

Bournemouth, Poole & Dorset Local Transport Plan 2011-2026

Habitats Regulations Assessment Report

April 2011

Produced for

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

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1 Introduction

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

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

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

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

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

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

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

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

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

The MAA contains the following vision:

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

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

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

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

And the following Unitary Authorities:

- Borough of Poole, Bournemouth Borough Council

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

2 Habitats Regulation Assessment Process

2.1 The Habitats Directive and Habitat Regulations

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

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

Article 6(3):

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

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

Article 6(4):

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

2.2 Natura 2000 sites

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

2.3 The HRA Process

The purpose of a HRA is to assess the impacts of a project, in combination with the effects of other plans and projects, against the conservation objectives of European

nature conservation sites, also known as the Natura 2000 network, and to ascertain whether that project would adversely affect the protection or integrity of such a site.

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

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

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

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

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

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

In addition, Regulation 61(5) of the Habitat Regulations places an emphasis on competent authorities to only approve projects in which impacts on a European site have been 'ascertained'. It is important that this precautionary principle is applied to any screening assessment. A case ruling (Waddenzee case C-127/02) state that '*any plan or project not directly connected with or necessary to the management of the site is to be subject to an appropriate assessment of its implications for the site in*

view of the site's conservation objectives if it cannot be excluded, on the basis of objective information, that it will have significant effects on that site, either individually or in combination with other plans or projects'. Therefore, if sufficient information is not available or where there is an element of doubt and further research is needed the HRA should proceed to Stage 2 of the assessment.

3 Screening Methodology

3.1 Process

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

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

3.2 Conservation Objectives

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

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

The conservation objectives are therefore normally associated with these Annex I & II species and habitats which form the reasons for the site's designation; the qualifying features and primary reasons for selection. Those relevant to this report are described in Table 16.2, within Appendix 3.

3.3 Assessment of Likelihood and Significance of Effects

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

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

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

(EC 2001)

3.4 Outcomes

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

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

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

3.5 Limitations of the assessment

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

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

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

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

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

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

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

5 Description of the Plan

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

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

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

- Reduce the need to travel;
- Manage and maintain the existing network more efficiently;
- Promote active travel and “greener” travel choices;
- Promote public transport alternatives to the car;
- Deliver travel safety measures;
- Apply car parking measures; and
- Deliver strategic infrastructure improvements.

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

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

6 Potential Impacts of the Plan

6.1 Background and assumptions

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

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

- NO_x emissions from vehicles are forecast to be reduced along the majority of the strategic road network within SE Dorset. This includes the following road links which are within 200m of a Natura 2000 sites vulnerable to nitrogen deposition: the A31, A388, A348, A349, A3049, B3049, A351, A352 and A35. It is therefore assumed that implementation of the LTP3 is unlikely to result in long term, adverse changes to NO_x levels along the aforementioned routes;
- Travel plans, travel incentives and car clubs are assumed to be effective and lower traffic numbers throughout the sub-region;
- Investment in cycle lanes and footpaths is assumed to be planned mainly for urban and suburban areas, involve construction and increase the number of cyclists and pedestrians in these areas. This is also assumed to reduce the amount of overall traffic in urban and suburban areas;
- Promotion of sustainable travel and tourism (largely to the Jurassic Coast and the New Forest areas) is assumed to reduce the number of vehicles along routes associated with attractions and will and may increase visitor numbers to these sites;
- Investment in infrastructure for alternative fuel vehicles is assumed to involve temporary construction throughout the county;
- Bus lanes and express bus services are assumed to decrease the overall amount of traffic within suburban areas and long the route in question. It is assumed that no land-take to N2000 sites will occur as a result of Bus Showcase Corridors;

- Park and ride schemes are assumed to have temporary construction impacts close to urban centres, and are likely to reduce congestion and vehicle numbers within suburban areas. It is assumed that no land-take to N2000 sites will occur as a result of park and ride schemes;
- Improvements to public services delivery are assumed to reduce the amount of overall traffic within Dorset;
- Rail improvements are assumed to increase the frequency of trains, but decrease the amount of overall traffic. Potential for small scale construction is assumed;
- Increased waterborne transport is assumed to elevate disturbance in their vicinity and increase the likelihood of accidental contamination affecting local water quality;
- These are assumed to reduce congestion in urban areas;
- The congestion charging is assumed to reduce overall traffic numbers within its area, but potentially increase traffic numbers at its periphery; and
- New highways infrastructure schemes and improvement works (widening, duelling, park and ride, etc.) are assumed to involve permanent habitat loss in their vicinities. Maintenance works, temporary construction disturbance and an increase in traffic numbers during operation.

6.2 LTP3 Potential Impacts

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

- Habitat fragmentation or loss;
- Changes in air quality through pollution;
- Increases in noise and light levels (as a result of vehicles, construction or new infrastructure);
- Changes in soil chemical composition (through road spray and construction activities);
- Introduction of invasive species and changes in habitat character;
- Recreation impacts (for example, increased noise disturbance or damage through trampling);
- Physical disruption of species flight lines (most likely in sites designated for bird and bat species); and
- Various barrier effects (including fragmentation of habitat, obstruction of migration or movement of species etc.).

7 Selection and Description of Sites

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

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

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

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

The extent and location of the identified Natura 2000 sites is detailed in Figure A1.1: Natura 2000 Sites within 15km of Dorset County, held in Appendix 1. The relevant site details (site name, description of qualifying features and likely vulnerabilities) of Natura 2000 sites are included in Appendix 3.

7.1 **Natura 2000 Site Details**

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

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

7.1.1 *Site vulnerabilities and interactions with the LTP3*

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

- **Air pollution** – A large number of sites (including most notably the Dorset Heaths SAC/SPA/Ramsar complex) are vulnerable to nutrient enrichment through changes in air quality and resultant nitrogen deposition. Nitrogen dioxides (NO_x) are considered to be the key pollutant from traffic and have the

potential to cause soil and fresh water acidification and eutrophication. In accordance with guidance provided in the Design Manual for Roads and Bridges (DMRB 2010), NO_x emissions have the potential to disperse up to 200m from the edge of a road. Consequently, those sites adjacent to or within 200m of a road are considered most vulnerable. Elements of the LTP3 have the potential to change air quality within Dorset and could potentially impact sites which are vulnerable to these changes.

- **Noise and light pollution** – Changes in noise and light levels may arise from the LTP3 at various stages of its implementation. Both bird and bats are vulnerable to these impacts and as such all SPAs and Ramsars, as well as four SACs (Beer Quarry & Caves, Bracket's Coppice, Chilmark Quarries, and St Albans Head to Durlston) which list bats as qualifying features, are vulnerable. Changes in noise and light levels as a result of the LTP3 may result from construction activity, increases in vehicles or people with certain areas, or new infrastructure development.
- **Urban and recreational impacts** – The LTP3 has the potential to increase the number of people visiting popular tourist destinations and using Public Rights of Way connected Natura 2000 sites. There is therefore the potential for increased recreational pressure to those sites identified as most vulnerable (the Dorset Heaths SAC/SPA/Ramsar complex, Poole Harbour SPA/Ramsar, the New Forest and sites along the Jurassic Coast). An increase in people on Natura 2000 sites can result in degradation to habitats and disturbance to species.

8 Impact Assessment Results

8.1 Limitations of the assessment

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

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

8.2 In Combination Effects

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

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

- Core Strategies, Site Allocation Plans and other Local Development Documents of all District, Borough, and Unitary Authorities in Dorset (including Bournemouth, Poole, Purbeck, North Dorset, East Dorset and Christchurch, and West Dorset);
- Local Transport Plans for all neighbouring counties (Wiltshire, Hampshire, Devon and Somerset);
- Dorset County Structure Plan Review;
- Park Management Plans for the New Forest, European Marine Site Management Schemes, Dorset Heathlands Interim Planning Framework Document; Dorset Heathlands Joint DPD; Dorset and West Devon Coast World Heritage Site Management Plan (2009 – 2014);

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

8.3 Identification and assessment of potentially significant effects

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

- Grey - Elements of the LTP3 which have already been implemented or are currently subject to an HRA in another projects, programmes or plans;
- Green – Elements of LTP3 which are considered **unlikely** cause significant effects to Natura 2000 site;
- Yellow – Where the likelihood of strategies, policies or proposals having a significant effect on a N2000 site is **Uncertain** although the perceived risk of not being able to mitigate or avoid significant impacts at a later stage is considered **Low**. Generally, mitigation at the project level is likely to lead to no significant adverse impacts on the site in question. Further HRA assessment may be recommended either at Stage 2 of the LTP3 HRA, or at the project level or lower tier plans;
- Purple - Those proposals where the likelihood of having a significant effect on a N2000 site is **Uncertain** although the perceived risk of not being able to mitigate or avoid significant impacts at a later stage is considered **Moderate**. It is however considered likely that further contextual information, input into design at the project level, and mitigation will result in a non-significant effect to N2000 sites being determined. Further HRA assessment may be recommended either at Stage 2 of the LTP3 HRA, or at the project level or lower tier plans; and
- Red - Those proposals where the likelihood of having a significant effect on a Natura 2000 sites is generally **Uncertain** and it is unclear whether avoidance through input into design, mitigation at the project level or in lower tier plans will ensure that significant effects do not occur. Further HRA assessment may be recommended either at Stage 2 of the LTP3 HRA, or at the project level or lower tier plans.

Table 8-1-Screening Assessment Summary Table.

Strategy / Policy / Proposal Colour indicates pre-consultation appraisal	Is there potential for impacts to N2000 sites before avoidance or mitigation	Is there potential for avoidance or mitigation of the proposed impact?	Recommendations following stage 1 assessment	Will inclusion of the policy, strategy of proposal in the LTP3 result in significant effects Colour indicates post-consultation appraisal
LTP3 Vision				
LTP3 Vision	No	N/A	N/A	No
General LTP3 Policies				
LTP-GEN1	No	N/A	N/A	No
LTP-GEN2	No	N/A	N/A	No
LTP-GEN3	No	N/A	N/A	No
Minimising the Need to Travel				
STRATEGY – A	Yes	Yes	Additional policy added to LTP3 to safeguard N2000 sites; Project level HRA recommended; Generic project level mitigation required.	No
LTP-A1	No	N/A	Yes	No
LTP-A2	Yes	N/A	Additional policy added to LTP3 to safeguard N2000 sites; Project level HRA recommended; Generic project level mitigation required.	No
LTP-A3	No	N/A	N/A	No
STRATEGY - B	No	N/A	N/A	No
LTP-B1	No	N/A	N/A	No
Managing and maintaining the network more efficiently				
STRATEGY - C	Yes	Yes	Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No

Strategy / Policy / Proposal Colour indicates pre-consultation appraisal	Is there potential for impacts to N2000 sites before avoidance or mitigation	Is there potential for avoidance or mitigation of the proposed impact?	Recommendations following stage 1 assessment	Will inclusion of the policy, strategy of proposal in the LTP3 result in significant effects Colour indicates post-consultation appraisal
LTP-C1	No	N/A	N/A	No
LTP-C2	No	N/A	N/A	No
LTP-C3	No	N/A	N/A	No
LTP-C4	No	N/A	N/A	No
LTP-C5	No	N/A	N/A	No
STRATEGY – D	Yes	Yes	Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No
LTP-D2	No	N/A	N/A	No
LTP-D3	No	N/A	N/A	No
LTP-D4	No	N/A	N/A	No
LTP-D5	No	N/A	N/A	No
LTP-D6	No	N/A	N/A	No
STRATEGY – E	Yes	Yes	Additional policy added to LTP3 to safeguard N2000 sites; Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Generic project level mitigation required.	No
LTP-E1	No	N/A	N/A	No
LTP-E2	No	N/A	N/A	No
LTP-E3	No	N/A	N/A	No

Strategy / Policy / Proposal Colour indicates pre-consultation appraisal	Is there potential for impacts to N2000 sites before avoidance or mitigation	Is there potential for avoidance or mitigation of the proposed impact?	Recommendations following stage 1 assessment	Will inclusion of the policy, strategy of proposal in the LTP3 result in significant effects Colour indicates post-consultation appraisal
LTP-E4	No	N/A	N/A	No
LTP-E5	No	N/A	N/A	No
LTP-E6	No	N/A	N/A	No
STRATEGY – F	Yes	Yes	Additional policy added to LTP3 to safeguard N2000 sites; Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Generic project level mitigation required.	No
LTP-F1	No	N/A	N/A	No
LTP-F2	No	N/A	N/A	No
LTP-F3	No	N/A	N/A	No
LTP-F4	No	N/A	N/A	No
LTP-F5	No	N/A	N/A	No
STRATEGY - G	Yes	Yes	Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No
LTP-G1	No	N/A	N/A	No
LTP-G2	No	N/A	N/A	No
Public transport alternatives to the car				
STRATEGY – H	Yes	Uncertain	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended;	Uncertain: STAGE 2 REQUIRED

Strategy / Policy / Proposal Colour indicates pre-consultation appraisal	Is there potential for impacts to N2000 sites before avoidance or mitigation	Is there potential for avoidance or mitigation of the proposed impact?	Recommendations following stage 1 assessment	Will inclusion of the policy, strategy of proposal in the LTP3 result in significant effects Colour indicates post-consultation appraisal
			Mitigation at the project level will be required; Uncertainty remains with regard to potential impacts arising from changes in air quality as a result of the plan	
Bus Showcase Corridors	Yes	Uncertain	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required; Uncertainty remains with regard to potential impacts arising from changes in air quality as a result of the plan	Uncertain STAGE 2 REQUIRED
Park and Rides	Yes	Uncertain	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required; Uncertainty remains with regard to potential impacts arising from changes in air quality as a result of the plan	Uncertain STAGE 2 REQUIRED
DART – Swanage - Wareham	Yes	Yes	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required; Uncertainty remains with regard to potential impacts arising from changes in air quality as a result of the plan	No
Reconnect Swanage – mainland Rail	Yes	Yes	Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No

Strategy / Policy / Proposal Colour indicates pre-consultation appraisal	Is there potential for impacts to N2000 sites before avoidance or mitigation	Is there potential for avoidance or mitigation of the proposed impact?	Recommendations following stage 1 assessment	Will inclusion of the policy, strategy of proposal in the LTP3 result in significant effects Colour indicates post-consultation appraisal
Increase Rail Wareham - Brockenhurst	Yes	Yes	Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No
Waterborne Transport Jurassic Coast	Yes	Yes	Additional detail provided during consultation which indicates sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No
LTP-H1	No	N/A	N/A	No
LTP-H2	No	N/A	N/A	No
LTP-H3	No	N/A	N/A	No
LTP-H4	No	N/A	N/A	No
LTP-H5	No	N/A	N/A	No
STRATEGY - I	No	N/A	N/A	No
LTP-I1	No	N/A	N/A	No
LTP-I2	No	N/A	N/A	No
LTP-I3	No	N/A	N/A	No
LTP-I4	No	N/A	N/A	No
Active travel and "greener" travel choices				
STRATEGY - J	No	N/A	N/A	No
LTP-J1	No	N/A	N/A	No

Strategy / Policy / Proposal Colour indicates pre-consultation appraisal	Is there potential for impacts to N2000 sites before avoidance or mitigation	Is there potential for avoidance or mitigation of the proposed impact?	Recommendations following stage 1 assessment	Will inclusion of the policy, strategy of proposal in the LTP3 result in significant effects Colour indicates post-consultation appraisal
LTP-J2	No	N/A	N/A	No
Travel Safety Measures				
STRATEGY – K	No	N/A	N/A	No
LTP-K1	No	N/A	N/A	No
LTP-K2	No	N/A	N/A	No
STRATEGY – L	Yes	Yes	Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No
LTP-L1	No	N/A	N/A	No
LTP-L2	No	N/A	N/A	No
LTP-L3	No	N/A	N/A	No
STRATEGY – M	Yes	Yes	Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No
LTP-M1	No	N/A	N/A	No
Strategic Network Improvements				
STRATEGY - N	Yes	Yes	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required; Uncertainty remains with regard to potential impacts arising from changes in air quality as a result of the plan	Uncertain STAGE 2 REQUIRED

Strategy / Policy / Proposal Colour indicates pre-consultation appraisal	Is there potential for impacts to N2000 sites before avoidance or mitigation	Is there potential for avoidance or mitigation of the proposed impact?	Recommendations following stage 1 assessment	Will inclusion of the policy, strategy of proposal in the LTP3 result in significant effects Colour indicates post-consultation appraisal
LTP-N1	No	N/A	N/A	No significant impact
LTP-N2	No	N/A	N/A	No significant impact
LTP-N3	No	N/A	N/A	No significant impact
LTP-N4	No	N/A	N/A	No significant impact
LTP-N5	No	N/A	N/A	No significant impact
LTP-N6	No	N/A	N/A	No significant impact
Highways Schemes				
A31 Canford Bottom Roundabout	N/A	N/A	N/A	N/A
A35/A37 Monkeys Jump	Yes	Yes	Sufficient flexibility at plan level to avoid or mitigate for potential impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required.	No significant impact
A31 Dualling Ameysford - Merley	Yes	Uncertain	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required; Uncertainty remains with regard to potential impacts arising from changes in air quality as a result of the plan	Uncertain STAGE 2 REQUIRED
A31 Ringwood Widening	Yes	Uncertain	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required; Uncertainty remains with regard to potential	Uncertain STAGE 2 REQUIRED

Strategy / Policy / Proposal Colour indicates pre-consultation appraisal	Is there potential for impacts to N2000 sites before avoidance or mitigation	Is there potential for avoidance or mitigation of the proposed impact?	Recommendations following stage 1 assessment	Will inclusion of the policy, strategy of proposal in the LTP3 result in significant effects Colour indicates post-consultation appraisal
			impacts arising from changes in air quality as a result of the plan	
Bournemouth Airport Access - Blackwater Junction Improvements	Yes	Uncertain	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required; Uncertainty remains with regard to potential impacts arising from changes in air quality as a result of the plan	Uncertain STAGE 2 REQUIRED
Bournemouth Airport Access: Chapel Gate - Blackwater	Yes	Uncertain	Degree of flexibility exists at the plan level to avoid or mitigate for impacts through sensible design and project implementation; Project level HRA recommended; Mitigation at the project level will be required; Uncertainty remains with regard to potential impacts arising from changes in air quality as a result of the plan	Uncertain STAGE 2 REQUIRED
North-South Road Link	N/A	N/A	Removed from the LTP3 post consultation	N/A
East – West Road Link	N/A	N/A	Removed from the LTP3 post consultation	N/A
A388 Widening	N/A	N/A	Removed from the LTP3 post consultation	N/A
Poole Bridge Regeneration Initiative	N/A	N/A	N/A	N/A

8.4 Assessment of the Significance of Effects and Recommendations from Stage 1 Screening

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

8.4.1 *Significant Effects Likely*

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

8.4.2 *Significant Effects Unlikely*

Significant effects are considered **unlikely** in relation to the LTP3 Vision and the LTP3 broad objectives, as well as for many of the suggested policy approaches. In many cases, policies do not directly make provision for development, relating instead to design or other qualitative criteria for development (for example ensuring development has regard for the Highways Agency Memorandum of Understanding). In other cases, the change is considered to be broadly positive, as is the case with policies relating to 'reducing the need to travel' and 'managing the demand for private car use'. These are unlikely to have significant impacts. Where policies do make provision for development, it is often largely dependant on the detail of the development and this is usually given in sub-ordinate proposals within the LTP3 or in future proposals to be conceptualised at the project level (where a more thorough assessment of significance can be made). A few strategies and policies are intended to conserve or enhance the natural environment and are considered unlikely to have a significant negative effect on Natura 2000 sites for that reason

8.4.3 *Significant Effects Uncertain*

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

- The majority of impacts to Natura 2000 sites arising from the implementation of the LTP3 can likely be avoided or mitigated for at the project level through input into design, sensitive placement and timing of construction and implementation of appropriate mitigation at the project level or at more detailed tiers of planning;
- Policies and strategies which seek to influence the location of development could potentially increase development pressure within certain areas. While current policy wording in the LTP3 requires Local Development Documents to have regard for provisions made in the LTP3, it is important that the LTP3 has the same regard for the Local Development Framework. This is considered essential in order to reduce the likelihood of in-combination effects on Natura 2000 sites arising from the LTP3 and development within the sub-region;
- Policies promoting a change in behaviour (for example, Strategy 5 and associated policies which promotes 'active travel') have the potential to

increase recreational and pressure on those sites where Public Rights are either within or connected to vulnerable N2000 sites. Potential significant effects can likely be avoided at the LTP3 level through inclusion of additional policy within the LTP3 which aims to safeguard Natura 2000 sites connected to the PRow network; and

- Those policies which encourage sustainable tourism within the sub-region, while considered to be broadly positive, have the potential to make popular visitor sites (including the Jurassic Coast and the New Forest) more attractive to visitors. This could potentially result in increased recreational pressure to these sites which may have a significant impact. It is likely that this impact can be avoided at the LTP3 level through the inclusion of policy within the LTP3 which encourages greater integration between transport plan and the various site management plans (The Jurassic Coast - Dorset and West Devon Coast World Heritage Site Management Plan 2009 – 2014 Dorset Heathlands Interim Planning Framework Document, etc.).

9 Stage 1 Recommendations

In order to safeguard Natura 2000 sites from future potential significant effects arising from the implementation of the LTP3 the following is recommended:

9.1.1 *Recommendations from Stage 1 Screening:*

It is recommended that additional policy is included within the LTP3 which aims to further reduce the impact of recreational and urban pressures on vulnerable Natura 2000 sites. Outcomes post-consultation with Natural England have included the following amendments to the LTP3.

- *Reducing recreational pressure from tourism* - Following consultation with Natural England, LTP N-8 has been added to the LTP3. This policy ensures that '...the management objectives of sites which are sensitive to increased recreational pressure, including Natura 2000 sites, should not be compromised and suitable mitigation and management plans will be applied as necessary';
- *Reducing the impact of development pressure through consideration of the Local Development Framework* - Following consultation with Natural England, additional policy (Policy LTP GEN-3) has been added to the LTP3 which states 'All transport policies and proposals supported through the LTP3 will seek to develop transport improvements in ways that minimise environmental impacts and avoid direct and indirect negative impacts on the conservation objectives of environmental designations, including European (Natura 2000) 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.'; and
- *Reducing the impact of recreational and urban pressures on those sites connected to the Public Rights of Way Network* - Following consultation with Natural England, additional policy (Policy LTP GEN-3, described above) has been added to the LTP3.

9.1.2 *Requirement for Further Assessment*

There is uncertainty with regard to potential for individual elements or projects detailed in the LTP3 to have significant adverse effects on Natura 2000 and, accordingly, further HRA assessment is required to comply with the Habitats Regulations. It is recommended that for the majority of proposals, detailed in Table 8.1 where Stage 1 Screening has determined that significant effects are uncertain or potential for future impacts have been identified, further HRA work should be undertaken at the project level or at lower level plans. With regard to the Dorset LTP3, further assessment at the project level is considered a more appropriate for the following reasons:

- A greater level of detail and hence certainty is available when making an assessment of the likelihood of significant effects occurring. Potential impacts may be screened out or additional impacts noted once more information pertaining to the nature of the proposal or associated works; and

- Further information will allow for more robust avoidance and mitigation measures to be designed and implemented, thereby reducing the overall impact of the proposal.

Following consultation with Natural England, it is agreed that additional policy, included within the amended LTP3, safeguards Natura 2000 sites from potential impacts arising at the project level by ensuring that proposed schemes are only implemented if they can demonstrate that they pass all requirements of a Habitats Regulations Assessment. Acknowledging the inherent uncertainty at the plan level, all schemes and individual projects have been assessed to a level that it can be demonstrated that there is at least the potential for them to proceed without having obvious significant effects on Natura 2000 sites.

*However, uncertainty remains with regard to the effect of the LTP3 on air quality (and specifically the Dorset Heathland N2000 sites which are sensitive to NOx). Natural England requires an assessment of the potential cumulative impact of schemes contained within the LTP3 (and in effect, the plan itself) which have the potential to affect both the volume and location of traffic within Dorset and consequently air quality at the local and county level. In agreement with Natural England, a **Stage 2 Appropriate Assessment** has been undertaken to determine the potential for likely significant effects on Natura 2000 sites as a result of air quality changes driven by the LTP3 and associated schemes identified during Stage 1 Screening.*

10 Stage 2: Appropriate Assessment

10.1 Background to the Stage 2 Assessment

Stage 1 Screening has identified two Strategies and a number of associated schemes included in the LTP3 where the potential for likely significant effects to Natura 2000 sites could not be ruled out. These include the following elements:

- Strategy H and associated highways infrastructure schemes (Bus Showcase Corridors and Park and Rides); and
- Strategy N and associated highways schemes (A31 Widening at Ringwood, A31 Dualling: Ameysford – Merley, and Bournemouth Airport Access Improvement Schemes).

The Stage 1 assessment concluded that uncertainty remains with regard to effect of implementing the above strategies and schemes (and as such the LTP3) on **air quality** at both the local and county level. Due to the high concentration of N2000 sites within Dorset which are sensitive to adverse changes in air quality (most notably the Dorset Heathlands N2000 sites), further detail is needed to determine the likelihood of significant effects occurring to N2000 sites as a result of air quality change driven by the LTP3. The Stage 2 Appropriate Assessment will focus on this potential issue raised at the Stage 1 Screening Stage.

11 Methodology

The Stage 2 Assessment has been informed using data produced for an air quality assessment conducted by Atkins for the South East Dorset Transport Study (SEDTS). The study ran parallel to the development of the LTP3 and focussed on the South East Dorset Conurbation. The purpose of the study was to develop the long term transport strategy for South East Dorset (SE Dorset) which included identifying major transport infrastructure improvements and policies that would be required to facilitate the planned future growth for the sub-region. As a part of the study, air quality modelling was undertaken (focused on the SE Dorset Conurbation) to determine the effect of the plan on air quality along the strategic transport network over the life of the LTP3. While the study was focused on the SE Dorset conurbation contextual information concerning the LTP3 was considered to be broadly applicable throughout Dorset County.

11.1 Background to the Atkins Air Quality Model

The model output has been received in a GIS format and details emissions of oxides of nitrogen (NO_x) on the modelled traffic network within SE Dorset. NO_x emissions have been calculated for the Opening Year of the LTP3 (2011) and the Completion Year (2026) using traffic flows, speeds and composition on each modelled link. This information provides a strategic overview of the anticipated contribution to regional emissions across the Study Area. Emissions for each modelled link are presented in the form of **grams NO_x/link/year** (see Figure 12.1). Output from the model makes predictions for Dorset based on the following two scenarios:

- 1) **DO MINIMUM (DM)**: The scenario assumes that the plan will not be put in place and a 'business as usual' approach will be taken to managing the transport network within SE Dorset.
- 2) **DO SOMETHING (DS)**: The scenario assumes that the LTP3 and its associated proposals are successfully implemented and that transport within SE Dorset is managed in line with the policies, strategies and proposals detailed in the LTP3.

11.2 Limitations of the Model

The correct metric for evaluating a scheme's (or in this case, the plan's) influence on nitrogen (N) sensitive ecological receptors is Annual Mean NO_x concentration in ug/m³ and N deposition in Kg/Ha/Yr, as is defined by the UK Air Pollution Information System (APIS) (APIS 2011). Information in this format could not be derived from the data provided, as obtaining appropriate data would entail the creation of a new purpose-built air quality model which was not feasible given the focus of the SEDTS study. It is therefore not possible to quantify the LTP3's impacts on N sensitive ecological receptors using the aforementioned appropriate metrics. From the data available, an evaluation of the plans influence is limited to a basic appraisal of changes in NO_x emissions on links in the vicinity of each sensitive ecological receptor. While such an appraisal can be used to indicate whether local

NO_x emissions are anticipated to generally increase or decrease, the significance of such changes to N2000 sites cannot be quantified data currently available.

11.3 Approach to Stage 2 Assessment

The Stage 2 study has endeavoured to assess the potential for significant effects to N2000 sites as a result of changes to NO_x emissions along the strategic transport network within Dorset. The aims of the Stage 2 are therefore to determine the following:

- **The effect of the LTP3 at a STRATEGIC level** – An indication of the overall effect of the LTP3 on NO_x emissions within Dorset has been achieved by assessing the difference in total NO_x emission between the DS scenario and the DM scenario. If the DS scenario has had a greater reduction in NO_x emissions it can be assumed that the LTP3 is having a positive effect on NO_x levels within Dorset. However, if the DM scenario has greater reduction than the DS scenario, it is assumed that the LTP3 is having an adverse effect on NO_x levels within Dorset.
- **Effect of the LTP3 on more LOCALISED level** – An indication (due to the inherent limitations of the model) of the effect of the LTP3 at a more localised level can be achieved through detailed analysis of the model on a link-by-link (or road-by-road) basis. Detailed analysis has been conducted through the following steps:
 - 1) A Geographical Information System (GIS) was used to identify road-links within 200m of Natura 2000 sites (In accordance with guidance provided in the Design Manual for Roads and Bridges (DMRB 2010), NO_x emissions have the potential to disperse up to 200m from the edge of a road. Consequently, those sites sensitive to NO_x deposition adjacent to or within 200m of a road are considered most vulnerable);
 - 2) Links where increases in NO_x emissions were predicted were identified and highlighted;
 - 3) Discrete aggregated ID Areas were created using the GIS. These units were created based on the geographical location of road links in relation to a continuous area of Natura 2000 site habitat (Figures 12.3, 12.4 & 12.5). The ID areas are likely to provide a more accurate prediction in terms of the changes in NO_x emissions over a localised area;
 - 4) NO_x emissions for the ID areas were summed for the DS scenario.
 - 5) Where the trend for the DS scenario remained negative (i.e. NO_x emissions continued to reduce over the life of the LTP3 for the area in question) an assumption of **no likely significant** effect

was made. This was based on the assumption that no significant impacts could be attributed to the ID Area in question, on the basis that NO_x was reducing over the ID Area extent.

- 6) Where the trend for the DS scenario was positive (i.e. NO_x emissions were increasing over the life of the LTP3) further detail of the site in question was carried out.

12 Stage 2 Assessment Results

12.1 Impact of the LTP3 on a Strategic or County-Wide Level

Table 12-1 – Modelled total NO_x emissions for Dorset for 2026 (Completion Year)

NO _x Base (2010)	NO _x Emissions DM (2026)	NO _x Emissions DS (2026)	Difference DM and DS
4501699418	-803029606	-770677957	32351649

NO_x emissions throughout Dorset County will continue to **DECREASE** over the life of the LTP3. However, the difference between the DM and the DS scenario is positive indicating that, although NO_x emissions will continue to reduce within Dorset County, the reduction will be less than if the plan were not implemented. This indicates that the plan is having a **broadly adverse** effect on NO_x emissions over the life of the LTP3.

Figure 12.1 shows a strategic level view of NO_x emissions across Dorset.

12.1.1 Strategic Distribution of Emissions within Dorset

The majority of increased NO_x emissions on a link-by-link basis are concentrated within South East Dorset. Figure 12-1 below highlights the trend in increased emissions.

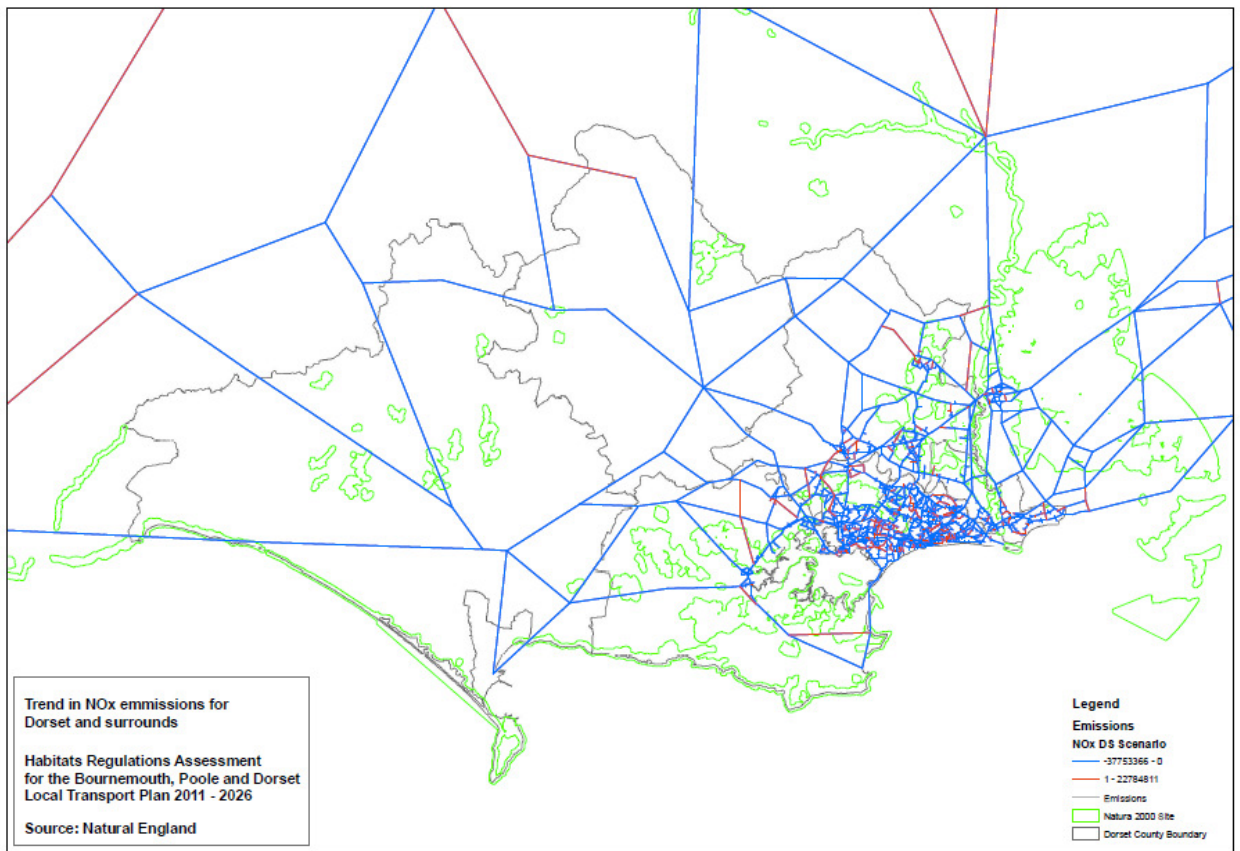


Figure 12-1 - Trend in NO_x Emissions for Dorset and Surrounding Area.

12.2 Impact of the LTP3 at the Local Level

12.2.1 Identifying Where Increases in NO_x Emissions are Likely

ArcGIS was used to select all road links included within the Atkins air quality model which fell within 200m of a Natura 2000 site. Figure 12.2 below illustrates the distribution of these road links. While there are a few links within 200m of N2000 not within the South East Dorset locality, NO_x emissions along these links are all predicted to reduce over the life of the LTP3.

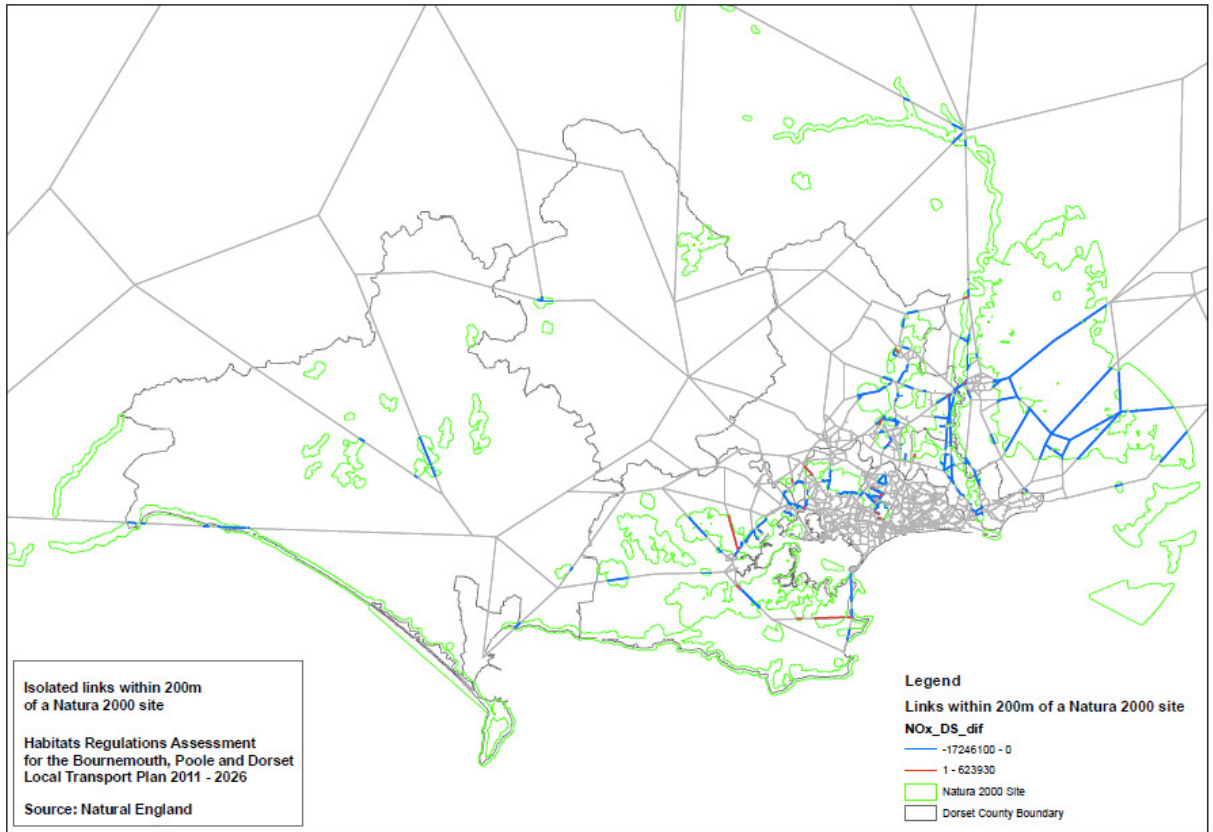


Figure 12-2 – Isolated Links Within 200m of a Natura 2000 Site.

12.2.2 Creation of Discreet ID Areas

Discreet aggregated ID Areas were created using ArcGIS. The location and extent of ID Areas were created based on the geographical location of the road links in relation to a continuous area of Natura 2000 site. By creating these ID areas, it was assumed that a more accurate prediction could be made with regard to changes in NO_x emissions over a localised area. Figures 12.3, 12.4 and 12.5 below show the distribution of these discreet ID Areas.

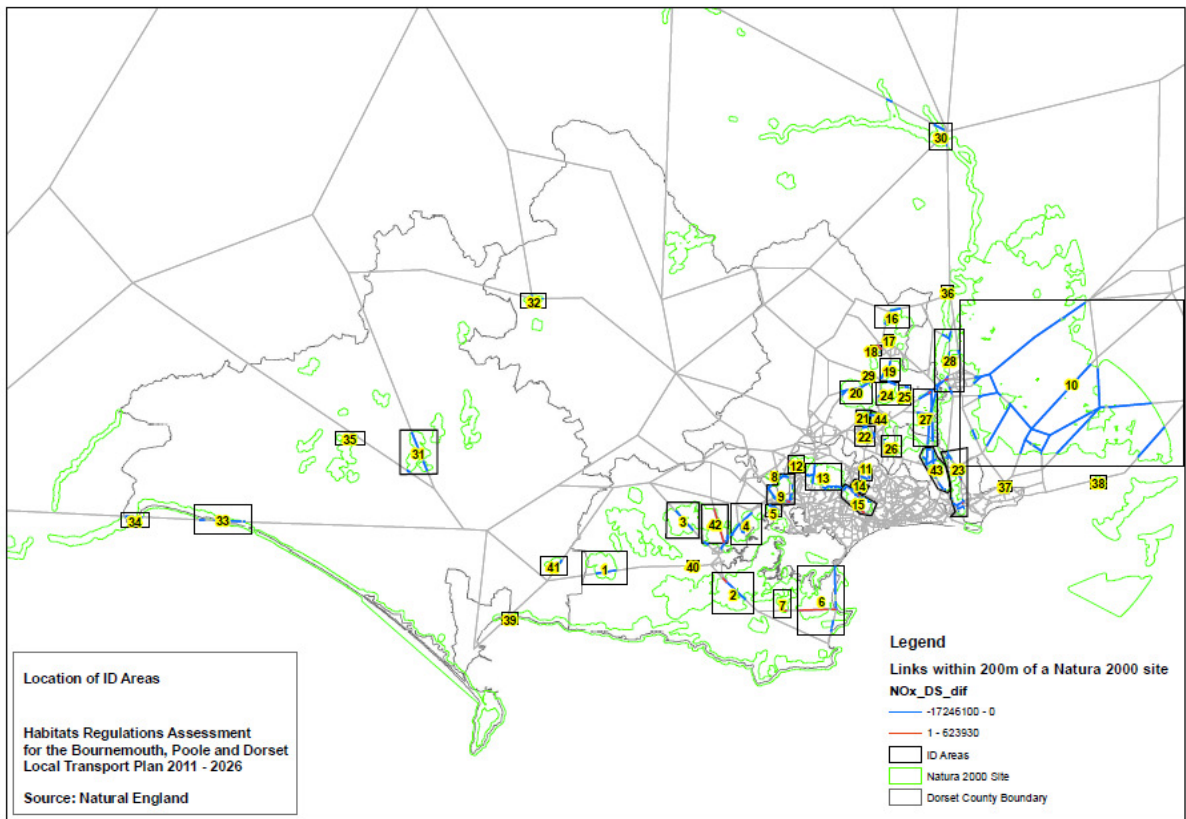


Figure 12-3 – Location of ID Areas

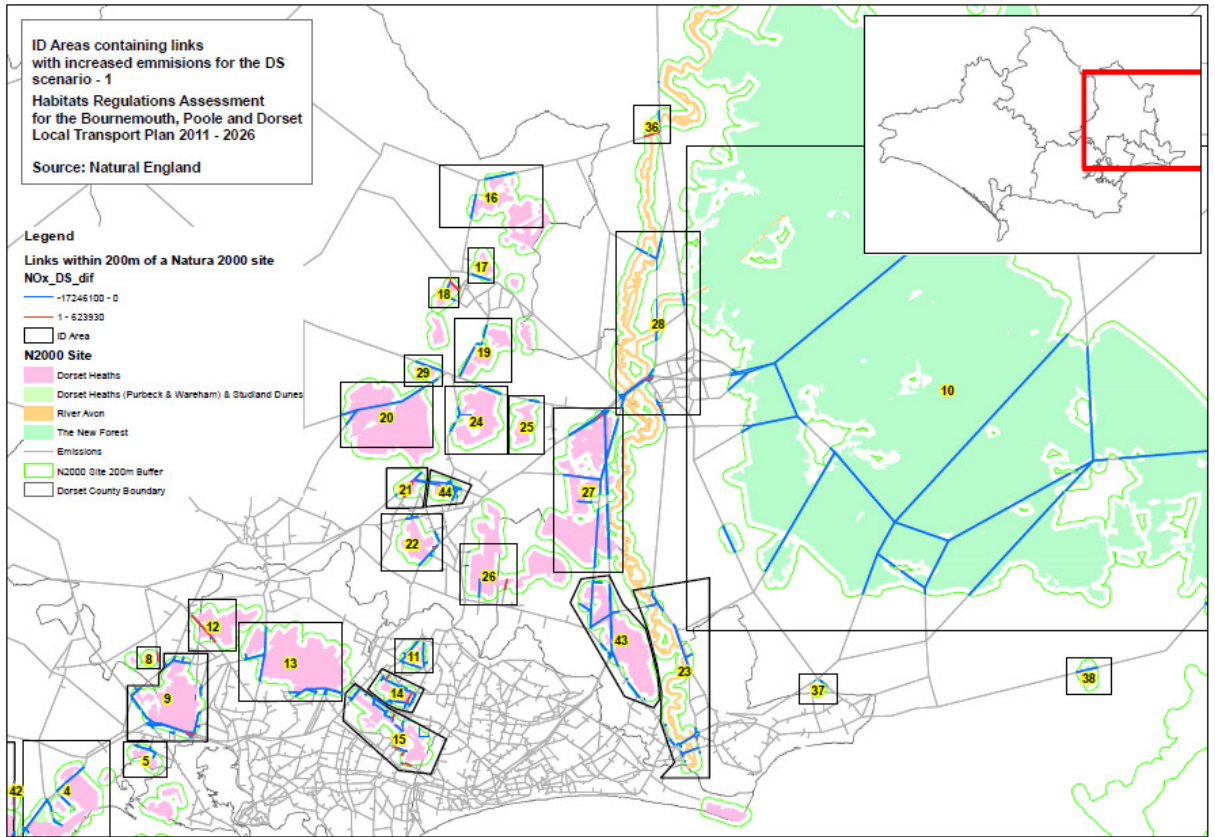


Figure 12-4 –ID Areas Containing Links with Increased Emissions for the DS Scenario – 1

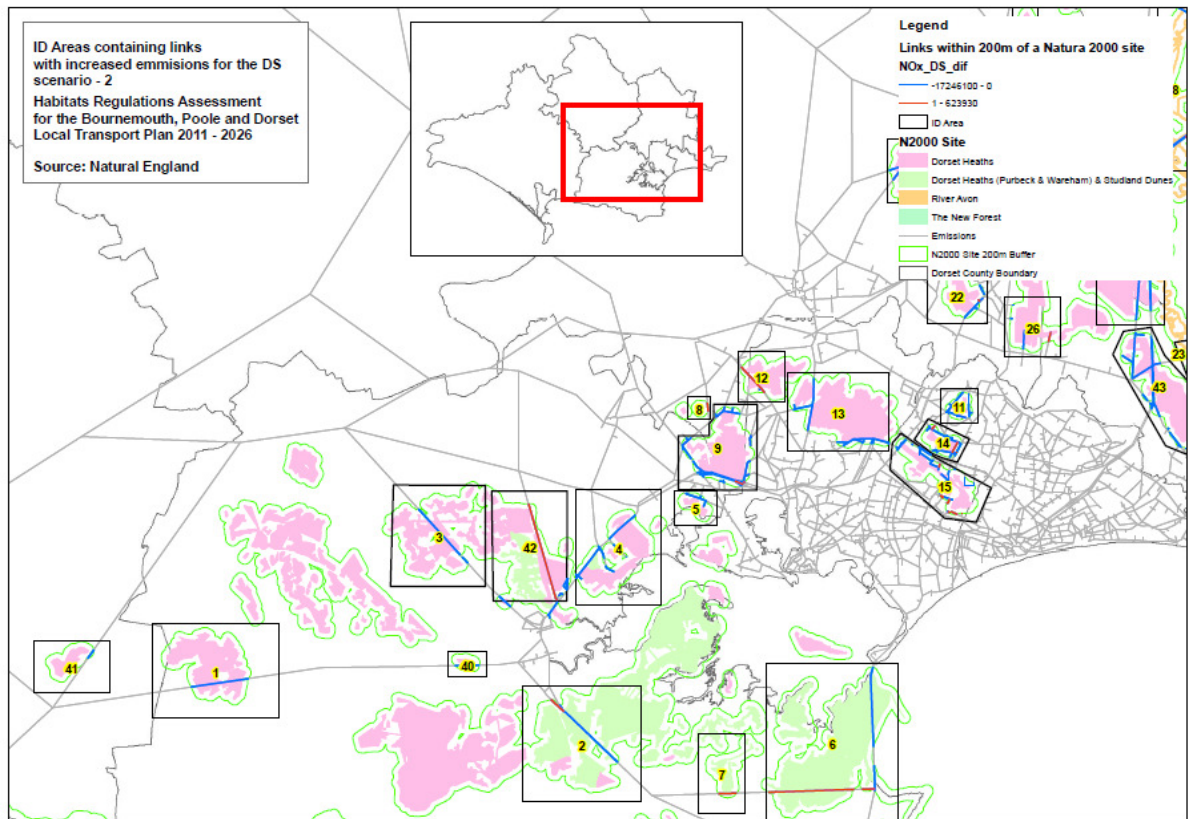


Figure 12-5 – ID Areas Containing Links with Increased Emissions for the DS Scenario -2

12.2.3 Results from the GIS based Assessment

Table 12.2 below presents the findings of an assessment of the discreet ID Areas described above. For each ID Area, it was identified whether links were present where increases in NO_x emissions were predicted over the life of the LTP3, and what the localised change in air quality was likely to be (this was achieved by summing all links within the ID area). Each ID Area has been colour coded based on the following:

- Green – ID Areas where there is a general negative trend (reduction) in NO_x emissions over the life of the LTP3 and adverse effects to Natura 2000 sites are considered unlikely; and
- Yellow – ID Areas where there is a positive trend (increase) in NO_x emissions although whether this increase will result in significant adverse effects to Natura 2000 sites is uncertain.

Table 12-2-Assessment of NO_x increases within ID Areas

ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NO _x emissions of links within ID Area	Comment
1	No	Dorset Heaths SAC Dorset Heaths (P&W) and Studland Dunes SAC	-3382541	No links are present within the ID area where NO _x emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3. No likely significant effects as a result of increased NO _x levels are anticipated to the Dorset Heaths SAC within this ID Area.
2	Yes	Dorset Heath (P&W) SAC	-853904	An increase in NO _x is expected on a small section of road (the A351) adjacent to Scarborough and Creech Heaths (The Site of Special Scientific Interest (SSSI) component of the Dorset Heath (P&W) SAC), cumulative NO _x levels within the ID Area are predicted to decrease over the course of the plan. The majority of the SSSI is considered to be in a 'Favourable' condition, with only a small section of the SSSI (Unit 8) defined as 'Unfavourable with No Change'. No likely significant effects as a result of increased NO _x levels are anticipated to the Dorset Heaths SAC within this ID Area.
3	No	Dorset Heaths SAC	-36940	No links are present within the ID area where NO _x emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3. No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.
4	No	Dorset Heaths SAC Dorset Heaths (P&W) and	-4801193	No links are present within the ID area where NO _x emissions are predicted to increase over the life of the LTP3 and the

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ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
		Studland Dunes SAC		<p>cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths and Dorset Heaths (Purbeck and Wareham) SAC within this ID Area.</p>
5	No	Dorset Heaths SAC	-13306	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
6	Yes	Dorset Heaths (P&W) and Studland Dunes SAC	-477774	<p>An increase in NOx emissions is predicted along a stretch of the B335 road to the south of the Studland and Goodlington SSSI (SSSI component of the Dorset Heaths SAC). Although the modelled link shows the road passing through the site, the B335 is realistically only on the periphery of the 200m buffer, at one location. Furthermore, cumulative NOx levels within the ID Area are predicted to decrease over the course of the plan</p> <p>The majority of the SSSI is in a 'Favourable' condition.</p> <p>No likely significant effects as a result of increased NOx levels are anticipated to the Dorset Heaths SAC within this ID Area.</p>
7	Yes	Dorset Heaths (P&W) and Studland Dunes SAC	14074	<p>The B3351 road runs to the south of Brenscombe Heath SSSI (the SSSI component of the Dorset Heaths (P&W) SAC). A section of the road (approximately 600m) is within 200m of the SSSI. A relatively small increase in NOx emissions on this link is expected over the course of the LTP3. The road does not run through the middle of the heathland site, instead being situated approximately 150m from SSSI Unit 2 of Brenscombe Heath which is in an 'Unfavourable but Recovering' condition.</p> <p>No likely significant effects as a result of increased NOx levels are anticipated to the Dorset Heaths SAC within this ID Area.</p>
8	Yes	Dorset Heaths SAC	22110	<p>NOx emissions are predicted to increase on a link to the east of Corfe Mullen Pastures SSSI (SSSI component of the Dorset Heaths SAC). While the modelled link is within 200m of the site, the 'real world' road in question is not within 200m. Impacts arising from increased emissions on the link are therefore likely to be limited.</p> <p>No likely significant effects as a result of increased NOx levels</p>

ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
				are anticipated to the Dorset Heaths SAC within this ID Area.
9	Yes	Dorset Heaths SAC	-7948867	<p>An increase in NOx emissions is predicted on a link of the A35 located within a junction to the south-east of the Upton Heaths (SSSI component of the Dorset Heaths SAC). Cumulative NOx levels within the ID Area are predicted to decrease over the course of the LTP3. Taking into consideration the relatively limited increase in comparison to decreases within the ID Area, any increase on this link is unlikely to be considered significant.</p> <p>SSSI unit 16 of the Upton Heaths SSSI, which is within 200m of the link, is considered to be 'Unfavourable with No Change'.</p> <p>No likely significant effects as a result of increased NOx levels are anticipated to the Dorset Heaths SAC within this ID Area.</p>
10	No	New Forest SAC	-43619384	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the New Forest SAC within this ID Area.</p>
11	No	Dorset Heaths SAC	-729957	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
12	Yes	Dorset Heaths SAC	760016	<p>NOx emissions are predicted to increase along a 1km stretch of road adjacent to Corfe and Barrow Hills SSSI (SSSI component of the Dorset Heaths SAC). The road bisects the site with SSSI unit 3 and 4 to the west and east of the road, respectively.</p> <p>SSSI Unit 3 is in an 'Unfavourable and Declining' condition and is currently suffering from inappropriate management resulting in scrub encroachment and fires on the heaths.</p> <p>SSSI Unit 4 is in an 'Unfavourable but Recovering' condition and is currently favourably managed.</p> <p>Increased NOx emissions along this route have the potential to affect the heath sites although this is unlikely to lead to significant impacts to the Dorset Heaths SAC. Further scheme-specific information is required to assess this issue in more detail.</p>

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ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
13	No	Dorset Heaths SAC	-9236491	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
14	Yes	Dorset Heaths SAC	-1834527	<p>NOx emissions are predicted to increase on two links within the ID Area. These links are two local roads located to the north-west and south-east of the Turbary and Kinson Commons SSSI (SSSI component of the Dorset Heaths SAC). Cumulative NOx levels within the ID Area are predicted to decrease by over the course of the plan despite increases on the aforementioned road links.</p> <p>SSSI unit 3 of the SSSI is considered to be 'Unfavourable and Declining' although this due to inappropriate management of ditches on the site, leading to water pollution, and not due directly to impacts from air pollution. SSSI unit 2 is considered to be 'Unfavourable but Recovering'.</p> <p>No likely significant effects as a result of increased NOx levels are anticipated to the Dorset Heaths SAC within this ID Area.</p>
15	Yes	Dorset Heaths SAC	-3426413	<p>NOx emissions are predicted to increase on four links within the ID Area. These links are all local roads located to the north and south of the Bourne Valley SSSI (SSSI component of the Dorset Heaths SAC). Cumulative NOx levels within the ID Area are predicted to decrease over the course of the plan despite increases on the aforementioned road links.</p> <p>SSSI units range from 'Unfavourable with No Change' – 'Unfavourable and Declining'. The reason for the adverse conditions are detailed as 'Inappropriate scrub control and Inappropriate Weed Control', and is not due directly to impacts from air pollution.</p> <p>No likely significant effects as a result of increased NOx levels are anticipated to the Dorset Heaths SAC within this ID Area.</p>
16	No	Dorset Heaths SAC	-2168166	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>

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ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
17	No	Dorset Heaths SAC	-65764	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
18	Yes	Dorset Heaths SAC	14605	<p>NOx increases are anticipated on a 600m section of the B3072 which runs adjacent to the Verwood Heaths SSSI (SSSI component of the Dorset Heaths SAC). NOx concentration and deposition rates at these sites are uncertain although an increase in general emissions adjacent to the site may have effects on the SSSI. It is uncertain whether this change will be significant in the absence of more detailed information available at the scheme level.</p> <p>SSSI Unit 1, which is adjacent to the B3072, is in an 'Unfavourable but Recovering' condition. The site is currently managed and is leading to improvements in terms of the site's condition.</p>
19	No	Dorset Heaths SAC	-1309275	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
20	No	Dorset Heaths SAC	-1167905	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
21	Yes	Dorset Heaths SAC	62974	<p>NOx emissions are predicted to increase on A31 road links associated with the Ameysford junction. Slop Bog and Uddens Heaths SSSI (SSSI components of the Dorset Heaths SAC) are situated to the south-east and south-west of the junction.</p> <p>SSSI Units 1-6 (surrounding the Ameysford Junction) are in an 'Unfavourable and Declining' condition, largely due to scrub encroachment, inappropriate public access and disturbance and undergrazing.</p>

ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
				<p>SSSI Units 7,8 and 9 (located approximately 500m east) are in an 'Unfavourable but Recovering' conditions</p> <p>NOx concentration and deposition rates at these sites are unknown although an increase in general emissions adjacent to the site may have adverse impacts on the SSSI. It is uncertain whether this change will be significant in the absence of more detailed information available at the scheme level.</p>
22	Yes	Dorset Heaths SAC	-4532524	<p>NOx emissions are predicted to increase on one link within the ID Area. The link is of a very limited extent and is located to the south-east of the Ferndown Common SSSI. The increase in question is located on the periphery of the 200m buffer and as such is likely to have limited impact on the SSSI. Furthermore, cumulative NOx levels within the ID Area are predicted to decrease over the course of the plan despite increases on the aforementioned road link.</p> <p>The SSSI is described as 'Unfavourable with No Change' impacts to the site listed as urban pressures relating to human disturbance and arson. No adverse impacts are directly attributed to air pollution.</p> <p>No likely significant effects as a result of increased NOx levels are anticipated to the Dorset Heaths SAC within this ID Area.</p>
23	Yes	River Avon SAC	-7053589	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the River Avon SAC.</p>
24	No	Dorset Heaths SAC	-1486778	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
25	No	Dorset Heaths SAC	-16564	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths</p>

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ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
				SAC within this ID Area.
26	Yes	Dorset Heaths SAC	-11095	<p>NOx emissions are predicted to increase on one link to the south-east of the Parley Common SSSI (SSSI Component of the Dorset Heaths SAC). The increase in question is on one link and is of a relatively limited extent. Cumulative NOx levels within the ID Area are predicted to decrease over the course of the plan despite increases on the aforementioned road link.</p> <p>The majority of the SSSI is in an 'Unfavourable with No Change' or a 'Unfavourable and Declining' condition, with Unit 20 (adjacent to link with an increase) listed as 'Unfavourable with No Change'. Current impacts to the site are noted as undergrazing and water pollution and do not directly relate to adverse impacts from air pollution.</p>
27	Yes	Dorset Heaths SAC	-5201052	<p>NOx emissions are predicted to increase on one link on the A31 to the north of St Leonard and St Ives SSSI (SSSI component of the Dorset Heaths SAC). The increase in question is on one link and is of a relatively limited extent. Cumulative NOx levels within the ID Area are predicted to decrease over the course of the plan despite increases on the aforementioned road link.</p> <p>The SSSI units adjacent to the A31 are in an 'Unfavourable but Recovering' condition. The current site management plan is proving to be successful as the site showed notable improvement from the last assessment (2008).</p>
28	No	River Avon SAC	-14045134	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the River Avon SAC within this ID Area.</p>
29	No	Dorset Heaths SAC	-323290	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
30	No	River Avon SAC	-23984362	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over</p>

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ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
				the life of the LTP3. No likely significant effects are anticipated to the River Avon SAC.
31	No	Cerne and Sydling Downs SAC	-13202192	No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3. No likely significant effects are anticipated to Cerne and Sydling Downs SAC.
32	No	Rooksmoor	-2771197	No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3. No likely significant effects are anticipated to Rooksmoor SAC.
33	No	Sidmouth to West Bay	-2818593	No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3. No likely significant effects are anticipated to Rooksmoor SAC.
34	No	Beer Quarry and Caves	-2818593	No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3 No significant effects to the qualifying features of Beer Quarry and Caves SAC are considered likely as a result of air quality changes driven by the LTP3.
35	No	West Dorset Alder Woods	-13202192	No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3 No significant effects to the qualifying features of West Dorset Alder Woods SAC are considered likely as a result of air quality changes driven by the LTP3.
36	Yes	River Avon SAC	-3043700	No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.

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ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
				No likely significant effects are anticipated to the River Avon SAC.
37	Yes	New Forest SAC	-689799	<p>The ID area is a very small isolated section of the New Forest SAC. NOx emissions within the ID area are predicted to increase on a one link at the periphery of the 200m buffer boundary. Cumulative NOx levels within the ID Area are predicted to decrease over the course of the plan despite increases on the aforementioned road link.</p> <p>The SSSI unit in question is in an 'Unfavourable but Recovering' condition.</p> <p>No likely significant effects as a result of increased NOx levels are anticipated to the New Forest SAC within this ID Area.</p>
38	No	Solent and Isle of White Lagoons	-492693	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3</p> <p>No significant effects to the qualifying features of Solent an Isle of White SAC are considered likely as a result of air quality changes driven by the LTP3.</p>
39	No	Isle of Portland to Studland Cliffs	-3309781	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3</p> <p>No significant effects to the qualifying features of Isle of Portland to Studland Cliffs are considered likely as a result of air quality changes driven by the LTP3.</p>
40	No	Dorset Heaths SAC	-1078309	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
41	No	Dorset Heaths SAC	0	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>

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ID Area	Are links with increases present within the ID Area	N2000 site(s) covered by ID Area	Cumulative NOx emissions of links within ID Area	Comment
42	Yes	Dorset Heaths SAC Dorset Heaths (P&W) SAC	10733	<p>NOx emissions are predicted to increase along the B3075 at locations within 200m of Morden Bog and Hyde Heath SSSI (SSSI component of the Dorset Heaths SAC and Dorset Heaths (P&W) SAC). The SSSI is located to west of the B3075.</p> <p>SSSI Units 1-6 (surrounding the Ameysford Junction) are in an 'Unfavourable and Declining' condition, largely due to scrub encroachment, inappropriate public access and disturbance and undergrazing.</p> <p>SSSI Units 7 and 10, which are within 200m of the B3075, are in an 'Unfavourable but Recovering' and 'Favourable' condition, respectively.</p> <p>NOx concentration and deposition rates at these sites are unknown although an increase in general emissions adjacent to the site may occur. It is uncertain whether this change will be significant in the absence of more detailed information available at the scheme level.</p>
43	No	Dorset Heaths SAC	-113488	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>
44	No	Dorset Heaths SAC	-15078385	<p>No links are present within the ID area where NOx emissions are predicted to increase over the life of the LTP3 and the cumulative change over the ID Area is predicted to reduce over the life of the LTP3.</p> <p>No likely significant effects are anticipated to the Dorset Heaths SAC within this ID Area.</p>

13 Assessment of Significance

The Stage 2 Assessment sought to quantify the likely effect of implementing the LTP3 on air quality (specifically NO_x emissions) at both the strategic (Dorset County) and local level and the consequent potential for the plan to have significant effects on sensitive Natura 2000 sites. Below details the assessment of significance:

13.1 Implementing the Plan – Strategic Level

Results from the Stage 2 indicate that NO_x emissions throughout Dorset County will continue to decrease over the life of the LTP3 although the plan is considered to have a slight adverse effect (as the difference between the DM and the DS scenario is positive indicating that the reduction will be less than if the plan were not implemented). This impact is, however, is **not likely to result in significant adverse effects** upon Natura 2000 sites within Dorset as the negative trend in NO_x emissions is maintained.

13.2 Implementing the Plan – Effects on a More Localised Level

A degree of uncertainty remains with regard to the effect of individual elements of the LTP3 on NO_x levels at the local level. This uncertainty is unavoidable, due to the restrictions of the air quality data provided, and the inherent limitations presented when assessing a strategic level plan (as are detailed in Sections 8.1 and 12.2). As far as has been possible, uncertainty has been minimised in order to provide a basis upon which recommendations can be made which will ensure that Natura 2000 sites are safeguarded during the life-span of the LTP3. To this end, the following conclusions regarding the potential for significant effects on Natura 2000 sites at the local level have been made:

- Of the 44 ID Areas, 4 showed an increase in their localised vicinity and the remaining 40 showed an overall decrease. Based on this somewhat qualitative assessment, while it cannot be concluded that an increase within these ID Areas will not be locally significant, it is unlikely that significant impacts could be attributed to the implementation of the LTP3 alone at the plan or strategic level;
- Where increases are driven by the LTP3, this is likely to be as a result of increased traffic flows arising from highways schemes intending to increase capacity, ease congestion or improve efficiency along a specific route. As is detailed in the Stage 1 Screening conclusions, these highways schemes have the potential to impact N2000 sites both directly and indirectly although there is (for the most part) insufficient detail upon which to base an assessment of significant effects for individual schemes; and
- Based on the above assumption, and the results from the Stage 2 assessment (which indicated that over the majority of Dorset, within localised areas, emissions were reducing), it is considered reasonable to assume that any increases in NO_x emissions attributed to schemes detailed in the LTP3, at least have the potential to either be non-significant or avoided, mitigated for or 'managed' at the scheme level;

Therefore based on the above conclusions, and assuming the recommendations detailed in this report are adhered to, implementing the Bournemouth, Poole and Dorset LTP3, is **unlikely to have significant effects on Natura 2000 sites**.

14 Conclusions and Recommendations

Based on the conclusions of the Stage 1 and 2 of the Habitats Regulations Assessment, it is concluded that implementing the LTP3 is **unlikely to have significant impacts on Natura 2000 sites** included within this assessment. This conclusion is, however, based on the following recommendations from the Stage1 and Stage 2 being assessments being implemented:

- Additional general Policy LTP GEN-3 is added to the LTP3 to ensure that future development within the sub-region is guided and driven in a sustainable manner;
- All individual projects or schemes detailed in the LTP3 and identified in the Stage 1 Screening as having the potential for significant effects on Natura 2000 sites, are subject to individual Habitats Regulations Assessments either at the project level or in lower tier plans. These schemes will need to demonstrate that no significant effects to Natura 2000 sites will occur through their implementation; and
- Monitoring commitments (specifically relating to Natura 2000 sites), as are detailed in **Section 6** of the Strategic Environmental Appraisal (SEA) Adoption Statement (Mouchel 2011) should be adhered to in order to guide future LTP3 Implementation Plans in a manner which will avoid, reduce or mitigate for significant adverse effects to Natura 2000 sites.

In summary, assuming that the additional policies recommended in Section 9 are included in the LTP3 and appropriate avoidance and mitigation can be identified within subsequent project or plan level HRAs, it is concluded that no significant impacts to Natura 2000 sites will result from the implementation of the LTP3.

15 References

APIS - UK Air Pollution Information System, <http://www.apis.ac.uk/>

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

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

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

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

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

Mouchel (2011). Strategic Environmental Assessment (SEA) of the Bournemouth, Poole and Dorset Local Transport Plan 3 – SEA Adoption Statement.

16 Appendices:

16.1 Appendix 1

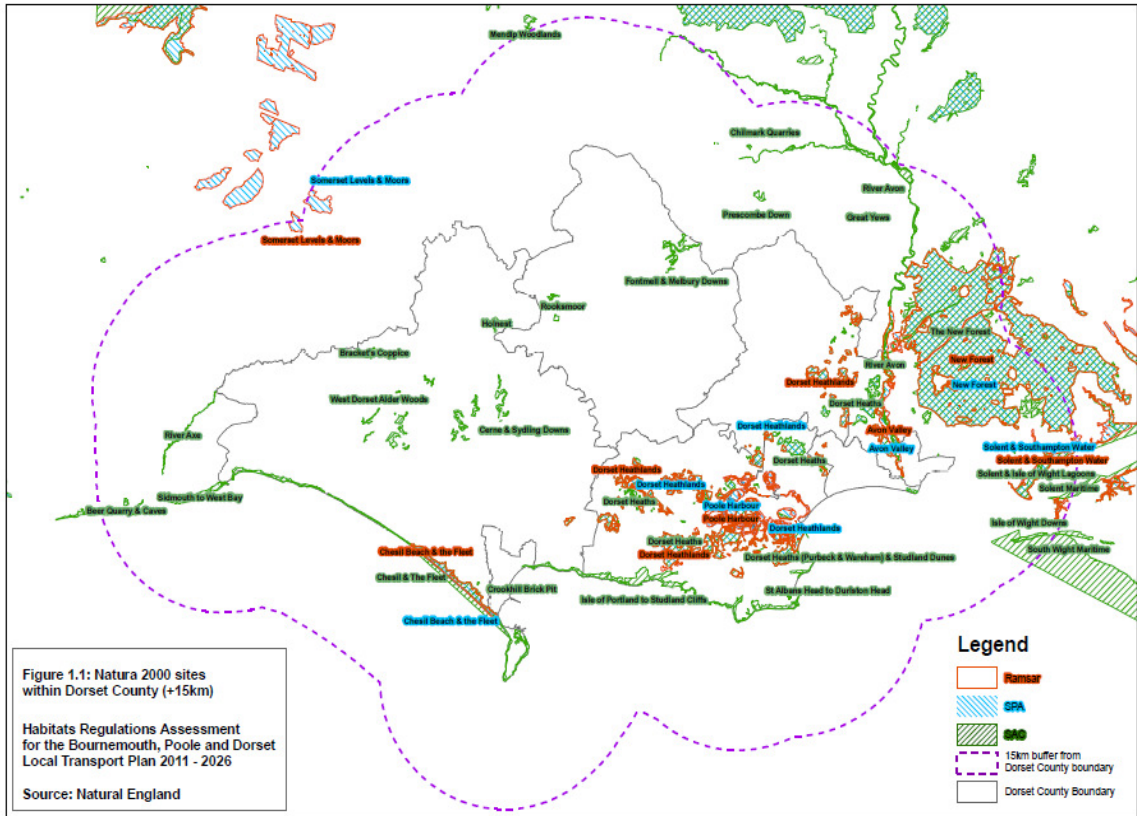


Figure 16-1 - Natura 2000 Sites Within Dorset County (+15km)

16.2 Appendix 2: Screening Matrix

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

KEY

Those strategies/policies/proposals which have already been implemented or are currently subject to a Habitats Regulations Assessment in another project, programme or plan

Those strategies/policies/proposals which are considered unlikely cause significant effects to a Natura 2000 site

Those strategies/policies/proposals where the likelihood of having a significant effect on a N2000 site is **Uncertain** although the perceived risk is considered to be **Low**. Generally, mitigation at the project level is likely to lead to no significant adverse impacts on the site in question.

Those strategies/policies/proposals where the likelihood of having a significant effect on a N2000 site is **Uncertain** although the perceived risk is considered to be **Moderate**. It is likely that further contextual information, input into design at the project level, and mitigation will result in a non-significant effect to N2000 sites being determined

Those strategies/policies/proposals where the likelihood of having a significant effect on a Natura 2000 (N2000) site is generally **Uncertain** although the perceived risk to the site(s) is considered to be **High**. It is **Uncertain** whether further contextual information, input into design at the project level or in lower tier plans level, and mitigation will be required to ensure that significant effects not occur.

Table 16-1-Dorset LTP3 Screening Matrix

LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
LTP3 Vision and General Policies					
LTP3 Vision LTP-GEN1 LTP-GEN2	N/A	No development could occur through the policies alone because they are very broad and aspirational, and are implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).	N/A	In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.
Policy LTP GEN-3	N/A	The policy is positive as it endeavours to guide future development in the sub-region in a sustainable manner which will avoid significant effects on Natura 2000 Sites.	N/A	N/A	N/A
1. Reducing the need to travel					
Strat	Potential change in activity:	Recognising the need for	Vulnerable N2000 sites adjacent to	It is recommended that	Following recommendations

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
Policy – A and LTP-A2	<p>Increase in pedestrian and cycle activity in urban and suburban areas</p> <p>Certain temporary construction activity in urban and suburban areas</p> <p>Certain short term increase in construction related congestion</p> <p>Risk assessment</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Low</p>	<p>sustainable development in the sub-region, the strategy and policy seek to encourage and support new development within urban areas (with existing sustainable transport infrastructure) in order to minimise both the amount and need for people to travel.</p> <p>Whilst the strategy and associated policy is broadly positive, there is some potential for in-combination impacts between development proposals within the LTP3 and other Local Development Documents (such as Core Strategies) within the sub-region.</p> <p>The likelihood of a significant adverse impact occurring as a result of the policy would largely depend on the mitigation proposed within LDF documents, policy protection afforded to N2000 sites within the LTP3, and the specific detail (timing and location) surrounding development works within the sub-region.</p>	<p>or within 200m of key transport corridors (A roads) are most likely to be impacted. These include:</p> <p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heathlands (Purbeck & Wareham) & Studland Dunes</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>additional policy is included within the LTP3 that guides future development in a sustainable manner in order to safeguard N2000 sites from potential in-combination impacts from other plans or projects.</p> <p>There is sufficient flexibility at the plan level, in terms of both design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>
LTP-	N/A	The majority of the policy will not itself lead to development as it	N/A	There is sufficient flexibility at the plan level, in terms of both	Following recommendations made in the Stage 1 Screening

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
A1		relates to design or other qualitative criteria for development. Where development is mentioned, it is to be implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).		design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level. In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.	report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.
LTP-A3	N/A	The policy will not itself lead to development as it relates to design or other qualitative criteria for development which are unlikely to impact N2000 sites.	N/A	N/A	N/A
Strategy - B	N/A	No development could occur through the strategy alone. Furthermore, the resultant change in activity will likely have a broadly positive impact as it seeks to reduce the need for people to	N/A	N/A	N/A

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
		travel.			
LTP – B1	N/A	The policy will not itself lead to development as it relates to design or other qualitative criteria for development which is unlikely to impact N2000 sites. Furthermore, elements of the policy are likely to be broadly positive as it seeks to reduce the need for people to travel	N/A	N/A	N/A
3. Managing and maintaining the network more efficiently					
Strat egy – C	<p>Potential change in activity:</p> <p>Construction:</p> <p>Certain temporary construction related activity for c.2 years</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3.</p>	Maintenance works have the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of key transport corridors (A roads). Consideration during maintenance design and planning should be given to these sites in particular.	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Chesil Beach & the Fleet SAC/SPA/Ramsar Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC	<p>There is insufficient detail at the plan level to assess the likelihood of significant impacts from general maintenance works arising at the scheme level.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at</p>	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
	<p>Risk assessment</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Low</p>		<p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>River Axe SAC</p> <p>Rooksmoor SAC</p> <p>St Albans Head to Durlston SAC</p>	<p>the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	
<p>LTP-C1</p> <p>LTP-C2</p> <p>LTP-C3</p>	N/A	<p>No development could occur through the policies alone instead relating to qualitative criteria for development which is unlikely to impact N2000 sites. Furthermore, elements of both policies are likely to be broadly positive as it requires maintenance programmes to be assessed against their impacts on waste, carbon emissions, noise, air quality as well as the historic and natural environments.</p>	N/A	N/A	N/A
LTP-C4	N/A	<p>No development could occur through the policy alone instead relating to qualitative criteria for development which is unlikely to impact N2000 sites. Furthermore, elements of the policy are likely to be broadly positive as it requires</p>	N/A	N/A	N/A

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
		street lighting to have regard for the environment and to enhance conservation areas.			
LTP-C5	N/A	No development could occur through the policy alone instead requiring implementation project level proposals which are therefore more appropriate to assess for their impact on Natura 2000.	N/A	<p>There is insufficient detail at the plan level to assess the likelihood of significant impacts from general maintenance works arising at the scheme level.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
<p>Strategy – D</p>	<p>Potential change in activity:</p> <p>Construction</p> <p>Certain temporary construction related activity for c.2 years</p> <p>Probable short term increase in construction related congestion</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement along route over the life of the LTP3.</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Low</p>	<p>All major infrastructure works for the foreseeable future are identified in the current LTP3. These proposals are assessed within this document on a scheme-by-scheme basis.</p> <p>However, any new infrastructure has the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of key transport corridors (A roads). Consideration during new infrastructure design and planning should be afforded to these sites in particular.</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include</p> <p>Avon Valley SPA/Ramsar</p> <p>Cerne & the Sydling Downs SAC</p> <p>Chesil Beach & the Fleet SAC/SPA/Ramsar</p> <p>Dorset Heaths SAC</p> <p>Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>Fontmell and Melbury Downs SAC</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>River Axe SAC</p> <p>Rooksmoor SAC</p> <p>St Albans Head to Durlston SAC</p>	<p>There is insufficient detail at the plan level to assess the likelihood of significant impacts from general maintenance works arising at the scheme level.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
LTP-D1	N/A	Development is to be implemented through sub-ordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s) and associated sensitive features	N/A	<p>It is recommended that additional policy is included within the LTP3 that guides future development in a sustainable manner in order to safeguard N2000 sites from potential in-combination impacts from other plans or projects</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p> <p>There is sufficient flexibility at the plan level, in terms of both design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>

LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
LTP-D2 LTP-D3 LTP-D4	N/A	The policies are unlikely to lead to development as they relate to design or other qualitative criteria for development, or because they are implemented through subordinate proposals which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 sites.	N/A	It is recommended that additional policy is included within the LTP3 that guides future development in a sustainable manner in order to safeguard N2000 sites from potential in-combination impacts from other plans or projects In order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.
5. Active travel and 'greener' travel choices					
Strat egy E LTP E-1 LTP E-2 LTP E-3 LTP E-4	Potential change in activity: Construction Certain construction activity at chosen locations Certain short term increase in construction related congestion Operation Probable increase in cycle and	The strategy and associated policies seek to promote a change in behaviour which has the potential to increase the level of walking and cycling activity on PRoW within urban and suburban centres. There is therefore potential to increase recreational pressure on N2000 sites connected to or within close proximity of PRoW within affected areas. There is potential for the	Uncertain, but could potentially impact those sites in close proximity to urban areas which are linked/connected to the Public Rights of Way Network. Sites at particular risk due to their proximity to urban centres and vulnerability to recreational impacts include: Avon Valley SPA/Ramsar	It is recommended that policy should be included in the Plan which requires the LTP3 and lower tier projects and plans to have regard for N2000 sites connected to the PRoW network. There is insufficient detail at the plan level to assess the likelihood of significant impacts from new infrastructure relating to the implementation of the	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in a

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
<p>LTP E-5</p> <p>LTP E-6</p> <p>LTP E-7</p> <p>and development of supporting infrastructure</p>	<p>pedestrian activity along affected locations (concentrated within the urban areas) and potentially along PRow connect to N2000 sites.</p> <p>Risk assessment: Likelihood: Uncertain Risk to N2000 Sites: Low</p>	<p>development of supporting infrastructure to facilitate the implementation of the proposal. The likelihood of a significant effect on a N2000 occurring is subject to the detail (size, location, duration of works etc.) of the proposed development works.</p>	<p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>Poole Harbour SPA/Ramsar</p>	<p>strategy.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>
<p>Strategy F</p> <p>LTP-F1</p>	<p>Potential change in activity: Construction</p> <p>Certain construction activity at chosen locations</p> <p>Certain short term increase in construction related congestion</p>	<p>The strategy and policies seek to promote a change in behaviour which has the potential to increase the level of walking and cycling activity on PRow within urban and suburban centres. There is therefore potential to increase recreational pressure on N2000 sites connected to or within close</p>	<p>Uncertain, but could potentially impact those sites in close proximity to urban areas which are linked/connected to the Public Rights of Way Network.</p> <p>Avon Valley SPA/Ramsar</p> <p>Dorset Heaths SAC</p>	<p>It is recommended that policy should be included in the Plan which requires the LTP3 and lower tier projects and plans to have regard for N2000 sites connected to the PRow network.</p> <p>There is insufficient detail at</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
	<p>Operation</p> <p>Probable increase in cycle and pedestrian activity along affected locations (concentrated within the urban areas) and potentially along PRow connect to N2000 sites.</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Low</p>	<p>proximity of PRow within affected areas.</p> <p>There is potential for the development of supporting infrastructure to facilitate the implementation of the proposal. The likelihood of a significant effect on a N2000 occurring is subject to the detail (size, location, duration of works etc.) of the proposed development works.</p>	<p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SPA/Ramsar</p>	<p>the plan level to assess the likelihood of significant impacts from new infrastructure relating to the implementation of the strategy.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>and ensure that future development related to the LTP3 is carried out in a environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>
<p>LTP-F2</p> <p>LTP-F3</p>	<p>N/A</p>	<p>No development could occur through the policies alone instead relating to qualitative criteria for development which is unlikely to impact N2000 sites. Furthermore,</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
<p>LTP-F4 LTP-F5</p>		<p>elements of all policies are likely to be broadly positive as they seek to promote low-carbon technologies, sustainable transport for tourism and manage/mitigate for air and noise pollution resulting from transport.</p>			
<p>Strat egy G</p>	<p>Potential change in activity: Construction: Certain temporary construction related activity for c.2 years Probable short term increase in construction related congestion Operation N/A. Risk assessment Likelihood: Uncertain Risk to N2000 Sites: Low</p>	<p>The strategy makes provision for new small-scale infrastructure which may impact N2000 sites either alone or in-combination with other projects. The risk to N2000 is relatively low as there is a high degree of flexibility with regard to design and opportunity for mitigation as the schemes have not yet been conceptualised. However, any new infrastructure has the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of a key transport corridor (A roads). Consideration during new infrastructure design and planning should be given to these sites in particular.</p>	<p>Uncertain, but potentially those sites vulnerable to construction related impacts and in close proximity to roads and urban/suburban areas. Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC Poole Harbour SAC/SPA/Ramsar Rooksmoor SAC St Albans Head to Durlston SAC</p>	<p>There is insufficient detail at the plan level to assess the likelihood of significant impacts from new infrastructure relating to the implementation of the strategy. There is however sufficient flexibility, in terms of both design and means of implementation, to avoid likely significant impacts at the project level. Significant adverse should be avoided or mitigated for through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level. In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
				be undertaken on all projects driven by strategies and policies within the LTP3.	
LTP-G1 LTP-G2	N/A	The policy will not itself lead to development as it relates to design or other qualitative criteria for development which is unlikely to impact N2000 sites	N/A	N/A	N/A
Public Transport alternatives to the car					
Strategy – H	<p>Potential change in activity:</p> <p>Construction</p> <p>Probable reduction in road traffic for urban and suburban areas</p> <p>Certain construction activity in urban areas</p> <p>Certain short term increase in construction related congestion</p> <p>Potential temporary change in air quality at the local scale</p> <p>Operation</p> <p>Potential long term change in air quality at the local scale</p>	<p>The strategy makes provision for new infrastructure which may impact N2000 sites either alone or in-combination with other projects. The risk to N2000 from new infrastructure not detailed in the LTP3 is relatively low as there is a high degree of flexibility with regard to design and opportunity for mitigation as the schemes have not yet been conceptualised. Potential new infrastructure included in the LTP3, and detailed in Strategy H, is detailed below.</p> <p>New infrastructure has the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to</p>	<p>Those sites identified as being vulnerable to impacts through loss of habitat or degradation/disturbance and potentially impacted by the strategy:</p> <p>Avon Valley SPA/Ramsar</p> <p>Cerne & the Sydling Downs SAC</p> <p>Chesil Beach & the Fleet SAC/SPA/Ramsar</p> <p>Chilmark Quarries SAC</p> <p>Dorset Heaths SAC</p> <p>Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC</p>	<p>There is the potential for projects included within the strategy to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is required at the plan level to determine the effects on N2000 sites within Dorset which are sensitive to adverse changes in air quality.</p> <p>It is likely that other potentially adverse effects (not relating to long-term adverse changes in air quality) on N2000 sites can be avoided or mitigated for at the scheme level, as there is sufficient flexibility in terms of</p>	<p>Following consultation with Natural England, a Stage 2 Appropriate Assessment will be undertaken to assess the effect of the LTP3 on air quality within Dorset and potential for significant effects on sensitive Natura 2000 sites.</p> <p>LTP3 has been amended post consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
	<p>Potential changes in noise/light levels along affected transport routes</p> <p>Probable long term improvement in air quality along the route over the life of the LTP3</p> <p>Risk assessment: Likelihood: Uncertain Risk to N2000 Sites: Low</p>	<p>or within 200m of a key transport corridor (A roads). Consideration during design and planning should be given to these sites in particular.</p> <p>Furthermore, there is some potential for short term disturbance and degradation to species and habitats during construction although at this stage the scale, duration, and exact location of works is uncertain. There is also the potential for the proposal to have an impact on air quality within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).</p>	<p>Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC Isle of Portland to Studland Cliffs SAC New Forest SAC/SPA/Ramsar Poole Harbour SAC/SPA/Ramsar River Avon SAC River Axe SAC Rooksmoor SAC St Albans Head to Durlston SAC Sidmouth to West Bay SAC St Albans Head to Durlston SAC West Dorset Alder Woods SAC</p>	<p>design and implementation, to ensure that impacts are avoided or mitigated for through consideration during design, sensitive timing of works and adherence to best practice working methods.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.</p>
<p>Bus Showcase Corridors (BSC)</p>	<p>Potential change in activity: Construction</p> <p>Probable reduction in road traffic for urban and suburban areas</p> <p>Certain construction activity in urban areas</p>	<p>See individual scheme assessment below</p>	<p>See individual scheme assessment below</p>	<p>No land-take to N2000 sites will occur through the implementation of BSCs.</p> <p>There is the potential for Bus Showcase Corridors to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is</p>	<p>Following consultation with Natural England, a Stage 2 Appropriate Assessment will be undertaken to assess the effect of the LTP3 on air quality within Dorset and potential for significant effects on sensitive Natura 2000 sites.</p> <p>LTP3 has been amended post</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
	<p>Certain short term increase in construction related congestion</p> <p>Potential temporary change in air quality at the local scale</p> <p>Operation</p> <p>Potential long term change in air quality at the local scale</p> <p>Potential changes in noise/light levels along affected transport routes</p>			<p>required at the plan level to determine the effects on N2000 sites within Dorset which are sensitive to adverse changes in air quality.</p> <p>It is likely that other potentially adverse effects (not relating to long-term adverse changes in air quality) on N2000 sites can be avoided or mitigated for at the scheme level, as there is sufficient flexibility in terms of design and implementation, to ensure that impacts are avoided or mitigated for through consideration during design, sensitive timing of works and adherence to best practice working methods.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.</p>
<p>Bus Show</p>	<p>See general assessment of BSC, above.</p>	<p>The majority of the proposal is at a distance >200m from N2000 sites</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport</p>	<p>See general assessment of BSC, above.</p>	<p>See general assessment of BSC, above.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
<p>case Corridor or (BSC) : A35 – Christchurch to Poole</p>		<p>although at two locations the proposal crosses/is adjacent to N2000 sites (River Avon SAC, Avon Valley SPA/Ramsar).</p> <p>There is some potential for short term disturbance and degradation to species and habitats during construction although at this stage the scale, duration, and exact location of works is uncertain. There is also the potential for the proposal to have an impact on air quality within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).</p>	<p>corridors affected by the proposal have the potential to be impacted. These could include:</p> <p>Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC</p>		
<p>BSC: North Bournemouth (Wimborne Road, Redhill Avenue, Bournemouth)</p>	<p>See general assessment of BSC, above.</p>	<p>The proposal is situated within urban/suburban areas of south-east Dorset at a distance >200m from the nearest N2000 site. Construction activities are unlikely to impact N2000 directly although there may be indirect impacts associated with increased construction related congestion along certain routes. There is also the potential for the proposal to have an impact on air quality within south-east Dorset both temporarily (construction related) and long term</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors affected by the proposal have the potential to be impacted. These could include:</p> <p>Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar</p>	<p>See general assessment of BSC, above.</p>	<p>See general assessment of BSC, above.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
Road, Talbot Road)		(operational stage of the proposal).	New Forest SAC/SPA/Ramsar River Avon SAC		
BSC: Wallis down Road	See general assessment of BSC, above.	The proposal is situated within urban/suburban areas of south-east Dorset at a distance >200m from the nearest N2000 site. Construction activities are unlikely to impact N2000 directly although there may be indirect impacts associated with increased construction related congestion along certain routes. There is also the potential for the proposal to have an impact on air quality within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors affected by the proposal have the potential to be impacted. These could include: Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC	See general assessment of BSC, above.	See general assessment of BSC, above.
BSC: North-south link to Poole	See general assessment of BSC, above.	The BSC route is adjacent to a Dorset Heaths N2000 site at the intersection of Canford Way (A3049) and Ringwood Road (A348). The close proximity of the scheme to the N2000 site increases the possibility of adverse impacts occurring. Works will not result in direct loss of habitat,	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors affected by the proposal have the potential to be impacted. These could include: Avon Valley SPA/Ramsar	See general assessment of BSC, above.	See general assessment of BSC, above.

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
		although there is the risk of temporary construction related degradation/disturbance to habitats and species. There is also the potential for the proposal to have an impact on air quality within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).	Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC		
BSC: Dorchester - Weymouth	See general assessment of BSC, above.	There are no N2000 sites within 2km of the proposal. It is unlikely that the BSC or associated works would have an adverse impact on N2000 sites.	N/A	It is unlikely that the project will impact N2000 sites given it's location in relation to N2000 sites. However, in accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.	The LTP3 has been amended post consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
<p>Park and Rides (P&R)</p>	<p>Potential change in activity:</p> <p>Construction</p> <p>Certain construction activities at chosen site.</p> <p>Probable short term increase in construction related congestion and disturbance.</p> <p>Operation</p> <p>Probable decrease in vehicle numbers within South-east Dorset Conurbation.</p> <p>Probable increase in vehicle numbers within vicinity of park and ride and along connecting transport routes.</p> <p>Probable long term change in air quality along affected routes.</p>	<p>See individual scheme assessment below</p>	<p>See individual scheme assessment below</p>	<p>There is the potential for P&R's to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is required at the plan level to determine the effects on N2000 sites within Dorset which are sensitive to adverse changes in air quality.</p> <p>It is likely that other potentially adverse effects (not relating to long-term adverse changes in air quality) on N2000 sites can be avoided or mitigated for at the scheme level, as there is sufficient flexibility in terms of design and implementation, to ensure that impacts are avoided or mitigated for through consideration during design, sensitive timing of works and adherence to best practice working methods.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects</p>	<p>Following consultation with Natural England, a Stage 2 Appropriate Assessment will be undertaken to assess the effect of the LTP3 on air quality within Dorset and potential for significant effects on sensitive Natura 2000 sites.</p> <p>LTP3 has been amended post consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
				driven by strategies and policies within the LTP3.	
P&R Site: River side Avenue, Bournemouth.	See general assessment of P&Rs, above.	Detail surrounding the proposal is unclear although provisional information confirms that there will be no land-take to N2000 sites associated with the scheme. There is potential for construction related impacts, as well as long term changes in air quality along routes affected by the proposal (either positive or negative) and as such there may be impacts on air quality sensitive N2000 sites within 200m the development site or affected transport routes.	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors affected by the proposal have the potential to be impacted. These could include: Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC	See general assessment of P&Rs, above.	See general assessment of P&Rs, above.
Park and Ride (P&R) Site: New Road, Bournemouth	See general assessment of P&Rs, above.	Detail surrounding the proposal is unclear although provisional information confirms that there will be no land-take to N2000 sites associated with the scheme. Provisional information indicates that it is likely that the Dorset Heaths N2000 site is within 200m the proposed development site.	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors affected by the proposal have the potential to be impacted. These could include: Avon Valley SPA/Ramsar	See general assessment of P&Rs, above.	See general assessment of P&Rs, above.

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
h		There is potential for construction related impacts, as well as long term changes in air quality along routes affected by the proposal (either positive or negative) and as such there may be impacts on air quality sensitive N2000 sites within 200m the development site or affected transport routes.	Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC		
P&R Site Mannings Heath, Poole	See general assessment of P&Rs, above.	Detail surrounding the proposal is unclear although it is unlikely that construction of the Park and Ride will result in direct habitat loss as the site is located south of Canford Way (A3049) and outside of the N2000 site boundary. There is potential for construction related impacts, as well as long term changes in air quality along routes affected by the proposal (either positive or negative) and as such there may be impacts on air quality sensitive N2000 sites within 200m the development site or affected transport routes.	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors affected by the proposal have the potential to be impacted. These could include: Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC	See general assessment of P&Rs, above.	See general assessment of P&Rs, above.
P&R Site Wey	N/A	The project has received planning approval and is into the construction phase of its	N/A	N/A	N/A

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
mouth		development. The LTP3 is therefore unable to influence this project and no further assessment at the plan level will be undertaken.			
P&R Site Bournemouth Airport	See general assessment of P&Rs, above.	<p>Direct habitat loss as a result of the proposal is not anticipated as the current proposed location is over 200m from a N2000 site boundary.</p> <p>There is potential for construction related impacts, as well as long term changes in air quality along routes affected by the proposal (either positive or negative) and as such there may be impacts on air quality sensitive N2000 sites within 200m the development site or affected transport routes.</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors affected by the proposal have the potential to be impacted. These could include:</p> <p>Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC</p>	See general assessment of P&Rs, above.	See general assessment of P&Rs, above.
P&R Site: Creekmoor, Poole	See general assessment of P&Rs, above.	<p>Construction of the Park and Ride is unlikely to cause direct loss of habitat as its proposed location is over 200m from an N2000 site boundary.</p> <p>There is potential for construction related impacts, as well as long term changes in air quality along</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors affected by the proposal have the potential to be impacted. These could include:</p> <p>Avon Valley SPA/Ramsar</p>	See general assessment of P&Rs, above.	See general assessment of P&Rs, above.

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
		routes affected by the proposal (either positive or negative) and as such there may be impacts on air quality sensitive N2000 sites within 200m the development site or affected transport routes.	Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC		
P&R Site: Dorchester	See general assessment of P&Rs, above.	There are no N2000 sites within 2km of the provisional development site and consequently it is unlikely that the proposal will result in significant adverse effects to a N2000 site.	N/A	It is unlikely that the project will impact N2000 sites given it's location in relation to N2000 sites. However, in accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.	The LTP3 has been amended post consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.
Dorset	Potential change in activity:	The DART service uses an existing	Avon Valley SPA/Ramsar	There is insufficient detail in	Following recommendations

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
<p>Area Rapid Transport (DART) Service (Poole to Christchurch)</p>	<p>Construction</p> <p>Certain construction activities at required locations.</p> <p>Probable short term increase in construction related congestion and disturbance.</p> <p>Operation</p> <p>Probable decrease in vehicle numbers within urban/suburban areas served by route.</p> <p>Potential long term adverse changes to levels of disturbance along route.</p> <p>Probable long term change in air quality along affected routes.</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Moderate</p>	<p>rail line, and for the majority of the route in the urban areas, is over 200m from a N2000. Potential impacts within these areas are considered low risk.</p> <p>However, the section of the DART service in and around Poole Harbour SPA/Ramsar has the potential to increase levels of noise and possibly light disturbance during both the construction and possibly once the project is implemented. The significance of these impacts will depend on the degree to which the DART system increases levels of disturbance in Poole Harbour and the potential for mitigation at the project level. Considering that Poole Harbour proposed rail line to be used for the DART system currently is used by commercial rail, any increase along the route would likely need to be substantial to cause a significant disturbance.</p>	<p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>Poole Harbour SPA/Ramsar</p>	<p>the LTP3 to assess the likelihood of significant impacts arising at the scheme level.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid and mitigate for likely significant impacts at the project level. Significant adverse should be avoided through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>
<p>Rail: Reconnection of Swan</p>	<p>Potential change in activity:</p> <p>Construction</p> <p>Certain construction activities at required locations.</p>	<p>The proposed route passes through the Dorset Heaths N2000 sites therefore could have adverse impacts. The potential for a significant impact to occur is</p>	<p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p>	<p>There is insufficient detail in the LTP3 to assess the likelihood of significant impacts arising at the scheme level.</p> <p>There is however sufficient</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
age to main and service.	<p>Probable short term increase in construction related congestion and disturbance.</p> <p>Operation</p> <p>Probable decrease in vehicle numbers within urban/suburban areas served by route.</p> <p>Potential long term adverse changes to levels of disturbance along route.</p> <p>Probable long term change in air quality along affected routes.</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Moderate</p>	<p>subject to the detail (location, extent, duration etc.) of works required to implement the proposal, and the proposal itself (number of trains operated per hour, times of operation, potential for light/noise disturbance etc.).</p>	<p>Poole Harbour SPA/Ramsar</p> <p>Isle of Portland to Studland Cliffs SAC</p> <p>St Albans Head to Durlston SAC</p>	<p>flexibility, in terms of both design and means of implementation, to avoid and mitigate for likely significant impacts at the project level. Significant adverse should be avoided through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>
Rail: Increased rail frequency from Wareham	<p>Potential change in activity:</p> <p>Construction</p> <p>Certain construction activities at chosen locations.</p> <p>Probable short term increase in construction related congestion and disturbance.</p>	<p>The service uses an existing rail line between Wareham and Brockenhurst and passes through the Dorset Heaths and Poole Harbour N2000 sites. There is the potential for an increase in frequency along the line to result in increased levels of disturbance. The line is currently well used and</p>	<p>Avon Valley SPA</p> <p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p>	<p>There is insufficient detail in the LTP3 to assess the likelihood of significant impacts arising at the scheme level.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid and mitigate for likely significant</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
to Brockenhurst	<p>Operation</p> <p>Probable decrease in vehicle numbers within urban/suburban areas served by route.</p> <p>Potential long term adverse changes to levels of disturbance along route.</p> <p>Probable long term change in air quality along affected routes.</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Low</p>	<p>as such, any increase would need to be fairly significant to impact on the integrity of a N2000 site.</p>	<p>Poole Harbour SPA/Ramsar</p> <p>Isle of Portland to Studland Cliffs SAC</p> <p>St Albans Head to Durlston SAC</p> <p>River Avon SAC</p>	<p>impacts at the project level. Significant adverse should be avoided through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>
Rail: Establish a new rail service between Weymouth, Dorch	<p>Potential change in activity:</p> <p>Construction</p> <p>Certain construction activities at chosen locations.</p> <p>Potential short term increase in construction related congestion and disturbance.</p> <p>Operation</p> <p>Probable decrease in vehicle numbers within</p>	<p>For the majority of the proposed route, there is no N2000 site within 200m of the rail line. At one location, the rail line from Dorchester to Yeovil runs adjacent to Cerne and the Sydling Downs SAC. It is unlikely that increased frequency along the route would affect the sites qualifying features (dry calcareous grassland and Marsh Fritillary butterfly. Greater detail is however required to determine this.</p>	<p>Cerne and Sydling Downs SAC</p> <p>Isle of Portland to Studland Cliffs SAC (designated for bats)</p>	<p>Although there is a very small likelihood of a significant adverse effect occurring, additional detail of the proposal and any associated works (size, location, duration etc.) is required to make an assessment of likelihood of significant effects.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
<p>ester Yeovil</p> <p>, Axemi nster and Exete r.</p>	<p>urban/suburban areas served by route.</p> <p>Potential long term adverse changes to levels of disturbance along route.</p> <p>Probable long term change in air quality along affected routes.</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Low</p>			<p>Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p> <p>Consideration during design, sensitive timing of works and adherence to best practice working methods will reduce the likelihood of significant effects.</p>	<p>manner which will avoid significant adverse impacts to N2000 sites.</p>
<p>Water borne Trans port for sustai nable leisur e and touris m travel along the Dorset and East</p>	<p>Potential change in activity:</p> <p>Construction</p> <p>Certain construction activities at chosen locations.</p> <p>Operation</p> <p>Increase in waterborne traffic within Christchurch Harbour and Poole Harbour and between Bournemouth, Pool and the Jurassic Coast.</p> <p>Probable decrease in vehicle traffic within suburban/urban areas surrounding key locations and along routes</p>	<p>There is a high level of risk associated with both the construction (if necessary) and operational phase of this proposal. The N2000 sites likely to be impacted are vulnerable to increased recreational pressure. Both Poole Harbour SPA/Ramsar and parts of Christchurch Harbour encompassing the River Avon SAC and Avon Valley SPA/Ramsar have the potential to be impacted by the proposal.</p> <p>However, the proposal is in line with Aim 5 and 6 of the Jurassic Coast Management Plan 2009 –</p>	<p>Those sites identified as being vulnerable to impacts through loss of habitat or degradation/disturbance and potentially impacted by the strategy:</p> <p>Avon Valley SPA/Ramsar</p> <p>Chesil Beach & the Fleet SAC/SPA/Ramsar</p> <p>Poole Harbour SAC/SPA/Ramsar</p> <p>Isle of Portland to Studland Cliffs SAC</p> <p>St Albans Head to Durlston SAC</p>	<p>I high degree of uncertainty and risk to Natura 2000 sites was assumed for the production of the Stage 1 Screening Report. Following consultation additional detail with regard to the flexibility surrounding the proposal, has been made available. This has influenced the subsequent assessment of this proposal, post-consultation.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid and</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
Devon Jurassic Coast	<p>served by the Waterborne Transport.</p> <p>Potential increase in the number of visitors to the Jurassic Coast and associated N2000 sites</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: High</p>	<p>2014 which aims to encourage access to the World Heritage Site in a sustainable manner and consequently could be beneficial if implemented in a sustainable manner.</p> <p>Whether the levels of disturbance of species and degradation of habitats are deemed significant will depend on details of the proposal and it's implementation and associated works.</p>	Sidmouth to West Bay SAC	<p>mitigate for likely significant impacts at the project level. Significant adverse should be avoided through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	
Strategy - LTP-11 LTP-12	N/A	The policies alone are unlikely to lead to development as they relate to design or other qualitative criteria for development, which are unlikely to adversely impact Natura 2000 site(s). On the contrary, the policies encourage the use of public transport which is likely to be broadly beneficial for the	N/A	In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
LTP-I3 LTP-I4 LTP-I5		environment.			and ensure that future development related to the LTP3 is carried out in a environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.
Strat egy - J LTP- J1 LTP- J2	N/A	The policies alone are unlikely to lead to development as they relate to design or other qualitative criteria for development, which are unlikely to adversely impact Natura 2000 site(s). On the contrary, the policies encourage the use of public transport which is likely to be broadly beneficial for the environment.	N/A	In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in a environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.
Manage demand for private car use					
Strat egy K	N/A	The strategy and policy are unlikely to result in development which would significantly impacts Natura 2000 sites. On the contrary,	N/A	N/A	N/A

LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
LTP – K1		resultant change in activity (reducing the attractiveness of private car use and a modal shift to public transport) is likely to have a broadly positive impact on the environment.			
6. Travel safety measures					
Strategy L	<p>Potential change in activity:</p> <p>Construction: Certain temporary construction related activity for c.2 years Probable short term increase in construction related congestion</p> <p>Operation N/A.</p> <p>Risk assessment Likelihood: Uncertain Risk to N2000 Sites: Low</p>	<p>The strategy makes provision for new infrastructure. The risk to N2000 from new infrastructure is relatively low, as all major infrastructure works for the foreseeable future should have been identified in the current LTP3.</p> <p>However, any new infrastructure has the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of a key transport corridor (A roads). Consideration during new infrastructure design and planning should be given to avoid impacts to these sites in particular.</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include</p> <p>Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Chesil Beach & the Fleet SAC/SPA/Ramsar Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC Dorset Heathlands SPA/Ramsar Fontmell and Melbury Downs SAC New Forest SAC/SPA/Ramsar Poole Harbour SAC/SPA/Ramsar River Avon SAC</p>	<p>There is insufficient detail in the LTP3 to assess the likelihood of significant impacts arising at the scheme level.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid and mitigate for likely significant impacts at the project level. Significant adverse should be avoided through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project level.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
			River Axe SAC Rooksmoor SAC St Albans Head to Durlston SAC	be undertaken on all projects driven by strategies and policies within the LTP3.	
LTP-L1 LTP-L2 LTP-L3	N/A.	The policies are unlikely to lead to adverse impacts as they relate to design or other qualitative criteria for development which are unlikely to adversely impact Natura 2000 sites.	N/A	N/A	N/A
Strategy M	<p>Potential change in activity:</p> <p>Construction:</p> <p>Certain temporary construction related activity</p> <p>Probable short term increase in construction related congestion</p> <p>Risk assessment</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Low</p>	Depending on the detail of improvement works (location, extent, duration, timing, etc.) there is the potential for adverse impacts to N2000 sites at the project level.	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include: Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Chesil Beach & the Fleet SAC/SPA/Ramsar Dorset Heaths SAC Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC Dorset Heathlands SPA/Ramsar	<p>There is insufficient detail in the LTP3 to assess the likelihood of significant impacts arising at the scheme level.</p> <p>There is however sufficient flexibility, in terms of both design and means of implementation, to avoid and mitigate for likely significant impacts at the project level. Significant adverse should be avoided through consideration of N2000 sites in design, sensitive timing of works and adherence to best practice working methods at the project</p>	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
			Fontmell and Melbury Downs SAC New Forest SAC/SPA/Ramsar Poole Harbour SAC/SPA/Ramsar River Avon SAC River Axe SAC Rooksmoor SAC St Albans Head to Durlston SAC	level. In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.	
LTP-M1	N/A.	The policies are unlikely to lead to adverse impacts as they relate to design or other qualitative criteria for development which are unlikely to adversely impact Natura 2000 sites.	N/A	N/A	N/A
Strategy – N	Potential change in activity: Construction Probable reduction in road traffic for urban and suburban areas Certain construction activity in urban areas Certain short term increase in construction related	The strategy makes provision for new infrastructure which may impact N2000 sites either alone or in-combination with other projects. The risk to N2000 from new infrastructure not detailed in the LTP3 is relatively low as there is a high degree of flexibility with regard to design and opportunity for mitigation as the schemes have not yet been conceptualised. Potential new infrastructure included in the	Vulnerable N2000 sites adjacent to or within 200m of key transport corridors (A roads) are most likely to be impacted. These include Avon Valley SPA/Ramsar Cerne & the Sydling Downs SAC Chesil Beach & the Fleet SAC/SPA/Ramsar Dorset Heaths SAC	There is the potential for projects included within the strategy to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is required at the plan level to determine the effects on N2000 sites within Dorset which are sensitive to adverse changes	Following consultation with Natural England, a Stage 2 Appropriate Assessment will be undertaken to assess the effect of the LTP3 on air quality within Dorset and potential for significant effects on sensitive Natura 2000 sites. LTP3 has been amended post consultation to include Policy

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
	<p>congestion</p> <p>Potential temporary change in air quality at the local scale</p> <p>Operation</p> <p>Potential long term change in air quality at the local scale</p> <p>Potential changes in noise/light levels along affected transport routes</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Low</p>	<p>LTP3, and detailed in Strategy N, is detailed below.</p> <p>New infrastructure has the potential to directly and indirectly impact N2000 sites within Dorset. Those sites which are particularly vulnerable are located adjacent to or within 200m of a key transport corridor (A roads). Consideration during design and planning should be given to these sites in particular.</p> <p>Furthermore, there is some potential for short term disturbance and degradation to species and habitats during construction although at this stage the scale, duration, and exact location of works is uncertain. There is also the potential for the proposal to have an impact on air quality within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).</p>	<p>Dorset Heathlands (Purbeck & Wareham) & Studland Dunes SAC</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>Fontmell and Melbury Downs SAC</p> <p>New Forest SAC/SPA/Ramsar</p> <p>Poole Harbour SAC/SPA/Ramsar</p> <p>River Avon SAC</p> <p>River Axe SAC</p> <p>Rooksmoor SAC</p> <p>St Albans Head to Durlston SAC</p>	<p>in air quality.</p> <p>It is likely that other potentially adverse effects (not relating to long-term adverse changes in air quality) on N2000 sites can be avoided or mitigated for at the scheme level, as there is sufficient flexibility in terms of design and implementation, to ensure that impacts are avoided or mitigated for through consideration during design, sensitive timing of works and adherence to best practice working methods.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.</p>
<p>LTP-N1</p> <p>LTP-N2</p>	<p>N/A</p>	<p>No development could occur through the policy alone instead relating to qualitative criteria for development within the sub-region. Where development is mentioned it is very vague, therefore requiring</p>	<p>N/A</p>	<p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project</p>	<p>Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
		implementation through subordinate proposals in the LTP3 or in other LDF plans which are more detailed and therefore more appropriate to assess for their impact on Natura 2000 site(s).		level or in lower tier plans.	Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.
LTP-N3	N/A	The policy will not lead to development as it relates to qualitative criteria for development which are unlikely to adversely impact Natura 2000 sites.	N/A	N/A	N/A
LTP-N4	N/A	No development could occur through the policy alone instead relating to qualitative criteria for development within the sub-region. Furthermore, Section IV of the policy is considered to be broadly positive as it ensures that strategic highway network improvements in Dorset are progressed only if they do not result in unacceptable impacts on the environment.	N/A	In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project level or in lower tier plans.	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
LTP-N5	N/A	No development could occur through the policy alone instead relating to qualitative criteria for development within the sub-region which are unlikely to impact N2000 sites.	N/A	N/A	N/A
Highways Schemes					
A31 Canford Bottom round about (hamburger) improvement	N/A	The project has received planning approval and is into the construction phase of its development. The LTP3 is therefore unable to influence this project and no further assessment at the plan level will be undertaken.	N/A	N/A	N/A
A35/A37 Monkeys Jump round about Improvement	<p>Potential change in activity:</p> <p>Construction</p> <p>Certain construction activities at chosen site.</p> <p>Probable short term increase in construction related congestion and disturbance.</p> <p>Operation</p>	The provisional scheme location is in close proximity to the junction of the A35 and A31 trunk roads to the west of Dorchester. There are no N2000 sites within 2km of the proposed location and it is therefore unlikely that the scheme will have significant adverse effects on N2000 sites.	N/A	<p>The scheme has been newly added to the LTP3 post consultation.</p> <p>In accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, where appropriate, proposals must be subject to HRA at the project</p>	Following recommendations made in the Stage 1 Screening report and in accordance with recommendations made by Natural England, the LTP3 has been amended to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
(Dorchester)	<p>Probable decrease in congestion and improvement of traffic flow along route over the life of the LTP3</p> <p>Risk assessment: Likelihood: Uncertain Risk to N2000 Sites: Low</p>			level or in lower tier plans.	development related to the LTP3 is carried out in an environmentally sustainable manner which will avoid significant adverse impacts to N2000 sites.
A31 Dualling: Amey sford to Merley	<p>Potential change in activity:</p> <p>Construction Certain construction activities. Probable short term increase in construction related congestion and disturbance/degradation.</p> <p>Operation Potential increase in traffic along route Probable decrease in congestion and improvement of traffic flow along route over the life of the LTP3 Possible long term change (positive or negative) in air quality along affected routes</p>	<p>The north-eastern extent of the scheme (surrounding the Ameysford roundabout) is directly adjacent to the Dorset Heaths N2000 sites. Direct loss of habitat is not anticipated although considering the close proximity of the proposed scheme to the N2000 site, there is some potential for indirect damage and disturbance to habitats and species of qualifying importance during construction.</p> <p>There is also the potential for the proposal to impact on air quality within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of the scheme or key transport corridors (A roads) which may impacted include:</p> <p>Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC</p>	<p>There is the potential for projects included within the strategy to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is required at the plan level to determine the effects on N2000 sites within Dorset which are sensitive to adverse changes in air quality.</p> <p>Although there is a paucity of detail at the plan level, based on information available at the time of issue, it is likely that other potentially adverse effects (not relating to long-term adverse changes in air quality) on N2000 sites can be avoided or mitigated for at the</p>	<p>Following consultation with Natural England, a Stage 2 Appropriate Assessment will be undertaken to assess the effect of the LTP3 on air quality within Dorset and potential for significant effects on sensitive Natura 2000 sites.</p> <p>LTP3 has been amended post consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
	<p>Risk assessment: Likelihood: Uncertain Risk to N2000 Sites: Moderate</p>			<p>scheme level, as there is sufficient flexibility to ensure that impacts are avoided or mitigated for through consideration during design, sensitive timing of works and adherence to best practice working methods.</p> <p>However, in accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.</p>
<p>A31 Ringwood – westbound widening</p>	<p>Potential change in activity: Construction Certain construction activities. Probable short term increase in construction related congestion and disturbance/degradation. Operation Potential increase in traffic along route Probable decrease in</p>	<p>The scheme has been subject to HRA Screening at the project level, although this assessment has not been consulted upon by Natural England. The HRA Screening Report for the scheme deals with the River Avon SAC only and does not consider other N2000 sites potentially impacted by the scheme. The report highlights the potential for adverse effects to the SAC as well as other N2000 sites. There is the potential for direct habitat loss as well as the potential</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of the scheme or key transport corridors (A roads) which may impacted include:</p> <p>Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar</p>	<p>There is the potential for projects included within the strategy to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is required at the plan level to determine the effects on N2000 sites within Dorset which are sensitive to adverse changes in air quality.</p> <p>Although there is a paucity of detail at the plan level, based</p>	<p>Following consultation with Natural England, a Stage 2 Appropriate Assessment will be undertaken to assess the effect of the LTP3 on air quality within Dorset and potential for significant effects on sensitive Natura 2000 sites.</p> <p>LTP3 has been amended post consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
	<p>congestion and improvement of traffic flow along route over the life of the LTP3</p> <p>Possible long term change (positive or negative) in air quality along affected routes</p> <p>Risk assessment: Likelihood: Uncertain Risk to N2000 Sites: Moderate</p>	<p>for indirect damage and disturbance to habitats and species of qualifying importance during construction.</p> <p>There is also the potential for the proposal to impact on air quality within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).</p>	<p>River Avon SAC</p>	<p>on information available at the time of issue, it is likely that other potentially adverse effects (not relating to long-term adverse changes in air quality) on N2000 sites can be avoided or mitigated for at the scheme level, as there is sufficient flexibility to ensure that impacts are avoided or mitigated for through consideration during design, sensitive timing of works and adherence to best practice working methods.</p> <p>However, in accordance with LTP N-8, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.</p>
<p>B307 3 Parley Lane Improvements</p>	<p>Potential change in activity: Construction</p> <p>Certain construction activities.</p> <p>Probable short term increase in construction related congestion and</p>	<p>Dorset Heathland N2000 sites are located adjacent to the north-eastern portion of the Blackwater Junction and adjacent to various sections of the A338.</p> <p>Direct loss of habitat to N2000 sites is not anticipated as all proposed</p>	<p>Vulnerable N2000 sites adjacent to or within 200m of the scheme or key transport corridors (A roads) which may impacted include:</p> <p>Avon Valley SPA/Ramsar</p>	<p>There is the potential for projects included within the strategy to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is required at the plan level to determine</p>	<p>Following consultation with Natural England, a Stage 2 Appropriate Assessment will be undertaken to assess the effect of the LTP3 on air quality within Dorset and potential for significant effects on sensitive Natura 2000 sites.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
(Black water Junction on Improvements)	<p>disturbance/degradation.</p> <p>Operation</p> <p>Potential increase in traffic along route</p> <p>Probable decrease in congestion and improvement of traffic flow along affected routes over the life of the LTP3.</p> <p>Possible long term change (positive or negative) in air quality along affected routes</p> <p>Risk assessment:</p> <p>Likelihood: Uncertain</p> <p>Risk to N2000 Sites: Moderate</p>	<p>works are located to the south of the junction. However, considering the close proximity of the proposed scheme to the N2000 site, there is some potential for indirect damage and disturbance to habitats and species of qualifying importance during construction.</p> <p>There is also the potential for the proposal to impact on air quality within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).</p>	<p>Dorset Heaths SAC</p> <p>Dorset Heaths (Purbeck and Wareham) & Studland Cliffs</p> <p>Dorset Heathlands SPA/Ramsar</p> <p>New Forest SAC/SPA/Ramsar</p> <p>River Avon SAC</p>	<p>the effects on N2000 sites within Dorset which are sensitive to adverse changes in air quality.</p> <p>Although there is a paucity of detail at the plan level, based on information available at the time of issue, it is likely that other potentially adverse effects (not relating to long-term adverse changes in air quality) on N2000 sites can be avoided or mitigated for at the scheme level, as there is sufficient flexibility to ensure that impacts are avoided or mitigated for through consideration during design, sensitive timing of works and adherence to best practice working methods.</p> <p>However, in accordance with Policy LTP GEN-3, in order to satisfy the requirements of the Habitats Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.</p>	<p>These sites include:</p> <p>LTP3 has been amended post consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.</p>
B307	Potential change in activity:	Direct loss of habitat to N2000 sites	Vulnerable N2000 sites adjacent to	There is the potential for	Following consultation with

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
<p>3 Parley Lane Improvements (Bournemouth Airport Access Chapel Gate – Blackwater A388)</p>	<p>Construction Certain construction activities. Probable short term increase in construction related congestion and disturbance/degradation.</p> <p>Operation Potential increase in traffic along route Probable decrease in congestion and improvement of traffic flow along affected routes over the life of the LTP3. Possible long term change (positive or negative) in air quality along affected routes</p> <p>Risk assessment: Likelihood: Uncertain Risk to N2000 Sites: Moderate</p>	<p>is not anticipated as all proposed works are at a distance of >200m from N2000 sites (Dorset Heathlands sites are located approximately 300m away at the closest point to the scheme footprint).</p> <p>However, the scheme involves relatively large scale works which may result in both direct and indirect impacts on N2000 sites. These could include indirect damage and disturbance to habitats and species of qualifying importance during construction as well as impacts relating to changes in air quality (either positive or negative) within south-east Dorset both temporarily (construction related) and long term (operational stage of the proposal).</p>	<p>or within 200m of the scheme or key transport corridors (A roads) which may impacted include:</p> <p>Avon Valley SPA/Ramsar Dorset Heaths SAC Dorset Heaths (Purbeck and Wareham) & Studland Cliffs Dorset Heathlands SPA/Ramsar New Forest SAC/SPA/Ramsar River Avon SAC</p>	<p>projects included within the strategy to have a cumulative impact (along with other projects detailed in the LTP3) on air quality within Dorset. Further assessment is required at the plan level to determine the effects on N2000 sites within Dorset which are sensitive to adverse changes in air quality.</p> <p>Although there is a paucity of detail at the plan level, based on information available at the time of issue, it is likely that other potentially adverse effects (not relating to long-term adverse changes in air quality) on N2000 sites can be avoided or mitigated for at the scheme level, as there is sufficient flexibility to ensure that impacts are avoided or mitigated for through consideration during design, sensitive timing of works and adherence to best practice working methods.</p> <p>However, in accordance with LTP N-8, in order to satisfy the requirements of the Habitats</p>	<p>Natural England, a Stage 2 Appropriate Assessment will be undertaken to assess the effect of the LTP3 on air quality within Dorset and potential for significant effects on sensitive Natura 2000 sites. These sites include:</p> <p>LTP3 has been amended post consultation to include Policy LTP GEN-3 which (in conjunction with LTP N-8) will safeguard Natura 2000 sites and ensure that future development related to the LTP3 is carried out in an environmentally sustainable manner. Natural England agree that Stage 2 Appropriate Assessment is not required for all other N2000 sites at the plan level, as satisfactory policy protection for Natura 2000 sites has been built into the LTP3 and there is sufficient flexibility at the plan level to avoid or mitigate for potential project specific impacts.</p>

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
				Regulations, an HRA should be undertaken on all projects driven by strategies and policies within the LTP3.	
East – West Road Link	N/A	The project has been removed from the LTP3 post-consultation and is therefore not included within the current assessment.	N/A	N/A	N/A
North – South Road Link	N/A	The project has been removed from the LTP3 post-consultation and is therefore not included within the current assessment.	N/A	N/A	N/A
A388 widening Black water to Cooper Dean	N/A	The project has been removed from the LTP3 post-consultation and is therefore not included within the current assessment.	N/A	N/A	N/A
Poole Bridge Rejuvenation	The scheme is currently under construction.	The project has received planning approval and is into the construction phase of its development. The LTP3 is therefore unable to influence this	The scheme is currently under construction.	The scheme is currently under construction.	The scheme is currently under construction.

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LTP3	Potential change in activity	Potential impacts and risk to N2000 sites	N2000 potentially impacted	Recommendations: Stage 1 Pre-consultation	Recommendations: Post-consultation response and amendments to the LTP3
on Initiative:		<p>project and no further assessment at the plan level will be undertaken. Furthermore, the Twin Sales Bridge is currently under construction and has been subject to an HRA at the project level. The impact of the planned regeneration has previously been considered in two Habitats Regulations Assessments; the first, a retrospective HRA for the Full Sail Ahead Strategic Policy Document (SPD) and the second, for Borough of Poole Core Strategy. Both documents have been implemented and have included policies and recommendations to safeguard N2000 sites.</p> <p>Consequently, no further recommendations are made in this report.</p>			

16.3 Appendix 3: Natura 2000 Site Details

Table 16-2- Details of Natura 2000 sites within 15km of the Dorset County boundary

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

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

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

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

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

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

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

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

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

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

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

