short term increase in construction related congestion</p> <p>Potential long term changes to noise levels along route.</p>	<p>and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>Poole Harbour SPA/Ramsar</p> <p>Isle of Portland to Studland Cliffs SAC</p> <p>St Albans Head to Durlston SAC</p>	<p>The proposed route passes through the Dorset Heaths N2000 sites therefore could have adverse impacts. The potential for a significant impact to occur is subject to the detail (location, extent, duration etc.) of works required to implement the proposal, and the proposal itself (number of trains operated per hour, times of operation, potential for light/noise disturbance etc.).</p> <p>More information at the project level is required to assess the likelihood of significant adverse effects occurring.</p>	<p>make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
<p>Rail: Increased rail frequency from Wareham to Brockenhurst</p>	<p>Probable reduction in road traffic along associated routes.</p> <p>Potential long term changes to noise levels along the rail line.</p>	<p>Avon Valley SPA</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SPA/Ramsar</p> <p>Isle of Portland to Studland Cliffs SAC</p> <p>St Albans Head to</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>The service uses an existing rail line between Wareham and Brockenhurst and passes through the Dorset Heaths and Poole Harbour N2000 sites. There is the potential for an increase in frequency along the line to result in increased levels of disturbance. The line is currently well used and as such, any increase would need to be fairly significant to impact on the integrity of a N2000 site.</p>	<p>Additional detail about the proposal is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, the proposals should be subject to HRA at the project level or a lower tier plan.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		Durlston SAC River Avon SAC		
Rail: Establish a new rail service between Weymouth, Dorchester Yeovil, Axminster and Exeter.	Probable reduction in road traffic along associated routes. Potential long term changes to noise levels along the rail line.	Cerne and Sydling Downs SAC Isle of Portland to Studland Cliffs SAC	Likelihood: Uncertain Risk: Low For the majority of the proposed route, there is no N2000 site within 200m of the rail line. At one location, the rail line from Dorchester to Yeovil runs adjacent to Cerne and the Sydling Downs SAC. It is unlikely that increased frequency along the route would affect the sites qualifying features (dry calcareous grassland and Marsh Fritillary butterfly. Greater detail is however required to determine this.	Although there is a very small likelihood of a significant adverse effect occurring, additional detail of the proposal and any associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects. In order to satisfy the requirements of the Habitats Regulations, the proposals should be subject to HRA at the project level or a lower tier plan. Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.
Waterborne Transport for sustainable leisure and tourism travel along the Dorset and East Devon Jurassic Coast.	Increase in waterborne traffic within Christchurch Harbour and Poole Harbour and between Bournemouth, Pool and the Jurassic Coast. Probable decrease in vehicle traffic within suburban/urban areas surrounding key locations and along routes served by the Waterborne Transport.	Those sites identified as being vulnerable to impacts through loss of habitat or degradation/disturbance and potentially impacted by the strategy: Avon Valley SPA/Ramsar Chesil Beach & the Fleet	Likelihood – Uncertain Risk – High There is a high level of risk associated with both the construction (if necessary) and operational phase of this proposal. The N2000 sites likely to be impacted are vulnerable to increased recreational pressure. Both Poole Harbour SPA/Ramsar and parts of Christchurch	Additional detail of the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects. In order to satisfy the requirements of the Habitats Regulations, the proposals should be subject to HRA at a lower tier of planning or at the project level where greater detail will

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	Potential for increased numbers of visitors to the Jurassic Coast and associated N2000 sites	SAC/SPA/Ramsar Poole Harbour SAC/SPA/Ramsar Isle of Portland to Studland Cliffs SAC St Albans Head to Durlston SAC Sidmouth to West Bay SAC	Harbour encompassing the River Avon SAC and Avon Valley SPA/Ramsar are likely to be impacted by the proposal. The proposal is in line with Aim 5 and 6 of the Jurassic Coast Management Plan 2009 – 2014 which aims to encourage access to the World Heritage Site in a sustainable manner and consequently could be beneficial if implemented in a sustainable manner. Whether the levels of disturbance of species and degradation of habitats are deemed significant will depend on details of the proposal and associated works.	be available. In order to reduce the likelihood of a significant effect occurring, works should not be located adjacent to or within any N2000 site.
Strategy - G LTP-E1 LTP-E2 LTP-E3 LTP-E4 LTP-E5	N/A	N/A	No: The policies are unlikely to lead to development as they relate to design or other qualitative criteria for development, or because they are implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.
Strategy - H LTP-H1 LTP-H2	N/A	N/A	No: The policies are unlikely to lead to development as they relate to design or other qualitative criteria for development, or because they are implemented through sub-ordinate	In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
			proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	or in lower tier plans.
5. Active travel and 'greener' travel choices				
Strategy I	<p>Probable increase in cycle and pedestrian activity along affected locations (concentrated within the urban areas) and potentially along PRow connect to N2000 sites.</p> <p>Certain construction activity at chosen locations</p> <p>Certain short term increase in construction related congestion</p>	<p>Uncertain, but could potentially impact those sites in close proximity to urban areas which are linked/connected to the Public Rights of Way Network. Sites at particular risk due to their proximity to urban centres and vulnerability to recreational impacts include:</p> <p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>There is potential for the Strategy to increase the use of PRow within urban and suburban centres. This has the potential to increase recreational pressures on N2000 sites connected to PRow within these areas.</p> <p>The potential for significant effects is relatively low as this can be avoided through monitoring and management of sites by regulatory authorities.</p>	<p>It is recommended that policy should be included in the Plan which requires the LTP3 and lower tier projects and plans to have regard for N2000 sites connected to the PRow network.</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		Poole Harbour SPA/Ramsar		
Cycling and Walking Infrastructure	<p>Probable increase in cycle and pedestrian activity key locations (concentrated within the urban areas) and potentially along PRow connect to N2000 sites.</p> <p>Certain construction activity at chosen locations</p> <p>Certain short term increase in construction related congestion</p>	<p>Uncertain, but could potentially impact those sites in close proximity to urban areas which are linked/connected to the Public Rights of Way Network.</p> <p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>There is potential for the development of supporting infrastructure to facilitate the implementation of the proposal. The likelihood of a significant effect on a N2000 occurring is subject to the detail (size, location, duration of works etc.) of the proposed development works.</p> <p>There is also the potential for increased recreational/urban pressure upon sites due to higher numbers of walkers/cyclists using Public Rights of Way (PRow) in close proximity to sensitive N2000 sites.</p>	<p>Additional detail (size, location, duration etc.) of works associated with the implementation of sustainable travel is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, proposals should be subject to HRA at the project level or a lower tier plan.</p>
Public Rights of Way and Green Infrastructure	<p>Probable increase in cycle and pedestrian activity key locations (concentrated within the urban areas) and potentially along PRow connect to N2000 sites.</p>	<p>Uncertain, but could potentially impact those sites in close proximity to urban areas which are linked/connected to the Public Rights of Way</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>There is potential for the development of supporting infrastructure to facilitate the implementation of the proposal. The</p>	<p>Additional detail (size, location, duration etc.) of works associated with the implementation of sustainable travel is required to make an assessment of likelihood of significant effects.</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	<p>Certain construction activity at chosen locations</p> <p>Certain short term increase in construction related congestion</p>	<p>Network. Avon Valley SPA/Ramsar Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SPA/Ramsar</p>	<p>likelihood of a significant effect on a N2000 occurring is subject to the detail (size, location, duration of works etc.) of the proposed development works.</p> <p>There is also the potential for increased recreational/urban pressure upon sites due to higher numbers of walkers/cyclists using Public Rights of Way (PRoW) in close proximity to sensitive N2000 sites.</p>	<p>In order to satisfy the requirements of the Habitats Regulations, proposals should be subject to HRA at the project level or a lower tier plan.</p>
<p>Strategy J</p> <p>Policy LTP – J1</p>	<p>Probable increase in cycle and pedestrian activity along affected locations (concentrated within the urban areas) and potentially along PRoW connect to N2000 sites.</p> <p>Certain construction activity at chosen locations</p> <p>Certain short term increase in construction related congestion</p>	<p>Uncertain, but could potentially impact those sites in close proximity to urban areas which are linked/connected to the Public Rights of Way Network.</p> <p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>There is potential for the Strategy to increase the use of PRoW within urban and suburban centres. This has the potential to increase recreational pressures on N2000 sites connected to PRoW within these areas.</p> <p>The potential for significant effects is relatively low as this can be avoided through monitoring and management of sites by regulatory authorities.</p>	<p>It is recommended that policy should be included in the Plan which requires the LTP3 and lower tier projects and plans to have regard for N2000 sites connected to the PRoW network.</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		New Forest SAC/SPA/Ramsar Poole Harbour SPA/Ramsar		
<p>LTP-J2 LTP-J3 LTP-J4 LTP-J5</p>	N/A	N/A	<p>No: The policies are unlikely to lead to development as they relate to design or other qualitative criteria for development, or because they are implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).</p> <p>Policy LTP-J4 is concerned with safeguarding the natural environment in general and biodiversity in particular.</p>	<p>In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.</p>
<p>Strategy K</p>	<p>Construction Certain temporary construction related activity.</p>	<p>Uncertain, but potentially those sites vulnerable to construction related impacts and in close proximity to roads and urban/suburban areas.</p> <p>Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) &</p>	<p>Likelihood: Uncertain Risk: Low</p> <p>The risk to N2000 from new infrastructure is relatively low, as all major infrastructure works for the foreseeable future should have been identified in the current LTP3.</p> <p>However, any new infrastructure has the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of a key transport corridor (A road).</p>	<p>Additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		Studland Dunes SAC Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC Poole Harbour SAC/SPA/Ramsar Rooksmoor SAC St Albans Head to Durliston SAC	Consideration during new infrastructure design and planning should be given to these sites in particular.	significant effects.
LTP-K1	N/A	N/A	No: The policy is implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.
6. Travel safety measures				
Strategy L	Construction Certain temporary construction related activity.	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include Avon Valley SPA/Ramsar Cerne & the Sydling	Likelihood: Uncertain Risk: Low The risk to N2000 from new infrastructure is relatively low, as all major infrastructure works for the foreseeable future should have been identified in the current LTP3. However, any new infrastructure has the	Additional detail about the proposal and associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects. In order to satisfy the requirements of the Habitats Regulations, any new proposals should be subject to HRA at lower tiers of planning or at

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		<p>Downs SAC</p> <p>Chesil Beach & the Fleet SAC/SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>Fontmell and Melbury Downs SAC</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>River Axe SAC</p> <p>Rooksmoor SAC</p> <p>St Albans Head to Durlston SAC</p>	<p>potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of a key transport corridor (A road). Consideration during new infrastructure design and planning should be given to these sites in particular.</p>	<p>the project level.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>
LTP-L1	N/A	N/A	No: The policies are unlikely to lead to adverse impacts as they relate to design or other qualitative criteria for development.	N/A
LTP-L2	Certain temporary construction related	N/A	No: The policy is implemented through	In order to satisfy the requirements

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
	activity		sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.
Strategy M	<p>Certain temporary construction related activity</p> <p>Probable short term increase in construction related congestion</p> <p>Uncertain – Depending on the detail of improvement works (location, extent, duration, timing, etc.), there is the potential for negative impacts on N2000 sites. More information at the project level is required to determine the likelihood of a significant effect occurring.</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include</p> <p>Avon Valley SPA/Ramsar</p> <p>Cerne & the Sydling Downs SAC</p> <p>Chesil Beach & the Fleet SAC/SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>Fontmell and Melbury Downs SAC</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SAC/SPA/Ramsar</p>	<p>Likelihood: Uncertain</p> <p>Risk: Low</p> <p>Depending on the detail of improvement works (location, extent, duration, timing, etc.), there is the potential for negative impacts on N2000 sites. More information at the project level is required to determine the likelihood of a significant effect occurring.)</p>	<p>Although there is a very small likelihood of a significant adverse effect occurring, additional detail of the proposal and any associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In order to satisfy the requirements of the Habitats Regulations, the proposals should be subject to HRA at the project level or a lower tier plan.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>

LTP3 strategy, policy or proposal with potentially adverse impacts to N2000 sites	Resultant change in activity	Site/s and vulnerable feature/s that could be affected	Assessment of effects Significant effects likely?	Recommendation/mitigation
		River Avon SAC River Axe SAC Rooksmoor SAC St Albans Head to Durlston SAC		
LTP-L	No	N/A	No: The policies are unlikely to lead to development as they relate to design or other qualitative criteria for development.	N/A
7. Manage demand for private car use				
Strategy N LTP - N1	The strategy and policies are likely to reduce the number of privately used vehicles within suburban and urban areas.	N/A	No: The strategy and policy are unlikely to result in development which would significantly impacts Natura 2000 sites. The resultant change on activity is likely to have a broadly positive impact on the environment and is considered unlikely to impact N2000 sites.	N/A

12.3 Appendix 3: Natura 2000 Site Details

Table 12-2- Details of Natura 2000 sites within 15km of the Dorset County boundary

Site Name	Designation	Reasons for Designation	Vulnerability
Avon Valley	Ramsar	<ul style="list-style-type: none"> Diverse range of habitats associated with chalk rivers, including fen, mire, lowland wet grassland and woodland. Assemblage of wetland flora and fauna including nationally rare-species Overwintering Gadwall, <i>Anas strepera strepera</i> 	<ul style="list-style-type: none"> Physical loss – Drainage/land claim for agriculture Physical damage – Disturbance to vegetation through cutting / clearing; sedimentation and siltation Non-physical disturbance – Recreation/tourism disturbance. Especially to wintering birds Water Table – Water abstraction; problems with retaining floodwater-summer drying; reservoir/barrage/dam impact; flow regime Toxic contamination – Pollution - agricultural fertilisers; Pollution – domestic sewage Biological Disturbance – Introduction of non-native plant species; vegetation succession
Avon Valley SPA	SPA	<ul style="list-style-type: none"> Annex 1 Birds: Bewicks Swan <i>Cygnus columbianus bewickii</i>; Overwintering Gadwall 	<ul style="list-style-type: none"> Physical loss – Drainage/land claim for agriculture Physical damage – Disturbance to vegetation through cutting / clearing; sedimentation and siltation Non-physical disturbance – Recreation/tourism disturbance. Especially to wintering birds
Beer Quarry & Caves	SAC	<ul style="list-style-type: none"> Annex 1 (Non-primary): Semi-natural dry grassland and scrubland facies on calcareous substrates Annex 2 (Primary): Bechsteins bat <i>Myotis bechstenii</i> Annex 2 (Non-primary) Lesser Horseshoe Bat <i>Rhinolophus hipposideros</i>; Greater Horseshoe Bat <i>Rhinolophus ferrumequinum</i> 	<ul style="list-style-type: none"> Physical loss – Occasional quarrying of stone Non-physical disturbance – Recreation/tourism disturbance Water table: Flooding of caves

Site Name	Designation	Reasons for Designation	Vulnerability
Brackets Coppice	SAC	<ul style="list-style-type: none"> Annex 1 (Non-primary): <i>Molinia</i> meadows on calcereous, peaty or clayey-silt-laden soils (<i>Molinia caeruleaa</i>) Annex 2 (Primary): Bechsteins bat 	<ul style="list-style-type: none"> Non-physical disturbance – human presence, light pollution Biological Disturbance - Birch Invasion of grassland
Cerne & the Sydling Downs	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Semi-natural dry grassland and scrubland facies on calcareous substrates Annex 2 (Primary): Marsh fritillary butterfly <i>Euphydryas aurinia</i> 	<ul style="list-style-type: none"> Non-physical disturbance – Recreation/tourism disturbance. Especially to wintering birds Biological Disturbance: Long-term overgrazing prevents survival of Marsh Fritillary; scrub encroachment also caused by under grazing
Chesil & the Fleet	Ramsar	<ul style="list-style-type: none"> Outstanding example of rare lagoon habitat Supports 15 specialist lagoonal species, five nationally scarce wetland plants and ten nationally scarce wetland animals. Also important for shingle habitats and species. Largest barrier-built saline lagoon in the UK with greatest diversity of habitats and biota Important for number of species at a critical stage in their life cycle, including post-larval an juvenile bass <i>Dicentarchus labrax</i> Nursery for bass Overwintering Dark-billed brent goose, <i>Branta bernicula</i> 	<ul style="list-style-type: none"> Physical damage – Development of existing shellfish farm Non-physical disturbance – Recreational pressure (data form); MOD firing range Non-toxic contamination – Domestic sewage discharge
Chesil Beach & the Fleet	SPA	<ul style="list-style-type: none"> Annex 1 Birds: Little Tern <i>Sterna albifrons</i> Overwintering - Dark-billed brent goose, <i>Branta bernicula</i> 	<ul style="list-style-type: none"> Physical damage – Development of existing shellfish farm; Non-physical disturbance –increased recreational pressures ; MOD firing range Non-toxic contamination – Domestic sewage discharge Biological disturbance – Introduction of non-native species

Site Name	Designation	Reasons for Designation	Vulnerability
Chesil & the Fleet	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Coastal lagoons; Annual vegetation of drift lines; Perennial vegetation of stoney banks scrubs. Annex 1 (Non-primary): Vegetated sea cliffs of the Atlantic and Baltic Coasts; <i>Salicornia</i> and other annuals colonising mud and sand; Atlantic salt meadows; Sandbanks which are slightly covered by sea water all the time; Mudflats and Sandflats not covered by seawater at low tide. 	<ul style="list-style-type: none"> Physical damage – Changes in natural coastline pressures; Recreational pressure Toxic contamination – Accidental oil pollution Non-toxic contamination – Water quality – blooms of blue green algae occur
Chilmark Quarries	SAC	<ul style="list-style-type: none"> Annex 2 (Primary) – Greater horseshoe bat; Barbastelle <i>Barbastella barbastellus</i>; Bechsteins Bat Annex 2 (Non-primary) – Lesser horseshoe bat 	<ul style="list-style-type: none"> Physical loss – Collapse of underground Non-physical disturbance – Human presence, noise and visual
Crookhill Brick Pit	SAC	<ul style="list-style-type: none"> Annex 2 (Primary) – Great crested newt <i>Triturus cristatus</i> 	<ul style="list-style-type: none"> Physical loss - Long term risk of deterioration of the waterbodies due to lack of maintenance Biological Disturbance – Short term risk of the introduction of invasive non-native plant species and fish
Dorset Heathlands	Ramsar	<ul style="list-style-type: none"> Particularly good examples of northern Atlantic wet heaths with cross-leaved <i>Erica tetralix</i>, acid mire; southern Atlantic wet heaths with Dorset Heath <i>Erica ciliaris</i> and cross-leaved heath <i>Erica tetralix</i>; Supports 1 nationally rare and 13 nationally scarce wetland plant species and at least 28 nationally rare wetland invertebrates; Has a very high species richness and High ecological diversity of wetland habitat types and transitions, and lies in one the most biologically-rich wetland areas of lowland Britain. 	<ul style="list-style-type: none"> Physical loss – Development pressure Physical damage – Further fragmentation; recreational pressure; wildfires; infrastructure works A31 and Bournemouth airport; Extant mineral permissions Toxic contamination – Acid rain; Pollution; Leaching from waste tips Biological disturbance - Under-grazing leading to scrub invasion

Site Name	Designation	Reasons for Designation	Vulnerability
Dorset Heathlands	SPA	<ul style="list-style-type: none"> Annex 1 Birds: Dartford Warbler <i>Sylvia undata</i> Nightjar <i>Caprimulgus europaeus</i> Woodlark <i>Lullula arborea</i> Hen Harrier <i>Circus cyaneus</i> Merlin <i>Falco columbarius</i> 	<ul style="list-style-type: none"> Physical loss – Development pressure Physical damage – Further fragmentation; recreational pressure; wildfires; infrastructure works A31 and Bournemouth airport; Extant mineral permissions Toxic contamination – Acid rain; Pollution; Leaching from waste tips Biological disturbance - Under-grazing leading to scrub invasion; Invasion non-native species
Dorset Heaths	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Northern Atlantic wet heaths with cross-leaved heather; European dry heaths; Depressions on peat substrates of the <i>Rhynchosporion</i>. Annex 1 (Non-primary): <i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils; Calcareous fens; Alkaline Fens; Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains; Temperate Atlantic wet heaths with <i>Erica ciliaris</i> and <i>Erica tetralix</i>; Bog woodland. Annex 2 (Primary): Southern damselfly <i>Coenagrion mercuriale</i> Annex 2 (non-primary): Great crested newt 	<ul style="list-style-type: none"> Physical loss – Development pressure Physical damage – Further fragmentation; recreational pressure; wildfires; infrastructure works A31 and Bournemouth airport; Extant mineral permissions Toxic contamination – Acid rain; Pollution; Leaching from waste tips Biological disturbance - Under-grazing leading to scrub invasion; invasion by non-native species
Dorset Heaths (Purbeck and Studland Cliffs)	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Northern Atlantic wet heaths with cross-leaved heather; European dry heaths; Depressions on peat substrates of the <i>Rhynchosporion</i>. Annex 1 (Non-primary): <i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils; Calcareous fens; Alkaline Fens; Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains; Temperate Atlantic wet heaths with <i>Erica ciliaris</i> and <i>Eric tetralix</i>; Bog woodland. Annex 2 (Primary): Southern damselfly <i>Coenagrion mercuriale</i> Annex 2 (non-primary): Great crested newt 	<ul style="list-style-type: none"> Physical loss – Development pressure Physical damage – Further fragmentation; recreational pressure; wildfires; infrastructure works A31 and Bournemouth airport; Extant mineral permissions Toxic contamination – Acid rain; Pollution; Leaching from waste tips Biological disturbance - Under-grazing leading to scrub invasion; invasion by non-native species

Site Name	Designation	Reasons for Designation	Vulnerability
Fontmell & Melbury Downs	SAC	<ul style="list-style-type: none"> Annex 1 (Non-primary): Semi-natural grassland and scrubland facies on calcareous substrates Annex 2 (Primary): Early gentian <i>Gentianella angelica</i> Annex 2 (Non-primary): Marsh Fritillary 	<ul style="list-style-type: none"> Biological disturbance – Invasive species such as nettles and ragwort due to adjacent intensive farming; over-grazing; scrub encroachment
Great Yews	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): <i>Taxus baccata</i> woods of the British Isles Annex 1 (Non-primary): Semi-natural dry grassland and scrubland facies: on calcareous substrates 	<ul style="list-style-type: none"> Physical loss: None identified
Holnest	SAC	<ul style="list-style-type: none"> Annex 2 (Primary): Great crested newt 	<ul style="list-style-type: none"> Physical loss - Long term risk of deterioration of the waterbodies due to lack of maintenance Biological disturbance – Short term risk of the introduction of invasive non-native plant species and fish
Isle of Portland to Studland Cliffs	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Vegetated sea cliffs of the Atlantic and Baltic coasts; Semi-natural dry grasslands and scrubland facies on calcareous substrates Annex 1 (Non-primary): Annual vegetation of drift lines; Perennial vegetation of stony banks Annex 2 (Primary): Early gentian <i>Gentianella angelica</i> Annex 2 (Non-primary): Great crested newt 	<ul style="list-style-type: none"> Physical damage – Coastal erosion; Recreational pressure; Extant quarrying
Mendip Woodlands	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Tillio Acerion forests of slopes, screes and ravines Annex 1 (Non-primary): Semi-natural dry grasslands and scrubland facies on calcareous substrates and Alluvial forests. Annex 2 (Non-primary): Greater horseshoe bat; Lesser Horseshoe bat. 	<ul style="list-style-type: none"> Physical Damage: No major threats although there is potential for quarrying if current protection is lifted Non-physical Disturbance: Light pollution; Human presence

Site Name	Designation	Reasons for Designation	Vulnerability
New Forest	Ramsar	<ul style="list-style-type: none"> Annex 1 (Primary): Oligotrophic waters containing very few minerals of sandy plains; Oligotrophic to mesotrophic standing water; Northern Atlantic Wet Heaths with <i>Erica teralix</i>; European Dry Heaths; <i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils; Depressions of peat substrates; Atlantic Acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer; Beech Forests; Old acidophilous oak woods; Bog woodland; Alluvial forests. Annex 1 (Non-primary): Transition mires and quaking bogs; Alkaline fens Annex 2 (Non-primary): Great crested newt; <i>Barbastella barbastella</i>; <i>Myotis bechsteinei</i>; Otter <i>Lutra lutra</i>; <i>Lampetra planeri</i>; <i>Cottus gobio</i>. 	<ul style="list-style-type: none"> Physical loss - Afforestation of heathland habitats with conifers and other non-native species Physical damage: Increased recreational pressure Non-physical disturbance – Light pollution; human presence Biological disturbance – Afforestation of heathland habitats with conifers and other non-native species; Essential grazing by commoners animals
New Forest	SPA	<ul style="list-style-type: none"> Annex 1 Birds: Dartford Warbler Honey Buzzard <i>Pernis apivorus</i> Nightjar Woodlark Hen Harrier 	<ul style="list-style-type: none"> Physical loss: Afforestation of heathland habitats with conifers and other non-native species Physical damage: Increased recreational pressure Non-physical disturbance – Human presence; Recreation pressure; Increased population; Light disturbance Water table – drainage of wetland habitats for improved grazing Biological disturbance – Afforestation of heathland habitats with conifers and other non-native species; Essential grazing by commoners animals

Site Name	Designation	Reasons for Designation	Vulnerability
New Forest	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Oligotrophic waters containing very few minerals of sandy plains; Oligotrophic to mesotrophic standing water; Northern Atlantic Wet Heaths with <i>Erica teralix</i>; European Dry Heaths; Molinia meadows on calcareous, peaty or clayey-silt-laden soils; Depressions of peat substrates; Atlantic Acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer; Beech Forests; Old acidophilous oak woods; Bog woodland; Alluvial forests. Annex 1 (Non-primary): Transition mires and quaking bogs; Alkaline fens Annex 2 (Non-primary): Great crested newt; <i>Barbastella barbastella</i>; <i>Myotis bechsteinei</i>; Otter <i>Lutra lutra</i>; <i>Lampetra planeri</i>; <i>Cottus gobio</i>. 	<ul style="list-style-type: none"> Physical loss: Afforestation of heathland habitats with conifers and other non-native species Physical damage: Increased recreational pressure Non-physical disturbance – Human presence; Recreation pressure; Increased population; Light disturbance Water table – drainage of wetland habitats for improved grazing Biological disturbance – Afforestation of heathland habitats with conifers and other non-native species; Essential grazing by commoners animals
Poole Harbour	Ramsar	<ul style="list-style-type: none"> Best example of a bar-built estuary with lagoonal characteristics in Britain Two species of nationally rare alga and at least three British Red Data book invertebrate species Examples of natural habitat types of community interest Over winter the site supports a nationally important population of Avocet <i>Recurvirostra avosetta</i> as well as a range of other bird species. 	<ul style="list-style-type: none"> Physical loss – Urban and infrastructure development pressure Physical damage – Dredging; Bait digging Non-physical disturbance – Recreation pressure Water table – Drainage of grazing marshes Toxic contamination – Oil spills Non toxic contamination – Eutrophication Biological disturbance – Introduction/invasion of non native animal species

Site Name	Designation	Reasons for Designation	Vulnerability
Poole Harbour	SPA	<ul style="list-style-type: none"> Annex 1 Birds: Common Tern <i>Sterna hirundo</i>; Mediterranean Gull <i>Larus melanocephalus</i>; Aquatic Warbler <i>Acrocephalus paludicola</i>; Little Egret <i>Egretta garzetta</i>; Avocet <i>Recurvirostra avosetta</i>. Migratory species: Black tailed Godwit <i>Limosa islandica</i> Shelduck 	<ul style="list-style-type: none"> Physical loss – Urban and infrastructure development pressure Physical damage – Dredging; Bait digging Non-physical disturbance – Recreation pressure Water table – Drainage of grazing marshes Toxic contamination – Oil spills Non toxic contamination – Eutrophication Biological disturbance – Introduction/invasion of non native animal species
Prescombe Down	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Semi-natural dry grasslands and scrubland facies on calcareous substrates Annex 2 (Primary) Early Gentian Annex 2 (Non-primary): Marsh fritillary butterfly 	<ul style="list-style-type: none"> Biological Disturbance: Inappropriate grazing regimes; Increased stocking of game birds.
River Avon	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Water courses of plain to montane levels Annex 1 (Non-primary): Alkaline fens and Alluvial forests Annex 2 (Primary): Desmoulins whorl snail <i>Vertigo moulinsiana</i>; Sea lamprey <i>Lampeta planeri</i>; Atlantic salmon <i>Salmo salar</i>; Bullhead <i>Cottus gobio</i>. Annex 2 (Non-primary): Otter; White-clawed crayfish <i>Austropotamobius pallipes</i>. 	<ul style="list-style-type: none"> Physical damage – channel modifications causing changes to sediment processes Water Table: Abstraction Toxic contamination: Water pollution Non-toxic Contamination – Nutrient enrichment
River Axe	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Watercourses of plain to mountain levels Annex 2 (Primary): Sea lamprey <i>Lampeta planeri</i>; Atlantic salmon <i>Salmo salar</i>; Bullhead <i>Cottus gobio</i>. Annex 2 (Non-primary): Otter; White-clawed crayfish <i>Austropotamobius pallipes</i>. 	<ul style="list-style-type: none"> Non toxic contamination – nutrient enrichment

Site Name	Designation	Reasons for Designation	Vulnerability
Rookmoor	SAC	<ul style="list-style-type: none"> Annex 1 (Non-primary): Molinia meadows on calcareous, peaty or clayey-silt-laden soils Annex 2 (Primary): Marsh fritillary butterfly 	<ul style="list-style-type: none"> Non-physical disturbance – traffic – A3030 passes through the site Biological disturbance – Scrub invasion due to lack of grazing
Sidmouth to West Bay	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Vegetated sea cliffs of the Atlantic and Baltic coasts; <i>Tilio-Aceron</i> forests of slopes, screes and ravines Annex 2 (Non-Primary): Annual vegetation of drift lines; Mudflats and sandflats not covered at low tide; Perennial Vegetation of stoney banks. Annex 2 (Non-primary): 	<ul style="list-style-type: none"> Physical loss: None identified Non-physical disturbance – Light pollution; Human presence
Solent & Isle of Wight Lagoons	SAC	<ul style="list-style-type: none"> Annex 1 (primary): Coastal lagoons Annex 2 (Non-primary): <i>Salicornia</i> and other annuals colonising mud and sand; Atlantic Salt Meadows 	<ul style="list-style-type: none"> Water Table – Sea level rise and requirement for coastal defence Toxic contamination – Industrial waste disposal/landfill/discharge
Solent and Southampton Water	Ramsar	<ul style="list-style-type: none"> One of the few major sheltered channels between a substantial island and mainland in European waters, exhibiting unusual strong double tidal flow with long periods of slack water at high and low tide; grazing marshes and reedbeds; coastal woodland Supports an important assemblage of rare plants and invertebrates Over winter supports 51343 waterfowl Species in spring/autumn include: Ringed Plover <i>Charadrius hiaticula</i> Species with peaks counts in winter include: Dark-bellie brent goose, Eurasian teal and Blacktailed godwit <i>Limosa limosa islandica</i> 	<ul style="list-style-type: none"> Physical loss – Development pressure Physical damage – Erosion; Flood and coastal defence works; Recreational pressure Water table – Sea level rise Toxic contamination – Pollution from former waste disposal Non-toxic contamination – Sewage discharge

Site Name	Designation	Reasons for Designation	Vulnerability
Solent and Southampton Water	SPA	<ul style="list-style-type: none"> Annex 1 Birds: Common Tern; Little Tern <i>Sterna albifrons</i>; Mediterranean gull; Roseate Tern <i>Roseate Tern</i> 	<ul style="list-style-type: none"> Physical loss – Land-claim; Development pressure Physical damage – Flood and coastal defence works; dredging; Recreational pressure Water table – Sea level rise; Coastal squeeze Toxic contamination – Pollution from former waste disposal Non-toxic contamination – Sewage discharge
Solent Maritime	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): <i>Spartina</i> swards; Atlantic salt meadow Annex 1 (Non-primary): Sand banks which are partly covered by water all the time; Mudflats and Sandflats; Coastal lagoons; Annual Vegetation of drift lines; Perennial vegetation of stony banks; <i>Salicornia</i> and other annuals colonising mud and sand; Shifting dunes along the shoreline Annex 2 (Non-primary): Desmoulins whorl snail; Otter 	<ul style="list-style-type: none"> Physical loss – Land-claim; Development pressure Physical damage – Flood and coastal defence works; dredging; Recreational pressure Water table – Sea level rise; Coastal squeeze Toxic contamination – Pollution from former waste disposal Non-toxic contamination – Sewage discharge
Somerset Levels & Moors	Ramsar	<ul style="list-style-type: none"> Supports 17 species of British Red Data Book Invertebrates Species over winter include: Tundra Swan <i>Cygnus columbianus</i>, Eurasian teal, and Northern lapwing 	<ul style="list-style-type: none"> Physical loss – Conversion of grassland to arable Physical damage – Cutting of silage Water table – Drainage; Water management issues due to development on floodplain Non-toxic contamination – Nutrient enrichment due to sewerage
Somerset Levels & Moors	SPA	<ul style="list-style-type: none"> Annex 1 Birds: Bewick's Swan and Golden Plover <i>Pluvialis apricaria</i> Migratory species: Teal and Northern Lapwing 	<ul style="list-style-type: none"> Physical loss – Conversion of grassland to arable Physical damage – Cutting of silage Water table – Drainage; Water management issues due to development on floodplain Non-toxic contamination – Nutrient enrichment due to sewerage

Site Name	Designation	Reasons for Designation	Vulnerability
Solent and Southhampton water	SAC	<ul style="list-style-type: none"> Annex 1 (Primary): Spartina swards; Atlantic salt meadow Annex 1 (Non-primary): Sand banks which are partly covered by water all the time; Mudflats and Sandflats; Coastal lagoons; Annual Vegetation of drift lines; Perennial vegetation of stony banks; <i>Salicornia</i> and other annuals colonising mud and sand; Shifting dunes along the shoreline Annex 2 (Non-primary): Desmoulins whorl snail; Otter 	<ul style="list-style-type: none"> Physical loss – Land-claim; Development pressure Physical damage – Flood and coastal defence works; dredging; Recreational pressure Water table – Sea level rise; Coastal squeeze Toxic contamination – Pollution from former waste disposal Non-toxic contamination – Sewage discharge
South Wight Maritime	SAC	<ul style="list-style-type: none"> Annex I (Primary): Reefs; Vegetated sea cliffs of the Atlantic and Baltic coasts Annex I (Non-primary): Sandbanks which are slightly covered by sea water all the time; Mudflats and sandflats not covered by seawater at low tide; European dry heaths; semi-natural dry grassland Annex II (Non-primary): Early Gentian 	<ul style="list-style-type: none"> Physical loss – Development pressure; Erosion Physical damage – Dredging/dredge spoil disposal; Fishing; Boating; Marine; Erosion; Intensive agriculture; Existing and proposed coast protection works Toxic contamination: Oil/chemical spills Biological Disturbance: Introduction of non-native species, e.g from shipping activity
St Albans head to Durlston	SAC	<ul style="list-style-type: none"> Annex I (Primary): Vegetated sea cliffs of the atlantic and Baltic coasts; Semi-natural dry grassland and scrubland facies on calcareous substrates Annex II (Primary) Early Gentian Annex II (Non-primary): Greater horseshoe bat 	<ul style="list-style-type: none"> Physical damage: Climbing activity Non-physical disturbance - Light pollution; Human presence Biological disturbance – Scrub invasion
West Dorset Alder Woods	SAC	<ul style="list-style-type: none"> Annex I (Primary): Alluvial forests Annex I (Non-primary): <i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils; Old acidophilous oak oak woods; Semi-natural dry grasslands and scrubland facies on calcareous soils Annex II (Primary): Marsh fritillary butterfly Annex II (Non-primary): Great crested newt 	<ul style="list-style-type: none"> Physical damage – Game management; Recreation; Development pressure Water table – Abstraction Toxic contamination – Agricultural runoff Biological disturbance – Deer browsing

