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# **Christchurch and East Dorset Joint Core Strategy**

## **Schedule of Proposed Changes to the Core Strategy Pre-Submission**

Updated Habitats Regulations Assessment Report  
Prepared by LUC for Christchurch Borough and East Dorset District Councils  
November 2012

**Project Title:** Christchurch and East Dorset Joint Core Strategy Habitats Regulations Assessment

**Client:** Christchurch Borough and East Dorset District Councils

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# 1 Introduction

- 1.1 Christchurch Borough and East Dorset District Councils are producing a Joint Core Strategy, in order to set out the vision, spatial strategy and core policies for the development of the plan area. The Core Strategy will form part of the Councils' respective Local Development Frameworks (LDFs).
- 1.2 LUC was appointed in September 2009 by Christchurch Borough Council and East Dorset District Council to undertake the Habitats Regulations Assessment (HRA) of the emerging Core Strategy. An HRA report was first produced in September 2010 in relation to the Core Strategy Options consultation document and a further HRA report (February 2012) built on that earlier report, in relation to the Pre-Submission Core Strategy. A number of changes have now been made to the policies and text within the Pre-Submission Core Strategy, as set out in the Schedule of Proposed Changes to the Core Strategy Pre-Submission (November 2012). This updated HRA Report now reflects the Pre-Submission Core Strategy incorporating those changes.

## The requirement to undertake Habitats Regulations Assessment of Development Plans

- 1.3 The requirement to undertake HRA of development plans is contained in the amendments to the Habitats Regulations published for England and Wales in 2010<sup>1</sup>. Therefore, when preparing the Christchurch and East Dorset Core Strategy, Christchurch Borough and East Dorset District Councils are required by law to carry out HRA.
- 1.4 The HRA refers to the assessment of the potential effects of a development plan on one or more European sites, including Special Protection Areas (SPAs) and Special Areas of Conservation (SACs):
  - **SPAs** are classified under the European Council Directive 'on the conservation of wild birds' (79/409/EEC; 'Birds Directive') for the protection of **wild birds and their habitats** (including particularly rare and vulnerable species listed in Annex 1 of the Birds Directive, and migratory species).
  - **SACs** are designated under the Habitats Directive and target **particular habitats** (Annex 1) and/or species (Annex II) identified as being of European importance.
- 1.5 Current national planning policy also expects potential SPAs (pSPAs), candidate SACs (cSACs) and Ramsar sites to be included within the assessment<sup>2</sup>.
  - **Ramsar sites** support internationally **important wetland habitats** and are listed under the Convention on Wetlands of International Importance especially as Waterfowl Habitat (Ramsar Convention, 1971).
- 1.6 For ease of reference during HRA, these three designations are collectively referred to as **European sites**, despite Ramsar designations being at the international level.
- 1.7 The HRA is usually undertaken in stages (as described below) and should conclude whether or not a proposal or policy in a development plan would adversely affect the integrity of the

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<sup>1</sup> *The Conservation of Habitats and Species Regulations 2010* (HMSO Statutory Instrument No. 2010/490), and as amended in 2012 (2012/1927).

<sup>2</sup> *Planning Policy Statement 9: Biodiversity and Geological Conservation*. OPDM, 2005.

site in question. This is judged in terms of the implications of the plan for a site's 'qualifying features' (i.e. those Annex 1 habitats, Annex 11 species, and Annex 1 bird populations for which it has been designated). Significantly, HRA is based on a rigorous application of the precautionary principle and therefore requires those undertaking the exercise to prove that the plan will not have an adverse effect on the site's integrity. Where uncertainty or doubt remains, an adverse impact should be assumed.

### Stages of the Habitats Regulations Assessment

1.8 **Table 1.1** below summarises the stages involved in carrying out a full HRA.

**Table 1.1 Stages in HRA**

Stage	Task	Outcome
<b>Stage 1:</b> Screening	Description of the plan. Identification of potential effects on European sites. Assessing the effects on European sites.	Where effects are unlikely, prepare a 'finding of no significant effect report'. Where effects judged likely, or lack of information to prove otherwise, proceed to Stage 2.
<b>Stage 2:</b> Appropriate Assessment	Gather information (about the plan and European sites that may be affected). Impact prediction. Evaluation of impacts in view of conservation objectives. Where impacts considered to affect qualifying features, identify alternative options. Assess alternative options. If no alternatives exist, define and evaluate mitigation measures where necessary.	Appropriate assessment report describing the plan, European site baseline conditions, the adverse effects of the plan on the European site, how these effects will be avoided through, firstly, avoidance, and secondly, mitigation including the mechanisms and timescale for these mitigation measures. If effects remain after all alternatives and mitigation measures have been considered, proceed to Stage 3.
<b>Stage 3:</b> Assessment where no alternatives exist and adverse impacts remain taking into account mitigation	Identify 'imperative reasons of overriding public interest' (IROPI). Identify potential compensatory measures.	This stage should be avoided if at all possible. The test of IROPI and the requirements for compensation are extremely onerous.

Sources:<sup>3,4,5</sup>

<sup>3</sup> *Assessment of plans and projects significantly affecting European Sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC.* European Commission Environment DG, November 2001.

- 1.9 It is normally anticipated that an emphasis on Stages 1 and 2 of this process will, through a series of iterations, help ensure that potential adverse effects are identified and eliminated through the incorporation of mitigation measures designed to avoid, reduce or abate any such effects. The need to consider alternatives could imply more onerous changes to a plan document. It is generally understood that so called 'imperative reasons of overriding public interest' (IROPI) are likely to be justified only very occasionally and would involve engagement with both the Government and European Commission.
- 1.10 The HRA should be undertaken by the 'competent authority' - in this case Christchurch Borough Council and East Dorset District Council, and LUC has been commissioned to do this on their behalf. The HRA also requires close working with Natural England as the statutory nature conservation body<sup>6</sup> in order to obtain the necessary information, agree the process, outcomes and mitigation proposals. The Environment Agency, while not a statutory nature conservation body for the HRA, is also in a strong position to provide advice and information during the HRA, as it is required to undertake HRA for its existing licences and future licensing of activities (e.g. water abstraction and discharge consents).

## Christchurch and East Dorset Core Strategy

- 1.11 The Core Strategy sets out the planning strategy for how much development, what type, where and how it should take place in Christchurch and East Dorset Councils to 2028. It sets out a vision and objectives for the area, and policies for implementing these. The vision for Christchurch and East Dorset up to 2027, as set out in the January 2012 Pre-Submission Document and taking into account the minor amendments that have since been made in the Schedule of Proposed Changes to the Core Strategy Pre Submission, states that:

*The natural environment of Christchurch and East Dorset and their historic and thriving towns and villages are, and will, continue to be the most important assets for the area. The quality of this special environment will be secured sustaining the growth of the local economy, and the welfare of its local communities, rather than being used as a reason to turn our back on growth which can be achieved sustainably.*

*The intrinsic landscape and biodiversity value of the Dorset Heathlands, the Cranborne Chase and West Wiltshire Downs Area Of Outstanding Natural Beauty, Christchurch Harbour, the coast, beaches and rivers will be protected and their connectivity enhanced. Improving our special environment and its green infrastructure will ensure that recreation and commercial activity sustains these areas.*

*The area will adapt to the emerging demands of climate change through clear strategies to reduce risk of flooding, and through encouraging high standards of building design and construction.*

*The unmet housing needs of the area will be reduced, with housing delivered of a type and tenure which meets the aspirations of those wishing to buy or rent. An element of this housing will be in the form of new, well planned, sustainable residential areas in both Christchurch and East Dorset. These will be attractive new areas, including high quality, sustainable homes, areas of open space, new community facilities, and improved transport links to the surrounding area.*

*Housing will also continue to be delivered, in our towns and villages but developments will now better reflect the character and type of housing found in each local area, and will make appropriate contributions to infrastructure. Almost all new housing development will*

<sup>4</sup> *Planning for the Protection of European Sites. Guidance for Regional Spatial Strategies and Local Development Documents.* Department for Communities and Local Government (DCLG), August 2006.

<sup>5</sup> *The Appropriate Assessment of Spatial Plans in England. A guide to why, when and how to do it.* RSPB. August 2007.

<sup>6</sup> Regulation 4 of *The Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007.* HMSO Statutory Instrument 2007 No.1843.



contribute to the provision of affordable housing, creating a step change in delivery of affordable dwellings and a significant reduction in waiting lists.

The character of the area will also be protected through retention of the Green Belt in all areas except those needed to secure well planned and sustainable housing and employment growth as part of the Core Strategy.

Historic towns such as Christchurch and Wimborne will be vibrant centres of commercial and cultural activity, with niche shopping, and varied attractions and facilities for residents and visitors alike. Other key local centres in Ferndown, Verwood, West Moors and Highcliffe will support shops and services for their local communities, with villages and smaller neighbourhood centres providing basic services. New ways of delivering services and facilities in rural areas will be developed.

The economy of the area will grow, both by sustaining its traditional sectors such as tourism, health and education, but also by creating a mixed economy with emphasis on growth in new knowledge based sectors, especially the green knowledge economy. Economic growth will be sustained by the creation of major high quality employment sites in East Dorset and at Bournemouth Airport, and by the protection of other well located sites for key employment uses. These will have an important role in sustaining the economy of South East Dorset. Within the rural areas traditional employment will be supported and rural diversification encouraged to create jobs and prosperity.

The area will be easier to get around, not just for those who have a car, but for those who wish to use public transport, to walk or to cycle, with major development focused in locations accessible by different means of transport. In Christchurch, development will be focused on the existing public transport corridors on the A35 and A337 and better links will be made to Christchurch and Hinton Admiral stations, with the urban extension also linked to the transport network. Christchurch Borough Council will continue to press for the development of a Christchurch Bypass as a long term solution to the town's traffic problems.

Bournemouth Airport will grow sustainably into a significant regional transport hub, providing scheduled and charter flights to a wide range of business and tourist destinations. Both the airport and its business parks will be linked to the surrounding conurbation by public transport services.

In East Dorset, transport corridors will be developed to help reduce the need to travel and promote a wider choice of transport, including walking, cycling and public transport. These corridors will include linking the towns and villages of Ferndown, West Moors, Three Legged Cross and Verwood, and improving links from Christchurch to Wimborne and Corfe Mullen and to Wimborne from Poole. Improvements to Canford Bottom Roundabout and dualling the A31 from Ferndown to Merley will reduce congestion and improve connectivity with the rest of Dorset and Hampshire.

And perhaps most important of all, our communities will thrive. The challenges of supporting a significant elderly and retired population will be planned for through provision of appropriate housing, health and community facilities and services. There will be targeted regeneration to provide improved housing facilities and services in the Somerford, Leigh Park and Heatherlands Estates. Community facilities will be safeguarded and support will be given to the community groups and organisations to develop volunteering, and to obtain premises from which to deliver services.

1.12 There are also seven Strategic Objectives, which support the Vision and set out the overarching aims of the detailed policies put forward further ahead in the Core Strategy:

- 1) To manage and safeguard the natural environment of Christchurch and East Dorset;
- 2) To maintain and improve the character of the towns and villages, and to create vibrant local centres;
- 3) To adapt to the challenges of climate change;

- 4) *To enable the mixed economy of Christchurch and East Dorset to grow, and to develop new employment sectors;*
- 5) *To deliver a suitable, affordable and sustainable range of housing to provide for local needs;*
- 6) *To reduce the need for our communities to travel, and to do so more easily by a range of travel choices;*
- 7) *To help our communities to thrive, and to help people support each other.*

1.13 Detailed policies are then set out within the following topic chapters:

- The Key Strategy.
- Christchurch and Highcliffe Centres.
- Christchurch New Neighbourhoods.
- Bournemouth Airport and Business Park.
- Wimborne and Colehill Housing and Town Centre.
- Corfe Mullen Housing.
- Ferndown and West Parley Housing, Employment and Town Centre.
- Verwood. Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres.
- The East Dorset Rural Areas.
- Managing the Natural Environment.
- Creating High Quality and Distinctive Environments.
- Meeting Local Needs.
- Creating Prosperous Communities.

## Potential impacts of the Christchurch and East Dorset Core Strategy on European sites

1.14 **Table 1.2** below sets out the range of potential impacts and operations that development in general may have on European sites.

**Table 1.2 Potential impacts and operations adversely affecting European sites**

<b>Broad categories, and examples, of potential impacts on European sites</b>	<b>Examples of operations responsible for impacts</b>
<p><b>Physical loss</b></p> <ul style="list-style-type: none"> <li>- Removal (including offsite effects, e.g. foraging habitat)</li> <li>- Coastal squeeze</li> <li>- Mine collapse</li> <li>- Smothering</li> <li>- Habitat degradation</li> </ul>	<p>Development (e.g. housing, employment, infrastructure, tourism, coastal defences)</p> <p>Infilling (e.g. of mines, water bodies)</p> <p>Alterations or works to disused quarries</p> <p>Structural alterations to buildings (bat roosts)</p> <p>Afforestation</p> <p>Tipping</p> <p>Cessation of or inappropriate management for nature conservation</p>
<p><b>Physical damage</b></p> <ul style="list-style-type: none"> <li>- Sedimentation / silting</li> <li>- Prevention of natural processes</li> <li>- Habitat degradation</li> <li>- Erosion</li> <li>- Trampling</li> <li>- Fragmentation</li> <li>- Severance / barrier effect</li> <li>- Edge effects</li> <li>- Fire</li> </ul>	<p>Coastal defences</p> <p>Flood defences</p> <p>Port activity</p> <p>Dredging</p> <p>Mineral extraction</p> <p>Recreation (e.g. motor cycling, cycling, walking, horse riding, water sports, caving)</p> <p>Development (e.g. infrastructure, tourism, adjacent housing etc.)</p> <p>Vandalism</p> <p>Arson</p> <p>Cessation of or inappropriate management for nature conservation</p>
<p><b>Non-physical disturbance</b></p> <ul style="list-style-type: none"> <li>- Noise/vibration</li> <li>- Visual presence</li> <li>- Human presence</li> <li>- Light pollution</li> </ul>	<p>Development (e.g. housing, industrial)</p> <p>Recreation (e.g. dog walking, water sports)</p> <p>Industrial activity</p> <p>Mineral extraction</p> <p>Navigation</p> <p>Vehicular traffic</p> <p>Artificial lighting (e.g. street lighting)</p>

Broad categories, and examples, of potential impacts on European sites	Examples of operations responsible for impacts
<p><b>Water table/availability</b></p> <ul style="list-style-type: none"> <li>- Drying</li> <li>- Flooding / stormwater</li> <li>- Water level and stability</li> <li>- Changes in coastal water levels</li> <li>- Water flow (e.g. reduction in velocity of surface water)</li> <li>- Barrier effect (on migratory species)</li> </ul>	<p>Water abstraction</p> <p>Drainage interception (e.g. reservoir, dam, infrastructure and other development)</p> <p>Coastal defences</p> <p>Increased discharge (e.g. drainage, runoff)</p>
<p><b>Toxic contamination</b></p> <ul style="list-style-type: none"> <li>- Water pollution</li> <li>- Soil contamination</li> <li>- Air pollution</li> </ul>	<p>Agrochemical application and runoff</p> <p>Navigation</p> <p>Oil / chemical spills</p> <p>Tipping</p> <p>Domestic waste</p> <p>Vehicular traffic</p> <p>Industrial waste / emissions</p>
<p><b>Non-toxic contamination</b></p> <ul style="list-style-type: none"> <li>- Nutrient enrichment (e.g. of soils and water)</li> <li>- Algal blooms</li> <li>- Changes in salinity</li> <li>- Changes in thermal regime</li> <li>- Changes in turbidity</li> <li>- Air pollution (dust)</li> </ul>	<p>Agricultural runoff</p> <p>Sewage discharge</p> <p>Water abstraction</p> <p>Industrial activity</p> <p>Flood defences</p> <p>Navigation</p> <p>Construction</p>
<p><b>Biological disturbance</b></p> <ul style="list-style-type: none"> <li>- Direct mortality</li> <li>- Out-competition by non-native species</li> <li>- Selective extraction of species</li> <li>- Introduction of disease</li> <li>- Rapid population fluctuations</li> <li>- Natural succession</li> </ul>	<p>Development (e.g. housing areas with domestic and public gardens)</p> <p>Predation by domestic pets</p> <p>Introduction of non-native species (e.g. from gardens)</p> <p>Fishing</p> <p>Hunting</p> <p>Agriculture</p> <p>Changes in management practices (e.g. grazing regimes, access controls, cutting / clearing)</p>

## Structure of the HRA Report

- 1.15 This chapter has introduced the Christchurch and East Dorset Core Strategy and the requirement to conduct HRA. The remainder of the report is set out in the following sections:

**Chapter 2 – Stage 1: Screening – Methodology and Findings:** Sets out the approach taken and the specific tasks carried out during the screening stage of the HRA and summarises the findings from this exercise.

**Chapter 3 – Stage 2: Appropriate Assessment – Methodology and Findings:** Sets out the approach taken and the specific tasks carried out during the appropriate assessment stage of the HRA and summarises the findings from this exercise.

**Chapter 4 – Conclusions and Next Steps:** Summarises the conclusions of the HRA, and outlines recommendations for mitigating any potential adverse effects identified.

## 2 Stage 1: Screening, Methodology and Findings

- 2.1 As shown in **Table 1.1** in **Chapter 1**, HRA generally involves three stages (screening, appropriate assessment, and assessment where no alternatives exist). Stages 1 and 2 can be undertaken iteratively during the preparation of the plan in question, in order to inform the selection of options and policies to be included in the plan. This chapter of the HRA Report sets out our approach to Stage 1 (Screening) of the Christchurch and East Dorset Pre-Submission Core Strategy, and describes how the screening assessment has now been updated to reflect the November 2012 proposed changes to that document. The screening stage involves assessing broadly whether the plan is likely to have a significant effect on a European site, and if it therefore requires an 'appropriate assessment' of whether there would be an adverse effect on the integrity of the European site in question.
- 2.2 HRA screening was first undertaken for the Core Strategy Options during 2010. A draft screening report was prepared for internal use by the Councils in late July 2010, and the findings of that initial screening exercise influenced the development of some of the options that were eventually included in the Core Strategy Options consultation document (October 2010). The draft screening report was then updated to reflect the contents of the Options consultation version of the Core Strategy, and the findings were presented in the September 2010 HRA Report for the Options consultation<sup>7</sup>.
- 2.3 HRA screening was then undertaken again in relation to the Pre-Submission version of the Core Strategy (consulted upon April-June 2012). Again, a draft version of the HRA report was initially made available to the Councils, on the basis of which some of the policies in the Pre-Submission Core Strategy were amended, incorporating the recommendations of the HRA report. The HRA report was then updated to reflect the contents of the final version of the Pre-Submission Core Strategy. The screening exercise for the Pre-Submission Core Strategy has now been updated to reflect the changes that are proposed to the policies within the document, as set out in the Schedule of Proposed Changes to the Core Strategy Pre Submission (November 2012). The findings of the screening exercise are presented in full in **Appendix 3** of this report and are summarised further ahead in this chapter. The screening matrix in **Appendix 3** presents the findings of the screening of the Pre-Submission Core Strategy, that was originally presented in the February 2012 HRA report, and text in ***bold italics*** has been added to show where the screening findings have been updated to reflect the proposed changes to certain policies.
- 2.4 HRA screening of the Christchurch and East Dorset Core Strategy has been undertaken in line with current available guidance and seeks to meet the requirements of the Habitats Directive. The tasks that have been carried out during the screening stage are described in detail below. Although the same broad approach was taken during the screening of each iteration of the Core Strategy, certain tasks involved, such as identifying the European sites within and around the plan area, did not need to be undertaken again after the initial Options stage as the findings from that stage remain valid. In addition, where any new information became available as a result of the HRA work that was carried out in 2010 (e.g. regarding the locations of public water abstractions and sewage treatment facilities) this information was taken into consideration during the screening of the Pre-Submission Core Strategy in early 2012 and again during the screening of the changes that have now been proposed.

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<sup>7</sup> Christchurch and East Dorset Joint Core Strategy Options Consultation Document: Habitats Regulations Assessment Report. Prepared for Christchurch Borough and East Dorset District Councils by Land Use Consultants (September 2010).

## Identification of European sites which may be affected by the Christchurch and East Dorset Core Strategy and the factors contributing to and defining the integrity of these sites

- 2.5 An initial investigation was undertaken to identify European sites within or adjacent to Christchurch Borough and East Dorset District (referred to as the 'plan area') which therefore could potentially be affected by the Christchurch and East Dorset Core Strategy. This involved the use of GIS data to map the locations and boundaries of European sites using publicly available data from Natural England. In line with the precautionary approach, European sites lying partially or wholly within 15km of the boundary of the plan area were included in order to address the fact that the Christchurch and East Dorset Core Strategy may affect European sites outside the administrative boundaries of the two Councils. This distance was used to ensure that all designated sites that could potentially be affected by development within the plan area were identified and included in the assessment.
- 2.6 The 15 European sites identified within the plan area boundary (+15km), which have the potential to be affected by the Christchurch and East Dorset Core Strategy, are listed below in **Table 2.1** below and are mapped in **Figure 2.1** further ahead in this chapter.

**Table 2.1 European sites within the plan area boundary (+15km)**

Special Areas of Conservation (SACs)	Special Protection Areas (SPAs)	Ramsar Sites
- Dorset Heaths	- Dorset Heathlands	- Dorset Heathlands
- Dorset Heaths (Purbeck & Wareham) & Studland Dunes	- Avon Valley	- Avon Valley
- Isle of Portland to Studland Cliffs	- Poole Harbour	- Poole Harbour
- Frontmell & Melbury Downs	- New Forest	- New Forest
- Prescombe Down	- Solent & Southampton Water	- Solent & Southampton Water
- Chilmark Quarries		
- River Avon		
- Great Yews		
- The New Forest		
- Solent & Isle of Wight Lagoons		
- Solent Maritime		
- Isle of Wight Downs		

- 2.7 The attributes of these sites which contribute to and define their integrity have been described (see **Appendix 1**), drawing on data already compiled for the HRA of the South West Regional Spatial Strategy (RSS). It should be noted that the Coalition Government is currently in the process of revoking the RSSs through the Localism Act, which received royal assent in November 2011. However, until this process is complete they remain part of the development plan. In addition, evidence that informed the preparation of the RSSs is still of relevance, particularly where this is the most up-to-date data available. Alongside

data compiled for the RSS, reference was also made to Standard Data forms for SACs and SPAs and Information Sheets for Ramsar sites<sup>8</sup>.

- 2.8 Analysis of these information sources enabled the identification of European site interest features and relevant conservation objectives. This information made it possible to identify those features of each site which determine site integrity and the specific sensitivities of the sites, therefore enabling the later analysis of how the potential impacts of the Christchurch and East Dorset Core Strategy may affect site integrity.

## Description of the Christchurch and East Dorset Core Strategy

- 2.9 A summary of the structure of the Christchurch and East Dorset Pre-Submission Core Strategy (taking into account the changes set out in the Schedule of Proposed Changes to the Core Strategy Pre Submission) was provided in **Chapter 1** of this report, along with an outline of the potential impacts that development in general can have on European sites.

## Assessment of the 'likely significant effects' of the Christchurch and East Dorset Core Strategy

- 2.10 As required under Regulation 61 of the Amended Habitats Regulations 2010, a screening assessment of the 'likely significant effects' of the Pre-Submission version of the Christchurch and East Dorset Core Strategy was undertaken. A screening matrix was prepared in order to identify which policies within the Core Strategy would be likely to have a significant effect on European sites in and around the plan area. The findings of the screening assessment are summarised further on in this chapter and can be seen in full in **Appendix 3** of this report. A 'traffic light' approach was used to record the likely impacts of the policies and proposals on European sites and their qualifying habitats and species, using the colour categories shown in **Table 2.2** below.
- 2.11 As described above, **Appendix 3** presents the February 2012 HRA screening matrix that was produced in relation to the Pre-Submission Core Strategy, with the findings updated to reflect the changes that have now been proposed to some of the policies. Text in ***bold italics*** identifies where changes have been made to the policies and clearly states whether these changes have altered the screening conclusions that were reached in relation to the Pre-Submission document and reported in the February 2012 HRA Report.

**Table 2.2 Approach to identifying those options which may impact upon European sites**

Red	There are likely to be significant effects.
Amber	There may be significant effects, but this is currently uncertain.
Green	There are unlikely to be significant effects.

- 2.12 Consideration was given to the possible pathways through which effects from activities associated with proposals within the Christchurch and East Dorset Core Strategy may be transmitted to features contributing to the integrity of a European site (e.g. via groundwater, air or river catchments). A broad risk-based approach involving the

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<sup>8</sup> These were obtained from the Joint Nature Conservation Committee and Natural England websites ([www.jncc.gov.uk](http://www.jncc.gov.uk) and [www.naturalengland.org.uk](http://www.naturalengland.org.uk))



application of the precautionary principle was adopted in the assessment of likely significant effects, such that an assessment of 'no significant effect' was only made where it was considered very unlikely, based on current knowledge and information available, that a policy within the Core Strategy could have a significant effect on the integrity of a European site.

- 2.13 The screening component of the HRA process took the approach of screening each policy and proposal individually, which is consistent with current guidance documents. In reality, however, the objectives and policies within the Core Strategy will combine to deliver the overall extent of development across the plan area, and therefore the effects of the Core Strategy policies in combination have been considered as part of the appropriate assessment stage of the HRA, as has the potential for in-combination effects to arise from the Christchurch and East Dorset Core Strategy with other plans and projects in the area (see **Chapter 3**).

### Identification of other plans and projects which may have 'in-combination' effects

- 2.14 Regulation 61 of the Amended Habitats Regulations 2010 requires an appropriate assessment of '*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 plan or projects*'. The first stage in identifying 'in-combination' effects involves identifying which other plans and projects may be affecting the European sites that are the focus of this assessment.
- 2.15 The review of other plans identified any components that could have an impact on European sites within the plan area boundary (+15km), e.g. areas or towns where additional development is proposed near to the European sites considered in this assessment (as there could be effects from transport, water use, infrastructure development and recreation pressures associated with population growth).
- 2.16 There are a large number of potentially relevant plans and projects which may result in in-combination effects with the Christchurch and East Dorset Core Strategy. A targeted review of plans and programmes has therefore been undertaken, focusing on planned spatial growth within the area and in adjacent authorities, as well as water resource management plans (see **Appendix 2** for the full review). The review focused on the spatial strategies and policies contained in the Bournemouth, North Dorset, Poole, Purbeck, Wiltshire, New Forest District and New Forest National Park Core Strategies. The most recent HRA Reports for those plans were also reviewed where available, as a guide to the potential for any of the proposals in those plans to have adverse effects on the European sites being considered in this study. Where potentially significant effects from those other plans have been identified or were not able to be ruled out, the potential for those effects to combine with effects from the Christchurch and East Dorset Core Strategy has been considered as part of the appropriate assessment stage of the HRA (see **Chapter 3**).



## Screening Assumptions

- 2.17 During the screening stage of the HRA, a number of assumptions have been taken into account regarding the potential impacts of development on European sites in and around the plan area. In addition, information gathered during the previous iteration of the HRA (at the Options stage in 2010) has been taken into account where relevant.

### Physical loss of habitat and physical damage/disturbance to sites

- 2.18 Any development resulting from the Core Strategy would be located within either Christchurch Borough or East Dorset District; therefore only European sites which lie within the boundaries of those authorities can be affected through physical loss of habitat. As such, this potential effect only needed to be considered in relation to the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site and the River Avon SAC and Avon Valley SPA/Ramsar site.
- 2.19 Where the location of housing development is not specified, it is assumed that such development will not take place within 400m of the Dorset heaths, due to the existing embargo on housing development on sites which lie within 400m of SPAs or heathland SACs (set out in the Dorset Heathlands Interim Planning Framework, 2010<sup>9</sup>); therefore it is assumed that direct physical damage or loss of heathland habitat from residential development will not occur.
- 2.20 In line with Natural England guidance<sup>10</sup>, the potential for indirect significant effects on heathland sites has been flagged up where development sites are within 5km of one or more of the Dorset heathland European sites. Although this guidance applies only to heathland sites, the same broad principle has been applied when assessing the potential for effects on other European sites – where a development location is more than 5km from any such sites and there are no clear pathways over which effects may be transmitted (e.g. a strategic road leading towards the development site which passes through or within very close proximity of a European site), it has been assumed that significant impacts are unlikely to occur.

### Noise, vibration and light pollution

- 2.21 Noise and vibration effects, e.g. caused by the construction of new development, increases in traffic or increases in recreation activities (noise effects only), are most likely to disturb bird species and are thus a key consideration with respect to European sites where birds are the qualifying features, although such effects may also impact upon some mammals and fish species. Artificial lighting at night (e.g. from street lamps, flood lighting and security lights) is most likely to affect bat populations, and therefore have an adverse effect on the integrity of European sites where bats are a qualifying feature (this does not apply to any of the European sites within the plan area), although some bird species may also be affected, particularly nocturnal birds. We have assumed that the effects of noise, vibration and light are most likely to be significant if development takes place within 500 metres of a European site with qualifying features sensitive to these disturbances, or mapped off-site breeding, foraging or roosting areas.

### Air pollution

- 2.22 Air pollution may have an adverse effect on European sites as a result of increased road traffic or in relation to certain types of employment development (depending on the nature of the industry to be located there); therefore where a proposal may result in an increase in vehicle traffic, for example as a result of increased commuting or leisure and tourism visits, or where employment development is proposed, a potential increase in air pollution at European sites has been identified.

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<sup>9</sup> Note that the Interim Planning Framework will be replaced by the forthcoming Dorset Heathland Planning Framework Supplementary Planning Document (SPD) covering the period April 2012-April 2014. A draft version of the SPD is undergoing consultation at the time of writing.

<sup>10</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

### Recreation and 'urban' pressures

- 2.23 Recreation activities and general human presence can have an adverse impact on the integrity of a European site as a result of physical disturbance, e.g. through erosion and trampling, or noise pollution. Where proposals within the Core Strategy were considered likely to result in an increase in the local population and/or visitor numbers, the potential for an increase in recreation activities and the associated potential impacts at European sites was flagged up.
- 2.24 It was recognised that those sites within the plan area boundary (the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar site, River Avon SAC and Avon Valley SPA/Ramsar site) were most likely to be affected by proposals in the Core Strategy in relation to increased recreation activities, although the New Forest SAC/SPA/Ramsar site was also considered to be potentially vulnerable due to the close proximity of those sites to the eastern edge of the plan area, in particular to the town of Christchurch.

### Water quantity and quality

- 2.25 The two water resources management plans covering Christchurch and East Dorset were reviewed as part of the appropriate assessment stage in the 2010 HRA Report for the Core Strategy Options. The Bournemouth and West Hampshire Water Resources Management Plan<sup>11</sup> concluded that existing licensed water abstraction sources are adequate to accommodate the planned level of residential growth in the area, and that no new water sources will be required during the plan period. The Wessex Water Resources Management Plan<sup>12</sup> also concludes that there are currently sufficient water resources to meet demand, provided that Wessex Water is able to improve the inter-connections between its existing resources and customers. As such, the uncertain screening conclusions regarding water supply that were reached during the HRA screening of the Core Strategy Options were superseded, and it was assumed that development in the plan area would not have an adverse impact on any European sites in terms of increased demand for water abstraction. That conclusion has been taken forward into this iteration of the HRA, and water abstraction-related impacts are therefore not considered further.
- 2.26 With regards to water quality, Christchurch Borough and East Dorset District Councils and the Environment Agency provided information confirming the location of sewage treatment works (STWs) servicing the plan area and detailing their discharge locations. Most of the STWs servicing the two authorities discharge into rivers other than the River Avon, except for Fordingbridge STW which only serves Alderholt, which is not identified for growth in the Core Strategy. Therefore, the uncertain conclusions regarding water quality that were flagged up during the screening of the Core Strategy Options in 2010 were also superseded at the appropriate assessment stage, and it was concluded that development within Christchurch and East Dorset would not have an adverse impact on the River Avon SAC or Avon Valley SPA/Ramsar site due to increased pressure on sewage treatment works and changes in water quality. Again, this conclusion has been taken forward into this iteration of the HRA and potential impacts on water quality are not considered further.

## Screening Findings for the Pre-Submission Core Strategy (Incorporating November 2012 Proposed Changes)

- 2.27 This section summarises the findings of the HRA screening of the Pre-Submission Core Strategy (incorporating the proposed changes), and the full screening matrix used for the assessment can be seen in **Appendix 3**. Note that where the screening assessment indicated that a significant effect is either likely or uncertain, further assessment under Stage 2 of the HRA – appropriate assessment – was triggered, the findings of which are summarised in **Chapter 3** of this report.

The screening findings summarised below are therefore not the final conclusions of the HRA for the Pre-Submission version of the Christchurch and East Dorset Core Strategy (incorporating the proposed changes), as the screening findings may be superseded by the findings of the

<sup>11</sup> Bournemouth and West Hampshire Water Resources Management Plan: Final for Issue (November 2009). Note that on 21st January 2011 Bournemouth & West Hampshire Water Plc. changed its name to Sembcorp Bournemouth Water Ltd.

<sup>12</sup> Wessex Water Services Ltd. Water Resources Management Plan (June 2010)

appropriate assessment stage (i.e. some of the uncertainty regarding the likelihood of significant effects may have been able to be clarified with the result that an adverse effect on the integrity of the European site in question can be ruled out). Therefore, the final HRA conclusions are set out in **Chapter 3**.

2.28 **Table 2.3** below summarises the screening conclusions for each of the policies contained in the Pre-Submission version of the Christchurch and East Dorset Core Strategy (incorporating the proposed changes), and is colour coded as per the key shown in **Table 2.2** earlier in this chapter. The second column shows the screening findings for the Pre-Submission Core Strategy (April 2012) and the third column identifies where there have been any changes to the screening conclusion in light of the changes to the policies as set out in the Schedule of Proposed Changes to the Core Strategy Pre Submission.

**Table 2.3 Summary of screening conclusions for the Pre-Submission version of the Christchurch and East Dorset Core Strategy, incorporating the Schedule of Proposed Changes to the Core Strategy Pre Submission**

Policy	Was the policy/proposal able to be screened out of the assessment at the Pre-Submission stage (April 2012)?	Changes to screening conclusions in light of the Schedule of Proposed Changes to the Core Strategy Pre Submission
<b>Chapter 3: Challenges, Vision and Strategic Objectives</b>		
Core Strategy Vision	Mainly yes, but uncertain effect noted for Christchurch Bypass road.	No change.
Objective 1: To manage and safeguard the natural environment of Christchurch and East Dorset.	Yes	No change.
Objective 2: To manage and improve the character of the towns and villages, and to create vibrant local centres.	Yes	No change.
Objective 3: To adapt to the challenged of climate change.	Yes	No change.
Objective 4: To enable the mixed economy of Christchurch and east Dorset to grow, and to develop new employment sectors.	Yes	No change.
Objective 5: To deliver a suitable, affordable and sustainable range of housing to provide for local needs.	Yes	No change.
Objective 6: To reduce the need for our communities to travel, and to travel more easily by a range of travel choices	Yes	No change.
Objective 7: To help our communities to thrive and to help people support each other.	Yes	No change.

Policy	Was the policy/proposal able to be screened out of the assessment at the Pre-Submission stage (April 2012)?	Changes to screening conclusions in light of the Schedule of Proposed Changes to the Core Strategy Pre Submission
<b>Chapter 4: The Key Strategy</b>		
KS1: The Settlement Hierarchy	Yes	No change.
KS2: Green Belt Policy	Yes	No change.
KS3: Broad Location and Scale of Housing (Christchurch)	No – taken forward for appropriate assessment	Policies KS3 and KS4 have been combined. Screening conclusion is unchanged and the new policy still needs to be taken forward for appropriate assessment.
KS4: Broad Location and Scale of Housing (East Dorset)	No – taken forward for appropriate assessment	
KS5: Provision of Employment Land	No – taken forward for appropriate assessment	No change.
KS6: Town Centre Hierarchy	Yes	No change.
KS7: Town and District Centres	Yes	No change.
KS8: The Scale and Location of Retail Growth	No – taken forward for appropriate assessment	No change.
KS9: Prime Transport Corridors	No – taken forward for appropriate assessment	While the A349 Poole to Wimborne Minster corridor has been removed from the policy, there is no change to the screening conclusion.
KS10: Improving Connectivity to Support Development	No – taken forward for appropriate assessment	No change.
KS11: Transport and Development	No – taken forward for appropriate assessment	No change.
KS12: Parking Provision	No – taken forward for appropriate assessment	No change.
KS13: Presumption in Favour of Sustainable Development	N/A	This is a new policy which has been added into the Schedule of Proposed Changes to the Core Strategy Pre Submission and was not included in the April 2012 version. It has been able to be screened out of the assessment.
<b>Chapter 5: Christchurch and Highcliffe Centres</b>		
CH1: Christchurch Town Centre Vision	Yes	No change.
CH2: Christchurch Town Centre Boundary	Yes	No change.
CH3: Christchurch Town Centre Primary Shopping Area and Shopping Cores	Yes	No change.
CH4: Highcliffe Centre Vision	Yes	No change.
CH5: Christchurch Primary and Secondary Shopping Cores	Yes	No change.
CH6: Christchurch Shopping Core Policy	Yes	No change.

Policy	Was the policy/proposal able to be screened out of the assessment at the Pre-Submission stage (April 2012)?	Changes to screening conclusions in light of the Schedule of Proposed Changes to the Core Strategy Pre Submission
CH7: Secondary Shopping Core Policy	Yes	No change.
<b>Chapter 6: Christchurch New Neighbourhoods</b>		
CN1: North Christchurch Urban Extension Strategic Allocation	No – taken forward for appropriate assessment	No change.
CN2: Land South of Burton Village	No – taken forward for appropriate assessment	No change.
CN3: Land East of Marsh Lane	No – taken forward for appropriate assessment	Policy has been deleted; therefore appropriate assessment is no longer required.
<b>Chapter 7: Bournemouth Airport and Business Park</b>		
BA1: The Vision for the Airport and Northern Business Parks	No – taken forward for appropriate assessment	No change.
BA2: Strategy for the Operational Airport	No – taken forward for appropriate assessment	No change.
BA3: Proposed Green Belt Amendment	Yes	No change.
<b>Chapter 8: Wimborne and Colehill Housing and Town Centre</b>		
WMC1: Wimborne Town Centre Vision	Yes	No change.
WMC2: The Allendale Area	Yes	No change.
WMC3: Cuthbury Allotments and St Margaret's Close New Neighbourhoods	No – taken forward for appropriate assessment	No change.
WMC4: Stone Lane Industrial Estate New Neighbourhood	No – taken forward for appropriate assessment	No change.
WMC5: Cranborne Road New Neighbourhood	No – taken forward for appropriate assessment	No change.
WMC6: South of Leigh Road New Neighbourhood and Sports Village	No – taken forward for appropriate assessment	No change.
WMC7: Leigh Park Playing Fields	No – taken forward for appropriate assessment	No change.
WMC8: Green Belt Boundary at St Michael's School	N/A	This is a new policy which has been added into the Schedule of Proposed Changes to the Core Strategy Pre Submission and was not included in the January 2012 version. It has been able to be screened out of the assessment.
WMC9: Green Belt Boundary at Beaucroft Foundation School	N/A	This is a new policy which has been added into the Schedule of Proposed Changes to the Core Strategy Pre Submission and was not included in the January 2012 version. It has

Policy	Was the policy/proposal able to be screened out of the assessment at the Pre-Submission stage (April 2012)?	Changes to screening conclusions in light of the Schedule of Proposed Changes to the Core Strategy Pre Submission
		been able to be screened out of the assessment.
<b>Chapter 9: Corfe Mullen Housing</b>		
CM1: Lockyer's School and land to the north of Wimborne Road	No – taken forward for appropriate assessment	No change.
<b>Chapter 10: Ferndown and West Parley Housing and Town Centre</b>		
FWP1: Ferndown Town Centre	Yes	No change.
FWP2: Green Belt Policy	Yes	No change.
FWP3: Land Adjacent to Holmwood House	No – taken forward for appropriate assessment	No change.
FWP4: Coppins Nursery	No – taken forward for appropriate assessment	No change.
FWP5: West Parley	No – taken forward for appropriate assessment	No change.
FWP6: Land to the east of New Road, West parley	No – taken forward for appropriate assessment	No change.
FWP7: Land to the west of New Road at Ridgeway, Parley	No – taken forward for appropriate assessment	No change.
FWP8: Blunt's Farm, Ferndown Industrial Estate	No – taken forward for appropriate assessment	No change.
<b>Chapter 11: Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres</b>		
VTSW1: Vision for Verwood Town Centre	Yes	No change.
VTSW2: Verwood Schools	No – taken forward for appropriate assessment	No change.
VTSW3: Green Belt Policy	Yes	No change.
VTSW4: The North Western New Neighbourhood, Verwood	No – taken forward for appropriate assessment	No change.
VTSW5: North East Verwood New Neighbourhood	No – taken forward for appropriate assessment	Policy has been deleted; therefore appropriate assessment is no longer required.
VTSW6: Woolsbridge Industrial Estate	No – taken forward for appropriate assessment	No change.
VTSW7: St Leonards Hospital	Yes	No change.
VTSW8: Green Belt Policy – Land at Blackfield Farm, West Moors	Yes	No change.
VTSW9: West Moors District Centre	Yes	No change.
<b>Chapter 12: The East Dorset Rural Areas</b>		
RA1: Ballie Gate Employment Site, Sturminster Marshall	Yes	No change.
RA2: The Council Offices, Furzehill	No – taken forward for appropriate assessment	No change.



<b>Policy</b>	<b>Was the policy/proposal able to be screened out of the assessment at the Pre-Submission stage (April 2012)?</b>	<b>Changes to screening conclusions in light of the Schedule of Proposed Changes to the Core Strategy Pre Submission</b>
<b>Chapter 13: Managing the Natural Environment</b>		
ME1: Safeguarding biodiversity and geodiversity	Yes	No change.
ME2: Protection of the Dorset Heathlands	Yes	No change.
ME3: Suitable alternative natural greenspace	Yes	Policy has been deleted; therefore screening conclusion no longer applies.
ME4: Sustainable development standards for new development	Yes	No change.
ME5: Renewable energy provision for residential and non-residential developments	Yes	No change.
ME8: Sources of Renewable Energy	N/A	This is a new policy which has been added into the Schedule of Proposed Changes to the Core Strategy Pre Submission and was not included in the January 2012 version. It has been able to be screened out of the assessment.
ME6: Flood management, mitigation and defences	Yes	No change.
ME7: Protection of groundwater	Yes	No change.
<b>Chapter 14: Creating High Quality and Distinctive Environments</b>		
HE1: Protection of local historic and architectural interest	Yes	No change.
HE2: Design	Yes	No change.
HE3: Landscape Quality	Yes	No change.
HE4: Open space, leisure and green infrastructure	Yes	No change.
<b>Chapter 15: Meeting Local Needs</b>		
LN1: Dwelling size and type	Yes	No change.
LN2: Density of Development	No – taken forward for appropriate assessment	No change.
LN3: Meeting affordable housing needs	Yes	No change.
LN4: Exception sites for the provision of affordable housing	No – taken forward for appropriate assessment	No change.
LN5: Gypsies, Travellers and Travelling Showpeople	Yes	No change.
LN7 Housing and accommodation proposals for older and vulnerable people	N/A	This is a new policy which has been added into the Schedule of Proposed Changes to the Core Strategy Pre Submission

Policy	Was the policy/proposal able to be screened out of the assessment at the Pre-Submission stage (April 2012)?	Changes to screening conclusions in light of the Schedule of Proposed Changes to the Core Strategy Pre Submission
		and was not included in the January 2012 version. It has been able to be screened out of the assessment.
LN6: Providing services and facilities to serve local needs	No – taken forward for appropriate assessment	No change.
<b>Chapter 16: Creating Prosperous Communities</b>		
PC1: Developing an employment site hierarchy	Yes	No change.
PC2: Consider alternative uses for employment land where justified by market evidence	Yes	No change.
PC3: Criteria-based rural economy	No – taken forward for appropriate assessment	No change.
PC4: The safeguarding of local shops, services and facilities	Yes	No change.
PC5: Supporting the tourist economy	No – taken forward for appropriate assessment	No change.
PC6: Electronic Communications Networks	N/A	This is a new policy which has been added into the Schedule of Proposed Changes to the Core Strategy Pre Submission and was not included in the January 2012 version. It has been able to be screened out of the assessment.

## Significant effects unlikely

- 2.29 Significant effects on European sites in and around Christchurch Borough and East Dorset District are considered unlikely in relation to most of the Core Strategy Vision (except the part which alludes to the development of a Christchurch bypass), all of the seven strategic objectives and 45 of the policies, taking into account the Schedule of Proposed Changes to the Core Strategy Pre Submission (see green shading in **Table 2.3** above). All six of the new policies that have been added to the Core Strategy since the April 2012 Pre-Submission version have been able to be screened out of the assessment.
- 2.30 In most cases, policies were able to be screened out because they will not directly result in development, relating instead to design or other qualitative criteria for development, or because they are of a more strategic nature (e.g. the Vision and strategic objectives) and so the specific effects could only be assessed in the sub-ordinate policies which provide more detail about where the development would occur. A number of the policies include specific measures intended to conserve or enhance the natural environment (and designated sites in particular) and are considered unlikely to have a significant negative effect on European sites for that reason (e.g. policies within Chapter 13: Managing the Natural Environment).
- 2.31 On the basis of these screening conclusions, the 45 policies shaded green in the third column of **Table 2.3**, all seven objectives and most of the Core Strategy Vision were not considered further

during the appropriate assessment stage, apart from in terms of the mitigation they may provide for the potential effects of other Core Strategy policies.

## Significant effects likely

- 2.32 None of the Core Strategy policies are considered likely to lead to significant effects on European sites in and around Christchurch Borough and East Dorset District. The HRA report for the Options version of the Core Strategy (2010) previously identified two policy options which were considered likely to have significant effects; however neither of these components of the plan has been taken forward into the Pre-Submission Document in the same form, as described below.
- The earlier Option BA8 included proposals for transport improvements, one of which was likely to result in habitat loss within the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site (due to improvement works being proposed on the A338 to the north of Blackwater Junction, which runs through the Town Common SSSI component of these European sites). However, while the transport improvement proposals set out in policies KS9 and KS10 of the Pre-Submission Core Strategy (including Proposed Changes) include reconstruction of the A338 to the north of Blackwater Junction (as well as widening to the south of the junction and along the B3073 to the west of the junction), this will involve resurfacing rather than widening of the road and so will not lead to habitat loss at the Town Common SSSI north of the Blackwater Junction. As such, the potential for significant effects on the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site is now classed as uncertain rather than likely, as the resurfacing works may only result in disturbance from noise, dust etc. rather than habitat loss, and the significance of these effects will depend on factors such as the phasing and exact location of resurfacing works with respect to the Town Common SSSI component. This uncertainty was therefore considered further during the appropriate assessment stage (see **Chapter 3**).
  - The earlier Option FWP5 proposed new housing in East Dorset District to the east of New Road, West Parley, and a likely significant effect was highlighted in relation to that option because some of the 400 new homes proposed would be within the 400m buffer boundary around the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site (the Parley Common SSSI component), within which residential development is not supposed to occur. The inclusion of a hotel/leisure complex within the site increased the likelihood of significant effects on the heaths in terms of increased recreation pressure and the associated erosion/trampling and/or noise pollution, particularly because the density of housing proposed within the site left little space for the provision of alternative greenspace. However, the equivalent policy now included in the Pre-Submission Core Strategy (policy FWP6) provides for fewer new houses at this site (320 instead of 400) and for increased greenspace provision within and adjacent to the site. In addition, the houses are now all to be built outside of the 400m buffer boundary around the heaths, and the proposed hotel/leisure complex has been removed from the policy and replaced with an area of leisure and recreation space for community use. As such, although the potential for significant effects resulting from increased recreation pressure at Parley Common due to the population growth in close proximity to the site has still been identified in this screening assessment, the effect is now classed as uncertain rather than likely. Further consideration was given to this potential effect during the appropriate assessment stage (see **Chapter 3**).
- 2.33 None of the new policies that have been added to the Pre-Submission Core Strategy since the April 2012 version (as set out in the November 2012 Schedule of Proposed Changes to the Core Strategy Pre Submission) are considered likely to have significant effects on any European sites, and none of the changes that have been made to existing policies have led to any now being considered likely to have a significant effect.

## Significant effects uncertain

- 2.34 Uncertainty about whether significant effects on European sites are likely has been highlighted in orange in the third column of **Table 2.3** above in relation to 34 of the Core Strategy policies

(including those uncertainties relating to policies KS9, KS10 and FWP6 already outlined above), as well as for the part of the Core Strategy Vision which alludes to the development of a Christchurch bypass. In many cases, this uncertainty exists because a policy makes provision for a broad type of development which may give rise to effects on European sites, but the precise location, type and/or scale of that development is not specified in the Core Strategy, meaning that it is not possible to conclude whether significant effects on particular European sites are likely.

- 2.35 It is also uncertain whether significant effects would be likely to occur on the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, Avon Valley SPA/Ramsar site, River Avon SAC or New Forest SAC/SPA/Ramsar as a result of the sites that are known to be proposed for new housing, community facilities, employment land, tourism infrastructure, transport improvements and town centre designations, some of which are in close proximity (i.e. within 5km) of these European sites. Potential effects that could be significant include habitat loss or other physical damage, e.g. from erosion and trampling resulting from increased human presence and recreation/‘urban’ activities, and non-physical disturbance such as noise/vibration, light, or air pollution resulting from an increase in vehicle traffic or from construction. Uncertainties associated with the potential effects of these policies were highlighted either because of lack of detail about the scale or location of development proposed, or because further assessment of the evidence base was required during the appropriate assessment stage in order to be able to draw more certain conclusions about the likely impacts. For example, a number of policies that would result in new development (in particular housing, but also other types of development) will result in increases in vehicle traffic which may increase levels of air pollution at European sites. However, the significance of this effect is uncertain without knowing which routes the vehicles are likely to travel on or whether the increases would be enough to lead to significant effects, something which needs to be considered against the baseline levels of pollution in each location. As such, this uncertainty needed to be considered further at the appropriate assessment stage (see **Chapter 3**).
- 2.36 Also, it is uncertain whether Christchurch Borough Council’s intention to press for the development of a Christchurch bypass (as set out in the Core Strategy Vision) is likely to have a significant effect on the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC and/or Avon Valley SPA/Ramsar site as, depending on the eventual route of any such bypass, it could result in physical loss of habitat within those sites, fragments of which are located to the north of Christchurch town centre where any bypass road would be most likely to be located (as the coastline is to the south of the town). However, no details about the route of the bypass are presented in the Core Strategy, and there is no specific policy addressing the proposal in more detail; therefore the potential effects cannot be properly assessed at this stage.
- 2.37 On the basis of these screening conclusions, the part of the Core Strategy Vision relating to the Christchurch bypass and all 34 of the policies which are shaded orange in the third column of **Table 2.3** were considered further through the appropriate assessment in Stage 2 of the HRA (see **Chapter 3**).
- 2.38 None of the new policies that have been added to the Pre-Submission Core Strategy since the April 2012 version have been highlighted as having potential but uncertain significant effects on European sites. The only change to the screening conclusions in relation to existing uncertain effects has resulted from the combination of policies KS3 and KS4, both of which were previously identified as having uncertain effects. This conclusion has not changed in relation to the new combined policy KS3, which therefore needed to be considered further at the appropriate assessment stage (see **Chapter 3**).

## Potential Mitigation

- 2.39 As described above, in general the likelihood of significant negative effects on European sites was not able to be ruled out through the screening exercise because some of the Core Strategy policies could lead (either directly or indirectly) to an increase in new development, which has associated potential physical and non-physical effects such as noise/vibration and light pollution as well as increases in visitor numbers at European sites and increases in the volume of car traffic in the area. Thus the potential effects identified included physical damage e.g. from construction or from erosion/trampling, and non-physical disturbance including air pollution, noise/vibration

and light pollution. However, the magnitude of the potential effects and the specific pathways were not yet fully understood and so needed to be considered in more detail through the appropriate assessment – see **Chapter 3**.

- 2.40 Mitigation of some of the potential effects identified could be achieved through good design and construction practices such as noise and light reduction (e.g. directional lighting and limits regarding the lux levels<sup>13</sup> of lights etc.). The provision and use of improved sustainable transport links could also help to reduce vehicle traffic in and around the plan area. The measures being developed to relieve recreation pressure on the Dorset Heathlands through the Joint Heathlands DPD (and Interim Planning Framework) should help to mitigate the effects of higher visitor numbers within and around the plan area.
- 2.41 Many of the provisions within the Core Strategy should also help to implement some of the mitigation measures described above and help to avoid significant effects on European sites (e.g. policies ME1: Safeguarding Biodiversity and Geodiversity and ME2: Protection of the Dorset Heathlands (in association with the text in Appendix 5 relating to Suitable Alternative Natural Greenspace). The potential for mitigation to be provided by other Core Strategy policies has been considered in more detail throughout the appropriate assessment stage of the HRA – see **Chapter 3**.

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<sup>13</sup> The lux is a unit of luminance and luminous emittance, used as a measure of the intensity of light that hits or passes through a surface, as perceived by the human eye.

# 3 Appropriate Assessment Methodology and Findings

## Appropriate Assessment Methodology

- 3.1 Following the screening stage, the plan-making authority is required under Regulation 61 of the Habitats Regulations 2010 to make an 'appropriate assessment' of the implications of the plan for European sites, in view of their conservation objectives. EC Guidance<sup>14</sup> states that the appropriate assessment should consider the impacts of the plan (either alone or in combination with other projects or plans) on the integrity of European sites with respect to their conservation objectives and to their structure and function. A site's integrity depends on it being able to sustain its 'qualifying features' (i.e. those Annex 1 habitats, Annex II species, and Annex 1 bird populations for which it has been designated) and to ensure their continued viability. A high degree of integrity is considered to exist where the potential to meet a site's conservation objectives is realised and where the site is capable of self-repair and renewal with a minimum of external management support. The appropriate assessment therefore needs to focus on those impacts judged likely to have an effect on the qualifying features of European sites, or where insufficient certainty regarding this remained at the screening stage.
- 3.2 Appropriate assessment of the Christchurch and East Dorset Core Strategy was first undertaken in 2010 in relation to the Options version of the plan, and the findings were reported on in the September 2010 HRA report. Appropriate assessment was then undertaken again in relation to the Pre-Submission Core Strategy, and the findings were summarised in the February 2012 HRA report. Appropriate assessment was undertaken for all of the European sites in the plan area (+15km) where uncertainty about significant effects from Core Strategy policies was identified during the screening stage (the screening findings were summarised in **Chapter 2** and are shown in detail in **Appendix 3**). Note that, as described in **Chapter 2** in relation to the screening stage of the HRA, appropriate assessment was first undertaken in relation to an early draft version of the Pre-Submission document and the recommendations made in light of that assessment helped to inform the development of the policies included in the final version of the Pre-Submission Core Strategy (April 2012). The appropriate assessment was then updated to reflect that updated version.
- 3.3 In the same way the screening conclusions from the earlier Pre-Submission HRA report have now been revised, so has the appropriate assessment, in order to reflect the changes that have since been made to certain policies (set out in the Schedule of Proposed Changes to the Core Strategy Pre Submission, November 2012). The revised appropriate assessment findings are summarised in this chapter and are set out in full in **Appendix 4**. The appropriate assessment matrix presented in **Appendix 4** was originally included in the February 2012 HRA report (in relation to the Pre-Submission Core Strategy consulted upon in April 2012), and text in ***bold italics*** has been added to show where any changes to the appropriate assessment findings have been made in light of the changes to policies.
- 3.4 The appropriate assessment focuses on those impacts that are judged likely to have a significant effect on the qualifying features of a European site, or where insufficient certainty regarding this remained at the screening stage. As described in **Chapter 1**, a conclusion needs to be reached as to whether or not a policy or proposal in the Core Strategy would adversely affect the integrity of a European site. In order to try to reach a conclusion, consideration was given to whether the predicted impacts of the proposals (either alone or in combination) have the potential to:
- Delay the achievement of conservation objectives for the site.

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<sup>14</sup> *Assessment of plans and projects significantly affecting European sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC.* European Commission Environment DG, November 2001.

- Interrupt progress towards the achievement of conservation objectives for the site.
- Disrupt factors that help to maintain the favourable conditions of the site.
- Interfere with the balance, distribution and density of key species that are the indicators of the favourable condition of the site.

- 3.5 In order to make a judgement about the likelihood of proposals having an adverse effect on the integrity of a European site, an appropriate assessment matrix was drawn up (see **Appendix 4**), which considered separately each of the sites which may be affected by a policy or group of policies, allowing for the fact that the qualifying features of each site vary. The conservation objectives for each European site are generally to maintain the qualifying features in favourable condition.
- 3.6 For each European site where an uncertain or likely significant effect was identified at the screening stage in relation to a policy or group of policies in the Core Strategy (i.e. those shaded orange or red in **Table 2.3**), the potential impacts were set out and judgements made (based on the information available) regarding whether the impact was likely to affect the integrity of the site and if mitigation measures may be implemented to reduce the likelihood or severity of the potential impact. In making these judgements, the following assumptions and data sources were used in relation to the potential impacts identified at the screening stage.

#### Physical loss or damage of habitat

- 3.7 For direct loss of habitat, it was assumed that effects from development would not be significant unless the development extends within the boundary of the European site, or within an offsite area of known foraging, roosting, breeding habitat that supports species for which a European site is designated. There are no standard distances that could be used for an assessment of physical damage as this issue covers a variety of different potential effects including fragmentation, habitat severance and erosion. However, if a potential development site was either within or very close to a European site (e.g. adjacent or within 100m), the likelihood of potential edge effects such as habitat degradation from movement of machinery, and human trampling associated with construction and operation was considered to be higher.

#### Noise, vibration and light pollution

- 3.8 Noise and vibration effects, e.g. those caused by the construction of new housing or as a result of increases in vehicle traffic are most likely to disturb bird species and are thus a key consideration with respect to European sites where birds are the qualifying features. Artificial lighting at night (e.g. street lamps, flood lighting and security lights) is more likely to affect bat populations but some bird species may also be affected. It has been assumed that the effects of noise, vibration and light in relation to direct impacts from development are more likely to be significant if development takes place within 500 metres of a European site with qualifying features that are sensitive to these types of disturbance. There is also evidence of 300m being used as a distance up to which certain bird species can be disturbed by the effects of noise<sup>15</sup>. However, it has been assumed (on a precautionary basis) that the effects of noise, vibration and light pollution are most likely to cause an adverse effect if development takes place within 500 metres of a European site with qualifying features sensitive to these disturbances, or mapped off-site breeding, foraging or roosting areas. Noise pollution and vibration resulting from an increase in vehicle traffic would only affect those sites within close proximity (200m) of the strategic road network.

#### Air pollution

- 3.9 Air pollution from traffic is most likely to affect European sites which have plant, soil and water habitats amongst their qualifying features but some qualifying animal species may also be directly affected, or indirectly affected by deterioration in habitat. Nitrogen dioxides (NO<sub>x</sub>) are considered to be the key pollutants from traffic emissions. Deposition of nitrogen compounds may lead to both soil and freshwater acidification, and NO<sub>x</sub> can cause eutrophication of soils and water. The EU Habitats Directive Handbook guidance allows a 1% threshold at which emissions are not

<sup>15</sup> *British Wildlife Magazine*. October 2007.

considered likely to have a significant effect (either alone, or in combination, and irrespective of background levels). This is based on evidence that at distances greater than 55 metres from the kerbside, ground level concentrations of NO<sub>x</sub> represent less than 1% of the critical level.

- 3.10 Based on the Highways Agency Design for Road and Bridges Manual<sup>16</sup> it is assumed that air pollution from roads is most likely to be significant up to 200 metres from the road itself. On this basis, we have mapped a 200m buffer around the roads along which improvements are proposed in the Core Strategy (e.g. Prime Transport Corridors and junctions which are to be improved) in order to help assess whether any impact on European sites is likely in relation to those particular policies.
- 3.11 Data from the Air Pollution Information System (APIS) was drawn on to identify any relevant European sites where levels of particular pollutants are already exceeding critical loads, indicating that any increases could have particularly adverse impacts. Natural England SSSI condition status reports have also been reviewed to investigate whether air pollution is currently having an effect on individual components of the wider Dorset Heathlands SAC and Dorset Heathlands SPA/Ramsar complex as well as the other European sites in and around the plan area.

### Recreation and 'urban' pressures

- 3.12 The Interim Planning Framework (IPF) and emerging Dorset Heathland DPD<sup>17</sup>, Natural England guidance<sup>18</sup> and Dorset Household Survey<sup>19</sup> were used to inform judgements about the likely impacts of increased levels of recreation activities at heathland sites. The IPF and Dorset Heathland DPD draw on Natural England research that has shown that increases in housing within 5km of the Dorset heathland European sites could contribute to significant cumulative effects on the heathland through 'urban' and recreational pressures (i.e. arson, dog walking which disturbs the qualifying ground nesting bird species, trampling and damage to the heath habitats and predation by cats), although it is considered possible to provide measures to mitigate these effects. Within 400m of heathland the impacts would be so direct that it would not be possible to mitigate them, so most forms of housing are not accepted within this 400m zone. The Dorset Household survey identified behavioural patterns and other factors influencing levels of use of heathland sites, and these were used to inform judgements about the likely impacts of increased recreation associated with the required housing provision in the Core Strategy.
- 3.13 The South East Dorset Green Infrastructure study<sup>20</sup> was also used to inform judgements about the potential mitigation measures that could be used to minimise the likely effects of increased recreation pressure on both heathland and non-heathland sites.

### Water Quantity and Quality

- 3.14 As described in **Chapter 2**, significant effects on water quantity and quality were able to be ruled out of the assessment during the previous iteration of the HRA; therefore were not considered during the HRA of the Pre-Submission document (or the subsequent revision to the HRA to take into account the changes that have since been made).

## Appropriate Assessment Findings

- 3.15 As described in **Chapter 2**, for those Core Strategy policies where the screening finding was a likely or uncertain significant effect on any European site(s), the appropriate assessment stage of the HRA was undertaken.
- 3.16 This stage seeks to determine whether implementation of those policies alone or in combination will result in an adverse effect on the integrity of the whole European site in question (many

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<sup>16</sup> Highways Agency Design for Road and Bridges Manual Volume 11, Section 3, Part 1

<sup>17</sup> Poole, Bournemouth, Christchurch, East Dorset and Purbeck Councils (2007) Dorset Heathland Joint DPD Issues and Options consultation leaflet.

<sup>18</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

<sup>19</sup> Footprint Ecology (2008) Access Patterns in South East Dorset: Dorset Household Survey and Predictions of Visitor Use of Potential Greenspace Sites.

<sup>20</sup> Land Use Consultants (2010) South East Dorset Green Infrastructure: Evidence and Opportunities Study. For the South East Dorset Green Infrastructure Steering Group.



European sites are made up of a number of fragments). It also considers the potential for in-combination effects from neighbouring authorities' Core Strategies and other relevant plans. Alternative proposals that may help to avoid adverse effects on European sites were also considered, as were mitigation measures that may be included in the Core Strategy in order to reduce the likelihood and significance of effects on European sites.

- 3.17 The full appropriate assessment is set out in **Appendix 4** and the findings are summarised below by type of impact (as identified at the screening stage). Previous recommendations that were made in earlier iterations of the HRA report for mitigation or avoidance measures that could be incorporated into the Core Strategy have been addressed and the remaining recommendations generally relate to the ways in which Core Strategy policies should be implemented in order to reduce the potential for adverse effects. Note that the findings summarised below relate to the Pre-Submission Core Strategy incorporating the changes set out in the Schedule of Proposed Changes to the Core Strategy Pre Submission (November 2012).

### Loss of habitat

- 3.18 Although none of the policies in the Pre-Submission Core Strategy were considered likely to result in loss of habitat following the screening stage, as none of the known development locations extend within the boundaries designated European sites, there was some uncertainty attached to a small number of the policies with regards to this potential impact.
- 3.19 **Policy KS9** proposes new walking and cycle routes which could result in habitat loss at the Dorset heathland European sites or the River Avon SAC and Avon Valley SPA/Ramsar site, depending on the exact location of any such routes that are eventually provided. While this potential loss of habitat may not represent a large proportion of the total area of the sites in question, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere. The Appropriate Assessment Guidance<sup>21</sup> that LUC contributed to states the following in relation to compensation:

*"Compensatory measures are a last resort when it has not been possible to find a less ecologically damaging alternative and the need for the scheme is judged to outweigh the need to protect the European site. Before a plan or project that will have an adverse impact on a European site can be permitted to proceed, it is necessary to justify the compensatory measures being offered to offset the negative impacts. The maintenance and enhancement of the overall coherence of the Natura 2000 network will be the key test on which compensatory measures will be assessed. This will normally be done by replacing those interests and functions of the European site that have been damaged. To be acceptable, compensatory measures should:*

- *address, in comparable proportions, the habitats and species negatively affected;*
- *provide functions comparable to those which will be affected and which are critical to support the qualifying habitats and species interests affected;*
- *relate to the same biogeographical region in the same Member State and be in close proximity to the site that has been adversely affected by the plan; and*
- *have clearly defined implementation and management objectives so that the compensatory measures can achieve the maintenance of Natura 2000 coherence (European Commission, 2001)."*

- 3.20 Similarly, the proposals within **policies KS9 and KS10** for improvements along the B3073 corridor were highlighted at the screening stage as potentially leading to habitat loss at the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, as in places the corridor is in very close proximity of those sites. In particular, Blackwater junction is directly adjacent to the Town Common SSSI component of these sites. Therefore, depending on the exact nature of the improvement works that come forward under this policy, there was some uncertainty about the potential for habitat loss.
- 3.21 However, mitigation should be provided by the Core Strategy policies that aim to safeguard heathland and other European sites (Objective 1 and policy ME1), as any transport proposals will need to be judged against these policies as well. In addition, the supporting text to policies KS9

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<sup>21</sup> Levett-Therivel, Treweek Environmental Consultants and Land Use Consultants (September 2006) Appropriate Assessment of Plans

and KS10 states that "the strategic transport improvements identified for the B3073 including Blackwater Junction in Policy KS10 and the proposals for new walking and cycle routes set out in Policy KS9 will not involve any loss of European designated habitats. Improvements to the Blackwater Junction should be designed to avoid encroaching onto Town Common SSSI and new walking and cycle paths should be routed to avoid any fragments of the heathland sites and the River Avon sites".

- 3.22 **Provided that the above mitigation is appropriately implemented, significant effects on European sites as a result of habitat loss are therefore not expected to occur.**
- 3.23 However, it is recognised that specific proposals for transport improvements along the B3073 prime transport corridor that may come forward under policy KS9 cannot be assessed at this stage as they are not included within the Core Strategy and details about any such proposals will not come forward until a later date. If any such proposals were to conflict with the requirement set out in the Core Strategy to avoid habitat loss at European sites, they would not be in compliance with the Core Strategy. In any case, such proposals are likely to require project level appropriate assessment under the Habitats Regulations.
- 3.24 **It is recommended that, as detailed proposals are put forward in relation to the specific transport improvements to be undertaken along the B3073 corridor, they should not involve any loss of habitat within the Dorset Heaths SAC and the Dorset Heathlands SPA/Ramsar site. If specific transport improvements could lead to habitat loss, alternatives should be considered that will not result in such loss. If, having considered alternatives, it is concluded that habitat loss cannot be avoided, then the loss should be adequately mitigated and, if necessary, compensated in line with the above criteria. This mitigation and/or compensation should be sufficient to maintain the integrity of the Dorset Heaths SAC and the Dorset Heathlands SPA/Ramsar site. It should be noted that any mitigation or compensation proposed should also be assessed to ensure that they also do not lead to significant adverse effects on integrity, for example through failure of the mitigation or compensation.**
- 3.25 Loss of habitat was also highlighted as a potential impact resulting from the development of a **Christchurch bypass** (Christchurch Borough Council's intention to press for this development is stated in the Core Strategy Vision). On the basis of the geography of Christchurch, it is considered most likely that this bypass would be located to the north of Christchurch, which could take it within close proximity of the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar site, River Avon SAC and/or Avon Valley SPA/Ramsar site. However, as no route or specific policy addressing this proposed development is included in the Core Strategy, no proper assessment can be made with regards to the potential for adverse effects on the integrity of these sites. If a detailed proposal for a bypass should be put forward in future, the specified route(s) would need to be assessed to ensure there would be no habitat loss within the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC or Avon Valley SPA/Ramsar site. Should a bypass route be proposed in future, **it is recommended that it does not involve any loss of habitat within these European sites**, and policy ME1 should help to ensure that this does not happen. **If habitat loss cannot be avoided, it should be proven that the loss can be could be adequately compensated in line with the above criteria.**
- 3.26 Where the location of residential development that may come forward from Core Strategy policies is not yet known, it is concluded that adverse effects on integrity as a result of habitat loss would be avoided due to the embargo on residential development within the Dorset Heathlands IPF, combined with the implementation of the safeguarding policies within the Core Strategy (Objective 1 and policies ME1 and ME2). These would provide adequate mitigation and ensure that no habitat loss occurs as a result of such development.

#### **Physical disturbance/damage**

- 3.27 Physical disturbance/damage is in many cases unlikely to have an adverse effect on the integrity of any European sites due to the distance of many of the allocated development locations from the nearest European sites. However, some of the proposed development sites are within very close proximity of European sites, e.g. **policy KS3** (Housing Provision in Christchurch and East Dorset) proposes the development of approximately 8,200 new homes throughout the plan area, some of which will be in close proximity to the Avon Valley SPA/Ramsar site, the River Avon SAC

and the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site. Transport improvements along the B3073, A338 and at Blackwater Junction (proposed in **policy KS10**) are also within 200m of Town Common SSSI and the reconstruction of the A338 to the north of Blackwater Junction (which would comprise resurfacing) could occur within close proximity of the SSSI, depending on whether the whole of that stretch of the road is reconstructed. In addition, the new neighbourhood east of New Road, West Parley (East Dorset, **policy FWP6**) is within 500m of the Parley Common SSSI fragment of the Dorset Heaths SAC, and **policy KS10** proposes improvements to the A35, which crosses the River Avon within Christchurch town centre, and so could have an adverse impact on the River Avon SAC and the Avon Valley SPA/Ramsar site. Policy KS10 specifies that improvement works would be undertaken on the A35 at Fountains roundabout and Stony Lane roundabout, both of which are within close proximity of the River Avon SAC and the Avon Valley SPA/Ramsar site. These proposals could, therefore, adversely affect the integrity of those nearby European sites through physical damage or disturbance.

- 3.28 In addition, where development sites are not specified within the Core Strategy (e.g. policies relating to gypsy and traveller sites and rural exception sites), development coming forward under those policies may be within 500m of or adjacent to the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar site, River Avon SAC and/or Avon Valley SPA/Ramsar site (as these sites are within the plan area where all development resulting from Core Strategy policies would take place), and so could adversely affect the integrity of these sites through physical damage or disturbance. However, the development locations would not be known until planning applications came forward; therefore a detailed assessment of impacts is not possible at this stage.
- 3.29 For those sites with birds amongst the qualifying features, disturbance caused by development may also affect any offsite foraging, roosting or breeding sites, although there is insufficient data available at the location of such offsite areas. Therefore, even where the site of a development is known, and the distance from the nearest European site is such that physical damage to the designated site itself is not considered likely, there remains some potential for damage/disturbance to affect important offsite areas.
- 3.30 Mitigation for the above effects would be provided by safeguarding policies within the Core Strategy (Objective 1 and policies ME1 and ME2). In particular, policy ME1 requires the use of good practice construction techniques (e.g. noise and vibration suppression measures, hours of operation etc.).
- 3.31 It is also noted that funding has recently been secured through the Local Sustainable Transport Fund for traffic management/public transport improvements on the A35, which could provide further mitigation.
- 3.32 On the basis of the above mitigation, it is not expected that adverse effects on the integrity of any European sites will result from physical damage/disturbance caused by any of the Core Strategy policies.

### Recreation and 'urban' pressures

- 3.33 At the screening stage, the uncertain potential for a number of the proposals to increase recreation and 'urban' pressures was identified, and this was considered most likely to impact upon the Dorset Heaths SAC and the Dorset Heathlands SPA/Ramsar complex, in particular those smaller heathland sites that lie within the boundaries of Christchurch Borough and East Dorset District, as well as the River Avon SAC, Avon Valley SPA/Ramsar site and the New Forest SAC/SPA/Ramsar site. In most cases, this potential effect was classed as uncertain rather than likely.
- 3.34 Following the appropriate assessment it is concluded that **the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar site, the River Avon SAC, Avon Valley SPA/Ramsar site and the New Forest SAC/SPA/Ramsar site are all unlikely to be adversely affected by the housing and employment development proposals in the Christchurch and East Dorset Core Strategy in terms of increased recreation or 'urban pressures'**. This conclusion is reached because all of the allocated residential development locations are more than 400m from the Dorset heathland sites, and adequate mitigation for potential effects on these and other European sites is considered to be provided by:

- Core Strategy policies relating to the protection of biodiversity and international sites (ME1 and ME2).
  - The provision of suitable alternative natural greenspace (SANGs) requirement within all of the Christchurch and East Dorset housing policies (ME2 in combination with Appendix 5 and the individual housing policies).
  - The requirement for developer contributions towards provision of open space and green infrastructure network (ME2 in combination with Appendix 5).
  - The exact location, size and nature of the SANGs to be delivered alongside residential development has been agreed with Natural England (as set out in Appendix 5 (associated with policy ME2) and the provision to be made within the Christchurch urban extension in particular is detailed in the Christchurch Urban Extension SANGs Strategy (2012).
- 3.35 Proper implementation of policies ME1 and ME2 (in combination with Appendix 5) should help to relieve any increase in visitor and urban pressure on the heaths and other European sites associated with the allocated housing sites, and also provide mitigation where the location of development will only be known at the planning application stage. In the case of the residential developments proposed under policy FWP6, although the site boundaries actually extend within the 400m heathland buffer zone, the site layout will be designed so that no houses are developed within the 400m buffer zone. Instead, these parts of the site will be used for the planned SANGs provision, providing a buffer area of greenspace between the homes and the heaths.
- 3.36 The measures already included in the Interim Heathland Planning Framework have resulted in developer contributions being made to fund a range of mitigation measures where planning applications for development have been made between 400m and 5km from heathland sites, and the emerging Heathland DPD should also provide a framework for continued mitigation through developer contributions.

#### Noise, vibration and light pollution

- 3.37 The potential for a number of the Core Strategy policies to increase levels of noise/vibration and/or light pollution was identified at the screening stage in relation to the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, the River Avon SAC and Avon Valley SPA/Ramsar site and the New Forest SAC/SPA/Ramsar site. These impacts may result from either increases in vehicle traffic or increased recreation pressure (in relation to noise pollution only).
- 3.38 The qualifying features of the Dorset Heaths SAC, Dorset Heathlands Ramsar site and River Avon SAC are predominantly plant or fish species, which are not likely to be affected by noise or light pollution, therefore adverse effects on the integrity of these sites from those types of disturbance are not considered likely. Although these qualifying features may be affected by vibration, this would need to occur within very close proximity of the site in order to have an effect, and none of the known development sites are immediately adjacent to those European sites.
- 3.39 However, the New Forest SAC/SPA/Ramsar site, Dorset Heathlands SPA and Avon Valley SPA/Ramsar site are all vulnerable to the effects of noise/vibration and light pollution resulting from development, which may disturb qualifying species such as breeding and wintering birds. Mitigation is provided by the safeguarding policies in the Core Strategy (Objective 1 and policies ME1 and ME2), which should ensure that future development on sites within close proximity of these European sites employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species on the heathland sites directly adjacent.
- 3.40 On the basis of this mitigation, **significant adverse impacts on European sites as a result of noise/vibration and/or light pollution can be ruled out in relation to all policies, provided that the identified mitigation measures are appropriately implemented.**

#### Air pollution

- 3.41 A number of the housing and employment sites allocated in the Core Strategy are located near to the main A and B roads within Christchurch and East Dorset, sections of which lie within 200m of a number of the SSSI components of the Dorset Heaths SAC and the Dorset Heathlands SPA/Ramsar site (in particular the A31, A347, B3072, B3073), the River Avon SAC and Avon

Valley SPA/Ramsar site (A31 and A35) and the New Forest SAC/SPA/Ramsar site (A31). In addition, sections of the A35, A348, B3072 and B3073 are designated as Prime Transport Corridors within policy KS9, through which junction improvements and enhancements to sustainable transport links will be delivered. As well as the general increases in vehicle traffic that are likely to result from the quantity of new residential and employment development planned within the Core Strategy, policies BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. hotel accommodation, petrol stations) and employment-related development at the airport site, and could therefore lead to a particular increase in traffic travelling to and from the airport along the A31 through the New Forest as well as along the A31, A35, A347, B3072 and B3073 within Christchurch and East Dorset.

- 3.42 Any increase in vehicle journeys along the routes listed above associated with new residential, employment or airport development or route improvements has the potential to have indirect adverse effects on European sites resulting from an increase in air pollution in combination with increased vehicle traffic in general resulting from the planned growth within the whole Core Strategy and adjacent authorities within South East Dorset and Hampshire.
- 3.43 While levels of acid deposition across the Dorset heaths are above critical loads, air pollution is only cited within Natural England SSSI condition status data as being a contributing factor in unfavourable condition at the following SSSI components of the Dorset Heaths SAC:
- Holt and West Moors Heaths (where air pollution modelling suggests ammonia emissions from poultry farming on the south side of the forest are a significant source for excessive nitrogen deposition - this can cause excessive algal growth on old oaks, loss of lichen flora, probable death of some mature oak trees and may have stimulated holly growth).
  - Town Common (where Unit 1 of the SSSI in the north western corner to the west of Matchams Lane is in unfavourable declining condition due to very low species diversity due in part to cutting and periodic mowing to maintain a low vegetation height in connection with operation of the airport, and a subsequent dominance of acid grassland species *Deschampsia flexuosa*).
- 3.44 Acid deposition and air pollution are not cited within Natural England SSSI condition status data as being a contributing factor in unfavourable condition at the River Avon or Avon Valley SSSI, or the New Forest SSSI. However, APIS data shows the critical load for acid deposition is significantly exceeded for all habitats in the New Forest SAC/SPA/Ramsar (by up to 1320%), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats in the New Forest SAC/SPA/Ramsar except humid/mesophile grasslands.
- 3.45 For the River Avon SAC, Avon Valley SPA/Ramsar site and the New Forest SAC/SPA/Ramsar site, the HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3 (LTP3)<sup>22</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NO<sub>x</sub> emissions up to 2026 in the area around these European sites show a trend of decline and therefore negative effects in terms of increased air pollution are unlikely. However, it is also noted in the HRA report for the Bournemouth, Poole and Dorset LTP3 that the projected levels of NO<sub>x</sub> emissions show an increasing trend up to 2026 at two component SSSIs of the Dorset Heaths SAC within Christchurch and East Dorset (Verwood Heaths and Slop Bog and Uddens Heaths). Therefore negative effects in terms of increased air pollution are possible. While APIS data shows that levels of ozone and acid and nitrogen deposition are already exceeding critical loads on some parts of the Dorset heaths, indicating that any increase in air pollution may have a particularly adverse effect, the HRA report for the Bournemouth, Poole and Dorset LTP3 did not make reference to air quality issues as currently affecting the condition of any of these SSSI units. As such, it is somewhat unclear to what extent air quality is already an issue at these locations and therefore how likely it is that any decrease in air quality could have a negative impact on site integrity. In light of this uncertainty, mitigation measures are considered below.
- 3.46 Core Strategy objectives and policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate potential impacts on the above sites resulting

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<sup>22</sup> Bournemouth, Poole and Dorset Local Transport Plan 3 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)

from air pollution. In addition, the LTP3 policy LTP F-5 (air quality and noise) requires authorities to work with environmental health officers to monitor, manage and mitigate the impacts of air pollution from transport and policy LTP N-8 (design and construction of major infrastructure) refers to the need to avoid impacts on Natura 2000 sites. Policy LTP GEN-3 states that the LTP3 will seek to develop transport improvements in ways that minimise environmental impacts and avoid negative impacts on the conservation objectives of environmental designations, including European sites. In addition, transport proposals (whether part of the LTP or the Core Strategy) fall under the requirements of Part IV of the Habitats Regulations, and would therefore need to be assessed at the project stage.

- 3.47 **On the basis of this mitigation being in place, it is concluded that significant impacts on any of the European sites as a result of air pollution are not likely to occur.**

### Water Quality and Quantity

- 3.48 **None of the European sites within Christchurch and East Dorset are expected to be adversely affected in terms of water quality or quantity** because, as described in **Chapter 2**, the existing licensed water abstraction sources are considered by the two relevant water companies to be adequate to accommodate growing demand from within the two authorities over the plan period, and because the sewage treatment works that serve Christchurch and East Dorset mostly discharge into rivers other than the River Avon SAC and Avon Valley SPA/Ramsar site. Fordingbridge STW is the only STW discharging into the River Avon, and this STW only serves Alderholt, which is not identified for growth in the Core Strategy. In addition, the Environment Agency has provided information from its Habitats Regulations review of abstraction and discharge consents on the River Avon that shows that a number of the existing consents have already been required to be modified (e.g. reductions in the licensed abstraction volume or higher standards of treatment to be met) in order to reduce adverse effects on the River Avon SAC and Avon Valley SPA/Ramsar site.

### Potential In-combination Effects

- 3.49 As already described, Regulation 102 of the Habitats Regulations 2010 requires an appropriate assessment of 'a plan or project which is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects)'. **Appendix 2** presents the full review of plans and strategies which were considered most likely to have in-combination effects with the Christchurch and East Dorset Core Strategy.
- 3.50 The potential impacts which could lead to in-combination effects, as identified from plans and strategies in neighbouring authorities, are summarised below. It can be seen that in most cases, in-combination effects can be ruled out or remain uncertain until the other authorities' Core Strategies (and associated HRA work) are at a more advanced stage:
- **Bournemouth Core Strategy** – no adverse effects on European sites are expected to result from the Bournemouth Core Strategy once mitigation measures have been implemented; therefore no in-combination effects with the Christchurch and East Dorset Core Strategy are considered likely. The Bournemouth Core Strategy was found sound and adopted in 2012.
  - **Poole Core Strategy** – no adverse effects on European sites that are also affected by the Christchurch and East Dorset Core Strategy are expected to result from the Poole Core Strategy once mitigation measures have been implemented; therefore no in-combination effects with the Christchurch and East Dorset Core Strategy are considered likely. The Poole Core Strategy was found sound and adopted in February 2009.
  - **Purbeck Local Plan** – given the mitigation that has been incorporated into the Plan throughout its development, it is considered unlikely that there would be in-combination effects with the Christchurch & East Dorset Core Strategy (it is currently at examination stage).
  - **North Dorset Core Strategy** – the 2009 HRA Report (which is the latest that is publically available) concluded that there appeared to be some potential for in-combination effects with the Draft Christchurch & East Dorset Core Strategy on the Dorset Heaths SAC, Dorset

Heathlands SPA/Ramsar site and New Forest SAC/SPA/Ramsar site in relation to increased recreation pressure, although the potential for such in-combination effects will depend largely on the inclusion of appropriate mitigation measures in future iterations of the Plan (the Public Consultation on Key Issues for the Revision of the Draft Document is currently taking place, but the HRA work does not appear to have been updated yet to reflect those changes).

- **Wiltshire Core Strategy** – given the mitigation that has been incorporated into the Plan throughout its development, it is considered unlikely that there would be in-combination effects with the Christchurch & East Dorset Core Strategy (it is currently at Pre-Submission stage).
- **New Forest District and New Forest National Park Core Strategies** – given the mitigation measures in place within both of these plans) to prevent adverse effects on the integrity of the New Forest SAC/SPA/Ramsar site, it is considered unlikely that there would be in-combination effects with the Christchurch & East Dorset Core Strategy (both of these plans are adopted, in October 2009 and December 2010 respectively).

3.51 In addition to the potential for in-combination effects to result from the Christchurch and East Dorset Core Strategy and other nearby plans, there is the potential for in-combination effects to arise from policies within the Core Strategy. In the April 2012 Pre-Submission Core Strategy, the Town Common SSSI component of the Dorset Heathlands SAC and Dorset Heathlands SPA/Ramsar site was identified as likely to be affected by more than one location-specific policy; the housing proposed to the east of Marsh Lane, Christchurch in policy CN3 was located only just over the 400m boundary from the heaths, while to the north west of the site, potential effects were highlighted in relation to the transport improvements proposed at the Blackwater junction (adjacent to the common) and along the nearby A338 and B3073. However, as policy CN3 has been deleted in the Schedule of Proposed Changes to the Core Strategy Pre-Submission, the potential for these in-combination effects has been removed on the Dorset Heathlands SAC and Dorset Heathlands SPA/Ramsar site (the Town Common SSSI component).

## 4 Conclusions and Next Steps

- 4.1 The HRA of the Christchurch and East Dorset Core Strategy has been undertaken in accordance with currently available guidance and is based on a precautionary approach, as required under the Habitats Regulations. The overall HRA findings reached during the appropriate assessment stage were summarised in **Chapter 3** of this report, and the justification for these is explained in more detail in **Appendix 4**. The HRA conclusions and recommendations are summarised below.
- 4.2 **Adverse effects on the integrity** of all European sites within and around Christchurch and East Dorset from Core Strategy policies (alone or in combination) **will not occur** in relation to:
- **Habitat loss**, provided that the protection measures specified in the supporting text to policies KS9 and KS10 and in policy ME1 are appropriately implemented.
  - **Physical disturbance/damage**, provided that mitigation is adequately delivered through the safeguarding policies ME1 and ME2 (in particular the requirement in policy ME1 for the use of good practice construction techniques).
  - **Noise/vibration and light pollution**, provided mitigation is adequately delivered through the safeguarding policies ME1 and ME2, which should ensure that future housing development in Christchurch and East Dorset in close proximity to the Dorset Heathlands SAC, Dorset Heathlands SPA/Ramsar site, River Avon SAC and Avon Valley SPA/Ramsar site employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species.
  - **Recreation or 'urban' impacts**, provided the Core Strategy policies regarding the protection of biodiversity and internationally designated sites (ME1 and ME2), the provision of suitable alternative natural greenspace (SANGs) as part of all of the Christchurch and East Dorset housing policies (ME2 in combination with Appendix 5 and individual housing policies) and the requirement for developer contributions towards provision of open space and green infrastructure network (ME2 in combination with Appendix 5) are properly implemented. All of these policies in conjunction with the IPF and emerging Dorset Heathlands Joint DPD should help to relieve any increase in visitor and urban pressure on the heaths as well as other European sites.
  - **Air pollution**, associated with increased vehicle traffic and certain types of employment developments potentially coming forward as a result of Core Strategy policies and in combination with increased traffic arising from adjacent Core Strategies in South East Dorset and Hampshire. While the Bournemouth, Poole and Dorset Local Transport Plan 3 (LTP3) concludes that there is the potential for adverse impacts on the Dorset heathland sites as a result of increased NOx emissions, adequate mitigation should be provided by Core Strategy policies which seek to restrict emissions, as well as by policies within the LTP3 itself.
  - **Water quality or quantity**, as the existing licensed water abstraction sources are considered by the relevant water companies to be adequate to accommodate growing demand from within the two authorities over the plan period, and because the sewage treatment works that serve Christchurch and East Dorset mostly discharge into rivers other than the River Avon SAC and Avon Valley SPA/Ramsar site.

### Next Steps

- 4.3 This HRA report will be available for public consultation alongside the Schedule of Proposed Changes to the Core Strategy Pre Submission – this consultation is currently proposed for the period 5th November to 21st December 2012. In accordance with Conservation of Habitats and Species Regulations 2010, Natural England will be consulted on this HRA Report in order to obtain its views on the conclusions reached about the likely effects of the Core Strategy on European



sites. Any consultation responses received in relation to the HRA report will be considered and addressed where appropriate as the Core Strategy is finalised ready for Submission.

LUC

November 2012

## Appendix 1 Attributes of European Sites in and around Christchurch Borough and East Dorset District

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
<b>Sites within Christchurch Borough and East Dorset District (the plan area)</b>				
Dorset Heaths SAC	5730.73	Numerous fragmented sites, most of which are located outside of the boundary of Christchurch and East Dorset (but within 15km) to the southwest. There are also a small number of sites within the boundary, to the west of Ringwood.	<p>Northern Atlantic wet heaths with <i>Erica tetralix</i></p> <p>European dry heaths</p> <p>Depressions on peat substrates of the Rhynchosporion</p> <p>Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinia caerulea</i>)</p> <p>Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davallianae</i> * Priority feature</p> <p>Alkaline fens</p> <p>Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains</p> <p>Southern damselfly <i>Coenagrion mercuriale</i></p> <p>Great crested newt <i>Triturus cristatus</i></p>	<p>Carefully balanced hydrological regime to maintain wet heath, mires and pools.</p> <p>Acid soils.</p> <p>Minimal air pollution (nitrogen deposition can cause compositional changes over time).</p> <p>Unpolluted water and base-rich streams to support Southern damselfly.</p> <p>Warm climatic conditions (Southern damselfly is at northern limit of its European range).</p> <p>Un-fragmented heathland.</p> <p>Use of traditional agriculture to discourage the successional trend to scrub and woodland invasion by conifer and introduced scrub species.</p>
Dorset Heathlands	8168.79	Numerous fragmented	During the breeding season:	Acid soils.

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
SPA		sites, some within the boundary of Christchurch and East Dorset and some within the 15km buffer zone. Sites within the buffer are to the southwest of the plan area. Within the plan area, sites are to the northwest of Christchurch.	<p>Dartford Warbler <i>Sylvia undata</i></p> <p>Nightjar <i>Caprimulgus europaeus</i></p> <p>Woodlark <i>Lullula arborea</i></p> <p>Over winter:</p> <p>Hen Harrier <i>Circus cyaneus</i></p> <p>Merlin <i>Falco columbarius</i></p>	<p>Minimal air pollution since nitrogen deposition can cause compositional changes over time.</p> <p>Unpolluted water.</p> <p>Unfragmented habitat.</p> <p>Appropriate grazing regime.</p> <p>Minimal recreational pressure and avoidance of heathland/accidental fires.</p> <p>The breeding season is important for the European bird populations (March – June), but the area is also important for over-wintering raptors and other fauna.</p>
Dorset Heathlands Ramsar Site	6730.15	Numerous fragmented sites, most of which are located outside of the boundary of Christchurch and East Dorset (but within 15km) to the south west.	<p><b>Ramsar criterion 1</b></p> <p>Contains particularly good examples of (i) northern Atlantic wet heaths with cross-leaved heath <i>Erica tetralix</i> and (ii) acid mire with <i>Rhynchosporion</i>.</p> <p>Contains largest example in Britain of southern Atlantic wet heaths with Dorset heath <i>Erica ciliaris</i> and cross-leaved heath <i>Erica tetralix</i>.</p> <p><b>Ramsar criterion 2</b></p> <p>Supports 1 nationally rare and 13 nationally scarce wetland plant species, and at least 28 nationally rare wetland invertebrate species.</p> <p><b>Ramsar criterion 3</b></p> <p>Has a high species richness and high ecological diversity of wetland</p>	<p>Under- grazing leading to scrub invasion.</p> <p>Acid rain.</p> <p>Pollution – unspecified.</p> <p>Leaching from waste tips.</p> <p>Development pressure.</p> <p>Further fragmentation.</p> <p>Recreational pressure.</p> <p>Wildfires.</p> <p>Infrastructure works A31 and Bournemouth airport.</p> <p>Extant mineral permissions.</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			habitat types and transitions, and lies in one of the most biologically-rich wetland areas of lowland Britain, being continuous with three other Ramsar sites: Poole Harbour, Avon Valley and The New Forest.	
River Avon SAC	498.24	A long thin site running north-south, from Salisbury (at the 15km buffer) and along the eastern boundary of the Christchurch and East Dorset, down into Christchurch town centre.	Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation Desmoulin`s whorl snail <i>Vertigo moulinsiana</i> Sea lamprey <i>Petromyzon marinus</i> Brook lamprey <i>Lampetra planeri</i> Atlantic salmon <i>Salmo salar</i> Bullhead <i>Cottus gobio</i>	Maintenance of flow velocities – low flows interact with nutrient inputs from point sources to produce localised increases in filamentous algae and nutrient-tolerant macrophytes at the expense of <i>Ranunculus</i> . Unpolluted water and low nutrient inputs. Low levels of siltation -changes to sediment processes can result from previous channel modifications.
Avon Valley SPA	1385.08	Stretches to the northeast of the plan area, from within the boundary of Christchurch and East Dorset, up to Salisbury at the north eastern extent of the 15km buffer.	Over winter: Bewick's Swan <i>Cygnus Columbianus bewickii</i> Gadwall <i>Anas strepera</i>	Maintenance of appropriate hydrological regime. Unpolluted water. Absence of nutrient enrichment of water. Absence of non-native species. Appropriate grazing regimes.
Avon Valley Ramsar	1385.1	Running north-south from Aderholt to Christchurch.	<b>Ramsar criterion 1</b> Diverse range of habitats associated with chalk river, including fen, mire, lowland wet grassland and woodland.	Drainage/land-claim for agriculture. Disturbance to vegetation through cutting/clearing. Sedimentation/siltation. Recreational/tourism disturbance especially

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			<p><b>Ramsar criterion 2</b></p> <p>Diverse assemblage of wetland flora and fauna including nationally-rare species.</p> <p><b>Ramsar criterion 6</b></p> <p>Overwintering Gadwall <i>Anas strepera strepera</i>, NW Europe</p>	<p>to wintering birds.</p> <p>Water abstraction.</p> <p>Problems with retaining floodwater-summer drying.</p> <p>Reservoir/barrage/dam impact: flow regime.</p> <p>Pollution (agricultural fertilisers and domestic sewage).</p> <p>Introduction/invasion of non-native plant species.</p> <p>Vegetation succession.</p>
<b>Sites within 15km of Christchurch Borough and East Dorset District (the plan area)</b>				
Dorset Heaths (Purbeck & Wareham & Studland Dunes) SAC	2231.76	Fragmented sites to the south west of Christchurch and East Dorset.	<p><b>Annex 1 Primary:</b></p> <p>Embryonic shifting dunes</p> <p>Shifting dunes along the shoreline with <i>Ammophila arenaria</i> ('white dunes')</p> <p>Atlantic decalcified fixed dunes (Calluno-Ulicetea) *Priority feature</p> <p>Humid dune slacks</p> <p>Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>)</p> <p>Northern Atlantic wet heaths with <i>Erica tetralix</i></p> <p>Temperate Atlantic wet heaths with <i>Erica tetralix</i> *Priority feature</p>	<p>Physical loss: development pressure.</p> <p>Physical damage: fragmentation of habitat causing edge and patch size effect.</p> <p>Erosion due to visitor pressure.</p> <p>Wildfires.</p> <p>Damage caused by infrastructure works A31 and Bournemouth airport.</p> <p>Extant mineral extraction permissions.</p> <p>Biological disturbance: invasion by conifer and introduced scrub species, especially <i>Rhododendron</i>.</p> <p>Successional trend to scrub and woodland.</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			<p>European dry heaths</p> <p>Depressions on peat substrates of the Rhynchosporion</p> <p>Bog woodland *priority feature</p> <p><b>Annex 1 Non Primary:</b></p> <p>Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae)</p> <p>Calcareous fens with Cladium mariscus and species of the Caricion davallianae *Priority feature</p> <p>Alkaline fens</p> <p>Old acidophilous oak woods with Quercus robur on sandy plains</p> <p>Mudflats and sandflats not covered by seawater at low tide</p> <p>Annual vegetation of drift lines</p> <p>Fixed dunes with herbaceous vegetation ('grey dunes')</p> <p><b>Annex 2 Primary:</b></p> <p>Southern Damselfly – Coenagrion mercuriale</p> <p><b>Annex 1 Non - Primary:</b></p> <p>Great crested newt – Triturus cristatus</p>	
Isle of Portland to Studland Cliffs SAC	1447.5	Very small site, approximately 15km to the	<p><b>Annex 1 Primary:</b></p> <p>Vegetated sea cliffs of the Atlantic</p>	Physical damage: coastal erosion.

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
		south of Christchurch and East Dorset.	<p>and Baltic coasts</p> <p>Semi-natural dry grasslands and scrubland facies: on calcareous substrates (Festuco-Brometalia)</p> <p><b>Annex 1 Non-Primary:</b></p> <p>Annual vegetation of drift lines</p> <p>Perennial vegetation of stony banks</p> <p><b>Annex 2 Primary:</b></p> <p>Early gentian – <i>Gentianella anglica</i></p> <p><b>Annex 2 Non-Primary:</b></p> <p>Great Crested Newt <i>Triturus cristatus</i></p>	<p>Recreational pressure.</p> <p>Extant quarrying permission.</p> <p>Biological disturbance: loss of grazing.</p>
Isle of Wight Downs SAC	461.8	Site straddling the 15km buffer boundary to the south east of Christchurch and East Dorset.	<p>Vegetated sea cliffs of the Atlantic and Baltic coasts</p> <p>European dry heaths</p> <p>Semi-natural dry grasslands and scrubland facies: on calcareous substrates (Festuco-Brometalia)</p> <p>Early gentian <i>Gentianella anglica</i></p>	<p>Early gentian is associated with a grazing regime which maintains a short turf and a proportion of bare ground.</p> <p>Maintenance of grazing.</p> <p>Minimal air pollution – nitrogen deposition may cause reduction in diversity, sulphur deposition can cause acidification.</p> <p>Absence of direct fertilisation.</p> <p>Well-drained soils.</p>
Solent & Isle of Wight Lagoons SAC	36.24	A small site to the south of Lymington.	Coastal lagoons * Priority feature	<p>Water quality due to industrial waste, landfill discharges and diffuse off-site pollution.</p> <p>Water salinity and the relative balance between saltwater to freshwater. Most</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
				<p>lagoons are considered to have a salt concentration that is below the desirable level.</p> <p>Effects of sea-level rise and coastal defence.</p> <p>Water level management and sluice maintenance.</p> <p>Absence of nutrient enrichment.</p> <p>Absence of non-native species.</p> <p>Sufficient space between the SAC and any development to allow for managed retreat of intertidal habitats.</p>
Solent Maritime SAC	11325.09	A small site to south east of Christchurch and East Dorset, straddling the 15km buffer boundary.	<p>Estuaries</p> <p>Spartina swards (<i>Spartinion maritimae</i>)</p> <p>Atlantic salt meadows (<i>Glaucopuccinellietalia maritimae</i>)</p> <p>Sandbanks which are slightly covered by sea water all the time</p> <p>Mudflats and sandflats not covered by seawater at low tide</p> <p>Annual vegetation of drift lines</p> <p>Coastal lagoons</p> <p>Perennial vegetation of stony banks</p> <p>Salicornia and other annuals colonising mud and sand</p> <p>Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white</p>	<p>No dredging or land-claim of coastal habitats.</p> <p>Unpolluted water, potential accidental pollution from shipping, chemical spills, industrial activities.</p> <p>Introduction of non-native species e.g. from shipping activity.</p> <p>Existing and proposed flood defence and coast protection workings.</p> <p>Coastal squeeze of intertidal habitats.</p> <p>Development pressures, e.g. ports, marinas, jetties.</p>



Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			<p>dunes` )</p> <p>Desmoulin's whorl snail <i>Vertigo moulinsiana</i></p>	
The New Forest SAC	29262.36	A large area located to the east of Christchurch and East Dorset.	<p>Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>)</p> <p>Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or of the <i>Isoëto-Nanojuncetea</i></p> <p>Northern Atlantic wet heaths with <i>Erica tetralix</i></p> <p>European dry heaths</p> <p><i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>)</p> <p>Depressions on peat substrates of the <i>Rhynchosporion</i></p> <p>Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robori-petraeae</i> or <i>Illici-Fagenion</i>)</p> <p><i>Asperulo-Fagetum</i> beech forests</p> <p>Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains</p> <p>Bog woodland * Priority feature</p> <p>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion</i>)</p>	<p>A carefully balanced hydrological regime to maintain wet heaths, mires and pools. Most of the valley mires have been damaged in the past by drainage which has resulted in drying out of peat layers. Low water levels lead to decrease in wetland habitats of wading birds.</p> <p>Acid soils.</p> <p>Maintenance of grazing and other traditional management practices.</p> <p>Minimal air pollution since nitrogen deposition can cause compositional changes over time.</p> <p>Unpolluted water.</p> <p>Minimal nutrient inputs.</p> <p>Low recreational pressures.</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			<p><i>albae</i>) * Priority feature</p> <p>Transition mires and quaking bogs</p> <p>Alkaline fens</p> <p>Southern damselfly <i>Coenagrion mercuriale</i></p> <p>Stag beetle <i>Lucanus cervus</i></p> <p>Great crested newt <i>Triturus cristatus</i></p>	
Great Yews SAC	28.71ha	To the north east of Christchurch and East Dorset, within Hampshire and Wiltshire.	<p>Yew <i>Taxus baccata</i> woods of the British Isles * Priority feature</p> <p>Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>)</p>	<p>Positive management to ensure long-term regeneration of the Yews.</p> <p>Maintain the current small-scale level of recreational activity (ensuring an increase does not lead to significant negative effects on the wood) and monitor regeneration of the yew.</p>
Prescombe Down SAC	76.14ha	To the north of Christchurch and East Dorset, within Wiltshire.	<p>Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>)</p> <p>Early gentian <i>Gentianella anglica</i></p> <p>Marsh fritillary butterfly <i>Euphydryas (Eurodryas, Hypodryas) aurinia</i></p>	<p>Extensive grazing by sheep and cattle - early gentian is associated with a grazing regime which maintains a short turf and a proportion of bare ground (the decline of the livestock industry in the UK threatens the long-term economic viability of the required extensive grazing – in the long term, increased support through agri-environment schemes/management agreements may be required).</p> <p>Increased stocking of game birds could have an impact on the calcareous grassland.</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
Chilmark Quarries SAC	9.78ha	To the north of Christchurch and East Dorset, within Wiltshire.	Greater horseshoe bat <i>Rhinolophus errumequinum</i> Barbastelle <i>Barbastella barbastellus</i> Bechstein`s bat <i>Myotis bechsteinii</i> Lesser horseshoe bat <i>Rhinolophus hipposideros</i>	Physical Loss: Collapse of underground voids (data form). Non Physical Disturbance: Human presence, noise and visual disturbance (data form). Current disposal from the Ministry of Defence estate currently in progress. Light pollution (prof judgement).
Fontmell & Melbury Downs SAC	263.09ha	To the north west of Christchurch and East Dorset, within Dorset.	Semi-natural dry grasslands and scrubland facies: on calcareous substrates ( <i>Festuco-Brometalia</i> ) Early gentian <i>Gentianella anglica</i> <i>Euphydryas aurinia</i>	Biological Disturbance: Invasive species such as nettles and ragwort due to adjacent intensive farming (data form). Desirable to return to traditional extensive grazing regime of the whole site (currently not all of the site is grazed). Scrub encroachment (data form).
New Forest SPA	29262.36	A large area located to the east of Christchurch and East Dorset.	<b>During the breeding season:</b> Dartford Warbler <i>Sylvia undata</i> Honey Buzzard <i>Pernis apivorus</i> Nightjar <i>Caprimulgus europaeus</i> Woodlark <i>Lullula arborea</i> <b>Over winter:</b> Hen Harrier <i>Circus cyaneus</i>	A carefully balanced hydrological regime to maintain wet heaths, mires and pools. Most of the valley mires have been damaged in the past by drainage which has resulted in drying out of peat layers. Low water levels lead to decrease in wetland habitats of wading birds. Acid soils. Maintenance of grazing and other traditional management practices. Minimal air pollution since nitrogen deposition can cause compositional changes over time. Unpolluted water.

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
				Minimal nutrient inputs. Low recreational pressures. A recent decline in waders, reds shank, lapwing, curlew and snipe is thought to be related to dog walkers.
Poole Harbour SPA	2313.57	Located to the south west of Christchurch and East Dorset.	<p><b>During the breeding season:</b></p> <p>Mediterranean Gull <i>Larus melanocephalus</i></p> <p>Common Tern <i>Sterna hirundo</i></p> <p><b>Over winter:</b></p> <p>Pied Avocet <i>Recurvirostra avosetta</i></p> <p>Black-Tailed Godwit <i>Limosa limosa islandica</i></p> <p>Common Shelduck <i>Tadorna tadorna</i></p>	<p>Urban growth and port/marina development.</p> <p>Recreation pressures.</p> <p>Discharge from sewerage treatment.</p> <p>Wytch Farm oilfield – threat of spills.</p> <p>Bait digging.</p> <p>Drainage on grazing marshes.</p>
Solent and Southampton Water SPA	5506.86	Straddling 15km buffer zone, to the south east of Christchurch and East Dorset. On the coastline to the south of Lymington.	<p><b>During the breeding season:</b></p> <p>Common Tern <i>Sterna hirundo</i></p> <p>Little Tern <i>Sterna albifrons</i></p> <p>Mediterranean Gull <i>Larus melanocephalus</i></p> <p>Roseate Tern <i>Sterna dougallii</i></p> <p>Sandwich Tern <i>Sterna sandvicensis</i></p> <p><b>Over winter:</b></p> <p>Black-tailed Godwit <i>Limosa limosa islandica</i></p> <p>Dark-bellied Brent Goose <i>Branta bernicla bernicla</i></p>	<p>Unpolluted water.</p> <p>Absence of nutrient enrichment.</p> <p>Absence of non-native species.</p> <p>No dredging or land-claim of coastal habitats.</p> <p>Low amounts of silt loss;</p> <p>Maintenance of freshwater inputs for certain bird species.</p> <p>Sufficient space between the site and development to allow for managed retreat of intertidal habitats and avoid coastal squeeze.</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			<p>Ringed Plover <i>Charadrius hiaticula</i></p> <p><b>Assemblage qualification:</b> A wetland of international importance.</p>	<p>Low levels of recreational pressure both on shore/off shore to reduce disturbance during sensitive over-wintering periods.</p>
The New Forest Ramsar	28,002.81	A large area located to the east of Christchurch and East Dorset.	<p><b>Ramsar criterion 1</b></p> <p>Valley mires and wet heaths are found throughout the site and are of outstanding scientific interest. The mires and heaths are within catchments whose uncultivated and undeveloped state buffer the mires against adverse ecological change. This is the largest concentration of intact valley mires of their type in Britain.</p> <p><b>Ramsar criterion 2</b></p> <p>The site supports a diverse assemblage of wetland plants and animals including several nationally rare species. Seven species of nationally rare plant are found on the site, as are at least 65 British Red Data</p> <p>Book species of invertebrate.</p> <p><b>Ramsar criterion 3</b></p> <p>The mire habitats are of high ecological quality and diversity and have undisturbed transition zones. The invertebrate fauna of the site is important due to the concentration of rare and scarce wetland species. The whole site</p>	<p>A carefully balanced hydrological regime to maintain wet heaths, mires and pools. Most of the valley mires have been damaged in the past by drainage which has resulted in drying out of peat layers. Low water levels lead to decrease in wetland habitats of wading birds.</p> <p>Acid soils.</p> <p>Maintenance of grazing and other traditional management practices.</p> <p>Minimal air pollution since nitrogen deposition can cause compositional changes over time.</p> <p>Unpolluted water.</p> <p>Minimal nutrient inputs.</p> <p>Low recreational pressures.</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			complex, with its examples of semi-natural habitats is essential to the genetic and ecological diversity of southern England.	
Poole Harbour Ramsar	2479.82	Located to the south west of Christchurch and East Dorset.	<p><b>Ramsar Criterion 1</b></p> <p>Best example of a bar-built estuary with lagoonal characteristics in Britain</p> <p><b>Ramsar Criterion 2</b></p> <p>Two species of nationally rare plant and one nationally rare alga. At least three British Red data book invertebrate species</p> <p><b>Ramsar Criterion 3</b></p> <p>Examples of natural habitat types of community interest – Mediterranean and thermo Atlantic halophilous scrubs, as well as calcareous fens with <i>Cladium mariscus</i>. Transitions from saltmarsh through to peatland mires are of exceptional conservation importance. Nationally important populations of breeding waterfowl including Common tern, <i>Sterna hirundo</i> and Mediterranean gull <i>Larus melanocephalus</i>. Over winter the site also supports a nationally important population of Avocet <i>Recurvirostra avosetta</i>.</p> <p><b>Ramsar Criterion 5</b></p>	<p>Urban and infrastructure development pressure.</p> <p>Dredging.</p> <p>Bait digging.</p> <p>Recreation pressure.</p> <p>Drainage of grazing marshes.</p> <p>Oil spills.</p> <p>Eutrophication.</p> <p>Sewage discharge.</p> <p>Introduction/invasion of non-native animal species.</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			<p>Species with peak counts in winter: 24709 waterfowl</p> <p><b>Ramsar Criterion 6</b></p> <p>Species with peak counts in winter: Common shelduck, Tadorna tadorna</p> <p>Black-tailed godwit, Limosa limosa islandica</p>	
Solent and Southampton Water Ramsar	5306.66	Straddling 15km buffer zone, to the south east of Christchurch and East Dorset. On the coastline to the south of Lymington.	<p><b>Ramsar criterion 1</b></p> <p>One of the few major sheltered channels between a substantial island and mainland in European waters, exhibiting an unusual strong double tidal flow with long periods of slack water at high and low tide. Includes many wetland habitats characteristic of the biogeographic region: saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs.</p> <p><b>Ramsar criterion 2</b></p> <p>Supports an important assemblage of rare plants and invertebrates. At least 33 British Red Data Book invertebrates and at least eight British Red Data Book plants.</p> <p><b>Ramsar criterion 5</b></p> <p>Species with peak counts in winter:</p>	<p>Land-claim.</p> <p>Development pressure.</p> <p>Coastal squeeze.</p> <p>Erosion.</p> <p>Flood and coastal defence works.</p> <p>Dredging.</p> <p>Recreational pressure.</p> <p>Sea level rise.</p> <p>Industrial/oil pollution.</p> <p>Pollution from former waste disposal sites.</p> <p>Sewage discharge.</p>

Site name	Area (ha)	Location	Qualifying features	Key vulnerabilities and environmental conditions to support site integrity
			<p>51343 waterfowl</p> <p><b>Ramsar criterion 6</b></p> <p>Species with peak counts in spring/autumn:</p> <p>Ringed plover , Charadrius hiaticula</p> <p>Species with peak counts in winter:</p> <p>Dark-bellied brent goose, Branta bernicla</p> <p>Bernicla, Eurasian teal , Anas crecca</p> <p>Black-tailed godwit , Limosa limosa islandica</p>	



# Appendix 2 Review of Relevant Plans for Potential In-combination Effects

## LOCAL-LEVEL PLANS AND STRATEGIES

### **The Bournemouth Plan – Core Strategy Pre-Submission Consultation Document (August 2011)**

Bournemouth Borough lies directly to the west of Christchurch Borough, and south of East Dorset District.

**Housing:** In order to meet the anticipated housing need in Bournemouth of 14,600 dwellings (net) between 2006-2026, in addition to completions between 2006-2011, and outstanding residential planning consents and allocations at April 2011, further provision of 6,438 dwellings (net) will be made within the existing urban area. These will be provided as follows:

- 1,500-2,000 units in the town centre
- 2,000-3,000 units within 400m of a district centre
- 1,500-2,500 units within 400m of a key transport route

The Core Strategy also seeks to address the fact that some areas of Bournemouth have seen a high concentration of flats being developed, with little housing development. As such, small family houses may not be converted into flats, and preference will be given to the development of houses over flats, where a site is able to accommodate housing development and is located in an area characterised by housing.

The Draft South West RSS (before it was abolished) proposed an urban extension to the north of Bournemouth on green belt land, which would be detailed within a separate Area Action Plan. The Core Strategy states that, now that the RSS has been abolished, no such urban extension is planned.

**Employment:** The Core Strategy aims to support the vision of the Bournemouth, Dorset and Poole Multi-Area Agreement (MAA) to develop the economy based on respect for, and protection of, the local environment – a 'green knowledge economy'.

**HRA Findings:** The HRA Report for the Bournemouth Plan (July 2011) concluded that, with mitigation in place, there should be no adverse effects on any European sites resulting from the implementation of the plan.

### **Poole Core Strategy: Adopted Version (February 2009)**

The Borough of Poole lies to the south of East Dorset District.

**Housing:** The Poole Core strategy reiterates the housing allocations previously set out in the South West RSS but goes into greater detail regarding spatial distribution. The majority of the 10,000 new homes required will be provided in the form of flats and will be located in higher density locations which are best served by facilities and public transport, mainly Poole town centre and other local town centres. Aim for 40% affordable housing.

**Employment:** In order to achieve the 19,000 jobs in the Poole TTWA allocated in the RSS there will be a minimum net addition of 4,600 jobs in the Regeneration Area and at least 2,400 jobs provided in the town centre sites.

The main locations within Poole that will experience change will be the town centre, key locations on the east-west Prime Transport Corridor and other routes on main public transport routes. Change will be carefully managed in areas where land is within 400m of designated heathland habitat SPAs and in Poole's green belt.

**HRA Findings:** The HRA for the Poole Core Strategy (January 2008) highlighted the potential for housing development focused in central Poole, as planned under the Core Strategy, to have adverse effects on the **Poole Harbour SPA and Ramsar** site where it extends into Holes Bay, as

## LOCAL-LEVEL PLANS AND STRATEGIES

a result of increased activity around the Harbour relating to informal recreation and dog walking, water sports and boating. The HRA recommended that carefully controlled and planned access to the Harbour shoreline should be ensured in order to prevent additional disturbance to sensitive wildlife and that monitoring and control of unregulated activities within the Harbour is also needed, with both of these measures being recommended for inclusion in the Core Strategy. The HRA also concluded that other measures should be incorporated into the European Marine Site Management Scheme for the Poole Harbour SPA and stated that in this way, the mitigation measures necessary to ensure that the development resulting from the implementation of the Core Strategy will not adversely affect the integrity of the SPA and Ramsar site will be delivered through statutory plans and schemes. The HRA also proposed wording for a particular policy within the Core Strategy to ensure that measures are in place to prevent adverse effects on the integrity of Poole Harbour SPA/Ramsar site. This is reflected in the Core Strategy Policy PCS29: Poole Harbour SPA and Ramsar site.

**Given the mitigation measures in place to prevent adverse effects on the integrity of the Poole Harbour SPA/Ramsar site, it is considered unlikely that there would be in-combination effects from the Christchurch & East Dorset Joint Core Strategy.**

### **Planning Purbeck's Future: Purbeck Local Plan Part 1 (June 2012) taking into account Main Modifications**

Purbeck District lies to the south west of East Dorset District.

**Housing:** Policy HS: Housing Supply provides for 2,520 dwellings to meet housing needs over the plan period 2006–2027.

**Employment:** Policy ELS: Employment Land Supply provides for a minimum of 11.5 hectares of employment land over the plan period 2006–2027, and this is to be concentrated at existing employment sites. The most significant sites coming forward for the provision of employment land are Holton Heath Industrial Estate and Admiralty Park to the north east of the District, and Dorset Green Technology Park.

**HRA Findings:** The screening stage of the HRA for the Purbeck District Core Strategy Proposed Changes (September 2011) highlighted the potential for:

- Impacts of new housing and recreational pressure on the Dorset Heaths (the **Dorset Heaths SAC, Dorset Heaths (Purbeck & Wareham) and Studland Dunes SAC, Dorset Heathlands SPA, Dorset Heathlands Ramsar**).
- Increased recreational pressure on **Poole Harbour SPA/Ramsar** from shore-based and water based activities likely to increase as a result of new housing.
- Increased recreational pressure to coastal sites as a result of enhanced transport links and housing (**Isle of Portland to Studland Cliffs SAC, St Alban's to Durlston Head SAC**).
- Increased recreational pressure to the New Forest (**New Forest SPA/SAC/Ramsar**) as a result of increased population and enhanced transport links within Purbeck.
- Water issues, including abstraction and water quality, affecting **Poole Harbour SPA/Ramsar and Dorset Heaths SAC, Dorset Heaths (Purbeck & Wareham) and Studland Dunes SAC, Dorset Heathlands SPA, Dorset Heathlands Ramsar**).
- Fragmentation and pressure on heathland sites (**Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar**) as a result of employment allocation (Holton Heath).
- Air quality issues as a result of increased traffic (**Dorset Heaths SAC, Dorset Heaths (Purbeck & Wareham) and Studland Dunes SAC, Dorset Heathlands SPA/Ramsar and Poole Harbour SPA/Ramsar**).

These effects were therefore considered in more detail during the Appropriate Assessment, which concluded that, while these effects could all occur without mitigation, the implementation of the mitigation that have been developed alongside the progression of the plan will provide a robust

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mechanism to ensure that development will not adversely affect the European sites.

In a Habitats Regulation Assessment for Main Modifications 2012, the assessment concludes that the main modifications will not lead to any effects on a European Site which have not already been assessed in the 2011 report, and that the 2011 report can be relied upon as a sound assessment under the Habitats Regulations.

**Therefore, the potential for in-combination effects from the Purbeck Core Strategy can be ruled out.**

### **The New Plan for North Dorset: Public Consultation on Key Issues for the Revision of the Draft Document(October 2012)**

*This consultation builds on the Draft New Plan (March 2010)*

North Dorset District lies to the north west of East Dorset District.

**Housing:** North Dorset District lies within the Bournemouth and Poole HMA. The draft New Plan reiterated the housing targets that were included in the South West RSS for the HMA, before it was abolished – this comprised 48,100 new homes, of which 7,000 should be in North Dorset between 2006 and 2026. In line with the District-wide target of 35.7% affordable housing provision, 2,500 of these needed to be affordable.

In light of the revised District-wide housing provision figures, housing development that has taken place since 2006, new planning permissions and updates to the SHLAA, revisions to the draft policy set a new housing figure of 4,200 new homes between 2011 and 2026.

**Employment:** The Draft New Plan set out the employment provision targets that were included in the South West RSS – this included 45,400 new jobs within the Bournemouth and Poole HMA, of which 3,400 would be provided in the more rural parts of the HMA including North Dorset District. Pro-rata by district, this would mean about 2,040 new jobs in North Dorset, which would not be enough to provide the additional working age population in the District with an adequate supply of jobs. The relevant draft policy (Draft Core Policy 6) proposed that 4,700 jobs and 38.3 hectares of employment land should be provided in North Dorset by 2026. The Revisions to the Draft Document now state that, given the level of provision of employment land that already exists in North Dorset, the spread of sites across the District and the availability of large sites at each of the four main towns, the Council is not proposing to identify or allocate any further sites in the revised Core Strategy.

**HRA Findings:** The HRA for the North Dorset District Core Strategy (January 2009<sup>23</sup>) highlighted the potential for adverse effects on the integrity of:

**Dorset Heaths SAC/ Dorset Heathlands SPA/Ramsar site** due to housing and an increase in recreation pressure.

**Fontmell and Melbury Downs SAC** as a result of recreation pressure on the chalk grassland and air quality impacts relating to increased road traffic.

**Rookmoor SAC** due to increased road traffic causing air pollution.

**New Forest SAC/SPA/Ramsar site** due to increased recreation pressure.

**Poole Harbour SPA/Ramsar site** due to increased coastal recreation.

However, the HRA also concludes that mitigation measures could be incorporated into the Core Strategy that may eliminate these potential adverse effects.

**Therefore, there appears to be some potential for in-combination effects on Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar site, the New Forest SAC/SPA/Ramsar site and Poole Harbour SPA/Ramsar site from the Christchurch & East Dorset Joint Core Strategy; although the potential for such in-combination effects will depend largely on**

<sup>23</sup> As of 31 October 2012, this is the most up to date HRA report that is publically available.

## LOCAL-LEVEL PLANS AND STRATEGIES

**the inclusion of appropriate mitigation measures in the next iteration of the North Dorset Core Strategy.**

### **Working towards a Core Strategy for Wiltshire: Wiltshire Core Strategy Pre-Submission Document (February 2012)**

Wiltshire unitary authority lies to the north of East Dorset District.

**Housing:** The Delivery Strategy (Core Policy 2) states that at least 37,000 new homes will be delivered in Wiltshire between 2006 and 2026.

**Employment:** The Delivery Strategy (Core Policy 2) makes provision for around 178ha of employment land across the County between 2011 and 2026.

These housing and employment figures are not revised in the Schedule of Proposed Changes to the Wiltshire Core Strategy Pre-Submission Document (July 2012)

**HRA Findings:** The HRA for the Wiltshire Core Strategy (February 2012) concluded that there should be no adverse impacts on the River Avon SAC, stating that *'it can be concluded that, provided development can be accommodated within the existing headroom of the Sewage Treatment Works, or other measures are put in place, Construction Management Plans are prepared and implemented and the Nutrient Management Plan referenced in the supporting text is implemented, there should be no adverse effect on the integrity of the River Avon SAC arising from the Core Strategy'*.

**Therefore, the potential for in-combination effects in relation to the River Avon SAC and Avon Valley SPA/Ramsar site from the Wiltshire Core Strategy can be ruled out.**

### **Adopted New Forest District Core Strategy (October 2009)**

New Forest District lies to the east of East Dorset District and Christchurch Borough.

**Housing:** The Core Strategy reiterates the South East Plan target of providing 3,920 additional homes up to 2026. Around 3,670 dwellings will be provided through existing permissions and allocations and development that has already taken place, leaving a shortfall of only around 250 homes. Policy CS11 sets out that around 100 will be provided at Totton and 150 at Ringwood. Beyond this, further release of greenfield sites are not expected to be needed.

**Employment:** Policy CS18 (new provision for industrial and office development and related uses) sets out that, up to 2026, up to around 5ha of land for employment sites will be provided at Totton, and the same amount at New Milton and Ringwood. In addition, 16,000sqm of office floorspace will be provided in Totton and the Waterside, and around 10,000sqm of warehousing floorspace will be provided on existing sites through redevelopment and intensification of use.

**HRA Findings:** The HRA for the New Forest District Core Strategy Submission Document (September 2008) highlighted the potential for adverse effects on the integrity of:

**New Forest SAC/SPA/Ramsar site** as a result of increased pressure for recreation.

However, it was considered that the mitigation measures included in the Core Strategy and other plans and strategies mean that the relevant policies will not have an adverse effect in this sense, either alone or in-combination.

**Given the mitigation measures in place to prevent adverse effects on the integrity of the New Forest SAC/SPA/Ramsar site, it is considered unlikely that there would be in-combination effects from the Christchurch & East Dorset Joint Core Strategy.**

The New Forest District's Sites and Development Management DPD is currently going through examination, and its accompanying HRA considered that one of the policies in the DPD required full Appropriate Assessment, under the Habitats Regulations – policy TOT11: Eling Wharf. It was considered that the remaining policies in the DPD will not require full appropriate assessment under the Habitats Regulations, because in themselves they are unlikely to have a significant impact on the integrity of European sites. The findings (as set out in Appropriate Assessment:

## LOCAL-LEVEL PLANS AND STRATEGIES

Eling Wharf: Background Paper 48, December 2011) were that policy TOT11 is capable of being implemented without likely significant effects on European sites, either alone or in-combination with other plans or projects.

**Therefore, the potential for in-combination effects in relation to the from the New Forest Sites and Development Management PD can be ruled out.**

### **New Forest National Park Adopted Core Strategy and Development Management Policies DPD (December 2010)**

The New Forest National Park lies to the east of East Dorset District and Christchurch Borough.

**Housing:** The New Forest District, Wiltshire and Test Valley Borough Councils remain the housing authorities for their respective areas of the National Park. The South East RSS allocation for housing in the National Park was very low, proposing only 11 dwellings per annum up to 2026, totalling 220, and this figure is carried forward into policy CP12: New Residential Development.

**Employment:** Due to the nature of the National Park, development is to be very limited and no strategic allocations are made. Policy CP9 states that small-scale development proposals to meet local needs will be allowed, including employment, retail and community facilities, within the four 'defined villages' of Ashurst, Brockenhurst, Lyndhurst and Sway, provided that proposals conform with other Core Strategy policies.

**HRA Findings:** The HRA for the New Forest National Park Core Strategy Submission Document (January 2010) found that the policies included within the Core Strategy comprise an adequate framework for the mitigation of any potentially adverse impacts of the plan, both alone and in-combination.

**Given the mitigation measures in place to prevent adverse effects on the integrity of the New Forest SAC/SPA/Ramsar site, it is considered unlikely that there would be in-combination effects from the Christchurch & East Dorset Joint Core Strategy.**

### **Dorset Heathlands Joint DPD**

The local authorities whose area includes lowland heath protected by international designations have produced the Dorset Heathlands Interim Planning Framework to cover the period 2006-2009. In the longer-term, the authorities are working towards the production of a Dorset Heathland Joint DPD to supersede the Interim Planning Framework. An 8 week consultation period was held on options for the DPD, finishing in January 2010. The Interim Planning Framework sets out the approach adopted by local authorities in order to avoid damage to heathlands. It aims to reduce the effects of four key threats: fire, disturbance, trampling and unfavourable public perceptions. Measures include:

- Extra wardening on the heath
- Improved infrastructure and equipment such as fire fighting equipment
- An extensive education strategy
- Surveying and monitoring of incidents such as fires and motorcycling

The other key component of the Interim Planning Framework is that it requires developers to make financial contributions that will be put towards funding the mitigation of impacts on the Dorset Heaths from new housing development (and associated recreation/urban pressures, e.g. arson). For sites that are within 5km of protected heathland areas, but further than 400m from them, a contribution of £1,649 per house and £990 per flat is to be sought and allocated towards specific projects for mitigating impacts. These contributions are in addition to, not a substitute for, other recreational space contributions from new housing development. The work of the Interim Planning Framework, and later the Joint DPD, should therefore help to mitigate effects on the integrity of the Dorset Heaths SAC/SPA/Ramsar site.

## WATER PLANS

## LOCAL-LEVEL PLANS AND STRATEGIES

### Catchment Abstraction Management Strategies

The Environment Agency has prepared **Catchment Abstraction Management Strategies** (CAMS) which are six-year plans detailing how the EA is going to manage water resources in each catchment. The CAMS seek to understand how much water the natural environment needs, how much water is available for abstraction, how much water is currently licensed to be used and whether this balances with what is available. Each area within the catchment is assigned a 'resource availability status' which indicates whether the catchment resources are in balance or not.

#### Dorset Stour

The CAMS for the Dorset Stour Catchment sets out how the Environment Agency will manage water demand. The CAMS covers an area of approximately 1,300km<sup>2</sup> and lies predominantly within Dorset and partly in Somerset and Wiltshire. The most densely populated parts of the catchment are to the south east, around Dorset, Wimborne and Ferndown.

There are a total of 330 abstraction licences in the Dorset Stour catchment, although a number of these have more than one purpose and may allow for two or more uses. The CAMS found that the Upper Stour management unit and Middle Stour groundwater unit were over-licensed and that the Middle Stour, Moors/Crane and Lower Stour and River Allen management units were classed as having 'no water available'.

The CAMS also highlighted the potential impacts of water abstraction in the area on the **Dorset Heaths SPA/SAC**, stating that any changes in water table levels or seepage could significantly affect the site.

The catchment has a population of around 394,000 (1991 census), most of which is located at the south eastern end of the catchment, in and around Bournemouth, Wimborne and Ferndown. The largest settlements in the upper catchment are Blandford Forum, Shaftesbury and Gillingham. The largest population centres within the catchment lie within the East Dorset District.

#### Hampshire Avon

The Hampshire Avon CAMS area comprises the entire catchment of the River Avon and its tributaries. The area covers parts of Wiltshire, Hampshire and Dorset, with a catchment area of approximately 1,700km<sup>2</sup>. The main tributaries of the Avon are the River Nadder, River Wylye, River Ebble and the River Bourne. There are also numerous streams draining to the Avon from the New Forest. The River Mude drains directly to Christchurch Harbour at the base of the catchment.

There are currently 502 abstraction licences within the Hampshire Avon CAMS area, although a number of these may allow for more than one use. Consequently there are 1032 abstraction points. The Lower Avon (in the plan area) has been assessed as being 'over-abstracted'. The status of the groundwater unit has been assessed as "water available", but has been overridden to "no water available" because the surface water is "over abstracted".

The River Avon is considered to be one of the most biodiverse Chalk rivers in Britain, supporting habitats and species that are considered rare or threatened on an international scale. The **River Avon SAC** and River **Avon SPA/Ramsar** fall within the CAMS and so changes in water table levels here could have significant effects on both sites, especially given that water abstraction is highlighted as a factor currently affecting the condition of both sites. The New Forest SAC is drained by small streams, including the Dockens Water, which is part of the River Avon SAC. Major components of the SAC habitats are extensive wet and dry heaths, wet and dry grasslands, rivers and streams and permanent and temporary ponds. As such, the site is heavily water dependent. The CAMS highlights work being carried out by Wessex Water to investigate the potential impacts of abstraction on the integrity of the Avon Valley SPA and Ramsar site. It also found that there are conflicting demands in terms of water level, with the River Avon SAC requiring water in the river itself and the Avon Valley SPA which requires water on the floodplain.

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### Frome, Piddle and Purbeck

The CAMS covers an area of approximately 900km<sup>2</sup> which encompasses the whole of the River Frome, River Piddle, River Corfe and River Sherford catchments. The Frome flows south east past Dorchester and out into Poole Harbour east of Wareham.

There are currently 308 abstraction licences within the Frome, Piddle and Purbeck CAMS area, although again they may allow for more than one use. The River Frome, River Sherford and Sherford groundwater unit have been assessed as having water available. The River Piddle, River Corfe, Lower Frome groundwater unit have been found to have 'no water available'.

The **Dorset Heaths SPA/SAC** fall within the CAMS area and so changes in water table levels here could have significant effects on the site.

The key population centres within this catchment are Dorchester, Wareham and Swanage, which lie within West Dorset District and Purbeck. Only Purbeck District neighbours East Dorset. The Purbeck Core Strategy Public Consultation Draft (September 2009) has set out spatial options for new development, including housing, across the District. The Preferred Option for Development proposes the largest proportion of development at Swanage, whilst also providing for growth in a number of smaller settlements, including Wareham. 774 new dwellings are proposed at Swanage, and 438 in Wareham. In addition, to the east of the catchment lies Poole, where the Core Strategy allocates 10,000 new dwellings (see above). Development at this scale may have significant implications for water demand in the catchment, and therefore may impact upon the Dorset Heaths SPA/SAC.

### Catchment Flood Management Plans

The Environment Agency has indicated that Catchment Flood Management Plans (CFMPs) will identify broad policies for sustainable flood risk management that makes sense in the context of the whole catchment and for the long term (50-100 years). They will not determine specific flood risk reduction measures or management approaches for flooding issues in a catchment. Whilst it is not possible to understand in detail what will occur in 50 to 100 years' time, general trends can be projected to test the sustainability of plans. CFMPs will be reviewed as appropriate to reflect changes in the catchment.

Following consultation, the Environment Agency is considering the most effective way to communicate the outputs from this work. Therefore the CFMPs relevant to the Christchurch and East Dorset area are not currently available for review.

### Water Resources Management Plans

Water companies are required by law to produce Water Resource Management Plans to outline their proposals for managing water resources in the long term – i.e. how they intend to maintain the balance between demand for water and their supply.

### Bournemouth and West Hampshire Water Resources Management Plan (November 2009)

The Bournemouth and West Hampshire Water Resources Management Plan was published in 2009 and sets out plans up to 2035.

Bournemouth & West Hampshire Water (BWH) covers Bournemouth, Christchurch, and parts of western Hampshire, eastern Dorset and southern Wiltshire. It supplies consumers in the local authority areas of Bournemouth and Christchurch, amongst others. The major sources of water in this area are direct river abstractions from the Dorset Stour and the Hampshire Avon.

The strategy concludes that, providing the measures to manage demand that have been consistently followed since the late 1990s continue to be implemented and that there are no changes to existing abstraction licences as a result of on-going or future environmental policies

## LOCAL-LEVEL PLANS AND STRATEGIES

such as the Water Framework Directive (WFD), there will be no need to develop any new water resources to maintain the balance between supply and demand.

### **Wessex Water Resources Management Plan (June 2010)**

The Wessex Water Resources Management Plan was published in June 2010 and sets out plans up to 2035. Wessex Water covers areas neighbouring the plan area to the west and north, and within the 15km buffer.

The strategy concludes that there are currently sufficient water resources to meet demand, provided that Wessex Water is able to improve the inter-connections between their existing resources and customers. Without these improvements, new water resources would have to be developed to deal with local population growth, the potential impact of climate change, overcoming low river flows and the gradual contamination of their groundwater sources.



## Appendix 3 HRA Screening Matrix for the Pre-Submission Core Strategy (Incorporating Proposed Changes)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
<b>Chapter 3: Challenges, Vision and Strategic Objectives</b>					
Core Strategy Vision	N/A	N/A	N/A	N/A	No – the potential effects of most matters outlined in the Core Strategy Vision are assessed under the Core Strategy policies (covering numerous topics, including housing, economy, natural and built environments, climate change, green belt and transport).  <b><i>The changes that have been made to the Vision are minor amendments to the wording and do not affect the screening conclusion.</i></b>
Core Strategy Vision – Christchurch Bypass part.	Development of a new bypass road  Increased vehicle traffic along routes adjacent to sites	Uncertain but may include:  Physical loss of habitat or damage  Non-physical disturbance such as noise/vibration and light pollution	Uncertain at this stage as dependent upon route of bypass, but if it was in an arc around the north of Christchurch it would be most likely to impact Dorset Heathlands SPA/Ramsar site,	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc. (as required by policy)	Uncertain – Christchurch Borough Council’s intention (as set out in the Vision) to press for the development of a Christchurch Bypass road could have a significant effect on the European sites listed, depending on the route of the bypass. However, no details regarding the route of the bypass are presented in the Core Strategy; therefore the likely effects cannot be

<sup>24</sup> The screening conclusions in the final column have been updated through the use of ***bold italic*** text where the Proposed Changes have altered the screening conclusions that were reached in the February 2012 HRA Report.

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
		Air pollution	Dorset Heaths SAC and River Avon SAC, Avon Valley SPA/Ramsar site.	ME1). Use of wide span bridges to avoid damage to riverine habitats.  Core Strategy policies which seek to restrict emissions from transport (Objective 3, Objective 6, KS9 and KS11).	accurately assessed at this stage.  <b><i>No changes have been made to this part of the Vision; therefore the screening conclusion remains unchanged.</i></b>
Objective 1: To manage and safeguard the natural environment of Christchurch and East Dorset.	N/A	N/A	N/A	This objective should help to provide mitigation against the potential effects of other Core Strategy policies as it specifies that impacts on designated sites will be avoided, that residential development will contribute to mitigation of the impacts of development on heathland habitats, and that new greenspace will be	No – potential effects of matters outlined in this objective regarding green belt release are assessed under other, more specific, Core Strategy policies. In addition, the objective specifies that impacts on designated sites will be avoided.  <b><i>The changes that have been made to this objective are minor amendments to the wording and do not affect the screening conclusion. The potential mitigation provided by this objective has been strengthened by the addition of a new reference to achieving biodiversity enhancements.</i></b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				provided as part of major housing proposals.	
Objective 2: To manage and improve the character of the towns and villages, and to create vibrant local centres.	N/A	N/A	N/A	The provision of open space alongside new residential development may help to mitigate the potential effects of other policies in terms of increased recreation pressures at European sites.	No – potential effects of matters outlined in this objective regarding development within town centres, are assessed under policies for Christchurch, Wimborne, Ferndown, Verwood and West moors.  <b>No changes have been made to this objective; therefore the screening conclusion remains unchanged.</b>
Objective 3: To adapt to the challenged of climate change.	N/A	N/A	N/A	This objective should help to provide mitigation against the potential transport-related impacts of other Core Strategy policies as it aims to reduce carbon emissions from transport by encouraging the use of sustainable modes such as walking and cycling.	No – potential effects of matters outlined in this objective regarding improving accessibility, development of renewable/low carbon energy sources and flood management measures are assessed under other, more specific, Core Strategy policies.  <b>The changes that have been made to this objective are minor amendments to the wording and do not affect the screening conclusion.</b>
Objective 4: To	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
enable the mixed economy of Christchurch and east Dorset to grow, and to develop new employment sectors.					this objective regarding provision of employment sites, farm diversification and tourism a assessed under other, more specific, Core Strategy policies.  <b>No changes have been made to this objective; therefore the screening conclusion remains unchanged.</b>
Objective 5: To deliver a suitable, affordable and sustainable range of housing to provide for local needs.	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective regarding residential development are assessed under other, more specific, Core Strategy policies.  <b>The changes that have been made to this objective are minor amendments to the wording and do not affect the screening conclusion.</b>
Objective 6: To reduce the need for our communities to travel, and to travel more easily by a range of travel choices	N/A	N/A	N/A	The development of new green infrastructure such as walking and cycle routes may help to mitigate the potential effects of other policies in terms of increased recreation pressures at European sites.	No – potential effects of matters outlined in this objective regarding transport development are assessed under other, more specific, Core Strategy policies.  <b>The changes that have been made to this objective do not affect the screening conclusion – while some changes have been made to the particular transport developments proposed, this is assessed separately under other policies (KS9 and KS10).</b>
Objective 7: To help our	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective regarding development of

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
communities to thrive and to help people support each other.					commercial, retail and community facilities assessed under other, more specific, Core Strategy policies. In addition, focussing development mainly in the town centres will help to steer development away from sensitive European sites.  <b>No changes have been made to this objective; therefore the screening conclusion remains unchanged.</b>
<b>Chapter 4: The Key Strategy</b>					
KS1: The Settlement Hierarchy	N/A	N/A	N/A	N/A	No – this policy would not itself lead to development. In addition, it prioritises the main urban areas for developments, which would help to steer development away from sensitive European sites.  <b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b>
KS2: Green Belt Policy	N/A	N/A	N/A	N/A	No – this policy would not itself lead to development. Changes proposed to the green belt to allow for new housing and employment development are assessed under other more specific Core Strategy policies.  <b>The changes that have been made to this policy do not affect the screening conclusion – more detail has been added regarding the broad locations of revised green belt boundaries, but the</b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b><i>policy will still not itself lead to development. In addition, text has been added to specify that development proposals on brownfield sites within the green belt may be considered; however any such proposals are again considered separately under more specific Core Strategy policies.</i></b>
<p>KS3: Broad Location and Scale of Housing (Christchurch)</p> <p><b><i>Now called 'Housing Provision in Christchurch and East Dorset'</i></b></p>	<p>Housing development (about 3,020 dwellings; 2,035 of which will be brought forward within the urban area, 850 which will be provided as an urban extension at Roeshot Hill, 90 which will be located to the west of Marsh Lane and 45 which will be to the south of Burton).</p> <p><b><i>The revised policy now allows for about 8,200 new homes throughout Christchurch and East Dorset, with up to 4,800 coming forward in the existing urban area and a further 3,400 as new</i></b></p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreation pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC are most likely to be affected as they are within 5km of all of the potential housing sites in Christchurch.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). The Christchurch urban extension policy (CN1) includes the provision of SANGs alongside the new development (with the quantity having been set out in the Christchurch Urban Extension SANGs Strategy</p>	<p>Uncertain – all of the Christchurch housing sites are within 5km of one or more of the Dorset heathland European sites listed under 'sites potentially affected' meaning, in line with Natural England guidance<sup>25</sup>, there is the potential for indirect significant effects to be incurred on these designated sites (although there will be no housing development within 400m of the heathland sites so direct physical impacts on those sites are not expected to occur). The Avon Valley SPA/Ramsar and River Avon SAC could also be affected as they are also within 5km of the housing sites. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC.</p> <p>The specific effects of each of the housing</p>

<sup>25</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	<p><b>neighbourhoods at Christchurch, Burton, Corfe Mullen, Wimborne/Colehill, Ferndown/West Parley and Verwood.</b></p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreation pressure from growing population.</p> <p>Increased vehicle movements to and from new housing sites.</p>			<p>(2012), as agreed with Natural England). The other Christchurch housing policy (CN2) also provides either additional SANGs or linkages to the SANGs to be provided in the urban extension. Further measures to relieve recreation pressure are also likely to be implemented through the emerging Joint Heathlands DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as</p>	<p>sites individually are considered under other Core Strategy policies (CN1, CN2 and CN3).</p> <p><b><i>This policy has been combined with policy KS4 below, with the total housing figure remaining similar (8,200 rather than a total of 8,270). Other changes comprise minor amendments to policy wording; therefore the findings of the screening conclusions for the two policies remain unchanged and the amended single policy KS3 may have significant effects on European sites.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
<p>KS4: Broad Location and Scale of Housing (East Dorset)</p>	<p>Housing development (about 5,250 dwellings, with 2,800 in the urban area and 2,500 in new neighbourhoods).</p> <p><b><i>This has been combined within the provisions of policy KS3 above, which will lead to the development of around 8,200 new homes within Christchurch and East Dorset.</i></b></p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreation pressure from growing population.</p> <p>Increased vehicle movements to and from</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreation pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC are most likely to be affected as they are located within East Dorset district.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). The East Dorset housing policies (set out in Chapter 8, 9, 10, 11 and 12 of the Core Strategy) also specify the provision of SANGs alongside the new development. Further measures to relieve pressure are also likely to be implemented through the</p>	<p>Uncertain – This policy makes provision for significant amounts of residential development within East Dorset District, which could impact on nearby European sites either indirectly (e.g. as a result of general population growth and the associated increase in demand for recreation space and increases in vehicle traffic) as well as directly during construction (although there will be no housing development within 400m of the heathland sites so direct physical impacts including loss of habitat at those sites is not expected to occur). Therefore, appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC.</p> <p>The specific effects of each of the new neighbourhoods individually are considered under other more specific Core Strategy</p>



Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	new housing sites.			<p>emerging Joint Heathlands DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	<p>policies (set out in Chapters 8, 9, 10 and 11 of the Core Strategy and assessed below).</p> <p><b><i>This policy has been combined with policy KS3 above, with the total housing figure remaining similar (8,200 rather than a total of 8,270). Other changes comprise minor amendments to policy wording; therefore the findings of the screening conclusions for the two policies remain unchanged and the amended policy KS3 (which now incorporates this policy) may have significant effects on European sites.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
KS5: Provision of Employment Land	<p>Development of employment sites and associated infrastructure required to support these sites.</p> <p>Increased vehicle traffic to and from employment sites.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Air pollution</p>	<p>Uncertain at this stage as dependent upon the location of employment development, but Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC are most likely to be affected as they are within the plan area and are within close proximity to sites that are known to be being considered for employment development (e.g. the supporting text to the policy refers to Bournemouth Airport and land to the West of Ferndown).</p>	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	<p>Uncertain – this policy will lead to employment-related development, which may be in close proximity to European sites, and this could result in significant effects on these sites. Therefore appropriate assessment is needed to consider whether adequate mitigation can be implemented to avoid an adverse effect on the integrity of the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC.</p> <p>The specific effects of each of the employment sites individually are considered separately under other more specific Core Strategy policies (set out in Chapters 5, 7, 8, 9, 10 and 11 of the Core Strategy and assessed below).</p> <p><b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b></p>
KS6: Town Centre Hierarchy	N/A	N/A	N/A	N/A	No – this policy would not in itself lead to development; rather it sets out the hierarchy for the location of development coming forward under other Core Strategy

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					<p>policies.</p> <p><b>Changes have been made to the district and local centres defined in this policy; however this does not affect the screening conclusion as the policy itself would still not lead to development.</b></p>
KS7: Town and District Centres	N/A	N/A	N/A	N/A	<p>No – this policy would not in itself lead to development; rather it relates to criteria for development coming forward under other Core Strategy policies. In addition, the policy prioritises the main urban centres for development, which may help to steer development away from sensitive European sites.</p> <p><b>The changes that have been made to this policy do not affect the screening conclusion, as the policy is still criteria-based and will not itself lead to development.</b></p>
KS8: The Scale and Location of Retail Growth	Retail development Increased vehicle traffic travelling to and from retail sites	Uncertain but may include: Physical disturbance/damage Non-physical disturbance such as noise/vibration and light pollution Air pollution	Uncertain at this stage as dependent upon exact location of retail development, but most likely to impact Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC and Avon Valley	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1). Core Strategy	Uncertain – this policy may lead to retail development in fairly close proximity to European sites, which may result in significant effects on these sites, including from air pollution resulting from increased vehicle traffic. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar, Dorset Heaths SAC, River Avon SAC and Avon

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
			SPA/Ramsar site, as they are within closest proximity of the town centres where retail development will be focused.	policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).	Valley SPA/Ramsar site. <b><i>The changes that have been made to this policy do not affect the screening conclusion. While there have been changes to wording, and the amount of retail floorspace required in both Christchurch and East Dorset has been altered slightly, the policy may still lead to retail development in close proximity to European sites.</i></b>
KS9: Prime Transport Corridors	Development of and improvements to transport infrastructure, particularly along Prime Transport Corridors.  Possible increases in vehicle traffic, particularly along Prime Transport Corridors.	Uncertain but may include:  Physical disturbance/damage or loss of habitat  Non-physical disturbance such as noise/vibration and light pollution  Air pollution	Uncertain at this stage as dependent upon changes in traffic levels along Prime Transport Corridors and the siting of new cycleways/footpaths that may come forward under this policy, but most likely to affect the Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, River Avon SAC and Avon Valley SPA/Ramsar as some of the Prime Transport Corridors run adjacent to, or within close	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).  The policy itself seeks to reduce the need to travel by locating new development within close proximity of employment facilities and public transport links, making improvements to public transport	Uncertain – depending on the nature, scale and precise location of transport-improvements and related development, there may be significant effects on European sites as a result of both construction work and increases in vehicle traffic. Prime Transport Corridors highlighted in this policy run in proximity to European sites – for example, the B3073 runs close to the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar, while the B3072 (Ferndown northwards through West Moors) runs close to the Dorset Heaths SAC; therefore data on traffic numbers (taken from the LPT3 and associated HRA work) has been considered further during the Appropriate Assessment stage. Depending on the exact location of the footpaths and cycleways to be created, there may also be significant effects on the Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, River Avon SAC and Avon

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
			proximity of, these sites.	<p>services and interchanges, and improving footpaths and cycleways.</p> <p>The supporting text to the policy states that the strategic transport improvements identified for the B3073, including the proposals for new walking and cycle routes, will not involve any loss of European designated habitats.</p>	<p>Valley SPA/Ramsar due to either habitat loss or disturbance to species.</p> <p><b>One of the identified corridors (the A349 through Poole) has been removed from the policy; however the screening findings are unchanged as the potential uncertain effects described above apply to other corridors which remain in the policy.</b></p>
KS10: Improving Connectivity to Support Development	<p>Transport-related development (improvements to existing infrastructure).</p> <p>Increased vehicle traffic, particularly along improved routes.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage including loss of habitat</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Air pollution</p>	Uncertain at this stage, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC and Avon Valley SPA/Ramsar as improvements are proposed on routes that are within close proximity of these sites.	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport</p>	Uncertain – this policy allows for improvements to junctions on the B3073 including the Blackwater Junction, and widening of the B3073 and A338 between Chapel Gate Roundabout and Cooper Dean (to the west and south of the Blackwater junction). Whilst these sections of the A338 (south of the Blackwater junction) and B3073 (west of the Blackwater Junction) are not directly adjacent to the Town Common SSSI fragment of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC, the north-eastern edge of the Blackwater junction (where these two roads meet) is directly adjacent to these

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>(Objectives 3 and 6 and policy KS9).</p> <p>The supporting text to the policy states that improvements to Blackwater Junction should be designed to avoid encroaching onto the Town Common SSSI component of the Dorset heathland European sites.</p>	<p>European sites. Depending on the exact nature of the junction improvements, such work may result in direct habitat loss from these sites. Widening of the B3073 and A338 would also involve development in close proximity of Town Common SSSI (200m), although this should not involve direct habitat loss (potential impacts from that element of the policy would relate to issues and such as air quality and noise from construction). There are also possible air pollution impacts resulting from these proposed works as they fall within 200m of European sites (i.e. within the buffer zone where air pollution is likely to be more significant).</p> <p><b><i>The amendments that have been made to this policy have slightly affected the screening conclusions – while the effects of the policy are still classed as uncertain, the reasons for this and the types of impacts that may result have changed slightly. Some changes have been made to the policy wording and the timescales set out in the policy, but it still makes provision for improvements on the B3073 and widening of the A338 which are the key components of the policy that could result in significant effects on European sites. It now also allows for reconstruction (resurfacing) of the A338 to the north of Blackwater</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b><i>Junction. Although this would not be expected to result in habitat loss as no road widening would occur (and for the same reason the volume of traffic along this road would not be expected to increase), there may be some disturbance effects on the qualifying species of the Dorset heathland sites (e.g. from noise and dust) during the operation of these works.</i></b>
KS11: Transport and Development	Increased vehicle traffic.	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise/vibration and light pollution  Air pollution	Uncertain at this stage, although most likely to affect the Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC and Avon Valley SPA/Ramsar as they are located within the plan area.	Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6, KS9).  This policy itself also aims to reduce the need to travel by locating development appropriately and improving sustainable transport links such as walking and cycle paths.	Uncertain – although the primary aim of this policy is to reduce the need to travel and increase the use of sustainable modes of travel, the highway works also proposed in the policy may encourage car use within the plan area, potentially increasing air pollution and other non-physical disturbance at European sites in and around Christchurch and East Dorset. Any such works may also lead to physical disturbance, depending on the nature and location of the improvements. Therefore, this aspect of policy needs to be considered further in the Appropriate Assessment stage of the HRA.  <b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b>
KS12: Parking	Increased vehicle traffic.	Uncertain but may	Uncertain at this stage, although most	Core Strategy policies which seek	Uncertain – the provision of additional parking facilities within new developments

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Provision		include: Non-physical disturbance such as noise/vibration and light pollution Air pollution	likely to affect the Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC and Avon Valley SPA/Ramsar as they are located within the plan area.	to restrict emissions from transport (Objectives 3 and 6 and KS9).	may encourage car use and therefore increase overall levels of vehicle traffic within the Plan area. This could potentially affect European sites as a result of increased air pollution.  <b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b>
<b>KS13: Presumption in Favour of Sustainable Development</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>This policy could help to provide mitigation of the potential effects of development coming forward under other Core Strategy policies as it specifies that development should improve the environmental conditions of the area.</b>	<b>No - while this policy sets out a presumption in favour of sustainable development, the likely effects on European sites of any development proposed is considered separately in relation to other more specific Core Strategy policies. In addition, the policy aims to ensure that development improves the environmental conditions of the area.  This is a new policy that has been added to the Pre-Submission Core Strategy.</b>
<b>Chapter 5: Christchurch and Highcliffe Centres</b>					
CH1: Christchurch Town Centre Vision	N/A	N/A	N/A	N/A	No – this policy would not lead to development in itself. The potential effects of commercial, retail and housing development are assessed under other more specific Christchurch policies.  <b>The changes that have been made to</b>



Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b><i>this policy do not affect the screening conclusion. Text relating to the enhancement of the retail offer has been removed, and further text relating to the role of the town centre has been added; however the policy will still not itself lead to development.</i></b>
CH2: Christchurch Town Centre Boundary	N/A	N/A	N/A	N/A	No – this policy would not lead to development in itself. In addition, focussing development within the town centre will help steer development away from sensitive European sites.  <b><i>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</i></b>
CH3: Christchurch Town Centre Primary Shopping Area and Shopping Cores	N/A	N/A	N/A	N/A	No – this policy would not lead to development in itself. The potential effects of retail development are assessed under other Christchurch policies. In addition, focussing retail development within the town centre will help steer development away from sensitive European sites.  <b><i>The changes that have been made to this policy do not affect the screening conclusion. While the primary shopping area boundary has been extended, the policy will still not itself lead to development.</i></b>
CH4: Highcliffe	N/A	N/A	N/A	N/A	No – Highcliffe District Centre is not within

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Centre Vision					<p>close proximity of any European sites, and as such, the proposals outlined in the Vision are not considered to have likely significant effects.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion. While the policy now specifies the amount of comparison retail floorspace that will be provided in Highcliffe District Centre, the distance from any European sites means that impacts can still be screened out.</i></b></p>
CH5: Christchurch Primary and Secondary Shopping Cores	N/A	N/A	N/A	N/A	<p>No – this policy would not itself lead to development. In addition, focussing retail development within Highcliffe District Centre, which is not close to any European sites, will help steer development away from more sensitive locations.</p> <p><b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b></p>
CH6: Christchurch Shopping Core Policy	N/A	N/A	N/A	N/A	<p>No – this policy would not itself lead to development; rather it refers to change of use in existing developments.</p> <p><b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b>screening conclusion.</b>
CH7: Secondary Shopping Core Policy	N/A	N/A	N/A	N/A	No – this policy would not itself lead to development; rather it refers to change of use in existing developments.  <b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b>
<b>Chapter 6: Christchurch New Neighbourhoods</b>					
CN1: North Christchurch Urban Extension Strategic Allocation	Housing development (about 850 dwellings)  <b><i>This has been increased to 950.</i></b>  Development of services and facilities to support growing population, and improvements to accessibility.  Increased recreation pressure resulting from increased population  Increased vehicle traffic	Uncertain but may include:  Physical disturbance/damage or loss of habitat for southern damselfly <sup>26</sup>  Recreation pressure  Non-physical disturbance such as noise/vibration and light pollution  Erosion/trampling	Most likely to impact River Avon SAC, Avon Valley SPA/Ramsar as these sites are closest to the urban extension.  May also impact New Forest SAC/SPA/Ramsar site, Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site.	Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself includes the provision of SANGs alongside the new development (with	Uncertain – the urban extension boundary is within 5km of part of the Dorset Heathlands SPA/Ramsar, the Dorset Heaths SAC, the New Forest SAC/SPA/Ramsar site and the River Avon SAC and Avon Valley SPA/Ramsar site; therefore these sites may be adversely affected by development, although it is recognised that the provision of SANGs is incorporated into the policy.  Significant effects on the southern damselfly (a qualifying feature of the New Forest SAC and Dorset Heaths SAC) from off-site habitat loss (on the River Mude) are not considered likely to occur as this policy does not propose built development along

<sup>26</sup> Survey work undertaken by Christchurch Borough Council countryside team in July 2010 discovered a colony of southern damselfly on the River Mude (which runs through the centre of the urban extension site) at locations including immediately north and south of the railway line on Watery Lane and on the River Mude at Watermans Park.

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
		Air pollution		<p>the quantity having been set out in the Christchurch Urban Extension SANGs Strategy (2012), as agreed with Natural England). Further measures to relieve pressure are also likely to be implemented through the emerging Joint Heathlands DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>The Interim Planning Framework (IPF) for the Dorset Heathlands seeks developer contributions for any new housing development within 5km of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC, as the recreation</p>	<p>Watery Lane, which enables the creation of green corridor to avoid any adverse impact on the damselfly population.</p> <p><b>The changes that have been made to this policy are mainly minor amendments to the wording which do not affect the screening conclusion. The number of new homes to be provided has been increased from 850 to 950, meaning that the potential for adverse impacts from development may have increased. Therefore the policy still cannot be screened out.</b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>pressure from new residents could contribute to significant effects.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p> <p>Discussions between Christchurch Borough Council and Natural England have led to the inclusion of a river buffer within the urban extension along the River Mude in order to conserve natural habitats and protected species</p>	

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				(including to avoid adverse effects on the southern damselfly). The Mude Valley SNCI is located to the south of the urban extension site and follows the River Mude. This area provides ideal habitat to accommodate southern damselfly and will provide mitigation to also support the species in this location.	
CN2: Land South of Burton Village	<p>Housing development (about 45 dwellings)</p> <p>Development of services and facilities to support growing population, and improvements to accessibility.</p> <p>Increased recreation pressure resulting from increased population</p> <p>Increased vehicle traffic</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Most likely to impact River Avon SAC, Avon Valley SPA/Ramsar as these sites are closest to the housing site.</p> <p>May also impact New Forest SAC/SPA/Ramsar site, Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself includes footpath links with the SANGs to be provided as</p>	<p>Uncertain – this new neighbourhood is within 5km of part of the Dorset Heathlands SPA/Ramsar, the Dorset Heaths SAC, the New Forest SAC/SPA/Ramsar site and the River Avon SAC and Avon Valley SPA/Ramsar site; therefore these sites may be adversely affected by development, although it is recognised that the provision of SANGs is incorporated into the policy.</p> <p><b><i>The changes made to this policy have not affected the screening conclusion as the location of the new neighbourhood proposed remains unchanged and the proportion of</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>part of the Christchurch urban extension (CN1) (with the quantity of the SANGs having been set out in the Christchurch Urban Extension SANGs Strategy (2012), as agreed with Natural England). Developer contributions will also be made towards the cost of those SANGs. Further measures to relieve pressure are also likely to be implemented through the emerging Joint Heathlands DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>The Interim Planning Framework (IPF) for the Dorset Heathlands seeks developer</p>	<p><b><i>affordable housing has just been reduced (up to 50% instead of a minimum of 50%). Other changes comprise only minor amendments to the policy wording which do not affect the screening conclusion.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>contributions for any new housing development within 5km of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC, as the recreation pressure from new residents could contribute to significant effects.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
CN3: Land East of	Housing development	Uncertain but may	Most likely to impact River Avon SAC,	Core Strategy policies which seek	Uncertain – this new neighbourhood is directly adjacent to the Avon Valley



Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
Marsh Lane	<p>(about 90 dwellings)</p> <p>Development of services and facilities to support growing population, and improvements to accessibility.</p> <p>Increased recreation pressure resulting from increased population</p> <p>Increased vehicle traffic</p>	<p>include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Avon Valley SPA/Ramsar, Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar as these sites are closest to the housing site.</p> <p>May also impact New Forest SAC/SPA/Ramsar site.</p>	<p>to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself includes the provision of SANGs</p> <p>Further measures to relieve pressure are also likely to be implemented through the emerging Joint Heathlands DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>The Interim Planning Framework (IPF) for the Dorset Heathlands seeks developer contributions for any new housing development within 5km of the Dorset</p>	<p>SPA/Ramsar site, and is within very close proximity (less than 300m) of the River Avon SAC and Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site (Town Common SSSI component) although it is recognised that the housing to be provided will be outside of the 400m buffer zone around the heathland within which housing development is not supposed to occur. As such, there could be direct physical damage as well as indirect impacts from increased recreation pressure, noise/vibration and air pollution.</p> <p><b><i>This policy has been deleted from the Core Strategy; therefore the possibility of it leading to significant effects on European sites has been removed.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>Heathlands SPA/Ramsar and Dorset Heaths SAC, as the recreation pressure from new residents could contribute to significant effects.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc. as required under policy ME1.</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	

**Chapter 7: Bournemouth Airport and Business Park**

BA1: The Vision for the Airport and Northern Business Parks	Airport improvements. Development of employment sites and the associated infrastructure required to support those	Uncertain but may include: Physical disturbance/damage	Most likely to impact Dorset Heathlands SPA Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar	Good practice construction techniques including noise suppression measures, hours of	Uncertain – this policy will lead to the development of additional airport infrastructure (e.g. hotel accommodation, petrol stations), employment-related development, and an increase in traffic
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Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	<p>sites.</p> <p>Increased vehicle traffic to and from the airport and business parks.</p>	<p>Increased recreation pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Air pollution</p>	<p>site and River Avon SAC as these sites are in close proximity to the Bournemouth Airport.</p> <p>New Forest SAC/SPA/Ramsar may be affected by traffic movements to and from airport due to the proximity of these sites to the airport and the fact that the A31 runs through the New Forest towards the airport area so is particularly likely to be used by traffic travelling to the airport site.</p>	<p>operation, measures to prevent water pollution (as required by policy ME1).</p> <p>The adopted Bournemouth Airport Masterplan (May 2007) includes a detailed set of mitigation measures that are to be implemented as part of the operation and future development of the airport, including a commitment to being carbon neutral for energy use and vehicle fuel, a green travel plan, measures to reduce car journeys to the airport and air emissions from transport to, from and within the airport, from aircraft and from heating airport buildings, measures to reduce contaminants</p>	<p>travelling to and from the airport, all in close proximity to European sites which may result in significant effects on those European sites.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion – while the policy wording has been amended to provide additional mitigation for the potential impacts of the airport development on the environment (including the New Forest), the potential for adverse impacts remains.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>entering the groundwater via surface water runoff, new buildings to be constructed to BREEAM standards, and increasing purchase of renewable energy from 20% to 25%.</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p> <p>The policy itself states that adequate mitigation and avoidance of environmental impacts, if required, will be undertaken in accordance with policy ME1.</p>	
BA2: Strategy for the Operational Airport	<p>Development of airport infrastructure including car parking and public transport facilities and hotel accommodation.</p> <p>Development of</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p>	<p>Most likely to impact Dorset Heathlands SPA Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar site and River Avon</p>	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures</p>	<p>Uncertain – this policy will lead to the development of additional airport infrastructure and an increase in traffic travelling to and from the airport, (all in close proximity to European sites) which may result in significant effects on those</p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	<p>employment land at Airport Business Park and associated infrastructure and facilities for employees.</p> <p>Increased vehicle traffic to and from airport site.</p>	<p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>SAC as these sites are in close proximity to the Bournemouth Airport.</p> <p>New Forest SAC/SPA/Ramsar may be affected by traffic movements to and from airport due to the proximity of these sites to the airport and the fact that the A31 runs through the New Forest towards the airport area so is particularly likely to be used by traffic travelling to the airport site.</p>	<p>to prevent water pollution (as required by policy ME1).</p> <p>The adopted Bournemouth Airport Masterplan (May 2007) includes a detailed set of mitigation measures that are to be implemented as part of the operation and future development of the airport, including a commitment to being carbon neutral for energy use and vehicle fuel, a green travel plan, measures to reduce car journeys to the airport and air emissions from transport to, from and within the airport, from aircraft and from heating airport buildings, measures to reduce contaminants entering the</p>	<p>European sites.</p> <p><b><i>The changes that have been made to this policy are minor amendments to the wording which do not affect the screening conclusion.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>groundwater via surface water runoff, new buildings to be constructed to BREEAM standards, and increasing purchase of renewable energy from 20% to 25%.</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
BA3: Proposed Green Belt Amendment	N/A	N/A	N/A	N/A	<p>No – this policy would not in itself lead to development.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion – the map within the policy has been amended to mark on the zones that have been applied to the green belt around the airport but the policy will still not lead to development.</i></b></p>
<b>Chapter 8: Wimborne and Colehill Housing and Town Centre</b>					
WMC1: Wimborne Town Centre Vision	N/A	N/A	N/A	N/A	No – this policy would not in itself lead to development. The potential effects of commercial, retail and housing development

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					are assessed under other Wimborne policies.  <b><i>The changes that have been made to this policy do not affect the screening conclusion – while some changes have been made to the policy text, the policy itself will still not lead to development.</i></b>
WMC2: The Allendale Area	N/A	N/A	N/A	N/A	No – given that this site is not within close proximity of any European sites and that it is currently developed and in some use, it is not considered likely that this policy would result in significant effects on European sites.  <b><i>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</i></b>
WMC3: Cuthbury Allotments and St Margaret's Close New Neighbourhoods	Housing development (260 homes). <b><i>This has been reduced to 220 homes.</i></b> Development of services and facilities to support growing population. Future hospital extension. Increased recreational activities from growing	Uncertain but may include: Physical disturbance/damage Recreation pressure Non-physical disturbance such as noise/vibration and light pollution Erosion/trampling	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of these	Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also specifies the	Uncertain – while this site is not within very close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance <sup>27</sup> , that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can

<sup>27</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	<p>population.</p> <p>Transport and access improvements.</p> <p>Increased vehicle traffic.</p>	Air pollution	European sites.	<p>provision of SANGs, including parkland alongside the River Stour. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	<p>be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion – while the number of new homes to be provided has been reduced from 260 to 220, the potential for adverse effects on the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site remains.</i></b></p>



Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
WMC4: Stone Lane Industrial Estate New Neighbourhood	<p>Housing development (90 homes).</p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreational activities from growing population.</p> <p>Transport and access improvements.</p> <p>Increased vehicle traffic.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also specifies the provision of SANGs and a landscaped area on the northern and western edges of the site. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice</p>	<p>Uncertain – while this site is not within very close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance<sup>28</sup>, that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</i></b></p>

<sup>28</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
WMC5: Cranborne Road New Neighbourhood	<p>Housing development (600 homes).</p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreational activities from growing population.</p> <p>Transport and access improvements.</p> <p>Increased vehicle traffic.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also specifies the provision of SANGs, including utilising the River Allen Valley</p>	<p>Uncertain – while this site is not within very close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance<sup>29</sup>, that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and</p>

<sup>29</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>and land to the north of the housing. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	<p>Dorset Heathlands SPA/Ramsar.</p> <p><b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b></p>
WMC6: South of	Housing development	Uncertain but may	Uncertain at this	Core Strategy	Uncertain – while this site is not within very

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
Leigh Road New Neighbourhood and Sports Village	<p>(350 homes).</p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreational activities from growing population.</p> <p>Transport and access improvements.</p> <p>Increased vehicle traffic.</p>	<p>include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also specifies the provision of SANGs. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water</p>	<p>close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance<sup>30</sup>, that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</i></b></p>

<sup>30</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
WMC7: Leigh Park Playing Fields	<p>Housing development (the number of homes is not specified in the policy).</p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreational activities from growing population.</p> <p>Increased vehicle traffic.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also specifies the provision of 1.5ha of open space /green infrastructure within the site, to include a multi-use games area. Further measures to relieve pressure are also likely to be</p>	<p>Uncertain – while this site is not within very close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance<sup>31</sup>, that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b></p>

<sup>31</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
<p><b>WMC8: Green Belt Boundary at St Michael's School</b></p> <p><b><i>This is a new policy that has</i></b></p>	<p><b>N/A</b></p>	<p><b>N/A</b></p>	<p><b>N/A</b></p>	<p><b>N/A</b></p>	<p><b><i>No – this policy allows for the green belt boundary to be amended to allow for the expansion of St Michael's School to accommodate the population growth arising from residential development proposed under other</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
<i>been added to the Pre-Submission Core Strategy.</i>					<b><i>Core Strategy policies. The school itself is not within close proximity of any European sites that may be affected by development there.</i></b>
<b>WMC9: Green Belt Boundary at Beaucroft Foundation School</b>  <b><i>This is a new policy that has been added to the Pre-Submission Core Strategy.</i></b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b><i>No – this policy allows for the green belt boundary to be amended to allow for the expansion of Beaucroft Foundation School to accommodate the population growth arising from residential development proposed under other Core Strategy policies. The school itself is not within close proximity of any European sites that may be affected by development there.</i></b>

### Chapter 9: Corfe Mullen Housing

CM1: Lockyer;’s School and land to the north of Wimborne Road	Housing development (250 new homes).  Development of services and facilities to support growing populations.  Increased recreational activities from growing population.	Uncertain but may include:  Physical disturbance/damage  Recreational pressure  Non-physical disturbance such as noise/vibration and	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this proposed housing site being within 5km	Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5).	Uncertain – while this site is not within very close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance <sup>32</sup> , that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore
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<sup>32</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	Increased vehicle traffic.	light pollution Erosion/trampling Air pollution	of one or more of the fragments of these European sites.	<p>This policy itself also specifies the provision of SANGs. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	<p>appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion – the amendments to policy wording relate to the safeguarding of land for a new school; however the proposal for housing and other development here remains unchanged.</i></b></p>



Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
<b>Chapter 10: Ferndown and West Parley Housing and Town Centre</b>					
FWP1: Ferndown Town Centre  <b>Now called Ferndown Town Centre Vision</b>	N/A	N/A	N/A	N/A	No – this policy would not in itself lead to development. The potential effects of commercial, retail and housing development are assessed under other more specific Ferndown policies.  <b>The changes that have been made to this policy do not affect the screening conclusion. While some changes have been made to the policy wording, it will still not lead directly to development.</b>
FWP2: Green Belt Policy	N/A	N/A	N/A	N/A	No – this policy would not lead to development in itself.  <b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b>
FWP3: Land Adjacent to Holmwood House	Housing development (about 110 new homes). Development of services and facilities to support growing populations. Increased recreational activities from growing population. Increased vehicle traffic.	Uncertain but may include: Physical disturbance/damage Recreational pressure Non-physical disturbance such as noise/vibration and light pollution	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this housing site being within 5km of one or more of the	Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also	Uncertain – while this site is not within very close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance <sup>33</sup> , that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to

<sup>33</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
		Erosion/trampling Air pollution	fragments of these European sites.	<p>specifies SANGs creation to include open space to be provided to the south of the housing. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6</p>	<p>consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				and policy KS9).	
FWP4: Coppins Nursery	<p>Housing development (about 30 new homes).</p> <p>Development of services and facilities to support growing populations.</p> <p>Increased recreational activities from growing population.</p> <p>Increased vehicle traffic.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also specifies SANGs creation. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression</p>	<p>Uncertain – while this site is not within very close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance<sup>34</sup>, that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion as they relate to the parts of the policy addressing green infrastructure and transport and access, whereas it is the wider policy intention to develop the site for a new neighbourhood that has been screened in as potentially having a significant effect on the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site.</i></b></p>

<sup>34</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				measures, hours of operation, measures to prevent water pollution (as required by policy ME1).  Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).	
FWP5: West Parley	Development of shops, services and facilities.  Increased vehicle traffic.	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise/vibration and light pollution  Air pollution	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location West Parley Village Centre being within 5km of one or more of the fragments of these European sites.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).  Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).	Uncertain – while this site is not within very close proximity of a European site, it is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance <sup>35</sup> , that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.  <b>No changes have been made to this policy; therefore the screening</b>

<sup>35</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b>conclusion remains unchanged.</b>
FWP6: Land to the east of New Road, West parley	<p>Housing development (about 320 new homes).</p> <p>Development of services and facilities to support growing populations.</p> <p>Increased recreational activities from growing population.</p> <p>Increased vehicle traffic.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also specifies SANGs creation, to incorporate large areas of open space to the east of Church Lane, to the south of the housing area and between the development area and housing on Church Lane. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the</p>	<p>Uncertain – this site is only just over 400m from one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance<sup>36</sup>, that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion – the size of the convenience foodstore to be provided in the new neighbourhood has been reduced; however the amount of housing development remains unchanged.</i></b></p>

<sup>36</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
FWP7: Land to the west of New Road at Ridgeway, Parley	<p>Housing development (about 200 new homes).</p> <p>Development of services and facilities to support growing populations.</p> <p>Increased recreational activities from growing</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in</p>	<p>Uncertain –this site is within 5km of one or more of the fragments of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site, meaning, in line with Natural England guidance<sup>37</sup>, that there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions. Therefore</p>

<sup>37</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	<p>population. Increased vehicle traffic.</p>	<p>noise/vibration and light pollution Erosion/trampling Air pollution</p>	<p>housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>combination with the text in Appendix 5). This policy itself also specifies SANGs creation, including green links along the southern fringe of the urban area. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions</p>	<p>appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion – the wording of the policy in relation to the Dudsbury Hill Fort has been amended; however the proposal for housing and other development here remains unchanged.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				from transport (Objectives 3 and 6 and policy KS9).	
FWP8: Blunt's Farm, Ferndown Industrial Estate	Development of employment sites (business, general industrial and storage and distribution) and infrastructure required to support these sites.  Increased vehicle traffic.	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise/vibration and light pollution  Air pollution	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location West Parley Village Centre being within 5km of one or more of the fragments of these European sites.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).  Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).	Uncertain – this policy would lead to employment/economic development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites. It should be noted that the site is directly adjacent to the Slop Bog and Uddens Heath fragment of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC.  <b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b>
<b>Chapter 11: Three Legged Cross, St Leonards, St Ives and West Moors Housing, Employment and Centres</b>					
VTSW1: Vision for Verwood Town Centre	N/A	N/A	N/A	N/A	No – this policy would not in itself lead to development. The potential effects of commercial, retail and housing development are assessed under other Verwood policies.  <b>The changes that have been made to this policy do not affect the screening conclusion. While the nature of the development referred to in the vision</b>



Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b><i>has been amended (e.g. references to residential development in the town centre have been removed), the policy would still not itself lead to development.</i></b>
VTSW2: Verwood Schools	School development. Increased recreational pressure. Increased vehicle traffic to and from the new upper school.	Uncertain but may include: Physical disturbance/damage Recreational pressure Non-physical disturbance such as noise/vibration and light pollution Erosion/trampling Air pollution	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the proximity of those sites to Verwood.	Core Strategy policies which seek to relieve visitor pressure on sites through the provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.  Good practice construction	Uncertain – due to the fact that the proposed site for Verwood Upper School is within 5km of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar, there is the potential for indirect significant effects to be incurred on these sites, including from increased visitor pressure and levels of emissions (schools can generate large amounts of traffic, so this could be a particular problem). Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.  <b><i>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</i></b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
VTSW3: Green Belt Policy	N/A	N/A	N/A	N/A	<p>No – this policy would not in itself lead to development.</p> <p><b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b></p>
VTSW4: The North Western New Neighbourhood, Verwood	<p>Housing development (about 230 new homes).</p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreational activities from growing population.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this proposed housing</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the</p>	<p>Uncertain –this site is within 5km of one or more of the European sites listed under 'sites potentially affected' meaning, in line with Natural England guidance<sup>38</sup>, there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to</p>

<sup>38</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	Increased vehicle traffic.	light pollution Erosion/trampling Air pollution	site being within 5km of one or more of the fragments of the listed European sites.	<p>text in Appendix 5). This policy itself also makes provision for an area of SANGs. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	<p>consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
VTSW5: North East Verwood New Neighbourhood	<p>Housing development (about 50 new homes).</p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreational activities from growing population.</p> <p>Increased vehicle traffic.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). This policy itself also makes provision for the implementation of a SANGs strategy. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression</p>	<p>Uncertain – this site is within 5km of one or more of the European sites listed under ‘sites potentially affected’ meaning, in line with Natural England guidance<sup>39</sup>, there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p> <p><b><i>This policy has been removed from the Core Strategy on the basis that the location of the proposed residential development is unsuitable and could cause harm to Ebblake Bog which is part of the internationally protected Dorset Heaths. As such, the potential for the policy to have significant effects on European sites has been removed.</i></b></p>

<sup>39</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
VTSW6: Woolsbridge Industrial Estate	<p>Development of employment sites and infrastructure required to support these sites.</p> <p>Increased vehicle traffic.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the location being within 5km of one or more of the fragments of these European sites.</p>	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	<p>Uncertain – this policy would lead to employment development, and depending on the nature and size of this development, there may be significant effects on European sites. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion. The area of land to be developed for employment use has been increased from 9.7ha to 12.2ha; therefore the potential for adverse impacts on the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC remains and may have slightly</i></b></p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b>increased. While it is recognised that the wording of the policy has been amended to clearly state that the landscape buffers to be provided around the site will be sufficient to safeguard the nearby heathland, the potential for impacts cannot be screened out.</b>
VTSW7: St Leonards Hospital	N/A	N/A	N/A	N/A	No – this policy would not in itself lead to development. <b>The changes that have been made to this policy do not affect the screening conclusion. Additional text has been added, setting out prerequisites for further development of the site; however the identification of the site as a previously developed site (the main purpose of the policy) will still not lead to development.</b>
VTSW8: Green Belt Policy – Land at Blackfield Farm, West Moors	N/A	N/A	N/A	N/A	No – this policy would not in itself lead to development. <b>The changes that have been made to this policy do not affect the screening conclusion. While an area of land is now specified in the policy as being included in the Green Belt, the policy will still not lead to development.</b>
VTSW9: West Moors District	Retail development. Development of	Uncertain but may include:	Uncertain at this stage but Dorset	Good practice construction	Uncertain – this policy would lead to some development and although this would be

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
Centre	community services and facilities. Increase in vehicle traffic.	Non-physical disturbance such as noise/vibration and light pollution  Air pollution	Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the District Centre being within close proximity of one or more of the fragments of these European sites.	techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).  Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).	focussed within the built up area of West Moors, depending on the nature and size of this development there may be significant effects on European sites, for example as a result of increased vehicle traffic and indirect impacts from construction and operation. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC.  <b><i>The changes that have been made to this policy do not affect the screening conclusion. Minor amendments to the wording of the policy have been made and the amount of retail floorspace to be provided has now been specified; however the conclusion that the policy could lead to adverse impacts on the Dorset Heathlands SPA/Ramsar site and Dorset Heaths SAC (e.g. from traffic) remains unchanged.</i></b>
<b>Chapter 12: The East Dorset Rural Areas</b>					
RA1: Ballie Gate Employment Site, Sturminster Marshall	N/A	N/A	N/A	N/A	No – as this site is not within close proximity of any European sites, it is not considered that employment development here would likely result in any significant effects on such sites.  <b><i>No changes have been made to this</i></b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b><i>policy; therefore the screening conclusion remains unchanged.</i></b>
RA2: The Council Offices, Furzehill	<p>Development including residential and employment, and development of a hotel.</p> <p>Development of services and facilities to support growing population.</p> <p>Increased recreational activities resulting from growing population.</p> <p>Increased vehicle traffic.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar are most likely to be affected due to the development location being within fairly close proximity of these European sites.</p>	<p>Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5).</p> <p>Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of</p>	<p>Uncertain – Although not within very close proximity of any European sites, this site is within 5km of the Dorset Heaths SAC and Dorset heathlands SPA/Ramsar site, meaning that, in line with Natural England guidance<sup>40</sup>, there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion. The requirement for redevelopment of this site to provide a community hall has been removed; however the potential for the redevelopment of the site for the other uses specified could still result in significant effects on the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site.</i></b></p>

<sup>40</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)



Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
<b>Chapter 13: Managing the Natural Environment</b>					
ME1: Safeguarding biodiversity and geodiversity	N/A	N/A	N/A	This policy should help to mitigate potential effects of new development on European sites, including through the requirement for good practice construction techniques.	<p>No – this policy will not itself lead to development; instead it aims to protect biodiversity.</p> <p><b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion. The potential mitigation provided by this policy has been strengthened by a clear statement that the Council will assess the likely impacts of any proposals on the significance of features of nature conservation value, and that the level of protection afforded to internationally designated sites will be commensurate with their status.</i></b></p>
ME2: Protection of	N/A	N/A	N/A	This policy should	No – this policy will not itself lead to

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
the Dorset Heathlands				help to mitigate potential effects of new development on the Dorset Heathlands SPA/Ramsar site and the Dorset Heaths SAC.	development; instead it aims to protect the Dorset Heaths.  <b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion. The amendments that have been made will strengthen the mitigation provided by this policy as the requirement for the mitigation of any impacts on heathland that may be caused by development are now set out more strongly, e.g. clearly requiring mitigation measures to be delivered in advance of a development being occupied.</i></b>
ME3: Suitable alternative natural greenspace	N/A	N/A	N/A	This policy may help to mitigate recreation pressure from new development on European sites as it requires the provision of additional open space.	No – this policy will not itself lead to development.  <b><i>This policy has now been deleted from the Core Strategy but the guidelines for the establishment of suitable alternative natural greenspace have instead been set out in Appendix 5.</i></b>
ME4: Sustainable development standards for new development	N/A	N/A	N/A	This policy should help to mitigate potential effects of new development on European sites by requiring minimum	No – this policy would not itself lead to development; instead it relates to criteria for development which should help to mitigate potential effects of other Core Strategy policies on European sites.

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				sustainability standards.	<b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b>
ME5: Renewable energy provision for residential and non-residential developments	Development of renewable energy infrastructure	Uncertain but may include:  Non-physical disturbance such as noise/vibration and light pollution  Air pollution	Uncertain at this stage as dependent upon exact location and nature of development, but most likely to impact Dorset Heathlands SPA Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar site and River Avon SAC as these sites are within the plan area.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).  Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).	Uncertain – this policy could lead to the development of renewable energy infrastructure, which could have significant negative effects on nearby European sites as a result of increased vehicle traffic or indirect impacts from construction. However, this will depend on the precise nature and location of any such developments, which cannot be assessed at this stage.  <b>The changes that have been made to this policy do not affect the screening conclusion. The percentage of energy that is required to come from renewable sources has been reduced from 15% to 10% and while the extent of renewable energy development that may result from the policy may well therefore be reduced, the potential for such development to affect European sites still remains.</b>
ME6: Flood management, mitigation and defences	N/A	N/A	N/A		No – this policy would not itself lead to development.  <b>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</b>

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ME7: Protection of groundwater	N/A	N/A	N/A		No – this policy would not itself lead to development.  <b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b>
<b>ME8: Sources of Renewable Energy</b>  <b>This is a new policy that has been added to the Pre-Submission Core Strategy.</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>No – this policy will not itself result in development; rather it sets out criteria that will apply to the development of renewable energy infrastructure that may result from other Core Strategy policies. In addition, the policy requires such development not to have an adverse ecological impact on protected habitats or species (unless there are imperative reasons of overriding public interest).</b>
<b>Chapter 14: Creating High Quality and Distinctive Environments</b>					
HE1: Protection of local historic and architectural interest	N/A	N/A	N/A	N/A	No – the policy itself will not lead to development.  <b>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</b>
HE2: Design	N/A	N/A	N/A	N/A	No – the policy itself will not lead to development.  <b>The changes that have been made to</b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<b><i>this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b>
HE3: Landscape Quality	N/A	N/A	N/A	N/A	No – the policy itself will not lead to development. <b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b>
HE4: Open space, leisure and green infrastructure	N/A	N/A	N/A	This policy may help to mitigate the potential impacts of other Core Strategy policies through the provision of open space which may help to relieve potential increases in recreation pressure at European sites.	No – the policy itself will not lead to development. <b><i>The changes that have been made to this policy are mainly minor amendments to the wording which do not affect the screening conclusion – the policy will still not itself lead to development.</i></b>
<b>Chapter 15: Meeting Local Needs</b>					
LN1: Dwelling size and type	N/A	N/A	N/A	The requirement for new residential developments to provide gardens of at least a minimum size may help to mitigate the potential impacts of	No – this policy would not itself lead to development; instead it relates to criteria for residential development proposed under other policies. <b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the</i></b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				population growth in terms of increased recreation pressure at European sites.	<b>screening conclusion.</b>
LN2: Density of Development	High density housing development.  Increased recreational activities resulting from population growth.	Uncertain but may include:  Recreational pressure  Erosion/trampling	Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC due to the locations being considered for new housing which are in close proximity to these European sites.	Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5 and other specific housing policies).  Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.  Good practice construction techniques including	Uncertain- although the specific locations for housing development are assessed separately under other Core Strategy policies, high density housing development (as encouraged by this policy) increases the likelihood of potential impacts on European sites, in particular recreation-related impacts on the heathland sites.  While there is an existing embargo on housing development on sites which lie within 400m of SPAs or heathland SACs (Dorset Heathlands Interim Planning Framework 2010-2011), a high density housing development within 5km of European sites, for example, may still result in indirect adverse effects, including from visitor pressure.  Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC.  <b>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				<p>noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	
LN3: Meeting affordable housing needs	N/A	N/A	N/A	N/A	<p>No – this policy would not itself lead to development; instead it aims to maximise the delivery of affordable housing against specified targets within the context of overall housing development, the effects of which are assessed under other policies.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion. While the text setting out the criteria for maximising the delivery of affordable housing has been revised, the policy itself will still not lead to development.</i></b></p>
LN4: Exception sites for the provision of affordable housing	Housing development Development of services and facilities to support	Uncertain but may include: Physical	Uncertain at this stage but Dorset Heathlands SPA/Ramsar, Avon	Core Strategy policies which seek to ensure provision of SANGs, in	Uncertain – this policy may result in residential development on land otherwise considered inappropriate for development. There is an existing embargo on housing

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
	<p>growing populations</p> <p>Increased recreational activities resulting from population growth</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Valley SPA/Ramsar and River Avon SAC are most likely to be affected as these sites are within closest proximity of the settlements identified in the policy (e.g. Winkton, Burton, St Leonard's and St Ives).</p>	<p>conjunction with the emerging Heathlands Joint DPD (Objective 1, Policy ME2 in combination with the text in Appendix 5 and other specific housing policies). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions</p>	<p>development on sites which lie within 400m of SPAs or heathland SACs (Dorset Heathlands Interim Planning Framework 2010-2011) meaning there should be no direct significant effects on designated sites. However, there is potential for indirect significant effects, including from visitor pressure and increased levels of emissions from vehicle traffic near to these sites.</p> <p><b><i>The changes that have been made to this policy do not affect the screening conclusion. Minor revisions have been made to the policy wording and additional named settlements in East Dorset have been added to the policy; however the part of the policy which indicates that residential development may be taken forward on land otherwise considered inappropriate for development still remains.</i></b></p>



Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				from transport (Objectives 3 and 6 and policy KS9).	
LN5: Gypsies, Travellers and Travelling Showpeople	N/A	N/A	N/A	N/A	No – this policy will not itself result in development; rather it provides criteria for determining locations for gypsy and traveller sites.  <b><i>The changes that have been made to this policy do not affect the screening conclusion. Additional criteria have been added to the policy, but still no development will result directly from the policy.</i></b>
LN6: Providing services and facilities to serve local needs	Development of community facilities and services.  Possible increase in vehicle traffic.	Uncertain but may include:  Non-physical disturbance such as noise/vibration and light pollution  Air pollution	Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar, and River Avon SAC as some fragments of these sites are within fairly close proximity of the urban centres named in the policy - for example, near to West Moors, to the	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).  Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).	Uncertain – this policy is likely to result in the development of community services and facilities. As detailed in this policy, development should be focused in urban areas, meaning that direct physical impacts are unlikely, and indicating that opportunities to use sustainable modes of transport are likely to be good. However, there is still the potential for indirect adverse effects on nearby European sites although the likely impacts are uncertain without more information about the precise type and location of any planned development, which may not be available until the planning application stage.  <b><i>The changes that have been made to this policy are minor amendments to</i></b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
			north west of the urban area, there is a section of Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. This is also the case to the northeast of Verwood and to the west of Ferndown.		<b><i>the wording and do not affect the screening conclusion.</i></b>
<b><i>LN7 Housing and accommodation proposals for older and vulnerable people</i></b>  <b><i>This is a new policy that has been added to the Pre-Submission Core Strategy.</i></b>	<b><i>N/A</i></b>	<b><i>N/A</i></b>	<b><i>N/A</i></b>	<b><i>N/A</i></b>	<b><i>No – this policy will not itself result in development; rather it specifies which residential proposals will be subject to the requirements for affordable housing that are set out under policy LN3.</i></b>
<b>Chapter 16: Creating Prosperous Communities</b>					
PC1: Developing an employment site hierarchy	N/A	N/A	N/A	N/A	No – this policy itself will not result in development; rather it refers to the uses that will be located on employment sites in the plan area. The effects of developing those employment sites are assessed under

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
					<p>other policies.</p> <p><b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b></p>
PC2: Consider alternative uses for employment land where justified by market evidence	N/A	N/A	N/A	N/A	<p>No – this policy itself will not result in development; rather it refers to the uses that will be permitted within employment sites in the plan area. The effects of developing those employment sites are assessed under other policies.</p> <p><b><i>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</i></b></p>
PC3: Criteria-based rural economy	<p>Economic developments within or on the edge of rural settlements.</p> <p>Potential for increased recreational activities resulting from increased tourist population</p> <p>Increased vehicle traffic to and from development sites.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise/vibration and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p>	<p>Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC as some of the rural settlements named in the policy are in close proximity to these European sites.</p>	<p>Measures to relieve recreation pressure are likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression</p>	<p>Uncertain – this policy may lead to employment/economic development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites. Tourism and leisure-related proposals in particular may lead to increased recreation pressures at European sites. However, there is uncertainty at this stage with regards to the exact nature of such impacts due to the lack of detail about the precise type of employment use and development required. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of</p>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
				measures, hours of operation, measures to prevent water pollution (as required by policy ME1).  Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).	the Dorset Heathlands SPA/Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC.  <b><i>The changes that have been made to this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b>
PC4: The safeguarding of local shops, services and facilities	N/A	N/A	N/A	N/A	No – apart from potential changes of use, this policy would not itself lead to development.  <b><i>No changes have been made to this policy; therefore the screening conclusion remains unchanged.</i></b>
PC5: Supporting the tourist economy	Tourism-related development  Increased recreational activities  Increased vehicle traffic	Uncertain but may include:  Physical disturbance/damage  Recreational pressure  Non-physical disturbance such as noise/vibration and light pollution  Erosion/trampling	Uncertain at this stage as dependent upon exact location of tourism-related development, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, River Avon SAC, Avon Valley SPA/Ramsar and	Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Joint Heathlands DPD (Objective 1 and Policy ME2 in combination with the text in Appendix 5). Further measures to	Uncertain – this policy may lead to tourism-related development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC.  <b><i>The changes that have been made to</i></b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
		Air pollution	River Avon SAC as these sites are within the plan area and are known to attract recreational visitors.	<p>relieve pressure are also likely to be implemented through the emerging Joint Heathlands DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (as required by policy ME1).</p> <p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9).</p>	<b><i>this policy are minor amendments to the wording and do not affect the screening conclusion.</i></b>
<b>PC6: Electronic Communications Networks</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b><i>No – this policy itself will not result in development; rather it sets out criteria relating to the determination of</i></b>

Policy	Likely activities (operations) to result as a consequence of this policy	Likely effects if proposal implemented	Site(s) potentially affected	Potential mitigation of effects	Is this proposal likely to have significant effects on European site(s) and therefore require further consideration through the Appropriate Assessment stage (see Appendix 4)? <sup>24</sup>
<b><i>This is a new policy that has been added to the Pre-Submission Core Strategy.</i></b>					<b><i>proposals put forward by telecommunications operators, and addresses the potential for development to affect known telecommunications links.</i></b>

# Appendix 4 Appropriate Assessment Matrix for the Pre-Submission Core Strategy

To help navigate through the matrix, SAC sites are highlighted in pale blue, Ramsar sites in pale yellow and SPA sites are in grey.

In addition, Appropriate Assessment conclusions are also colour coded: green where no adverse effects on integrity will occur, orange where adverse effects are uncertain, and red where adverse effects will occur.

The use of **bold italic** and ~~strikethrough~~ text shows where the Proposed Changes have altered either the policies and potential impacts or conclusions that were reached in the February 2012 HRA Report.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
Dorset Heaths SAC	<p>Numerous fragmented sites, within and outside of the Plan area.</p> <p>Qualifying features:</p> <ul style="list-style-type: none"> <li>Northern Atlantic wet heaths with Erica tetralix</li> <li>European dry heaths</li> <li>Depressions on peat substrates of the Rhynchosporion</li> <li>Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion)</li> </ul>	<b>Physical loss of habitat</b> , resulting from Core Strategy Vision (in relation to Christchurch bypass) and policies KS9 and KS10.	<p><b>Physical loss of habitat</b> may result from the development of a <b>Christchurch bypass</b>; however, as no route or specific policy is included in the Core Strategy no assessment can be made as to whether it would have an adverse effect on the integrity of this site. If a specific proposal for a bypass should be put forward in future, the specific route(s) would need to be assessed to ensure there would be no habitat loss within the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC or Avon Valley SPA/Ramsar site, all of which are within fairly close proximity of Christchurch, to the north where a bypass would most likely be located.</p> <p>Proposals within policies KS9 and KS10 for transport improvements could result in habitat loss at the Town Common SSSI component of the Dorset Heaths SAC,</p>	<p>Should bypass routes be proposed in future, <b>it is recommended that they do not involve any loss of habitat within these European sites.</b></p> <p>While this potential loss of habitat may not represent a large</p>	<p>Yes at this stage, as the Christchurch bypass is not proposed within a specific Core Strategy policy.</p> <p>Yes, implementation of the identified mitigation should</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<ul style="list-style-type: none"> <li>caeruleae)</li> <li>• Calcareous fens with Cladium mariscus and species of the Caricion davallianae * Priority feature</li> <li>• Alkaline fens</li> <li>• Old acidophilous oak woods with Quercus robur on sandy plains</li> <li>• Southern damselfly Coenagrion mercuriale</li> <li>• Great crested newt Triturus cristatus</li> </ul>		<p>depending on the exact nature of the improvements to the Blackwater Junction (as the junction is directly adjacent to this site) and depending on the nature and location of improvement works coming forward along the transport corridor. Similarly, policy KS9 proposes new walking and cycle routes which could result in habitat loss at the Dorset Heaths SAC depending on the exact location of any such routes.</p>	<p>proportion of the total area of the wider Dorset Heaths SAC complex, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere. However, the supporting text to these policies states that any transport improvements coming forward under these policies should not involve any loss of habitat at European sites. Improvements to the Blackwater Junction should be designed to avoid encroaching onto Town Common SSSI, and new walking and cycle paths should be routed to avoid any fragments of the heaths and the other</p>	<p>ensure that there is no loss of habitat at this site.</p>



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				European sites.  Mitigation would also be provided by policies within the Core Strategy that aim to safeguard heathland sites (Objective 1 and policy ME1).	
Dorset Heaths SAC	As above	<p><b>Physical disturbance/damage</b> e.g. as a result of construction from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, <del>VTSW5</del>, VTSW6, RA2, ME5, LN4, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been</b></p>	<p><b>Physical disturbance/damage</b> is in many cases unlikely to have an adverse effect on the site's integrity due to the distance of many of the development locations from the nearest fragments of this SAC. However, some of the proposed development sites are within 500m of, or adjacent to, some of the component SSSIs (e.g. transport improvements along the B3073, A338 and at Blackwater Junction (KS10) which is within 200m of Town Common SSSI, and the new neighbourhood east of New Road, West Parley which is within 500m of the Parley Common SSSI fragment of the Dorset Heaths SAC) and could therefore adversely affect the integrity of the Dorset Heaths SAC through physical damage or disturbance. In particular, Policy <del>CN3</del> allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch and this site is within less than 300m of the Town Common SSSI element of the heathland sites (although it is recognised that the housing itself</p>	<p>Mitigation would be provided by policies within the Core Strategy that aim to safeguard heathland sites (Objective 1 and policies ME1 and ME2).</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc. as required by policy ME1.</p>	<p>Yes, mitigation should ensure that future development adjacent to or in close proximity of heathland sites does not damage the habitat.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p><b>combined; however the likely impacts remain unchanged.</b></p> <p><b>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</b></p>	<p>would be provided in the part of the site which is outside of the 400m buffer zone within which residential development is not supposed to occur).</p> <p>This site does not have birds or other transient species among the qualifying features, therefore the potential for damage/disturbance to offsite roosting, foraging or breeding areas can be ruled out.</p>		
Dorset Heaths SAC	As above	<p><b>Erosion/ trampling and noise pollution</b> as a result of <b>recreation/ urban pressures</b> arising from policies KS3, KS4, CN1, CN2, CN3, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP6, FWP7, VTSW2, VTSW4, VTSW5, RA2, LN2, LN4, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been combined; however</b></p>	<p>Most of the Christchurch and East Dorset residential and employment site policies, while not within 400m of fragments of the Dorset Heaths SAC, are within 5km of one or more of the site's component heath fragments, meaning there is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion and trampling and noise pollution</b>). In particular, the East Dorset housing site east of New Road, West Parley (proposed in policy <b>FWP6</b>) is only just outside the 400m buffer around the heaths, being located just over 400m from the Parley Common SSSI component of the heaths. In addition, Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch and this site is within less than 300m of the Town Common SSSI element of the heathland sites — although the housing at the site</p>	<p>The intention to deliver SANGs is made explicit within the Core Strategy policies (in particular Objective 1, ME2) and in Appendix 5, including both within new developments and through developer contributions, and this should help to mitigate adverse effects on European sites resulting from recreational pressure. In addition, the</p>	<p>Yes, mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased at this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p><b><i>the likely impacts remain unchanged.</i></b></p> <p><b><i>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p><del>would be built outside of the 400m buffer zone within which residential development is not supposed to occur.</del></p> <p><b>Noise pollution</b> will not affect plants, which are the qualifying features of this site, therefore will not have an adverse effect on site integrity.</p>	<p>individual housing policies make provision for SANGs within the new developments - for example, policy FWP6 includes the provision of significant areas of SANGs to the south east of the site, as well as a new park within the development itself.</p> <p>In addition, developer contributions can be used to support the implementation of management and monitoring measures. Such measures will be supported through implementation of the Joint Heathlands DPD.</p>	
Dorset Heaths SAC	As above	<b>Noise/vibration and light pollution</b> resulting from construction or increased vehicle	<b>Noise/vibration and light pollution</b> will not affect plants, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.	N/A	N/A

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, <del>VTSW5</del>, VTSW6, VTSW9, RA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>			

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
Dorset Heaths SAC	As above	<p><b>Air pollution</b> resulting from increased vehicle traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, <del>VTSW5</del>, VTSW6, VTSW9, RA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</b></p> <p><b>Policies CN3 and VTSW5 have now been deleted from the Core Strategy;</b></p>	<p>A number of the housing and employment sites included in the Core Strategy are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of a number of the SSSI components of the Dorset Heaths SAC (in particular the A31, A347, B3072, B3073). Any increase in vehicle journeys along these routes associated with new development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy area and South East Dorset. However, while levels of acid deposition across the Dorset Heaths are above critical loads, air pollution is only cited within Natural England SSSI condition status data<sup>41</sup> as being a contributing factor in unfavourable condition at the following SSSI components of the Dorset Heaths SAC: Holt and West Moors Heaths (where air pollution modelling suggests ammonia emissions from poultry farming on the south side of the forest are a significant source for excessive nitrogen deposition. This can cause excessive algal growth on old oaks, loss of lichen flora, probable death of some mature oak trees and may have stimulated holly growth) and Town Common (where Unit 1 of the SSSI in the north western corner to the west of Matchams Lane is in</p>	<p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.</p> <p>In addition, the LTP policy LTP F-5 (air quality and noise) requires authorities to work with Environmental Health Officers to monitor, manage and mitigate the impacts of air pollution from transport and LTP N-8 (design and construction of major infrastructure) refers to the need to avoid impacts on N2K sites. LTP GEN-3 states that</p>	<p>Yes mitigation provided should ensure that air pollution does not have an adverse impact on the integrity of this site.</p>

<sup>41</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p><b><i>therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>unfavourable declining condition due to very low species diversity due in part to cutting and periodic mowing to maintain a low vegetation height in connection with operation of the airport, and a subsequent dominance of acid grassland species (<i>Deschampsia flexuosa</i>).</p> <p>The HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3<sup>42</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026 at two component SSSIs of the Dorset Heaths SAC within 15km of Christchurch and East Dorset (Verwood Heaths and Slop Bog and Uddens Heaths) show an increasing trend and therefore negative effects in terms of increased air pollution are possible. While APIS data shows that levels of ozone and acid and nitrogen deposition are already exceeding critical loads at some parts of the Dorset Heaths SAC; therefore indicating that any increase in air pollution may have an adverse effect, the HRA report for the Bournemouth, Poole and Dorset LTP3 described the condition of these SSSI units but did not make reference to air quality issues as currently affecting any of their condition.</p>	<p>the LTP3 will seek to develop transport improvements in ways that minimise environmental impacts and avoid negative impacts on the conservation objectives of environmental designations, including European sites. Any proposal that would be likely to have a significant effect on European sites, either alone or in combination with other plans and projects, will be subject to assessment under Part IV of the Habitats Regulations at project stage.</p>	

<sup>42</sup> Bournemouth, Poole and Dorset Local Transport Plan 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
<p><b>Dorset Heathlands Ramsar Site</b></p>	<p>Numerous fragmented sites, within and outside of the Plan area.</p> <p>Qualifying features:</p> <p><b>Ramsar criterion 1</b></p> <p>Contains particularly good examples of (i) northern Atlantic wet heaths with cross-leaved heath <i>Erica tetralix</i> and (ii) acid mire with <i>Rhynchosporion</i>.</p> <p>Contains largest example in Britain of southern Atlantic wet heaths with Dorset heath <i>Erica ciliaris</i> and cross-leaved heath <i>Erica tetralix</i>.</p> <p><b>Ramsar criterion 2</b></p> <p>Supports 1 nationally rare and 13 nationally scarce wetland plant species, and at least</p>	<p><b>Physical loss of habitat</b>, resulting from Core Strategy Vision (in relation to Christchurch bypass) and policies KS9 and KS10.</p>	<p><b>Physical loss of habitat</b> may result from the development of a <b>Christchurch bypass</b>; however, as no route or specific policy is included in the Core Strategy no assessment can be made as to whether it would have an adverse effect on the integrity of this site. If a specific proposal for a bypass should be put forward in future, the specific route(s) would need to be assessed to ensure there would be no habitat loss within the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC or Avon Valley SPA/Ramsar site, all of which are within fairly close proximity of Christchurch, to the north where a bypass would most likely be located.</p> <p>Proposals within policies KS9 and KS10 for transport improvements could result in habitat loss at the Town Common SSSI component of the Dorset Heathlands Ramsar site, depending on the exact nature of the improvements to the Blackwater Junction (as the junction is directly adjacent to this site) and depending on the nature and location of improvement works coming forward along the transport corridor. Similarly, policy KS9 proposes new walking and cycle routes which could result in habitat loss at the Dorset Heathlands Ramsar site depending on the exact location of any such routes.</p>	<p>Should bypass routes be proposed in future, <b>it is recommended that they do not involve any loss of habitat within these European sites.</b></p> <p>While this potential loss of habitat may not represent a large proportion of the total area of the wider Dorset Heathlands Ramsar complex, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere. However, the supporting text to</p>	<p>Yes at this stage, as the Christchurch bypass is not proposed within a specific Core Strategy policy.</p> <p>Yes, implementation of the identified mitigation should ensure that there is no loss of habitat at this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<p>28 nationally rare wetland invertebrate species.</p> <p><b>Ramsar criterion 3</b></p> <p>Has a high species richness and high ecological diversity of wetland habitat types and transitions, and lies in one of the most biologically-rich wetland areas of lowland Britain, being continuous with three other Ramsar sites: Poole Harbour, Avon Valley and The New Forest.</p>			<p>these policies states that any transport improvements coming forward under these policies should not involve any loss of habitat at European sites. Improvements to the Blackwater Junction should be designed to avoid encroaching onto Town Common SSSI, and new walking and cycle paths should be routed to avoid any fragments of the heaths and the other European sites.</p> <p>Mitigation would also be provided by policies within the Core Strategy that aim to safeguard heathland sites (Objective 1 and policy ME1).</p>	
<b>Dorset Heath-</b>	As above	<b>Physical disturbance/damage</b>	<b>Physical disturbance/damage</b> is in many cases unlikely to have an adverse effect on the site's	Mitigation would be provided by policies	Yes, mitigation should ensure that



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
lands Ramsar Site		<p>e.g. as a result of construction from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, <del>VTSW5</del>, VTSW6, RA2, ME5, LN4, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>integrity due to the distance of many of the development locations from the nearest fragments of this Ramsar site. However, some of the proposed development sites are within 500m of, or adjacent to, some of the component SSSIs (e.g. transport improvements along the B3073, A338 and at Blackwater Junction (KS10) which is within 200m of Town Common SSSI, and the new neighbourhood east of New Road, West Parley which is within 500m of the Parley Common SSSI fragment of the Dorset Heathlands Ramsar site) and could therefore adversely affect the integrity of the Dorset Heathlands Ramsar site through physical damage or disturbance. <del>In particular, Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch and this site is within less than 300m of the Town Common SSSI element of the heathland sites although the housing at the site would be built outside of the the 400m buffer zone within which residential development is not supposed to occur.</del></p> <p>This site does not have birds among the qualifying features, therefore the potential for damage/disturbance to offsite roosting, foraging or breeding areas can be ruled out.</p>	<p>within the Core Strategy that aim to safeguard heathland sites (Objective 1 and policies ME1 and ME2).</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc. as required by policy ME1.</p>	<p>future development adjacent to or in close proximity of heathland sites does not damage the habitat.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
<b>Dorset Heathlands Ramsar Site</b>	As above	<p><b>Erosion/ trampling and noise pollution</b> as a result of <b>recreation/ urban pressures</b> arising from policies KS3, KS4, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP6, FWP7, VTSW2, VTSW4, <del>VTSW5</del>, RA2, LN2, LN4, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</b></p> <p><b>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</b></p>	<p>Most of the Christchurch and East Dorset residential and employment site policies, while not within 400m of fragments of the Dorset Heathlands Ramsar site, are within 5km of one or more of the site's component heath fragments, meaning there is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion and trampling</b> and <b>noise pollution</b>). In particular, the East Dorset housing site east of New Road, West Parley (proposed in policy <b>FWP6</b>) is only just outside the 400m buffer around the heaths, being located just over 400m from the Parley Common SSSI component of the heaths. <del>In addition, Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch and this site is within less than 300m of the Town Common SSSI element of the heathland sites— although the housing at the site would be built outside of the 400m buffer zone within which residential development is not supposed to occur.</del></p> <p><b>Noise pollution</b> will not affect plants, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.</p>	<p>The intention to deliver SANGs is made explicit within the Core Strategy policies (in particular Objective 1, ME2) and in Appendix 5, including both within new developments and through developer contributions, and this should help to mitigate adverse effects on European sites resulting from recreational pressure. In addition, the individual housing policies make provision for SANGs within the new developments - for example, policy FWP6 includes the provision of significant areas of SANGs to the south east of the site, as well as a new park within the</p>	<p>Yes, mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased at this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				<p>development itself.</p> <p>In addition, developer contributions can be used to support the implementation of management and monitoring measures. Such measures will be supported through implementation of the Joint Heathlands DPD.</p>	
<b>Dorset Heathlands Ramsar Site</b>	As above	<p><b>Noise/vibration and light pollution</b> resulting from construction or increased vehicle traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, <del>VTSW5</del>,</p>	<p><b>Noise/vibration and light pollution</b> will not affect plants, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.</p>	N/A	N/A

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>VTW6, VTW9, RA2, ME5, LN4, LN6, PCS03 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policies CN3 and VTW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>			
<b>Dorset Heathlands Ramsar Site</b>	As above	<p><b>Air pollution</b> resulting from increased vehicle traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3,</p>	<p>A number of the housing and employment sites included in the Core Strategy are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of a number of the SSSI components of the Dorset Heathlands Ramsar site (in particular the A31, A347, B3072, B3073). Any increase in vehicle journeys along these routes associated with new development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the</p>	<p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.</p> <p>In addition, the LTP</p>	<p>Yes mitigation provided should ensure that air pollution does not have an adverse impact on the integrity of this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, <del>VTSW5</del>, VTSW6, VTSW9, RA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>planned growth within the whole Core Strategy area and South East Dorset. However, while levels of acid deposition across the Dorset Heaths are above critical loads, air pollution is only cited within Natural England SSSI condition status data<sup>43</sup> as being a contributing factor in unfavourable condition at the following SSSI components of the Dorset Heathlands Ramsar site: Holt and West Moors Heaths (where air pollution modelling suggests ammonia emissions from poultry farming on the south side of the forest are a significant source for excessive nitrogen deposition. This can cause excessive algal growth on old oaks, loss of lichen flora, probable death of some mature oak trees and may have stimulated holly growth) and Town Common (where Unit 1 of the SSSI in the north western corner to the west of Matchams Lane is in unfavourable declining condition due to very low species diversity due in part to cutting and periodic mowing to maintain a low vegetation height in connection with operation of the airport, and a subsequent dominance of acid grassland species <i>Deschampsia flexuosa</i>).</p> <p>The HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3<sup>44</sup> concluded that, based on the planned level of growth in the area, including</p>	<p>policy LTP F-5 (air quality and noise) requires authorities to work with Environmental Health Officers to monitor, manage and mitigate the impacts of air pollution from transport and LTP N-8 (design and construction of major infrastructure) refers to the need to avoid impacts on N2K sites. LTP GEN-3 states that the LTP3 will seek to develop transport improvements in ways that minimise environmental impacts and avoid negative impacts on the conservation objectives of environmental</p>	

<sup>43</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

<sup>44</sup> Bournemouth, Poole and Dorset Local Transport Plan 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
			Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026 at two component SSSIs of the Dorset Heaths SAC within 15km of Christchurch and East Dorset (Verwood Heaths and Slop Bog and Uddens Heaths) show an increasing trend and therefore negative effects in terms of increased air pollution are possible. While APIS data shows that levels of ozone and acid and nitrogen deposition are already exceeding critical loads at some parts of the Dorset Heaths SAC; therefore indicating that any increase in air pollution may have an adverse effect, the HRA report for the Bournemouth, Poole and Dorset LTP3 described the condition of these SSSI units but did not make reference to air quality issues as currently affecting any of their condition.	designations, including European sites. Any proposal that would be likely to have a significant effect on European sites, either alone or in combination with other plans and projects, will be subject to assessment under Part IV of the Habitats Regulations at project stage.	
<b>Dorset Heathlands SPA</b>	Numerous fragmented sites, within and outside of the Plan area.  During the breeding season: Dartford Warbler <i>Sylvia undata</i> Nightjar <i>Caprimulgus europaeus</i> Woodlark <i>Lullula arborea</i> Over winter:	<b>Physical loss of habitat</b> , resulting from Core Strategy Vision (in relation to Christchurch bypass) and policies KS9 and KS10.	<b>Physical loss of habitat</b> may result from the development of a <b>Christchurch bypass</b> ; however, as no route or specific policy is included in the Core Strategy no assessment can be made as to whether it would have an adverse effect on the integrity of this site. If a specific proposal for a bypass should be put forward in future, the specific route(s) would need to be assessed to ensure there would be no habitat loss within the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC or Avon Valley SPA/Ramsar site, all of which are within fairly close proximity of Christchurch, to the north where a	Should bypass routes be proposed in future, <b>it is recommended that they do not involve any loss of habitat within these European sites.</b>	Yes at this stage, as the Christchurch bypass is not proposed within a specific Core Strategy policy.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<p>Hen Harrier <i>Circus cyaneus</i>  Merlin <i>Falco columbarius</i></p>		<p>bypass would most likely be located.</p> <p>Proposals within policies KS9 and KS10 for transport improvements could result in habitat loss at the Town Common SSSI component of the Dorset Heathlands SPA, depending on the exact nature of the improvements to the Blackwater Junction (as the junction is directly adjacent to this site) and depending on the nature and location of improvement works coming forward along the transport corridor. Similarly, policy KS9 proposes new walking and cycle routes which could result in habitat loss at the Dorset Heathlands SPA depending on the exact location of any such routes.</p>	<p>While this potential loss of habitat may not represent a large proportion of the total area of the wider Dorset Heathlands SPA complex, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere. However, the supporting text to these policies states that any transport improvements coming forward under these policies should not involve any loss of habitat at European sites. Improvements to the Blackwater Junction should be designed to avoid encroaching onto Town Common SSSI,</p>	<p>Yes, implementation of the identified mitigation should ensure that there is no loss of habitat at this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				<p>and new walking and cycle paths should be routed to avoid any fragments of the heaths and the other European sites.</p> <p>Mitigation would also be provided by policies within the Core Strategy that aim to safeguard heathland sites (Objective 1 and policy ME1).</p>	
<b>Dorset Heathlands SPA</b>	As above	<p><b>Physical disturbance/damage</b> e.g. as a result of construction from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, CN1, CN2, CN3, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, VTSW5,</p>	<p><b>Physical disturbance/damage</b> is in many cases unlikely to have an adverse effect on the site's integrity due to the distance of many of the development locations from the nearest fragments of this SPA. However, some of the proposed development sites are within 500m of, or adjacent to, some of the component SSSIs (e.g. transport improvements along the B3073, A338 and at Blackwater Junction (KS10) which is within 200m of Town Common SSSI, and the new neighbourhood east of New Road, West Parley which is within 500m of the Parley Common SSSI fragment of the Dorset Heathlands SPA) and could therefore adversely affect the integrity of the Dorset Heathlands SPA through physical damage or disturbance. In particular, Policy</p>	<p>Mitigation would be provided by policies within the Core Strategy that aim to safeguard heathland sites (Objective 1 and policies ME1 and ME2).</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water</p>	<p>Yes, implementation of the identified mitigation should ensure that future development adjacent to or in close proximity of heathland sites does not damage the habitat.</p>



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>VTSW6, RA2, ME5, LN4, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p><del>CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch and this site is within less than 300m of the Town Common SSSI element of the heathland sites— although the housing at the site would be built outside of the 400m buffer zone within which residential development is not supposed to occur.</del></p> <p>Even where development sites are located some distance from the SPA, there is the potential for physical damage/disturbance to offsite breeding, foraging and roosting sites used by the qualifying bird species, although the location of any such sites is not known. In particular, Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch and this site is within less than 300m of the Town Common SSSI element of the heathland sites— although the housing at the site will be built outside of the 400m buffer zone within which residential development is not supposed to occur.</p>	<p>pollution etc. as required by policy ME1.</p> <p>The policy states that, to avoid adverse impacts on off site areas used by qualifying species of the Avon Valley Special Protection Area and Ramsar Site and Dorset Heathlands Special Protection Area appropriate survey work will be undertaken prior to development in order to allow appropriate mitigation measures to be devised and implemented.</p>	
<b>Dorset Heathlands SPA</b>	As above	<b>Erosion/ trampling and noise pollution</b> as a result of <b>recreation/ urban pressures</b> arising from policies KS3,	Most of the Christchurch and East Dorset residential and employment site policies, while not within 400m of fragments of the Dorset Heathlands SPA, are within 5km of one or more of the site's component heath fragments, meaning there is the potential for indirect adverse effects to be incurred resulting from	The intention to deliver SANGs is made explicit within the Core Strategy policies (in particular Objective 1, ME2) and in Appendix	Yes, mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased at

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>KS4, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP6, FWP7, VTSW2, VTSW4, <del>VTSW5</del>, RA2, LN2, LN4, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>increased recreation/urban pressure (<b>erosion and trampling</b> and <b>noise pollution</b>). In particular, the East Dorset housing site east of New Road, West Parley (proposed in policy <b>FWP6</b>) is only just outside the 400m buffer around the heaths, being located just over 400m from the Parley Common SSSI component of the heaths. <del>In addition, Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch which is within less than 300m of the Town Common SSSI element of the heathland sites, although the housing at the site would be built outside of the 400m buffer within which Natural England has concluded that recreation impacts would not be able to be mitigated.</del></p>	<p>5, including both within new developments and through developer contributions, and this should help to mitigate adverse effects on European sites resulting from recreational pressure. In addition, the individual housing policies make provision for SANGs within the new developments - for example, policy FWP6 includes the provision of significant areas of SANGs to the south east of the site, as well as a new park within the development itself.</p> <p>In addition, developer contributions can be used to support the implementation of management and</p>	<p>this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				monitoring measures. Such measures will be supported through implementation of the Joint Heathlands DPD.	
<b>Dorset Heathlands SPA</b>	As above	<p><b>Noise/vibration and light pollution</b> resulting from construction or increased vehicle traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, <del>VTSW5</del>, VTSW6, VTSW9, RA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been combined; however</b></p>	<p><b>Noise/vibration and light pollution</b> resulting from development proposed in the Core Strategy policies listed, as well as the associated increases in vehicle traffic, may disturb breeding and wintering birds where the development locations are within 500m of the SPA (or 200m for transport routes, i.e. the A31, A347, B3072, B3073). In particular, the very close proximity of the housing proposed under policy CN3 (less than 300m) to this site means that there is particular uncertainty with regards to effects from development there.</p>	Mitigation would be provided by policies within the Core Strategy that aim to safeguard heathland sites (Objective 1 and policies ME1 and ME2) and which should ensure that future housing development in Christchurch and East Dorset in close proximity to the Dorset Heathlands SPA employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species	Yes, mitigation should ensure noise and light pollution is avoided.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p><i>the likely impacts remain unchanged.</i></p> <p><i>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></p>		on the heathland sites.	
<b>Dorset Heathlands SPA</b>	As above	<p><b>Air pollution</b> resulting from increased vehicle traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, WM3-7, CM1, FWP3, FWP4, FWP5, FWP6, FWP7, FWP8, VTSW2, VTSW4, <del>VTSW5</del>, VTSW6, VTSW9, RA2, ME5, LN4, LN6, PCS3</p>	<p>A number of the housing and employment sites included in the Core Strategy are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of a number of the SSSI components of the Dorset Heathlands SPA (in particular the A31, A347, B3072, B3073). Any increase in vehicle journeys along these routes associated with new development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy area and South East Dorset. However, while levels of acid deposition across the Dorset Heaths are above critical loads, air pollution is only cited within Natural England SSSI condition status data<sup>45</sup> as being a contributing</p>	<p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.</p> <p>In addition, the LTP policy LTP F-5 (air quality and noise) requires authorities to work with</p>	Yes mitigation provided should ensure that air pollution does not have an adverse impact on the integrity of this site.

<sup>45</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policies CN3 and VTSW5 have now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>factor in unfavourable condition at the following SSSI components of the Dorset Heathlands SPA: Holt and West Moors Heaths (where air pollution modelling suggests ammonia emissions from poultry farming on the south side of the forest are a significant source for excessive nitrogen deposition. This can cause excessive algal growth on old oaks, loss of lichen flora, probable death of some mature oak trees and may have stimulated holly growth) and Town Common (where Unit 1 of the SSSI in the north western corner to the west of Matchams Lane is in unfavourable declining condition due to very low species diversity due in part to cutting and periodic mowing to maintain a low vegetation height in connection with operation of the airport, and a subsequent dominance of acid grassland species <i>Deschampsia flexuosa</i>).</p> <p>The HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3<sup>46</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026 at two component SSSIs of the Dorset Heaths SAC within 15km of Christchurch and East Dorset (Verwood Heaths and Slop Bog and Uddens Heaths) show an increasing trend and therefore negative effects in</p>	<p>Environmental Health Officers to monitor, manage and mitigate the impacts of air pollution from transport and LTP N-8 (design and construction of major infrastructure) refers to the need to avoid impacts on N2K sites. LTP GEN-3 states that the LTP3 will seek to develop transport improvements in ways that minimise environmental impacts and avoid negative impacts on the conservation objectives of environmental designations, including European sites. Any proposal that would be likely to have a significant effect on</p>	

<sup>46</sup> Bournemouth, Poole and Dorset Local Transport Plan 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
			<p>terms of increased air pollution are possible. While APIS data shows that levels of ozone and acid and nitrogen deposition are already exceeding critical loads at some parts of the Dorset Heaths SAC; therefore indicating that any increase in air pollution may have an adverse effect, the HRA report for the Bournemouth, Poole and Dorset LTP3 described the condition of these SSSI units but did not make reference to air quality issues as currently affecting any of their condition.</p>	<p>European sites, either alone or in combination with other plans and projects, will be subject to assessment under Part IV of the Habitats Regulations at project stage.</p>	
<p><b>River Avon SAC</b></p>	<p>A long thin site running north-south, from Salisbury (at the 15km buffer) and along the eastern boundary of the Christchurch and East Dorset, down into Christchurch town centre.</p> <p>Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation</p> <ul style="list-style-type: none"> <li>• Desmoulin's whorl snail <i>Vertigo</i></li> </ul>	<p><b>Physical loss of habitat</b>, resulting from Core Strategy Vision (in relation to Christchurch bypass) and policy KS9.</p>	<p><b>Physical loss of habitat</b> may result from the development of a <b>Christchurch bypass</b>; however, as no route or specific policy is included in the Core Strategy no assessment can be made as to whether it would have an adverse effect on the integrity of this site. If a specific proposal for a bypass should be put forward in future, the specific route(s) would need to be assessed to ensure there would be no habitat loss within the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC or Avon Valley SPA/Ramsar site, all of which are within fairly close proximity of Christchurch, to the north where a bypass would most likely be located.</p> <p>Policy KS9 proposes new walking and cycle routes which could result in habitat loss at the River Avon SAC depending on the exact location of any such</p>	<p>Should bypass routes be proposed in future, <b>it is recommended that they do not involve any loss of habitat within these European sites.</b></p> <p>While this potential loss of habitat may not represent a large</p>	<p>Yes at this stage, as the Christchurch bypass is not proposed within a specific Core Strategy policy.</p> <p>Yes, the implementation of the identified</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	moulinsiana <ul style="list-style-type: none"> <li>• Sea lamprey <i>Petromyzon marinus</i></li> <li>• Brook lamprey (<i>Lampetra planeri</i>)</li> <li>• Atlantic salmon <i>Salmo salar</i></li> <li>• Bullhead <i>Cottus gobio</i></li> </ul>		routes.	<p>proportion of the total area of the wider SAC complex, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere. However, the supporting text to these policies states that any transport improvements coming forward under these policies should not involve any loss of habitat at European sites. New walking and cycle paths should be routed to avoid any fragments of European sites.</p> <p>Mitigation would also be provided by policies within the Core Strategy that aim to safeguard European sites (Objective 1 and policy ME1).</p>	mitigation should ensure that there is no loss of habitat at this site.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
River Avon SAC	As above	<p><b>Physical disturbance/damage</b> e.g. as a result of construction from the Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, CN1, CN2, <del>CN3</del>, BA1, BA2, ME5, LN4, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>Some development sites are not specified within the Core Strategy (e.g. policies relating to gypsy and traveller sites and rural exception sites) and may be within 500m of or adjacent to the River Avon SAC and so could adversely affect integrity of the site through <b>physical damage to habitat</b>. However, the development locations would not be known until planning applications came forward. In addition, policy KS10 proposes improvements to the A35, which crosses the River Avon within Christchurch town centre and Policy <del>CN3</del> allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch which is within less than 300m of is site (although the housing at the site would be outside the 400m buffer zone around the heaths), meaning that effects are particularly likely.</p> <p>This site does not have birds or other transient species among the qualifying features, therefore the potential for damage/disturbance to offsite roosting, foraging or breeding areas can be ruled out.</p>	<p>Mitigation would be provided by safeguarding policies within the Core Strategy (Objective 1 and policy ME1).</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc. as required by policy ME1.</p>	Yes, mitigation should ensure that future development adjacent to or within close proximity of the River Avon SAC does not damage the habitat of this site.
River Avon SAC	As above	<b>Erosion/trampling and noise pollution</b> as a result of	There is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure ( <b>erosion, trampling</b> within the river	The intention to deliver SANGs is made explicit within the Core	Yes, mitigation should ensure that future development adjacent to or within



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p><b>recreation/urban pressures</b> arising from policies KS3, KS4, CN1, CN2, CN3, BA1, BA2, LN2, LN4, PCS3 and PCS5.</p> <p><i><b>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</b></i></p> <p><i><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</b></i></p>	<p>course) arising from residents within new housing development in Christchurch in particular, in particular Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch which is within less than 300m of this site (although the houses at the site would all be outside of the 400m buffer zone around the heaths).</p> <p><b>Noise pollution</b> is unlikely to affect the fish and snail species, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.</p>	<p>Strategy policies (in particular Objective 1, ME2) and in Appendix 5, including both within new developments and through developer contributions, and this should help to mitigate adverse effects on European sites resulting from recreational pressure. In addition, the individual housing policies make provision for SANGS within the new developments.</p> <p>In addition, developer contributions can be used to support the implementation of management and monitoring measures .</p>	<p>close proximity of the River Avon SAC does not damage the habitat of this site.</p>
<b>River Avon SAC</b>	As above	<b>Noise/vibration and light pollution</b>	<b>Noise/vibration and light pollution</b> are unlikely to affect the fish and snail species, which are the	N/A	N/A

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>resulting from construction or increased vehicle traffic arising from the Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>qualifying features of this site, therefore will not have an adverse effect on the site's integrity.</p>		
<b>River Avon SAC</b>	As above	<b>Air pollution</b> resulting from increased vehicle	Some of the housing and employment sites are located near to the main A roads within Christchurch	Core Strategy policies which seek to restrict	Yes mitigation provided by Core

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>and East Dorset, sections of which lie within 200m of the River Avon SAC (in particular the A31 on the boundary of East Dorset near Ringwood and the A35 through Christchurch). In addition the A35 is designated as a Prime Transport Corridor (policy KS9), where junction improvements and enhancements to public transport will be delivered. Any increase in vehicle journeys along these routes associated with new development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. Acid deposition and air pollution are not cited within Natural England SSSI condition status data<sup>47</sup> as being a contributing factor in unfavourable condition at the River Avon SSSI.</p> <p>However, the HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3<sup>48</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026 in the area around this site show a trend of decline and therefore negative effects in terms of increased air pollution are unlikely.</p>	<p>emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.</p>	<p>Strategy policies should ensure that air pollution does not have an adverse impact on site integrity.</p>

<sup>47</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

<sup>48</sup> Bournemouth, Poole and Dorset Local Transport Plan 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
<p><b>Avon Valley Ramsar site</b></p>	<p>Running north-south from Aderholt to Christchurch.</p> <p>Qualifying features:</p> <p><b>Ramsar criterion 1</b></p> <p>The site shows a greater range of habitats than any other chalk river in Britain, including fen, mire, lowland wet grassland and small areas of woodland.</p> <p><b>Ramsar criterion 2</b></p> <p>The site supports a diverse assemblage of wetland flora and fauna including several nationally-rare species.</p> <p><b>Ramsar criterion 6</b></p> <p>Species/populations occurring at levels of international</p>	<p><b>Physical loss of habitat</b>, resulting from Core Strategy Vision (in relation to Christchurch bypass) and policy KS9.</p>	<p><b>Physical loss of habitat</b> may result from the development of a <b>Christchurch bypass</b>; however, as no route or specific policy is included in the Core Strategy no assessment can be made as to whether it would have an adverse effect on the integrity of this site. If a specific proposal for a bypass should be put forward in future, the specific route(s) would need to be assessed to ensure there would be no habitat loss within the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC or Avon Valley SPA/Ramsar site, all of which are within fairly close proximity of Christchurch, to the north where a bypass would most likely be located.</p> <p>Policy KS9 proposes new walking and cycle routes which could result in habitat loss at the Avon Valley Ramsar site depending on the exact location of any such routes.</p>	<p>Should bypass routes be proposed in future, <b>it is recommended that they do not involve any loss of habitat within these European sites.</b></p> <p>While this potential loss of habitat may not represent a large proportion of the total area of the wider Ramsar site, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere. However, the</p>	<p>Yes at this stage, as the Christchurch bypass is not proposed within a specific Core Strategy policy.</p> <p>Yes – implementation of the identified mitigation should ensure that there is no habitat loss at this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<p>importance.</p> <p>Qualifying Species/populations (as identified at designation):</p> <p>Species with peak counts in winter:</p> <p>Gadwall , Anas strepera strepera, NW Europe</p> <p>Species/populations identified subsequent to designation for possible future consideration under criterion 6.</p> <p>Species with peak counts in winter:</p> <p>Northern pintail , Anas acuta, NW Europe, Black-tailed godwit , Limosa limosa islandica, Iceland/W Europe</p>			<p>supporting text to these policies states that any transport improvements coming forward under these policies should not involve any loss of habitat at European sites. New walking and cycle paths should be routed to avoid any fragments of European sites.</p> <p>Mitigation would also be provided by policies within the Core Strategy that aim to safeguard European sites (Objective 1 and policy ME1).</p>	
<b>Avon</b>	As above	<b>Physical</b>	Some development sites are not specified within the	Mitigation would be	Yes, mitigation should ensure that

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
<p><b>Valley Ramsar site</b></p>		<p><b>disturbance/damage</b> e.g. as a result of construction from the Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, CN1, CN2, <del>CN3</del>, BA1, BA2, ME5, LN4, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>Core Strategy (e.g. policies relating to gypsy and traveller sites and rural exception sites) and may be within 500m of or adjacent to the Avon Valley Ramsar site and so could adversely affect integrity of the site through <b>physical damage to habitat</b>. However, the development locations would not be known until planning applications came forward. In addition, policy KS10 proposes improvements to the A35, which crosses the River Avon within Christchurch town centre and <del>Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch which is directly adjacent to the Ramsar site.</del></p> <p>Even where development sites are located some distance from the SPA, there is the potential for physical damage/disturbance to offsite breeding, foraging and roosting sites used by the qualifying bird species, although the location of any such sites is not known. <del>In particular, the fact that policy CN3 proposes housing development directly adjacent to the Ramsar site means that there is particular uncertainty with regards to these types of effects there.</del></p>	<p>provided by safeguarding policies within the Core Strategy (Objective 1 and policy ME1).</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc. as required by policy ME1.</p> <p>The policy states that, to avoid adverse impacts on off site areas used by qualifying species of the Avon Valley Special Protection Area and Ramsar Site and Dorset Heathlands Special Protection Area appropriate survey work will be undertaken prior to development in order</p>	<p>future development adjacent to or within close proximity of the Avon Valley Ramsar site does not damage the habitat of this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				to allow appropriate mitigation measures to be devised and implemented.	
<b>Avon Valley Ramsar site</b>	As above	<p><b>Erosion/trampling and noise pollution</b> as a result of <b>recreation/urban pressures</b> arising from policies KS3, KS4, CN1, CN2, CN3, BA1, BA2, LN2, LN4, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>There is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion, trampling</b> within the river course) arising from residents within new housing development in Christchurch, in particular Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch which is within less than 300m of this site.</p>	<p>The intention to deliver SANGs is made explicit within the Core Strategy policies (in particular Objective 1, ME2) and in Appendix 5, including both within new developments and through developer contributions, and this should help to mitigate adverse effects on European sites resulting from recreational pressure. In addition, the individual housing policies make provision for SANGs within the new developments.</p> <p>In addition, developer contributions can be</p>	<p>Yes, mitigation should ensure that future development adjacent to or within close proximity of the River Avon SAC does not damage the habitat of this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				used to support the implementation of management and monitoring measures.	
Avon Valley Ramsar site	As above	<p><b>Noise/vibration and light pollution</b> resulting from construction or increased vehicle traffic arising from the Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</b></p> <p><b>Policy CN3 has now been deleted from the Core Strategy;</b></p>	<p><b>Noise/vibration and light pollution</b> resulting from development and traffic proposed in the Core Strategy policies may disturb breeding and wintering birds where the development locations are within 500m of the Avon Valley Ramsar site (or 200m for transport routes, i.e. the A31, A35). <del>In particular, the fact that policy CN3 proposes housing development directly adjacent to the Ramsar site means that there is particular uncertainty with regards to these types of effects there.</del></p>	Mitigation would be provided by policies within the Core Strategy that aim to safeguard European sites (Objective 1 and policy ME1) and which should ensure that future housing development in Christchurch and East Dorset in close proximity to the Avon Valley Ramsar site employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species	Yes mitigation should ensure noise/vibration and light pollution is avoided.



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<i>therefore would no longer be expected to contribute to this potential effect.</i>		on the heathland sites.	
<b>Avon Valley Ramsar site</b>	As above	<p><b>Air pollution</b> resulting from increased vehicle traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</b></p> <p><b>Policy CN3 has now</b></p>	<p>Some of the housing and employment sites are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of the Avon Valley Ramsar site (in particular the A31 on the boundary of East Dorset near Ringwood and the A35 through Christchurch). In addition the A35 is designated as a Prime Transport Corridor (policy KS9), where junction improvements and enhancements to public transport will be delivered. Any increase in vehicle journeys along these routes associated with new development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. Acid deposition and air pollution are not cited within Natural England SSSI condition status data<sup>49</sup> as being a contributing factor in unfavourable condition at the River Avon SSSI.</p>	Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.	Yes mitigation provided by Core Strategy policies should ensure that air pollution does not have an adverse impact on site integrity.

<sup>49</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<b><i>been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b>	However, the HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3 <sup>50</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026 in the area around this site show a trend of decline and therefore negative effects in terms of increased air pollution are unlikely.		
<b>Avon Valley SPA</b>	<p>Stretches to the northeast of the plan area, from within the boundary of Christchurch and East Dorset, up to Salisbury at the north eastern extent of the 15km buffer.</p> <p>Qualifying features: Over winter:</p> <ul style="list-style-type: none"> <li>• Bewick's Swan <i>Cygnus Columbianus bewickii</i></li> <li>• Gadwall <i>Anas strepera</i></li> </ul>	<b>Physical loss of habitat</b> , resulting from Core Strategy Vision (in relation to Christchurch bypass) and policy KS9.	<p><b>Physical loss of habitat</b> may result from the development of a <b>Christchurch bypass</b>; however, as no route or specific policy is included in the Core Strategy no assessment can be made as to whether it would have an adverse effect on the integrity of this site. If a specific proposal for a bypass should be put forward in future, the specific route(s) would need to be assessed to ensure there would be no habitat loss within the Dorset Heathlands SPA/Ramsar site, Dorset Heaths SAC, River Avon SAC or Avon Valley SPA/Ramsar site, all of which are within fairly close proximity of Christchurch, to the north where a bypass would most likely be located.</p> <p>Policy KS9 proposes new walking and cycle routes</p>	<p>Should bypass routes be proposed in future, <b>it is recommended that they do not involve any loss of habitat within these European sites.</b></p> <p>While this potential</p>	<p>Yes at this stage, as the Christchurch bypass is not proposed within a specific Core Strategy policy.</p> <p>Uncertain at this</p>

<sup>50</sup> Bournemouth, Poole and Dorset Local Transport Plan 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
			<p>which could result in habitat loss at the Avon Valley SPA depending on the exact location of any such routes.</p>	<p>loss of habitat may not represent a large proportion of the total area of the wider SPA complex, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere. However, the supporting text to policies KS9 and KS10 states that any transport improvements coming forward under these policies should not involve any loss of habitat at European sites. New walking and cycle paths should be routed to avoid any fragments of European sites.</p> <p>Mitigation would also be provided by policies within the Core Strategy that aim to</p>	<p>stage – depends if recommendations are implemented in the Core Strategy.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				safeguard European sites (Objective 1 and policy ME1).	
<b>Avon Valley SPA</b>	As above	<p><b>Physical disturbance/damage</b> e.g. as a result of construction from the Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, CN1, CN2, <del>CN3</del>, BA1, BA2, ME5, LN4, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</b></p> <p><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</b></p>	<p>Some development sites are not specified within the Core Strategy (e.g. policies relating to gypsy and traveller sites and rural exception sites) and may be within 500m of or adjacent to the Avon Valley SPA and so could adversely affect integrity of the site through <b>physical damage to habitat</b>. However, the development locations would not be known until planning applications came forward. In addition, policy KS10 proposes improvements to the A35, which crosses the River Avon within Christchurch town centre and Policy <del>CN3</del> allows for the <del>development of approximately 90 houses on land east of Marsh Lane, Christchurch which is directly adjacent to the SPA.</del></p> <p>Even where development sites are located some distance from the SPA, there is the potential for physical damage/disturbance to offsite breeding, foraging and roosting sites used by the qualifying bird species, although the location of any such sites is not known. <del>In particular, the fact that policy CN3 proposes housing development directly adjacent to the Ramsar site means that there is particular uncertainty with regards to these types of effects there.</del></p>	<p>Mitigation would be provided by safeguarding policies within the Core Strategy (Objective 1 and policy ME1).</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc. as required by policy ME1.</p> <p>The policy states that, to avoid adverse impacts on off site areas used by qualifying species of the Avon Valley Special Protection Area</p>	Yes, mitigation should ensure that future development adjacent to or within close proximity of the Avon Valley SPA does not damage the habitat of this site.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				and Ramsar Site and Dorset Heathlands Special Protection Area appropriate survey work will be undertaken prior to development in order to allow appropriate mitigation measures to be devised and implemented.	
<b>Avon Valley SPA</b>	As above	<p><b>Erosion/trampling and noise pollution</b> as a result of <b>recreation/urban pressures</b> arising from policies KS3, KS4, CN1, CN2, <del>CN3</del>, BA1, BA2, LN2, LN4, PCS3 and PCS5.</p> <p><b><i>Policies KS3 and KS4 have now been combined; however the likely impacts remain unchanged.</i></b></p> <p><b><i>Policy CN3 has now been deleted from</i></b></p>	<p>There is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion, trampling</b> within the river course) arising from residents within new housing development in Christchurch, in particular <del>Policy CN3 allows for the development of approximately 90 houses on land east of Marsh Lane, Christchurch which is within less than 300m of this site.</del></p>	<p>The intention to deliver SANGs is made explicit within the Core Strategy policies (in particular Objective 1 and ME2) and in Appendix 5, including both within new developments and through developer contributions, and this should help to mitigate adverse effects on European sites resulting from recreational pressure. In addition, the</p>	<p>Yes, mitigation should ensure that future development adjacent to or within close proximity of the Avon Valley SPA does not damage the habitat of this site.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<b><i>the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b>		individual housing policies make provision for SANGs within the new developments.  In addition, developer contributions can be used to support the implementation of management and monitoring measures .	
<b>Avon Valley SPA</b>	As above	<b>Noise/vibration and light pollution</b> resulting from construction or increased vehicle traffic arising from the Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del> , BA1, BA2, ME5, LN4, LN6, PCS3 and PCS5.  <b><i>Policies KS3 and</i></b>	<b>Noise/vibration and light pollution</b> resulting from development and traffic proposed in the Core Strategy policies may disturb breeding and wintering birds where the development locations are within 500m of the Avon Valley SPA (or 200m for transport routes, i.e. the A31, A35). <del>In particular, the fact that policy CN3 proposes housing development directly adjacent to the SPA means that there is particular uncertainty with regards to these types of effects there.</del>	Mitigation would be provided by policies within the Core Strategy that aim to safeguard European sites (Objective 1 and policy ME1) and which should ensure that future housing development in Christchurch and East Dorset in close proximity to the Avon Valley SPA employs good practice construction techniques such as	Yes, mitigation should ensure noise and light pollution is avoided.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p><b>KS4 have now been combined; however the likely impacts remain unchanged.</b></p> <p><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</b></p>		noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species on the heathland sites.	
<b>Avon Valley SPA</b>	As above	<p><b>Air pollution</b> resulting from increased vehicle traffic arising from Core Strategy Vision (in relation to Christchurch bypass) and policies KS3, KS4, KS5, KS8, KS9, KS10, KS11, KS12, CN1, CN2, <del>CN3</del>, BA1, BA2, ME5, LN4, LN6, PCS3 and PCS5.</p> <p><b>Policies KS3 and KS4 have now been combined; however the likely impacts</b></p>	Some of the housing and employment sites are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of the Avon Valley SPA (in particular the A31 on the boundary of East Dorset near Ringwood and the A35 through Christchurch). In addition the A35 is designated as a Prime Transport Corridor (policy KS9), where junction improvements and enhancements to public transport will be delivered. Any increase in vehicle journeys along these routes associated with new development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. Acid deposition and air pollution are not cited within Natural England SSSI condition	Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.	Yes mitigation provided by Core Strategy policies should ensure that air pollution does not have an adverse impact on site integrity.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p><b>remain unchanged.</b></p> <p><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</b></p>	<p>status data<sup>51</sup> as being a contributing factor in unfavourable condition at the River Avon SSSI.</p> <p>However, the HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3<sup>52</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026 in the area around this site show a trend of decline and therefore negative effects in terms of increased air pollution are unlikely.</p>		
<p><b>The New Forest SAC</b></p>	<p>A large area located to the east of Christchurch and East Dorset.</p> <p>Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>)</p> <p>Oligotrophic to mesotrophic standing waters with</p>	<p><b>Erosion/trampling and noise pollution as a result of recreation/urban pressures</b> arising from policies CN1, CN2 and <del>CN3</del>.</p> <p><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected</b></p>	<p>The Christchurch urban extension policy (CN1) and the other Christchurch housing sites (CN2, <del>CN3</del>), while not within 400m of the New Forest SAC, are within 5km of the site meaning there is the potential for indirect adverse effects to be incurred resulting from increased <b>recreation/urban pressure (erosion and trampling and noise pollution)</b>.</p>	<p>The intention to deliver SANGs is made explicit within the Core Strategy policies (in particular Objective 1 and ME2 and in Appendix 5,), including both within new developments and through developer contributions , and this should help to mitigate adverse effects on</p>	<p>Yes mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased.</p>

<sup>51</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

<sup>52</sup> Bournemouth, Poole and Dorset Local Transport Plan 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<p>vegetation of the <i>Littorelletea uniflorae</i> and/or of the <i>Isoëto-Nanojuncetea</i></p> <p>Northern Atlantic wet heaths with <i>Erica tetralix</i></p> <p>European dry heaths</p> <p><i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>)</p> <p>Depressions on peat substrates of the <i>Rhynchosporion</i></p> <p>Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>)</p> <p><i>Asperulo-Fagetum</i> beech forests</p> <p>Old acidophilous oak</p>	<p><b>to contribute to this potential effect.</b></p>		<p>European sites resulting from recreational pressure.</p> <p>In addition, the Christchurch housing policies make provision for SANGs within the new developments, including a significant area within the Christchurch urban extension (as set out in the Christchurch Urban Extension SANGs Strategy (2012).</p> <p>Developer contributions can also be used to support the implementation of management and monitoring measures.</p>	

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	<p>woods with <i>Quercus robur</i> on sandy plains</p> <p>Bog woodland * Priority feature</p> <p>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>) * Priority feature</p> <p>Transition mires and quaking bogs</p> <p>Alkaline fens</p> <p>Southern damselfly <i>Coenagrion mercuriale</i></p> <p>Stag beetle <i>Lucanus cervus</i></p> <p>Great crested newt <i>Triturus cristatus</i></p>				
<b>The New</b>	As above	<b>Noise/vibration and</b>	Policies BA1 and BA2 will lead to the development of	Core Strategy policies	Yes mitigation should ensure noise and

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
<b>Forest SAC</b>		<p><b>light pollution</b> resulting from increased vehicle traffic arising from policies CN1, CN2, CN3, BA1 and BA2.</p> <p><i><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</b></i></p>	<p>additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in vehicle traffic travelling to and from the airport along the A31 through the New Forest. In addition, the housing proposed at Christchurch under policies CN1, CN2 and CN3 could increase vehicle traffic in this area. Any increase in vehicle journeys along the A31 associated with the airport and housing development has the potential to have indirect adverse effects resulting from an increase in <b>noise/vibration and light pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset/Hampshire.</p>	<p>which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from noise/vibration and light pollution.</p>	<p>light pollution is avoided.</p>
<b>The New Forest SAC</b>	As above	<p><b>Air pollution</b> resulting from increased vehicle traffic arising from policies CN1, CN2, CN3, BA1 and BA2.</p> <p><i><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this</b></i></p>	<p>Policies BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in traffic travelling to and from the airport along the A31 through the New Forest. In addition, the housing proposed at Christchurch under policies CN1, CN2 and CN3 could increase vehicle traffic in this area. Any increase in vehicle journeys along the A31 associated with the airport and housing development has the potential to have indirect adverse effects resulting from an increase in <b>air</b></p>	<p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.</p>	<p>Yes mitigation provided by Core Strategy policies should ensure that air pollution does not have an adverse impact on site integrity.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<b>potential effect.</b>	<p><b>pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset/Hampshire. APIS data shows the critical load for acid deposition is significantly exceeded for all habitats in the SAC (by up to 1320 %), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile grasslands. However, acid deposition and air pollution are not cited within Natural England SSSI condition status data<sup>53</sup> as being a contributing factor in unfavourable conditions within Hampshire unites of the New Forest SSSI.</p> <p>However, the HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3<sup>54</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026 in the area around this site show a trend of decline and therefore negative effects in terms of increased air pollution are unlikely.</p>		
<b>The New Forest Ramsar site</b>	A large area located to the east of Christchurch and East Dorset.	<b>Erosion/trampling and noise pollution as a result of recreation/urban</b>	The Christchurch urban extension policy (CN1) and the other Christchurch housing sites (CN2, CN3), while not within 400m of the New Forest Ramsar site, are within 5km of the site meaning there is the	The intention to deliver SANGs is made explicit within the Core Strategy policies (in	Yes mitigation provided by delivery of SANGs should ensure that recreation pressures

<sup>53</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

<sup>54</sup> Bournemouth, Poole and Dorset Local Transport Plan 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<p><b>Ramsar Criterion 1</b> Best example of a bar-built estuary with lagoonal characteristics in Britain</p> <p><b>Ramsar Criterion 2</b> Two species of nationally rare plant and one nationally rare alga. At least three British Red data book invertebrate species</p> <p><b>Ramsar Criterion 3</b> Examples of natural habitat types of community interest – Mediterranean and thermo Atlantic halophilous scrubs, as well as calcareous fens with <i>Cladium mariscus</i>. Transitions from saltmarsh through to peatland mires are of exceptional conservation</p>	<p><b>pressures</b> arising from policies CN1, CN2 and <del>CN3</del>.</p> <p><b><i>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>potential for indirect adverse effects to be incurred resulting from increased <b>recreation/urban pressure (erosion and trampling and noise pollution)</b>.</p>	<p>particular Objective 1, ME2) and in Appendix 5, including both within new developments and through developer contributions, and this should help to mitigate adverse effects on European sites resulting from recreational pressure.</p> <p>In addition, the Christchurch housing policies make provision for SANGs within the new developments, including a significant area within the Christchurch urban extension (as set out in the Christchurch Urban Extension SANGs Strategy (2012)).</p> <p>Developer contributions can also be used to support the</p>	<p>are not increased.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<p>importance. Nationally important populations of breeding waterfowl including Common tern, <i>Sterna hirundo</i> and Mediterranean gull <i>Larus melanocephalus</i>. Over winter the site also supports a nationally important population of Avocet <i>Recurvirostra avosetta</i>.</p> <p><b>Ramsar Criterion 5</b></p> <p>Species with peak counts in winter: 24709 waterfowl</p> <p><b>Ramsar Criterion 6</b></p> <p>Species with peak counts in winter: Common shelduck, <i>Tadorna tadorna</i></p> <p>Black-tailed godwit, <i>Limosa limosa islandica</i></p>			implementation of management and monitoring measures.	

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<b>The New Forest Ramsar site</b>	As above	<p><b>Noise/vibration and light pollution</b> resulting from increased vehicle traffic arising from policies CN1, CN2, CN3, BA1 and BA2.</p> <p><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</b></p>	<p>Policies BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in vehicle traffic travelling to and from the airport along the A31 through the New Forest. In addition, the housing proposed at Christchurch under policies CN1, CN2 and CN3 could increase vehicle traffic in this area. Any increase in vehicle journeys along the A31 associated with the airport and housing development has the potential to have indirect adverse effects resulting from an increase in <b>noise/vibration and light pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset/Hampshire.</p>	<p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from noise/vibration and light pollution.</p>	<p>Yes mitigation should ensure noise and light pollution is avoided.</p>
<b>The New Forest Ramsar site</b>	As above	<p><b>Air pollution</b> resulting from increased vehicle traffic arising from policies CN1, CN2, CN3, BA1 and BA2.</p> <p><b>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected</b></p>	<p>Policies BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in traffic travelling to and from the airport along the A31 through the New Forest. In addition, the housing proposed at Christchurch under policies CN1, CN2 and CN3 could increase vehicle traffic in this area. Any increase in vehicle journeys along the A31 associated with the airport and housing</p>	<p>Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.</p>	<p>Yes mitigation provided by Core Strategy policies should ensure that air pollution does not have an adverse impact on site integrity.</p>

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		<b>to contribute to this potential effect.</b>	<p>development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset/Hampshire. APIS data shows the critical load for acid deposition is significantly exceeded for all habitats in the SAC (by up to 1320 %), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile grasslands. However, acid deposition and air pollution are not cited within Natural England SSSI condition status data<sup>55</sup> as being a contributing factor in unfavourable conditions within Hampshire unites of the New Forest SSSI.</p> <p>However, the HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3<sup>56</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026 in the area around this site show a trend of decline and therefore negative effects in terms of increased air pollution are unlikely.</p>		
<b>New Forest</b>	A large area located to the east of	<b>Erosion/trampling and noise pollution</b>	The Christchurch urban extension policy (CN1) and the other Christchurch housing sites (CN2, CN3),	The intention to deliver SANGs is made	Yes mitigation provided by delivery of SANGs should

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Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
SPA	<p>Christchurch and East Dorset.</p> <p>During the breeding season:  Dartford Warbler  <i>Sylvia undata</i>  Honey Buzzard <i>Pernis apivorus</i>  Nightjar <i>Caprimulgus europaeus</i>  Woodlark <i>Lullula arborea</i></p> <p>Over winter:  Hen Harrier <i>Circus cyaneus</i></p>	<p>as a result of <b>recreation/urban pressures</b> arising from policies CN1, CN2 and <del>CN3</del>.</p>	<p>while not within 400m of the New Forest SPA, are within 5km of the site meaning there is the potential for indirect adverse effects to be incurred resulting from increased <b>recreation/urban pressure (erosion and trampling and noise pollution)</b>.</p>	<p>explicit within the Core Strategy policies (in particular Objective 1, ME2) and in Appendix 5, including both within new developments and through developer contributions, and this should help to mitigate adverse effects on European sites resulting from recreational pressure. In addition, the Christchurch housing policies make provision for SANGs within the new developments, including a significant area within the Christchurch urban extension (as set out in the Christchurch Urban Extension SANGs Strategy (2012)).</p> <p>Developer</p>	<p>ensure that recreation pressures are not increased.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				contributions can also be used to support the implementation of management and monitoring measures.	
<b>New Forest SPA</b>	As above	<p><b>Noise/vibration and light pollution</b> resulting from increased vehicle traffic arising from policies CN1, CN2, <del>CN3</del>, BA1 and BA2.</p> <p><b><i>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	Policies BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in vehicle traffic travelling to and from the airport along the A31 through the New Forest. In addition, the housing proposed at Christchurch under policies CN1, CN2 and <del>CN3</del> could increase vehicle traffic in this area. Any increase in vehicle journeys along the A31 associated with the airport and housing development has the potential to have indirect adverse effects resulting from an increase in <b>noise/vibration and light pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset/Hampshire.	Core Strategy policies which seek to restrict emissions from transport (Objectives 3 and 6 and policy KS9) should help to mitigate impacts resulting from noise/vibration and light pollution.	Yes mitigation should ensure noise and light pollution is avoided.
<b>New Forest SPA</b>	As above	<b>Air pollution</b> resulting from increased vehicle traffic arising from policies CN1, CN2,	Policies BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to	Core Strategy policies which seek to restrict emissions from transport (Objectives	Yes mitigation provided by Core Strategy policies should ensure that

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and Core Strategy policy(ies) that may have an effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		<p>EN3, BA1 and BA2.</p> <p><b><i>Policy CN3 has now been deleted from the Core Strategy; therefore would no longer be expected to contribute to this potential effect.</i></b></p>	<p>an increase in traffic travelling to and from the airport along the A31 through the New Forest. In addition, the housing proposed at Christchurch under policies CN1, CN2 and <del>CN3</del> could increase vehicle traffic in this area. Any increase in vehicle journeys along the A31 associated with the airport and housing development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset/Hampshire. APIS data shows the critical load for acid deposition is significantly exceeded for all habitats in the SAC (by up to 1320 %), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile grasslands. However, acid deposition and air pollution are not cited within Natural England SSSI condition status data<sup>57</sup> as being a contributing factor in unfavourable conditions within Hampshire unites of the New Forest SSSI.</p> <p>However, the HRA report for the Bournemouth, Poole and Dorset Local Transport Plan 3<sup>58</sup> concluded that, based on the planned level of growth in the area, including Christchurch Borough and East Dorset District, projected levels of NOx emissions up to 2026</p>	<p>3 and 6 and policy KS9) should help to mitigate impacts resulting from air pollution.</p>	<p>air pollution does not have an adverse impact on site integrity.</p>

<sup>57</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

<sup>58</sup> Bournemouth, Poole and Dorset Local Transport Plan 2011-2026: Habitats Regulations Assessment Report. Produced for Bournemouth Borough Council, Borough of Poole and Dorset County Council by Mouchel (April 2011)

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			in the area around this site show a trend of decline and therefore negative effects in terms of increased air pollution are unlikely.		