

**CHRISTCHURCH AND EAST  
DORSET JOINT CORE STRATEGY  
OPTIONS CONSULTATION  
DOCUMENT**

**HABITATS REGULATIONS  
ASSESSMENT REPORT**

**Prepared for  
Christchurch Borough and East  
Dorset District Councils**

**by  
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# I. INTRODUCTION

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- 1.1. Christchurch Borough Council and East Dorset District Council are producing a Joint Core Strategy, in order to set out the vision, spatial strategy and core policies for the spatial development of the plan area. The Joint Core Strategy will form part of the respective Local Development Frameworks (LDF).
- 1.2. Land Use Consultants (LUC) was appointed in September 2009 by Christchurch Borough Council and East Dorset District Council to undertake Habitats Regulations Assessment (HRA) during the preparation of the latest Joint Core Strategy Options consultation document (October 2010).

## THE REQUIREMENT TO UNDERTAKE HABITATS REGULATIONS ASSESSMENT OF DEVELOPMENT PLANS

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

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<sup>1</sup> *The Conservation of Habitats and Species Regulations 2010* (HMSO Statutory Instrument No. 2010/490).

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

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

### Stages of the Habitats Regulations Assessment

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

**Table 1.1: Stages in HRA**

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

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

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

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

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

## **CHRISTCHURCH AND EAST DORSET JOINT CORE STRATEGY**

- 1.11. The October 2010 Options Consultation Document sets out the suggested long-term vision for Christchurch and East Dorset up to 2027, stating that:

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

*The Dorset Heathlands, the Cranborne Chase Area of Outstanding Natural Beauty, Christchurch Harbour and its beaches will be protected and enhanced to ensure that recreation and commercial activity sustains these areas.*

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

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

*Housing will also continue to be met from redevelopment within the existing towns, but developments will now better reflect the character and type of housing found in each local area, and will make appropriate contributions to infrastructure. Almost all new housing development will contribute to the provision of affordable housing, creating a step change in delivery of affordable dwellings and a significant reduction in waiting lists.*

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

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

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

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

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

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

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

*And perhaps most important of all, our communities will thrive. There will be targeted redevelopment of local areas of deprivation in the Somerford, Leigh Park and Heatherlands Estates. Support will be given to the community groups and organisations to develop volunteering, and to obtain premises from which to deliver services. In particular, a new Druitt Hall community facility will be developed in Christchurch in parallel with remodelled community gardens, which will act as a focus for community activity in the town.*

1.12. The Document also sets out 7 suggested Strategic Objectives, which summarise the relevant preferred policy options put forward in the Core Strategy:

1. To manage and safeguard the natural environment of Christchurch and East Dorset;
2. To maintain the character of the towns and villages, and to create vibrant local centres;
3. To adapt to the challenges of climate change;
4. To enable the mixed economy of Christchurch and East Dorset to grow, and to develop new employment sectors;
5. To provide a suitable, affordable and sustainable range of housing to meet local needs;
6. To help our communities to travel less, and to travel more easily by a range of choices;
7. To help our communities to thrive, and to help people support each other.

1.13. The Options Consultation Document then sets out a number of issues and potential options for the future of Christchurch and East Dorset for 11 key topic areas:



- The Key Strategy
- Christchurch and Highcliffe Centres
- Christchurch Urban Extension
- Bournemouth Airport
- Wimborne and Colehill Housing and Town Centre Options
- Corfe Mullen Housing and Centre Options
- Ferndown and West Parley Housing and Town Centre Options
- Verwood and West Moors Housing and Centre Options
- Managing the Natural Environment
- Creating High Quality and Distinctive Environments
- Meeting Local Needs
- Creating Prosperous Communities
- Transport and Accessibility

## **POTENTIAL IMPACTS OF THE CHRISTCHURCH AND EAST DORSET CORE STRATEGY ON EUROPEAN SITES**

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

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

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

Broad categories, and examples, of potential impacts on European sites	Examples of operations responsible for impacts
	<p>Arson</p> <p>Cessation of or inappropriate management for nature conservation</p>
<p><b>Non-physical disturbance</b></p> <ul style="list-style-type: none"> <li>- Noise</li> <li>- Visual presence</li> <li>- Human presence</li> <li>- Light pollution</li> </ul>	<p>Development (e.g. housing, industrial)</p> <p>Recreation (e.g. dog walking, water sports)</p> <p>Industrial activity</p> <p>Mineral extraction</p> <p>Navigation</p> <p>Vehicular traffic</p> <p>Artificial lighting (e.g. street lighting)</p>
<p><b>Water table/availability</b></p> <ul style="list-style-type: none"> <li>- Drying</li> <li>- Flooding / stormwater</li> <li>- Water level and stability</li> <li>- Changes in coastal water levels</li> <li>- Water flow (e.g. reduction in velocity of surface water)</li> <li>- Barrier effect (on migratory species)</li> </ul>	<p>Water abstraction</p> <p>Drainage interception (e.g. reservoir, dam, infrastructure and other development)</p> <p>Coastal defences</p> <p>Increased discharge (e.g. drainage, runoff)</p>
<p><b>Toxic contamination</b></p> <ul style="list-style-type: none"> <li>- Water pollution</li> <li>- Soil contamination</li> <li>- Air pollution</li> </ul>	<p>Agrochemical application and runoff</p> <p>Navigation</p> <p>Oil / chemical spills</p> <p>Tipping</p> <p>Domestic waste</p> <p>Vehicular traffic</p> <p>Industrial waste / emissions</p>
<p><b>Non toxic contamination</b></p> <ul style="list-style-type: none"> <li>- Nutrient enrichment (e.g. of soils and water)</li> <li>- Algal blooms</li> <li>- Changes in salinity</li> <li>- Changes in thermal regime</li> <li>- Changes in turbidity</li> <li>- Air pollution (dust)</li> </ul>	<p>Agricultural runoff</p> <p>Sewage discharge</p> <p>Water abstraction</p> <p>Industrial activity</p> <p>Flood defences</p> <p>Navigation</p> <p>Construction</p>
<p><b>Biological disturbance</b></p> <ul style="list-style-type: none"> <li>- Direct mortality</li> <li>- Out-competition by non-native species</li> <li>- Selective extraction of species</li> </ul>	<p>Development (e.g. housing areas with domestic and public gardens)</p> <p>Predation by domestic pets</p> <p>Introduction of non-native species (e.g. from gardens)</p>

Broad categories, and examples, of potential impacts on European sites	Examples of operations responsible for impacts
<ul style="list-style-type: none"> <li>- Introduction of disease</li> <li>- Rapid population fluctuations</li> <li>- Natural succession</li> </ul>	Fishing Hunting Agriculture Changes in management practices (e.g. grazing regimes, access controls, cutting / clearing)

## STRUCTURE OF THE HRA REPORT

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

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

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

**Chapter 4 – Conclusions and next steps:** Summarises the conclusions of the HRA, taking into account the key findings, and outlines recommendations for mitigating potential effects.



## 2. STAGE I: SCREENING – METHODOLOGY AND FINDINGS

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- 2.1. As shown in **Table 1.1** in **Chapter 1**, HRA generally involves three stages (Screening, Appropriate Assessment, and Assessment where no alternatives exist). Stages 1 and 2 can be taken iteratively during preparation of the plan in question in order to inform options and policies within the plan. This section sets out our approach to Stage 1 (Screening) of the HRA of the Christchurch and East Dorset Core Strategy. The screening stage involves assessing broadly whether the Plan is likely to have a significant effect on a European site, and therefore requires an ‘appropriate assessment’ of whether this would result in an adverse effect on integrity of the European site in question.
- 2.2. HRA Screening was undertaken for the Core Strategy options during their preparation earlier in 2010. A draft Screening report was prepared for internal use by the Councils in late July, and the findings influenced the development of some of the options in the Core Strategy (e.g. policy option ME2, which now includes explicit requirements for the provision of suitable alternative natural greenspace as mitigation of potential recreation pressures associated with new housing across the plan area.) The HRA Screening was then updated to reflect the Options consultation version of the Christchurch and East Dorset Core Strategy. The findings of the screening of the Options can be seen in **Appendix 2** of this report and are summarised further on in this chapter.
- 2.3. The HRA Screening of the Christchurch and East Dorset Core Strategy has been undertaken in line with current available guidance and seeks to meet the requirements of the Habitat’s Directive. The tasks that have been undertaken during the screening stage are described in detail below.

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

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

listed below in **Table 2.1** below and are mapped in **Figure 2.1** further ahead in this chapter.

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

Special Areas of Conservation (SACs)	Special Protection Areas (SPAs)	Ramsar Sites
<ul style="list-style-type: none"> <li>• Dorset Heaths</li> <li>• Dorset Heaths (Purbeck &amp; Wareham) &amp; Studland Dunes</li> <li>• Isle of Portland to Studland Cliffs</li> <li>• Frontmell &amp; Melbury Downs</li> <li>• Prescombe Down</li> <li>• Chilmark Quarries</li> <li>• River Avon</li> <li>• Great Yews</li> <li>• The New Forest</li> <li>• Solent &amp; Isle of Wight Lagoons</li> <li>• Solent Maritime</li> <li>• Isle of Wight Downs</li> </ul>	<ul style="list-style-type: none"> <li>• Dorest Heathlands</li> <li>• Avon Valley</li> <li>• Poole Harbour</li> <li>• New Forest</li> <li>• Solent &amp; Southampton Water</li> </ul>	<ul style="list-style-type: none"> <li>• Dorest Heathlands</li> <li>• Avon Valley</li> <li>• Poole Harbour</li> <li>• New Forest</li> <li>• Solent &amp; Southampton Water</li> </ul>

- 2.6. The attributes of these sites which contribute to and define their integrity have been described (see **Appendix I**) drawing on data already compiled for the South West Regional Spatial Strategy (RSS) HRA. It should be noted that as of 6th July 2010, following a letter of confirmation from the Secretary of State for Communities and Local Government, all RSSs have been revoked. However, evidence that informed the preparation of the revoked RSSs is still of relevance where this is of relevance or the most up-to-date data available. Alongside data compiled for the RSS, reference was also made to Standard Data forms for SACs and SPAs and Information Sheets for Ramsar sites<sup>7</sup>.
- 2.7. An analysis of these information sources enabled the identification of European site interest features and relevant conservation objectives. This information made it possible to identify those features of each site which determine site integrity and the specific sensitivities of the site, therefore enabling the later analysis of how the potential impacts of the Christchurch and East Dorset Core Strategy may affect site integrity.

### **Description of the Christchurch and East Dorset Core Strategy**

- 2.8. A summary of the structure of the Christchurch and East Dorset Core Strategy Options Consultation Document was provided in **Chapter I** of this report, along with an outline of the potential impacts that development in general can have on European sites.

<sup>7</sup> These were obtained from the Joint Nature conservation Committee and Natural England websites ([www.jncc.gov.uk](http://www.jncc.gov.uk) and [www.naturalengland.org.uk](http://www.naturalengland.org.uk))

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

- 2.9. As required under Regulation 61 of the Amended Habitats Regulations 2010, a screening assessment of the ‘likely significant effects’ of the Options consultation document for the Christchurch and East Dorset Core Strategy was undertaken. A screening matrix was prepared in order to identify which options within the Christchurch and East Dorset Core Strategy would be likely to have a significant effect on European Sites. The findings of the screening assessment are set out further on in this chapter and in **Appendix 2** of this report. A ‘traffic light’ approach was used to record the likely impacts of the suggested policy approaches on European sites and their qualifying habitats and species, using the colour categories shown in **Table 2.2** below.

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

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

- 2.10. Consideration was given to the possible pathways through which effects from activities associated with proposals within the Christchurch and East Dorset Core Strategy may be transmitted to features contributing to the integrity of a European Site (e.g. via groundwater, air, river catchments etc.). A broad risk-based approach involving application of the precautionary principle was adopted in the assessment of likely significant effects, such that an assessment of ‘no significant effect’ was only made where it was considered very unlikely, based on current knowledge and information available, that Core Strategy options could have a significant effect on the integrity of a European site(s).
- 2.11. The screening component of the HRA Report took the approach of screening each proposed option individually, which is consistent with current guidance documents. In reality, however, the objectives and policies within the Core Strategy will combine to deliver a particular scale, location and type of development across the plan area, and therefore the effects of the Core Strategy options in combination have been considered as part of the AA stage, along with the potential for in-combination effects with other plans and projects.

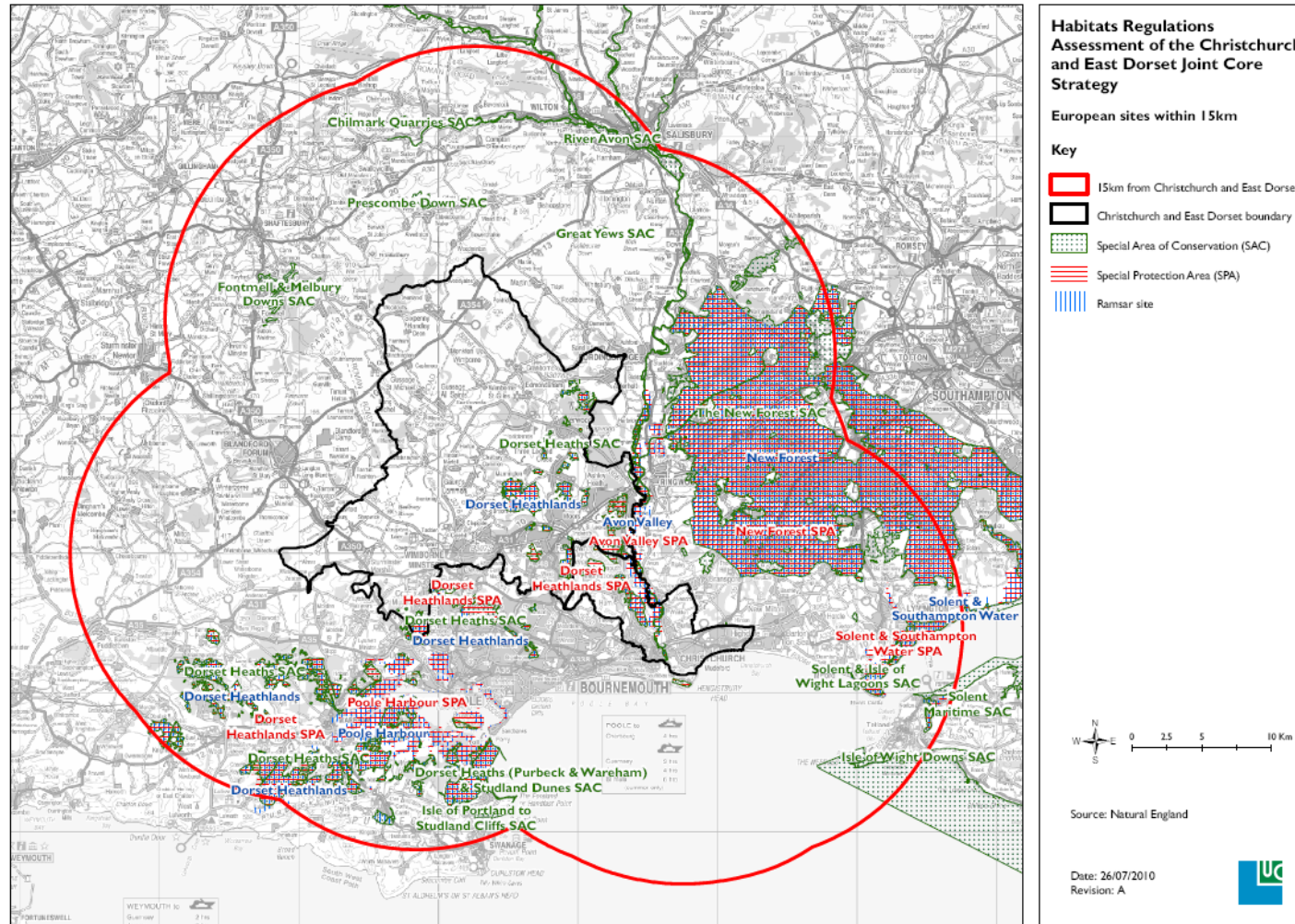
### Identification of other plans and projects which may have ‘in-combination’ effects

- 2.12. Regulation 61 of the Amended Habitats Regulations 2010 requires an Appropriate Assessment of ‘Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plan or projects’. The first stage in identifying ‘in-combination’ effects involves identifying which other plans and projects may be affecting the European Sites that are the focus of this assessment.

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



**Figure 2.1 Map of European Sites in and adjacent to Christchurch and East Dorset**



## SCREENING FINDINGS FOR THE CORE STRATEGY POLICY OPTIONS

- 2.15. This section sets out the findings of the screening exercise, whilst the full screening matrix used for the assessment can be seen in **Appendix 2**. Note that the screening findings below for options where a significant effect is considered likely or uncertain triggered further assessment under Stage 2 of the HRA: Appropriate Assessment – the findings of which are described in **Chapter 3** of this report.

The screening findings below are therefore not the final conclusions of the HRA for the Options consultation version of the Christchurch and East Dorset Core Strategy (October 2010); indeed a number of the screening findings may be superseded by the findings of the appropriate assessment stage (see **Chapter 3**), i.e. some of the uncertainty regarding the likelihood of significant effects may have been able to be clarified with the result that an adverse effect on the integrity of the European site in question can be ruled out.

- 2.16. **Table 2.3** summarises the screening conclusion for each of the policy options contained in the Options consultation version of the Christchurch and East Dorset Core Strategy, as per the key below:

Likely to have significant effects on the integrity of at least one European site.
May have significant effects on the integrity of at least one European site, although currently uncertain.
Not likely to have a significant effect on the integrity of any European site in Christchurch or East Dorset (+15km)

**Table 2.3: Summary of screening conclusions for the policy options contained in the Options consultation version of the Christchurch and East Dorset Core Strategy (October 2010)**

Reference	Subject of policy option	Status of policy option in Core Strategy
<b>Chapter 3: Vision and Strategic Objectives</b>		
Vision	Covers all of the subjects listed for the 7 objectives Uncertain effect noted for Christchurch Bypass road.	Preferred
Objective 1	Natural environment	Preferred
Objective 2	Character	Preferred
Objective 3	Climate change	Preferred
Objective 4	Economy	Preferred
Objective 5	Housing	Preferred
Objective 6	Travel	Preferred
Objective 7	Supporting communities	Preferred
<b>Chapter 4: The Key Strategy</b>		
KS1	Settlement hierarchy	Preferred
KS2	General Green Belt	Preferred
KS3	St Leonard's Hospital	Preferred

Reference	Subject of policy option	Status of policy option in Core Strategy
KS4	Safeguarded sites - Green Belt & urban area	Preferred
KS5	Safeguarded sites - urban area	Non Preferred
KS6	Safeguarded sites - Green Belt	Non Preferred
KS7	Christchurch housing target	Option
KS8	Christchurch housing target	Option
KS9	Christchurch housing target	Option
KS10	Christchurch housing target	Option
KS11	Christchurch housing target	Option
KS12	East Dorset housing target	Option not yet agreed, therefore not assessed through HRA
KS13	Provision of employment land	Preferred
KS14	Christchurch town centres hierarchy	Preferred
KS15	Christchurch town centres hierarchy	Non Preferred Option
KS16	East Dorset town centres hierarchy	Preferred
KS17	East Dorset town centres hierarchy	Non Preferred Option
KS18	Strategic retail needs	Preferred
KS19	Strategic travel	Preferred
KS20	Strategic travel	Alternative Preferred
KS21	Connectivity	Preferred
<b>Chapter 5: Christchurch and Highcliffe Centres</b>		
CH1	Christchurch town centre vision	Preferred
CH2	Christchurch town centre boundary	Preferred
CH3	Christchurch town centre boundary	Not preferred
CH4	Christchurch town centre AI thresholds 20%	Preferred
CH5	Christchurch town centre AI thresholds 30%	Not preferred
CH6	Christchurch town centre shopping frontages	Preferred
CH7	Christchurch town centre shopping frontages	Not preferred
CH8	Christchurch town centre shopping frontages	Not preferred
CH9	Christchurch town centre shopping frontages	Not preferred
CH10	Highcliffe town centre vision	Preferred
CH11	Highcliffe town centre shopping frontages	Preferred
<b>Chapter 6: Christchurch Urban Extension</b>		
UE1	Christchurch extension 950-1,250 SANG north	Option
UE2	Christchurch extension 650-850 SANG north	Option
UE3	Christchurch extension 500-650 SANG north	Option
UE4	Christchurch extension 500-650 SANG south	Option
<b>Chapter 7: Bournemouth Airport</b>		
BA1	Airport vision	Preferred
BA2	Airport vision + design standards	Alternative preferred
BA3	Airport operational needs Green Belt removal	Preferred
BA4	Airport southern sector Green Belt removal	Not preferred
BA5	Airport priority issues for growth	Preferred
BA6	Airport transport requirements	Preferred
BA7	Airport transport improvements	Alternative preferred
BA8	Airport transport improvements	Alternative preferred
BA9	Permit development in line with BA6	Preferred
BA10	Permit development in line with BA7	Alternative preferred
BA11	Permit development in line with BA6 with link road contributions	Alternative preferred
<b>Chapter 8: Wimborne and Colehill Housing and Town Centre Options</b>		
WMC1	Cuthbury neighbourhood, Wimborne	Option
WMC2	Wimborne Rugby Club redevelopment	Option
WMC3	Stone Lane neighbourhood, Wimborne	Option
WMC4	North Wimborne new neighbourhood	Option

Reference	Subject of policy option	Status of policy option in Core Strategy
WMC5	S of Leigh Road new neighbourhood and sports village, Wimborne	Option
WMC6	Wimborne Town Centre boundary	Preferred
WMC7	Wimborne Town Centre boundary	Not preferred
WMC8	Wimborne Town Centre vision	Preferred
WMC9	Allenview area Council relocation	Option
WMC10	Allenview area market relocation	Option
<b>Chapter 9: Corfe Mullen Housing and Town Centre Options</b>		
CM1	Lockyer's School neighbourhood, C Mullen	Option
CM2	Violet Farm Close neighbourhood, C Mullen	Option
CM3	Recreation ground neighbourhood, C Mullen	Option
<b>Chapter 10: Ferndown and West Parley Housing and Town Centre Options</b>		
FWP1	Holmwood House neighbourhood, Ferndown	Option
FWP2	Coppins neighbourhood, Ferndown	Option
FWP3	W of New Road neighbourhood, W Parley	Option
FWP4	E New Road new centre, W Parley	Option
FWP5	E New Road new neighbourhood, W Parley	Not preferred
FWP6	Ferndown Town Centre boundary	Preferred
FWP7	Ferndown Town Centre boundary	Not preferred
FWP8	Ferndown Town centre vision	Preferred
<b>Chapter 11: Verwood and West Moors Housing and Town Centre Options</b>		
VWM1	W of Trinity School neighbourhood, Verwood	Option
VWM2	W of Eastworth Road neighbourhood, Verwood	Option
VWM3	South of Howe Lane neighbourhood, Verwood	Option
VWM4	South of Manor Road neighbourhood, Verwood	Option
VWM5	Verwood Town Centre boundary	Preferred
VWM6	Verwood Town Centre vision	Preferred
VWM7	Verwood new upper school	Preferred
VWM8	West Moors Town Centre boundary	Preferred
VWM9	West Moors Town Centre vision	Preferred
<b>Chapter 12: Managing the Natural Environment</b>		
ME1	Biodiversity and geodiversity	Preferred
ME2	International nature sites	Preferred
ME3	Local nature sites	Preferred
ME4	Undesignated sites	Preferred
ME5	Climate change adaptation	Preferred
ME6	Landscape biodiversity	Preferred
ME7	Sustainable development standards, housing	Preferred
ME8	Sustainable development standards, non-residential	Preferred
ME9	No local sustainable construction standards	Alternative preferred
ME10	Renewable energy standards for residential and non-residential	Preferred
ME11	Renewable energy standards within large schemes	Preferred
ME12	Carbon offset fund	Preferred
ME13	Energy generating technologies	Preferred
ME14	Development in areas of flood risk	Preferred
ME15	Flood mitigation measures	Preferred
ME16	Flood management strategies	Preferred
ME17	Flood management strategies	Alternative preferred
ME18	Development in areas of coastal erosion	Preferred
<b>Chapter 13: Creating High Quality and Distinctive Environments</b>		
HE1	Historic buildings	Preferred

Reference	Subject of policy option	Status of policy option in Core Strategy
HE2	Article 4(1) Directions	Option
HE3	Article 4(2) Directions	Option
HE4	Special Character Areas	Preferred
HE5	East Dorset Urban Design Guide	Preferred
HE6	Christchurch Character Assessment	Preferred
HE7	Christchurch Special Character Areas	Not preferred
HE8	Open space standards	Preferred
HE9	Residential open space contributions	Preferred
HE10	Commercial open space contributions	Alternative preferred
HE11	Standard open space contribution across districts	Preferred
HE12	Local Need Area open space contribution	Not preferred
HE13	Green Infrastructure contributions with heathland	Preferred
HE14	Separate Green Infrastructure contributions	Not preferred
HE15	Areas of Great Landscape Value	Preferred
HE16	Rural landscape policies	Preferred
HE17	Rural landscape policies	Non Preferred
<b>Chapter 14: Meeting Local Needs</b>		
LN1	Dwelling size and mix	Preferred
LN2	Dwelling size and mix, threshold of 10	Not preferred
LN3	Dwelling size and mix, no threshold, specifying mix	Not preferred
LN4	Dwelling size and mix, threshold of 10, specifying mix	Not preferred
LN5	Living Space Standards	Preferred
LN6	Residential density	Preferred
LN7	Residential density	Not preferred
LN8	Gypsies and travellers criteria	Preferred
LN9	Affordable housing 35% target	Preferred
LN10	Affordable housing 40% target	Not preferred
LN11	Affordable housing thresholds and requirement	Preferred
LN12	Affordable housing thresholds and with 50% requirement for greenfield development	Alternative preferred
LN13	As LN11, but to have a threshold of 5	Not preferred
LN14	As LN11, but with tenure split of 70% social rented and 30% intermediate	Not preferred
LN15	As LN11, but no recommended tenure split	Alternative preferred
LN16	Rural and urban exceptions policy	Preferred
LN17	No exceptions policy for urban areas	Alternative preferred
LN18	Provision and safeguarding of facilities and services	Preferred
LN19	Provision of facilities and services for new development	Preferred
LN20	Provision of services and facilities through a contribution	Preferred
<b>Chapter 15: Creating Prosperous Communities</b>		
PC1	Employment site hierarchy	Preferred
PC2	Alternative uses for employment land	Preferred
PC3	Maintain all employment sites	Not preferred
PC4	Blunt's Farm employment site, Ferndown	Option
PC5	Woolsbridge employment site	Option
PC6	Bailie Gate employment site	Option
PC7	St Leonard's Hospital employment site	Option



Reference	Subject of policy option	Status of policy option in Core Strategy
PC8	Stourbank and Wessex employment site	Not preferred
PC9	Manor Farm, Stapehill employment site	Not preferred
PC10	Employment premises in Christchurch	Preferred
PC11	Employment sites in Christchurch, no differentiation	Not preferred
PC12	Requirements for new employment	Preferred
PC13	Criteria based rural economy	Preferred
PC14	Criteria based rural economy, re-use of buildings	Alternative preferred
PC15	Safeguarding retail areas	Preferred
PC16	Protect village facilities	Preferred
PC17	Tourism	Preferred
<b>Chapter 16: Transport and Accessibility</b>		
TA1	Transport contributions, tariff	Preferred
TA2	Transport contributions, S.106	Not preferred
TA3	Car parking standards	Preferred
TA4	Car parking, use old standards	Not preferred

### Significant effects unlikely

- 2.17. Significant effects are considered unlikely in relation to most of the vision (except the Christchurch bypass), all of the strategic objectives and many (92) of the policy options (see green shading in **Table 2.3** above). In most cases this was because the proposals will not directly result in development, relating instead to design or other qualitative criteria for development; or because they are of a more strategic nature (e.g. visions and strategic objectives), and the specific effects could only be assessed in the subordinate policy options providing more detail about where the development would occur. A number of the proposals include specific measures intended to conserve or enhance the natural environment (and designated sites in particular) and are considered unlikely to have a significant negative effect on European sites for that reason.
- 2.18. Most of the Core Strategy vision and all seven of the strategic objectives are considered unlikely to have significant effects on European sites as the potential effects of matters outlined in the vision and objectives are assessed under the individual Core Strategy policy options (the specific policy options are detailed in **Appendix 2**).
- 2.19. On the basis of these screening conclusions, the vision (except the Christchurch Bypass), strategic objectives and 92 policy options shaded green in Table 2.3 above were not considered further through the appropriate assessment stage, apart from in terms of the potential mitigation they may provide for other policy options.

### Significant effects likely

- 2.20. Significant effects were considered likely to occur as a result of one of the proposed airport transport options, and one of the Ferndown and West Parley housing options:
- The suggested airport transport policy option **BA8** is considered likely to have a significant effect on the **Dorset Heathlands SPA and Ramsar site** and on the **Dorset Heaths SAC** as a result of proposals within the policy for widening of the

A338 from Cooper Dean to north of the Blackwater Junction. The section of the A338 to the north of the Blackwater Junction passes directly through these European sites, meaning widening would result in direct habitat loss, as well as potential non-physical impacts such as enhanced noise and air pollution. The policy also proposes improvements to the Blackwater Junction. Depending on the exact nature of such works, these may also result in direct habitat loss as the junction is directly adjacent to these European sites.

- The non-preferred option for housing at West Parley (**FWP5** - land to the east of New Road and to the south of Christchurch Road) is considered likely to have a significant effect on the **Dorset Heathlands SPA and Ramsar site** and on the **Dorset Heaths SAC** as it includes provision for 400 new homes (compared to 100 under FWP4 above). This means that there is less land for open space provision within the development site (which would help to mitigate potential recreation pressure on the heaths). In addition, it proposes a potential hotel/leisure use in the north eastern corner of the New Road site, which is within 400m of the Parley Common fragment of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar. The Joint Heathlands DPD Issues & Options leaflet refers to Natural England evidence that increases in housing within 5km of the heathlands could contribute to significant cumulative effects on the heathland through recreational pressures, although it is considered possible to provide measures to mitigate these effects. Within 400m of heathland the impacts would be so direct that it would not be possible to mitigate, so most forms of housing could not be accepted within this 400m zone.

2.21. On the basis of these screening conclusions, policy options BA8 and FWP5 were considered further through the appropriate assessment in Stage 2 (see **Chapter 3**).

### **Significant effects uncertain**

2.22. Uncertain effects have been highlighted in orange in **Table 2.3** above for the other 58 policy options set out in the Core Strategy Options consultation document. In many cases this is because a policy option makes provision for a broad type of development which may give rise to effects on European sites, but the precise location, type and/or scale of that development is not specified in the Core Strategy, meaning that it is not possible to conclude whether significant effects on particular European sites are likely.

2.23. It was concluded uncertain whether significant effects would be likely on the **Dorset Heathlands SPA/Ramsar sites, Dorset Heaths SAC, Avon Valley SPA/Ramsar, the River Avon SAC, and New Forest SAC/SPA/Ramsar**, as a result of the locations being considered for new housing, gypsy and traveller sites, community facilities, employment land, tourism infrastructure, newly designated 'urban land' removed from the Green Belt, town centre designations, some of which are in close proximity to these European sites. Potential effects that could be significant include physical damage, e.g. from erosion and trampling resulting from increased human presence and recreation, and non-physical disturbance such as noise, light, or air pollution resulting from an increase in vehicle traffic and interruptions to hydrological regimes due to increased pressure on water supply and treatment works. However, uncertainties associated with the potential effects of these policy options were identified either because of lack of detail about the scale or location of developments

- or because further assessment of evidence base was required at the appropriate assessment stage to be able to draw more certain conclusions about the likely impacts. For example, a number of proposals that would result in new development (in particular housing, but also other types of development) will require water supply and waste water treatment, and this may have negative effects on hydrological regimes (i.e. ground and surface water levels, flows and quality) at European sites. However, the significance of this effect is uncertain without knowing where the water supply is likely to be sourced from or which sewage treatment works supplies the town in question, where it discharges to and whether it has sufficient capacity available to accommodate increased housing.
- 2.24. Uncertain significant effects were also identified on the **Dorset Heathlands SPA/Ramsar sites, Dorset Heaths SAC site, Avon Valley SPA/Ramsar and the River Avon SAC** as a result of the development of decentralised heating/power facilities or development involving connection to existing facilities, and as a result of the development of flood defences, or improvements to existing defence systems, both of which may occur in proximity to these European sites (taking into account the proposed sites for new housing development). The uncertainties associated with the potential effects of these proposals exist because there is not currently enough detail about the exact location of potential renewable energy developments to be able to draw more certain conclusions about the likely impacts. Potential impacts include air and noise pollution resulting from increased vehicle traffic to and from these developments (in the case of flood defences, this would predominantly be an issue during the construction phase), and, in the case of renewable energy developments, potential interruptions to hydrological regimes which connect these European sites.
- 2.25. Finally, it is uncertain whether Christchurch Borough Council's intention in the Core Strategy Vision and policy option KS19 to press for development of a **Christchurch Bypass** road is likely to have a significant effect on the **Dorset Heathlands SPA and Ramsar site, Dorset Heaths SAC, River Avon SAC and Avon Valley SPA and Ramsar site**, as depending on the route of any such bypass, it could result in physical loss of habitat within those sites, which cover areas to the north of Christchurch town centre. However, no options for the route of the bypass are presented in the Core Strategy, thus effects can not be determined.
- 2.26. On the basis of these screening conclusions, all 61 of the policy options shaded orange in Table 2.3 were considered further through the appropriate assessment in Stage 2 (see **Chapter 3**).

## POTENTIAL MITIGATION

- 2.27. In general, the likelihood of significant negative effects on European sites was not able to be ruled out through the screening exercise because some of the proposed policy approaches in the Preferred Options version of the Christchurch and East Dorset Core Strategy could lead (either directly or indirectly) to an increase in new development and associated pressures on water abstraction and treatment, increases in visitor numbers at European sites, or to increases in the volume of car traffic in the area. Thus the potential effects identified included physical damage from erosion/trampling, changes to water quality or quantity, and non-physical disturbance including air, noise and light pollution. However, the magnitude of the potential effects



and the specific pathways were not yet fully understood, and thus needed to be considered in more detail through the appropriate assessment – see **Chapter 3**.

- 2.28. Mitigation of some of the identified potential effects could be achieved through the requirement for good design and construction practices such as noise and light reduction (e.g. directional lighting and limits regarding the lux levels<sup>8</sup> of lights etc), and more efficient use of water in new development. The provision and use of improved sustainable transport links to and from the town centre would also help to reduce car traffic. The measures being developed to relieve recreation pressure on the Dorset Heathlands through the Joint Heathlands DPD (and Interim Planning Framework) should also help to mitigate the effects of higher visitor numbers within and around the plan area.
- 2.29. Many of the policy options within the Core Strategy should also help to implement some of the mitigation measures described above and help to avoid significant effects on European sites (e.g. Preferred Option 1 *Green infrastructure network*; Options ME1 and ME2 *Biodiversity and Geodiversity, International nature sites*; Options ME7 and ME8 *Sustainable development standards*; HE8-HE14 *Open space standards and contributions for open space and green infrastructure*). The potential for mitigation to be provided by other policies within the Core Strategy has been considered in more detail in the Appropriate Assessment stage of the HRA.

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<sup>8</sup> The lux is a unit of luminance and luminous emittance, used as a measure of the intensity of light that hits or passes through a surface, as perceived by the human eye.

### 3. STAGE 2: APPROPRIATE ASSESSMENT METHODOLOGY AND FINDINGS

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#### APPROPRIATE ASSESSMENT METHODOLOGY

- 3.1. Following the screening stage, the plan-making authority is required under Regulation 61 of the Amended Habitats Regulations 2010, to make an ‘appropriate assessment’ of the implications of the plan for European sites, in view of their conservation objectives. EC Guidance<sup>9</sup> states that the Appropriate Assessment stage of the HRA should consider the impact of the plan (either alone or in combination with other projects or plans) on the integrity of European sites with respect to their conservation objectives and to their structure and function. A site’s integrity depends on it being able to sustain its ‘qualifying features’ (i.e. those Annex I habitats, Annex II species, and Annex I bird populations for which it has been designated) and to ensure their continued viability. A high degree of integrity is considered to exist where the potential to meet a site’s conservation objectives is realised and where the site is capable of self repair and renewal with a minimum of external management support. The appropriate assessment therefore needs to focus on those impacts judged likely to have an effect on the qualifying features of European sites, or where insufficient certainty regarding this remained at the screening stage.
- 3.2. An Appropriate Assessment was therefore undertaken for all of the European sites in the Plan area (+15km) where uncertainty about significant effects from Core Strategy Preferred Options was identified during the screening stage (the Screening findings were discussed in **Chapter 2** and shown in detail in **Appendix 2**).

#### Assessing the effects on site integrity

- 3.3. The appropriate assessment focuses on those impacts that are judged likely to have a significant effect on the qualifying features of a European site, or where insufficient certainty regarding this remained at the screening stage. As discussed in **Chapter 1**, a conclusion needs to be reached as to whether or not a proposal in the Options consultation version of the Christchurch and East Dorset Core Strategy would adversely affect the integrity of a European site. In order to try to reach a conclusion, consideration was given to whether the predicted impacts of the proposals (either alone or in combination) have the potential to:
- Delay the achievement of conservation objectives for the site.
  - Interrupt progress towards the achievement of conservation objectives for the site.
  - Disrupt factors that help to maintain the favourable conditions of the site.
  - Interfere with the balance, distribution and density of key species that are the indicators of the favourable condition of the site.

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<sup>9</sup> Assessment of plans and projects significantly affecting European sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC. European Commission Environment DG, November 2001.

- 3.4. In order to make a judgement about the likelihood of proposals having an adverse effect on the integrity of a European site, an 'Appropriate Assessment' (AA) matrix was drawn up (see **Appendix 4**), which considered separately each of the sites which may be affected by a proposal or group of proposals, allowing for the fact that the qualifying features of each site vary. The conservation objectives for each European site are generally to maintain the qualifying features in favourable condition. More specific objectives for each SAC and SPA within and around Christchurch and East Dorset are not currently public available, as some of them are more progressed than others. More specific objectives and definitions of favourable condition for each site may be available for use during the next iteration of this HRA for the Submission version of the Core Strategy.
- 3.5. For each site where an uncertain or likely significant effect was identified at the screening stage due to a proposal or group of proposals in the Core Strategy, the potential impacts were set out and judgements made, based on the information available, as to whether the impact was likely to affect the integrity of the site, and if mitigation measures may be implemented to reduce the likelihood or severity of the impact. In making these judgements, the following assumptions and data sources were used in relation to the potential impacts identified at the screening stage.

#### ***Physical loss or damage of habitat***

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

#### ***Noise and light pollution***

- 3.7. Noise effects, e.g. during the construction of new housing or as a result of increases in traffic along roads, are most likely to disturb bird species, and are thus a key consideration with respect to European sites where birds are the qualifying features. From a review of Environment Agency internal guidance on HRA and various websites it is considered that effects of noise and light are more likely to be significant if development is within 500 metres of a European site with qualifying features sensitive to non-physical disturbance. Artificial lighting at night (e.g. street lamps, flood lighting and security lights) is more likely to affect bat populations but some bird species may also be affected. 300m has been found as a distance at which certain bird species can be disturbed by the effects of noise<sup>10</sup>. We have assumed on a precautionary basis that the effects of noise and light are more likely to cause an adverse effect if development takes place within 500 metres of a European site with qualifying features sensitive to these disturbances, or mapped off-site breeding, foraging or roosting areas.

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<sup>10</sup> *British Wildlife Magazine*. October 2007.

### **Air pollution**

- 3.8. Air pollution from traffic is most likely to affect plant, soil and water habitats making up the qualifying features of European sites, but some qualifying animal species may also be directly affected, or indirectly affected by a deterioration in habitat. Nitrogen dioxides (NO<sub>x</sub>) are considered to be the key pollutants from traffic emissions. Deposition of nitrogen compounds may lead to both soil and freshwater acidification, and NO<sub>x</sub> can cause eutrophication of soils and water. The EU Habitats Directive Handbook guidance allows a 1% threshold at which emissions are not considered likely to have a significant effect (either alone, or in combination, and irrespective of background levels). This is based on evidence that at distances greater than 55 metres from the kerbside, ground level concentrations of NO<sub>x</sub> represent less than 1% of the critical level.
- 3.9. Based on the Highways Agency *Design for Road and Bridges Manual Volume 11, Section 3, Part 1* it is assumed that air pollution from roads is more likely to be significant up to 200m from the road itself. On this basis we have mapped a 200m buffer around the roads proposed in the Core Strategy for improvements (e.g. Prime Transport Corridors and junction/route improvements and the Bournemouth Airport transport options) in order to help assess whether any impact on European sites is likely in relation to those particular proposals.
- 3.10. Data from the Air Pollution Information System (APIS) was drawn on to identify those European sites where levels of particular pollutants are already exceeding critical loads, indicating that any increases could have particularly adverse impacts. Natural England SSSI condition status reports have also been reviewed to understand whether air pollution is currently having an effect on individual components of the wider Dorset Heathland SAC/SPA complex.

### **Recreation and 'urban' impacts**

- 3.11. The Interim Planning Framework (IPF) and emerging Dorset Heathland DPD<sup>11</sup>, Natural England guidance<sup>12</sup> and Dorset Household Survey<sup>13</sup> were used to inform judgements about the likely impacts of increased recreation on heathland sites. The IPF and Dorset Heathland DPD draw on the Natural England research that has shown that increases in housing within 5km of the Dorset heathland European sites could contribute to significant cumulative effects on the heathland through 'urban' and recreational pressures (i.e. arson, dog walking which disturbs the qualifying ground nesting bird species, trampling and damage to the heath habitats, predation by cats etc), although it is considered possible to provide measures to mitigate these effects. Within 400m of heathland the impacts would be so direct that it would not be possible to mitigate, so most forms of housing are not accepted within this 400m zone. The Dorset Household survey identified behavioural patterns and other factors influencing levels of use of heathland sites, and these were used to inform judgements about the

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<sup>11</sup> Poole, Bournemouth, Christchurch, East Dorset and Purbeck Councils (2007) Dorset Heathland Joint DPD Issues and Options consultation leaflet.

<sup>12</sup> Natural England Advice Note (2007):

[http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

<sup>13</sup> Footprint Ecology (2008) Access Patterns in South East Dorset: Dorset Household Survey and Predictions of Visitor Use of Potential Greenspace Sites.

likely impacts of increased recreation associated with the required housing provision in the Core Strategy.

- 3.12. The South East Dorset Green Infrastructure study<sup>14</sup> was also used to inform judgements about the potential mitigation measures that could be used to minimise the likely effects of increased recreation pressure on heathland sites.

### ***Water Quantity and Quality***

- 3.13. The two water resources management plans covering Christchurch and East Dorset were reviewed as part of this appropriate assessment stage. The Bournemouth and West Hampshire Water Resources Management Plan<sup>15</sup> (November 2009) concludes that their existing licensed water abstraction sources are adequate to accommodate the planned level of residential growth in the area the plan covers, and that no new water sources would be required during the plan period. The Wessex Water Resources Management Plan<sup>16</sup> concludes that there are currently sufficient water resources to meet demand, provided that Wessex Water is able to improve the inter-connections between their existing resources and customers. As such, the uncertain screening conclusions regarding water supply were superseded, and it was assumed that development in the Plan area and neighbouring areas would not have an adverse impact on any European sites in terms of increased demand for water abstraction.
- 3.14. With regards to water quality, the Councils and Environment Agency provided information confirming the location of sewage treatment works (STWs) servicing East Dorset District and Christchurch Borough, and their discharge locations. Most of the STWs servicing the two authorities discharge into rivers other than the River Avon, except for Fordingbridge STW, which only serves Alderholt, which is not identified for growth in the Core Strategy. Therefore, the uncertain screening conclusions regarding water quality were also superseded, as it is assumed that development in the Christchurch and East Dorset would not have an adverse impact on the River Avon SAC/Avon Valley SPA due to potential increased pressure on sewage treatment works and changes in water quality.

## **APPROPRIATE ASSESSMENT FINDINGS**

- 3.15. As described in **Chapter 2**, for those policy options within the Options consultation version of the Christchurch and East Dorset Core Strategy, where the screening finding was likely, or uncertain if they will give rise to a significant effect on European sites, the appropriate assessment stage of the HRA process was undertaken.
- 3.16. The AA stage seeks to determine whether implementation of those policy options alone or in combination will result in an adverse effect on the integrity of the whole European site (many of the European sites are made up of a number of smaller sites). It also considers the potential for in-combination effects from neighbouring Core Strategies and other relevant plans. Alternative proposals were also considered to

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<sup>14</sup> Land Use Consultants (2010) South East Dorset Green Infrastructure: Evidence and Opportunities Study. For the South East Dorset Green Infrastructure Steering Group.

<sup>15</sup> Bournemouth and West Hampshire Water Resource Management Plan – Final for issue. Bournemouth and West Hampshire Water, November 2009.

<sup>16</sup> Wessex Water Resources Management Plan. Wessex Water, June 2010.

avoid adverse effects on European sites and mitigation measures that may be included in the Christchurch and East Dorset Core Strategy to reduce the likelihood and significance of effects on European sites. The AA stage should help to inform the selection of options to take forward into the next iteration of the Christchurch and East Dorset Core Strategy, alongside consultation responses received in relation to the Options document.

- 3.17. The full Appropriate Assessment is set out in **Appendix 4** and the main findings are summarised below, by the types of impact as identified at the screening stage. At this stage in the HRA there is still some uncertainty remaining with respect to the conclusions of the HRA, due to the fact that the proposals in the Christchurch and East Dorset Core Strategy are still expressed as options and are not always specific in terms of the type, scale and precise location of development that may result. As the options are firmed up into policies the HRA findings will need to be reviewed. Recommendations have been made where relevant for mitigation or avoidance measures that could be included within the Core Strategy.

***Physical loss or damage to habitat***

- 3.18. The airport transport policy option **BA8** is considered likely to have an adverse effect on the **Dorset Heathlands SPA and Ramsar site** and on the **Dorset Heaths SAC** as a result of proposals within the policy for widening of the A338 from Cooper Dean to north of the Blackwater Junction. The section of the A338 to the north of the Blackwater Junction passes directly through the Town Common SSSI component of these European designations, meaning widening would result in direct habitat loss, as well as potential non-physical impacts such as increased noise and air pollution. The policy also proposes improvements to the Blackwater Junction. Depending on the exact nature of such works, these may also result in direct habitat loss as the junction is directly adjacent to these European sites. While this loss of habitat may not represent a large proportion of the total area of the wider Dorset Heathland SAC/SPA/Ramsar site, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere.
- 3.19. The Appropriate Assessment Guidance<sup>17</sup> that Land Use Consultants contributed to states the following in relation to compensation:

“Compensatory measures are a last resort when it has not been possible to find a less ecologically damaging alternative and the need for the scheme is judged to outweigh the need to protect the European site. Before a plan or project that will have an adverse impact on a European site can be permitted to proceed, it is necessary to justify the compensatory measures being offered to offset the negative impacts.

The maintenance and enhancement of the overall coherence of the Natura 2000 network will be the key test on which compensatory measures will be assessed. This will normally be done by replacing those interests and functions of the European site that have been damaged. To be acceptable, compensatory measures should:

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<sup>17</sup> Appropriate Assessment of Plans. Scott Wilson, Levett-Therivel Sustainability Consultants, Treweek Environmental Consultants, Land Use Consultants, August 2006.

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

3.20. **It is therefore strongly recommended that the BA8 airport transport option is not included in the Core Strategy**, unless it can be proved that the loss of habitat on the Dorset Heaths SAC and Dorset Heathlands Ramsar site due to the Blackwater Junction improvement and A338 widening affecting the Town Common component of this site could be adequately compensated in line with the above criteria.

3.21. Physical loss is not expected to occur from any of the other policy options in the Core Strategy. However, it is uncertain whether Christchurch Borough Council’s intention in the Core Strategy Vision to press for development of a **Christchurch Bypass** road may result in physical loss of habitat within the **Dorset Heathlands SPA and Ramsar site, Dorset Heaths SAC, River Avon SAC and Avon Valley SPA and Ramsar site**, as no options for the route of the bypass are presented in the Core Strategy.

#### ***Recreation or ‘urban’ pressures***

3.22. At the screening stage, the potential for a number of the proposals to increase recreation and ‘urban’ pressures was identified, and this was considered most likely to impact upon the **Dorset Heaths SAC** and the **Dorset Heathlands SPA/Ramsar complex**, in particular those smaller heathland sites that lie within the boundaries of Christchurch and East Dorset, as well as the **River Avon SAC, Avon Valley SPA/Ramsar** and the **New Forest SAC/SPA/Ramsar**. For policy option **FWP5** (provision of 400 new homes east of New Road at West Parley), an adverse effect on integrity of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar could occur from increased recreation and urban pressures, as the policy option proposes a potential hotel/leisure use in the north eastern corner of the New Road site, which is within 400m of the Parley Common SSSI fragment of the European site. Due to the higher housing provision (than FWP4) there is also less land within the development site for open space provision (which would help to mitigate potential recreation pressure on the heaths). The Joint Heathlands DPD Issues & Options leaflet refers to Natural England evidence that increases in housing within 5km of the heathlands could contribute to significant cumulative effects on the heathland through recreational pressures, although it is considered possible to provide measures to mitigate these effects. Within 400m of heathland the impacts would be so direct that it would not be possible to mitigate, so most forms of housing could not be accepted within this 400m zone. It is recognised that policy option FWP5 is already shown as a ‘Non-Preferred Option’ within the Options consultation version of the Core Strategy, and **it is**

**recommended that FWP5 remains non-preferred and is not taken forward into the Submission version of the Core Strategy.**

- 3.23. However, it was concluded that **Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, the River Avon SAC, Avon Valley SPA/Ramsar** and the **New Forest SAC/SPA/Ramsar** are unlikely to be adversely affected by all the other housing and employment development proposals in the Christchurch and East Dorset Core Strategy, as none of the development locations are within 400m of the Dorset heathland sites, and provided the proposals included within the Core Strategy regarding the protection of biodiversity and international sites (ME1 and ME2), the provision of suitable alternative natural greenspace (SANGs) as part of any of the Christchurch and East Dorset urban extension options, and the requirement for developer contributions towards provision of open space and green infrastructure network (HE9-HE14) are properly implemented. All of these proposed policy options should help to relieve any increase in visitor and urban pressure on the heaths. However, the exact location, size and nature of the SANGs to be delivered as part of the urban extension development will need to be more clearly defined and agreed with Natural England, and set out in the next version of the Core Strategy. The measures included in the Interim Heathland Planning Framework have resulted in developer contributions being made to fund a range of mitigation measures where planning applications for development have been made between 400m and 5km from heathland sites, and the emerging Heathland DPD should also provide a framework for continued mitigation through developer contributions.

#### ***Noise and light pollution***

- 3.24. The potential for a number of the policy options to increase noise and light pollution was identified at Screening in relation to the **Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar complex** as well as the **River Avon SAC and Avon Valley SPA/Ramsar site**. However, the qualifying features of the Dorset Heaths SAC and River Avon SAC are predominantly plant and fish species, which are not likely to be affected by noise, therefore adverse effects on the integrity of the SACs are not considered likely. For the **Dorset Heathlands and Avon Valley SPAs/Ramsar sites**, while noise and light pollution resulting from development may disturb breeding and wintering birds, it is considered unlikely to have an adverse effect on the site's integrity due to the mitigation provided by the safeguarding policies in the Core Strategy (Objective I and ME1), which should ensure that future development on sites within close proximity to the SPA/Ramsar sites employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species on the heathland sites directly adjacent.

#### ***Air pollution***

- 3.25. A number of the housing and employment site options are located near to the main A and B roads within Christchurch and East Dorset, sections of which lie within 200m of a number of the SSSI components of the **Dorset Heaths SAC** and the **Dorset Heathlands SPA/Ramsar** (in particular the A31, A347, B3072, B3073), the **River Avon SAC and Avon Valley SPA/Ramsar** (A31 and A35) and the **New Forest SAC/SPA/Ramsar** (A31). In addition, sections of the A35, A348, B3072 and B3073 is designated as a Prime Transport Corridor (policy options KS19-21), where junction



improvements and enhancements to public transport will be delivered. Policy options BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in traffic travelling to and from the airport along the A31 through the New Forest, and the A31, A35, A347, B3072, B3073 within Christchurch and East Dorset .

- 3.26. Any increase in vehicle journeys along these routes associated with new residential, employment or airport development or route improvements, has the potential to have indirect adverse effects resulting from an increase in air pollution in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and adjacent authorities within South East Dorset and Hampshire.
- 3.27. However, while levels of acid deposition across the Dorset Heaths are above critical loads, air pollution is only cited within Natural England SSSI condition status data<sup>18</sup> as being a contributing factor in unfavourable condition at the following SSSI components of the Dorset Heaths SAC: Holt and West Moors Heaths (where air pollution modelling suggests ammonia emissions from poultry farming on the south side of the forest are a significant source for excessive nitrogen deposition. This can cause excessive algal growth on old oaks, loss of lichen flora, probable death of some mature oak trees and may have stimulated holly growth) and Town Common (where Unit 1 of the SSSI in the north western corner to the west of Matchams Lane is in unfavourable declining condition due to very low species diversity due in part to cutting and periodic mowing to maintain a low vegetation height in connection with operation of the airport, and a subsequent dominance of acid grassland species *Deschampsia flexuosa*). Acid deposition and air pollution are not cited within Natural England SSSI condition status data as being a contributing factor in unfavourable condition at the River Avon or Avon Valley SSSI, or the New Forest SSSI. However, APIS data shows the critical load for acid deposition is significantly exceeded for all habitats in the New Forest SAC/SPA/Ramsar (by up to 1320 %), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile grasslands.
- 3.28. Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along these routes, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010, therefore it can not be concluded that there will not be an adverse effect on integrity of the **Dorset Heaths SAC** and the **Dorset Heathlands SPA/Ramsar**, the **River Avon SAC** and **Avon Valley SPA/Ramsar** and the **New Forest SAC/SPA/Ramsar** until this data and subsequent air pollution modelling data is available.

### **Water Quality and Quantity**

- 3.25. **None of the European sites** within East Dorset and Christchurch are expected to be adversely affected in terms of water quality or quantity, as the existing licensed

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<sup>18</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

water abstraction sources are considered by the water companies to be adequate to accommodate growing demand from within the two authorities over the plan period, and because the sewage treatment works that serve East Dorset and Christchurch mostly discharge into rivers other than the River Avon SAC and Avon Valley SPA/Ramsar site. Fordingbridge STW is the only one discharging to the River Avon, and this STW only serves Alderholt, which is not identified for growth in the Core Strategy. In addition, the Environment Agency has provided information from their Habitats Regulations review of abstraction and discharge consents on the River Avon that shows that a number of the existing consents have already been required to be modified (e.g. reductions in the licensed abstraction volume or higher standards of treatment to be met) in order to reduce adverse effects occurring on the River Avon SAC and Avon Valley SPA/Ramsar site.

## 4. CONCLUSIONS AND NEXT STEPS

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- 4.1. The HRA of the Options consultation version of the Christchurch and East Dorset Core Strategy has been undertaken in accordance with currently available guidance and based on a precautionary approach as required under the Habitats Regulations. The overall HRA findings reached during the appropriate assessment stage have been summarised in **Chapter 3** of this report, and the justification for these is explained in more detail in **Appendix 4**. The HRA conclusions and recommendations are summarised below.
- 4.2. **Adverse effects on the integrity** of all European sites within and around Christchurch and East Dorset from policy options in the Core Strategy (alone or in combination) **will not occur** in relation to:
- **Noise and light pollution**, provided mitigation is adequately delivered through the safeguarding policy ME1 which should ensure that future housing development in Christchurch and East Dorset in close proximity to the Dorset Heathlands SPA employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species on the heathland sites.
  - **Water quality or quantity**, as the existing licensed water abstraction sources are considered by the water companies to be adequate to accommodate growing demand from within the two authorities over the plan period, and because the sewage treatment works that serve East Dorset and Christchurch mostly discharge into rivers other than the River Avon SAC and Avon Valley SPA/Ramsar site.
  - **Recreation or 'urban' impacts**, provided the proposals included within the Core Strategy regarding the protection of biodiversity and international sites (ME1 and ME2), the provision of suitable alternative natural greenspace (SANGs) as part of any of the Christchurch and East Dorset urban extension options, and the requirement for developer contributions towards provision of open space and green infrastructure network (HE9-HE14) are properly implemented. All of these proposed policy options in conjunction with the IPF and emerging Dorset Heathlands Joint DPD should help to relieve any increase in visitor and urban pressure on the heaths. However, the exact location, size and nature of the SANGs to be delivered as part of the urban extension development will need to be more clearly defined and agreed with Natural England, and set out in the next version of the Core Strategy.
- 4.3. It is **uncertain whether adverse effects on the integrity** of **Dorset Heaths SAC** and the **Dorset Heathlands SPA/Ramsar**, the **River Avon SAC** and **Avon Valley SPA/Ramsar** and the **New Forest SAC/SPA/Ramsar** will occur from:
- **Air pollution**, associated with increased housing, employment, airport and transport developments proposed in the Core Strategy and in combination with increased traffic arising from adjacent Core Strategies in South East Dorset and Hampshire. While emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows

(AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010, and air quality modelling using these forecasts would need to be undertaken for certain routes, sections of which are within 200m of the above European sites (in particular the A31, A35, A347, B3072 and B3073).

4.4. **Adverse effects on the integrity of the Dorset Heathlands SPA and Ramsar site and on the Dorset Heaths SAC will occur** in relation to:

- **Physical habitat loss** as a result of proposals within policy option **BA8** for widening of the A338 from Cooper Dean to north of the Blackwater Junction. The section of the A338 to the north of the Blackwater Junction passes directly through the Town Common SSSI component of these European designations, meaning widening would result in direct habitat loss, as well as potential non-physical impacts such as increased noise and air pollution. The policy also proposes improvements to the Blackwater Junction. Depending on the exact nature of such works, these may also result in direct habitat loss as the junction is directly adjacent to these European sites. While this loss of habitat may not represent a large proportion of the total area of the wider Dorset Heathland SAC/SPA/Ramsar site, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere.
- **Recreational pressure** as a result of the East Dorset urban extension east of New Road, West Parley proposed in policy option **FWP5**, as the policy option proposes a potential hotel/leisure use in the north eastern corner of the New Road site, which is within 400m of the Parley Common SSSI fragment of the European site. Due to the higher housing provision (than FWP4) there is also less land within the development site for open space provision (which would help to mitigate potential recreation pressure on the heaths).

4.5. **It is therefore strongly recommended that the BA8 airport transport option is not included in the Core Strategy**, unless it can be proved that the loss of habitat on the Dorset Heaths SAC and Dorset Heathlands Ramsar site due to the Blackwater Junction improvement and A338 widening affecting the Town Common component of this site could be adequately compensated in line with the above criteria. In addition, **it is recommended that FWP5 remains non-preferred and is not taken forward into the Submission version of the Core Strategy.**

4.6. This HRA report will be available for public consultation alongside the Options consultation version of the Christchurch and East Dorset Core Strategy during the period 4<sup>th</sup> October to 24<sup>th</sup> December 2010. In accordance with Conservation of Habitats and Species Regulations 2010, Natural England will be consulted on this HRA Screening Report to obtain the views of the statutory nature conservation body on the conclusions reached about the likely effects of the Core Strategy on European sites. Any responses received in relation to the HRA will be considered and addressed where appropriate in the next iteration of the HRA.

- 4.7. As the proposals within the Options version of the Christchurch and East Dorset Core Strategy are taken forward and developed into policies in the Submission version of the plan, further assessment will be undertaken in order to determine whether these policies would result in adverse effects on the integrity of the European sites. If any of the policies vary significantly from the options and preferred options already considered, they may also need to be subject to the HRA Screening stage again. The HRA report will then be updated to take these changes into account and will be made available alongside the Submission Version of the Core Strategy.

Land Use Consultants

September 2010

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## **Appendix I**

### **Attributes of European Sites**





Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
<b>Sites within Christchurch Borough Council and East Dorset District Council</b>				
Dorset Heaths SAC	5730.73	Numerous fragmented sites, most of which are located outside of the boundary of Christchurch and East Dorset (but within 15km) to the southwest. There are also a small number of sites within the boundary, to the west of Ringwood.	<p>Northern Atlantic wet heaths with <i>Erica tetralix</i></p> <p>European dry heaths</p> <p>Depressions on peat substrates of the <i>Rhynchosporion</i></p> <p><i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>)</p> <p>Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davallianae</i> * Priority feature</p> <p>Alkaline fens</p> <p>Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains</p> <p>Southern damselfly <i>Coenagrion mercuriale</i></p> <p>Great crested newt <i>Triturus cristatus</i></p>	<ul style="list-style-type: none"> <li>Carefully balanced hydrological regime to maintain wet heath, mires and pools.</li> <li>Acid soils.</li> <li>Minimal air pollution (nitrogen deposition can cause compositional changes over time).</li> <li>Unpolluted water and base-rich streams to support Southern damselfly.</li> <li>Warm climatic conditions (Southern damselfly is at northern limit of its European range).</li> <li>Un-fragmented heathland.</li> <li>Use of traditional agriculture to discourage the successional trend to scrub and woodland invasion by conifer and introduced scrub species.</li> </ul>
Dorset Heathlands SPA	8168.79	Numerous fragmented sites, some within the boundary of Christchurch and East Dorset and some within the 15km buffer zone. Sites within the buffer are to the southwest of the plan area. Within the plan area, sites are to the northwest of Christchurch.	<p>During the breeding season:            Dartford Warbler <i>Sylvia undata</i>            Nightjar <i>Caprimulgus europaeus</i>            Woodlark <i>Lullula arborea</i></p> <p>Over winter:            Hen Harrier <i>Circus cyaneus</i>            Merlin <i>Falco columbarius</i></p>	<ul style="list-style-type: none"> <li>Acid soils;</li> <li>Minimal air pollution since nitrogen deposition can cause compositional changes over time;</li> <li>Unpolluted water;</li> <li>Unfragmented habitat;</li> <li>Appropriate grazing regime;</li> <li>Minimal recreational pressure and avoidance of heathland/accidental fires</li> <li>The breeding season is important for the European bird populations (March –</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
				June), but the area is also important for over-wintering raptors and other fauna.
Dorset Heathlands Ramsar Site	6730.15	Numerous fragmented sites, most of which are located outside of the boundary of Christchurch and East Dorset (but within 15km) to the south west.	<p><b>Ramsar criterion 1</b> Contains particularly good examples of (i) northern Atlantic wet heaths with cross-leaved heath <i>Erica tetralix</i> and (ii) acid mire with <i>Rhynchosporion</i>. Contains largest example in Britain of southern Atlantic wet heaths with Dorset heath <i>Erica ciliaris</i> and cross-leaved heath <i>Erica tetralix</i>.</p> <p><b>Ramsar criterion 2</b> Supports 1 nationally rare and 13 nationally scarce wetland plant species, and at least 28 nationally rare wetland invertebrate species.</p> <p><b>Ramsar criterion 3</b> Has a high species richness and high ecological diversity of wetland habitat types and transitions, and lies in one of the most biologically-rich wetland areas of lowland Britain, being continuous with three other Ramsar sites: Poole Harbour, Avon Valley and The New Forest.</p>	<ul style="list-style-type: none"> <li>• Under- grazing leading to scrub invasion</li> <li>• Acid rain</li> <li>• Pollution – unspecified</li> <li>• Leaching from waste tips</li> <li>• Development pressure</li> <li>• Further fragmentation</li> <li>• Recreational pressure</li> <li>• Wildfires</li> <li>• Infrastructure works A31 and Bournemouth airport</li> <li>• Extant mineral permissions</li> </ul>
River Avon SAC	498.24	A long thin site running north-south, from Salisbury (at the 15km buffer) and along the eastern boundary of the Christchurch and East Dorset, down into Christchurch town centre.	<p>Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation</p> <p>Desmoulin's whorl snail <i>Vertigo moulinsiana</i></p> <p>Sea lamprey <i>Petromyzon marinus</i></p> <p>Brook lamprey <i>Lampetra planeri</i></p> <p>Atlantic salmon <i>Salmo salar</i></p> <p>Bullhead <i>Cottus gobio</i></p>	<ul style="list-style-type: none"> <li>• Maintenance of flow velocities – low flows interact with nutrient inputs from point sources to produce localised increases in filamentous algae and nutrient-tolerant macrophytes at the expense of <i>Ranunculus</i>.</li> <li>• Unpolluted water and low nutrient inputs.</li> <li>• Low levels of siltation -changes to sediment processes can result from previous channel modifications.</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
Avon Valley SPA	1385.08	Stretches to the northeast of the plan area, from within the boundary of Christchurch and East Dorset, up to Salisbury at the north eastern extent of the 15km buffer.	Over winter: Bewick's Swan <i>Cygnus Columbianus bewickii</i> Gadwall <i>Anas strepera</i>	<ul style="list-style-type: none"> <li>• Maintenance of appropriate hydrological regime</li> <li>• Unpolluted water</li> <li>• Absence of nutrient enrichment of water</li> <li>• Absence of non-native species</li> <li>• Appropriate grazing regimes</li> </ul>
Avon Valley Ramsar	1385.1	Running north-south from Aderholt to Christchurch.	<p><b>Ramsar criterion 1</b> Diverse range of habitats associated with chalk river, including fen, mire, lowland wet grassland and woodland.</p> <p><b>Ramsar criterion 2</b> Diverse assemblage of wetland flora and fauna including nationally-rare species.</p> <p><b>Ramsar criterion 6</b> Overwintering Gadwall , <i>Anas strepera strepera</i>, NW Europe</p>	<ul style="list-style-type: none"> <li>• Drainage/land-claim for agriculture</li> <li>• Disturbance to vegetation through cutting / clearing</li> <li>• Sedimentation/siltation</li> <li>• Recreational/tourism disturbance esp to wintering birds</li> <li>• Water abstraction</li> <li>• Problems with retaining floodwater-summer drying</li> <li>• Reservoir/barrage/dam impact: flow regime</li> <li>• Pollution (agricultural fertilisers and domestic sewage)</li> <li>• Introduction/invasion of non-native plant species</li> <li>• Vegetation succession</li> </ul>
<b>Sites within 15km of Christchurch Borough Council and East Dorset District Council</b>				
Dorset Heaths (Purbeck & Wareham & Studland Dunes) SAC	2231.76	Fragmented sites to the south west of Christchurch and East Dorset.	<p><b>Annex I Primary:</b> Embryonic shifting dunes Shifting dunes along the shoreline with <i>Ammophila arenaria</i> ('white dunes') Atlantic decalcified fixed dunes (<i>Calluno-Ulicetea</i>) *Priority feature Humid dune slacks Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) Northern Atlantic wet heaths with <i>Erica tetralix</i></p>	<ul style="list-style-type: none"> <li>• Physical loss: development pressure</li> <li>• Physical damage: fragmentation of habitat causing edge and patch size effect</li> <li>• Erosion due to visitor pressure</li> <li>• Wildfires</li> <li>• Damage caused by infrastructure works A31 and Bournemouth airport</li> <li>• Extant mineral extraction permissions</li> <li>• Biological disturbance: invasion by</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
			<p>Temperate Atlantic wet heaths with <i>Erica tetralix</i> *Priority feature            European dry heaths            Depressions on peat substrates of the Rhynchosporion            Bog woodland *priority feature</p> <p><b>Annex I Non Primary:</b>            Molinia meadows on calcareous, peaty of clayey-silt-laden soils (<i>Molinia caerulea</i>)            Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davallianae</i> *Priority feature            Alkaline fens            Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains            Mudflats and sandflats not covered by seawater at low tide            Annual vegetation of drift lines            Fixed dunes with herbaceous vegetation ('grey dunes')</p> <p><b>Annex 2 Primary:</b>            Southern Damselfly – <i>Coenagrion mercuriale</i></p> <p><b>Annex I Non - Primary:</b>            Great crested newt – <i>Triturus cristatus</i></p>	<p>conifer and introduced scrub species, especially <i>Rhododendron</i></p> <ul style="list-style-type: none"> <li>• Successional trend to scrub and woodland</li> </ul>
Isle of Portland to Studland Cliffs SAC		Very small site, approximately 15km to the south of Christchurch and East Dorset.	<p><b>Annex I Primary:</b>            Vegetated sea cliffs of the Atlantic and Baltic coasts            Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>)</p> <p><b>Annex I Non-Primary:</b>            Annual vegetation of drift lines</p>	<ul style="list-style-type: none"> <li>• Physical damage: coastal erosion</li> <li>• Recreational pressure</li> <li>• Extant quarrying permission</li> <li>• Biological disturbance: loss of grazing</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
			Perennial vegetation of stony banks  <b>Annex 2 Primary:</b> Early gentian – <i>Gentianella anglica</i>  <b>Annex 2 Non-Primary:</b> Great Crested Newt <i>Triturus Cristatus</i>	
Isle of Wight Downs SAC	461.8	Site straddling the 15km buffer boundary to the south east of Christchurch and East Dorset.	Vegetated sea cliffs of the Atlantic and Baltic coasts  European dry heaths  Semi-natural dry grasslands and scrubland facies: on calcareous substrates ( <i>Festuco-Brometalia</i> )  Early gentian <i>Gentianella anglica</i>	<ul style="list-style-type: none"> <li>• Early gentian is associated with a grazing regime which maintains a short turf and a proportion of bare ground.</li> <li>• Maintenance of grazing.</li> <li>• Minimal air pollution – nitrogen deposition may cause reduction in diversity, sulphur deposition can cause acidification.</li> <li>• Absence of direct fertilisation.</li> <li>• Well-drained soils.</li> </ul>
Solent & Isle of Wight Lagoons SAC	36.24	A small site to the south of Lymington.	Coastal lagoons * Priority feature	<ul style="list-style-type: none"> <li>• Water quality due to industrial waste, landfill discharges and diffuse off-site pollution.</li> <li>• Water salinity and the relative balance between saltwater to freshwater. Most lagoons are considered to have a salt concentration that is below the desirable level.</li> <li>• Effects of sea-level rise and coastal defence.</li> <li>• Water level management and sluice maintenance.</li> <li>• Absence of nutrient enrichment.</li> <li>• Absence of non-native species.</li> <li>• Sufficient space between the SAC and any development to allow for managed retreat of intertidal habitats.</li> </ul>
Solent Maritime SAC	11325.09	A small site to south east of	Estuaries	<ul style="list-style-type: none"> <li>• No dredging or land-claim of coastal</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
		Christchurch and East Dorset, straddling the 15km buffer boundary.	<p><i>Spartina</i> swards (<i>Spartinion maritimae</i>)</p> <p>Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>)</p> <p>Sandbanks which are slightly covered by sea water all the time</p> <p>Mudflats and sandflats not covered by seawater at low tide</p> <p>Annual vegetation of drift lines</p> <p>Coastal lagoons</p> <p>Perennial vegetation of stony banks</p> <p><i>Salicornia</i> and other annuals colonising mud and sand</p> <p>Shifting dunes along the shoreline with <i>Ammophila arenaria</i> ('white dunes')</p> <p>Desmoulin's whorl snail <i>Vertigo moulinsiana</i></p>	<p>habitats.</p> <ul style="list-style-type: none"> <li>• Unpolluted water, potential accidental pollution from shipping, chemical spills, industrial activities.</li> <li>• Introduction of non-native species e.g. from shipping activity.</li> <li>• Existing and proposed flood defence and coast protection workings.</li> <li>• Coastal squeeze of intertidal habitats.</li> <li>• Development pressures, e.g. ports, marinas, jetties.</li> </ul>
The New Forest SAC	29262.36	A large area located to the east of Christchurch and East Dorset.	<p>Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>)</p> <p>Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or of the <i>Isoëto-Nanojuncetea</i></p> <p>Northern Atlantic wet heaths with <i>Erica tetralix</i></p> <p>European dry heaths</p>	<ul style="list-style-type: none"> <li>• A carefully balanced hydrological regime to maintain wet heaths, mires and pools. Most of the valley mires have been damaged in the past by drainage which has resulted in drying out of peat layers. Low water levels lead to decrease in wetland habitats of wading birds.</li> <li>• Acid soils.</li> <li>• Maintenance of grazing and other traditional management practices.</li> <li>• Minimal air pollution since nitrogen</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
			<p><i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>)</p> <p>Depressions on peat substrates of the <i>Rhynchosporion</i></p> <p>Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>)</p> <p><i>Asperulo-Fagetum</i> beech forests</p> <p>Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains</p> <p>Bog woodland * Priority feature</p> <p>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>) * Priority feature</p> <p>Transition mires and quaking bogs</p> <p>Alkaline fens</p> <p>Southern damselfly <i>Coenagrion mercuriale</i></p> <p>Stag beetle <i>Lucanus cervus</i></p> <p>Great crested newt <i>Triturus cristatus</i></p>	<p>deposition can cause compositional changes over time.</p> <ul style="list-style-type: none"> <li>• Unpolluted water.</li> <li>• Minimal nutrient inputs.</li> <li>• Low recreational pressures.</li> </ul>
Great Yews SAC	28.71 ha	To the north east of Christchurch and East Dorset, within Hampshire and Wiltshire.	<p>Yew <i>Taxus baccata</i> woods of the British Isles * Priority feature</p> <p>Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>)</p>	<ul style="list-style-type: none"> <li>• Positive management to ensure long-term regeneration of the Yews.</li> <li>• Maintain the current small-scale level of recreational activity (ensuring an increase does not lead to significant negative effects on the wood) and</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
				monitor regeneration of the yew.
Prescombe Down SAC	76.14ha	To the north of Christchurch and East Dorset, within Wiltshire.	Semi-natural dry grasslands and scrubland facies: on calcareous substrates ( <i>Festuco-Brometalia</i> )  Early gentian <i>Gentianella anglica</i>  Marsh fritillary butterfly <i>Euphydryas (Eurodryas, Hypodryas) aurinia</i>	<ul style="list-style-type: none"> <li>• Extensive grazing by sheep and cattle - early gentian is associated with a grazing regime which maintains a short turf and a proportion of bare ground (the decline of the livestock industry in the UK threatens the long-term economic viability of the required extensive grazing – in the long term, increased support through agri-environment schemes/management agreements may be required).</li> <li>• Increased stocking of game birds could have an impact on the calcareous grassland.</li> </ul>
Chilmark Quarries SAC	9.78ha	To the north of Christchurch and East Dorset, within Wiltshire.	Greater horseshoe bat <i>Rhinolophus errumequinum</i>  Barbastelle <i>Barbastella barbastellus</i>  Bechstein`s bat <i>Myotis bechsteinii</i>  Lesser horseshoe bat <i>Rhinolophus hipposideros</i>	<ul style="list-style-type: none"> <li>• Physical Loss: Collapse of underground voids (data form)</li> <li>• Non Physical Disturbance: Human presence, noise and visual disturbance (data form)</li> <li>• Current disposal from the Ministry of Defence estate currently in progress</li> <li>• Light pollution (prof judgement)</li> </ul>
Fontmell & Melbury Downs SAC	263.09ha	To the north west of Christchurch and East Dorset, within Dorset.	Semi-natural dry grasslands and scrubland facies: on calcareous substrates ( <i>Festuco-Brometalia</i> )  Early gentian <i>Gentianella anglica</i>  <i>Euphydryas aurinia</i>	<ul style="list-style-type: none"> <li>• Biological Disturbance: Invasive species such as nettles and ragwort due to adjacent intensive farming (data form)</li> <li>• Desirable to return to traditional extensive grazing regime of the whole site (currently not all of the site is grazed)</li> <li>• Scrub encroachment (data form)</li> </ul>
New Forest SPA	29262.36	A large area located to the east of Christchurch and East Dorset.	During the breeding season: Dartford Warbler <i>Sylvia undata</i> Honey Buzzard <i>Pernis apivorus</i>	<ul style="list-style-type: none"> <li>• A carefully balanced hydrological regime to maintain wet heaths, mires and pools. Most of the valley mires have</li> </ul>



Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
			<p>Nightjar <i>Caprimulgus europaeus</i> Woodlark <i>Lullula arborea</i></p> <p>Over winter: Hen Harrier <i>Circus cyaneus</i></p>	<p>been damaged in the past by drainage which has resulted in drying out of peat layers. Low water levels lead to decrease in wetland habitats of wading birds.</p> <ul style="list-style-type: none"> <li>• Acid soils.</li> <li>• Maintenance of grazing and other traditional management practices.</li> <li>• Minimal air pollution since nitrogen deposition can cause compositional changes over time;</li> <li>• Unpolluted water.</li> <li>• Minimal nutrient inputs.</li> <li>• Low recreational pressures. A recent decline in waders, reds shank, lapwing, curlew and snipe is thought to be related to dog walkers.</li> </ul>
Poole Harbour SPA	2313.57	Located to the south west of Christchurch and East Dorset.	<p>During the breeding season: Mediterranean Gull <i>Larus melanocephalus</i> Common Tern <i>Sterna hirundo</i></p> <p>Over winter: Pied Avocet <i>Recurvirostra avosetta</i> Black-Tailed Godwith <i>Limosa limosa islandica</i> Common Shelduck <i>Tadorna tadorna</i></p>	<ul style="list-style-type: none"> <li>• Urban growth and port/marina development</li> <li>• Recreation pressures</li> <li>• Discharge from sewerage treatment</li> <li>• Wytch Farm oilfield – threat of spills</li> <li>• Bait digging</li> <li>• Drainage on grazing marshes</li> </ul>
Solent and Southampton Water SPA	5506.86	Straddling 15km buffer zone, to the south east of Christchurch and East Dorset. On the coastline to the south of Lymington.	<p>During the breeding season: Common Tern <i>Sterna hirundo</i> Little Tern <i>Sterna albifrons</i> Mediterranean Gull <i>Larus melanocephalus</i> Roseate Tern <i>Sterna dougallii</i> Sandwich Tern <i>Sterna sandvicensis</i></p> <p>Over winter: Black-tailed Godwit <i>Limosa limosa islandica</i> Dark-bellied Brent Goose <i>Branta bernicla</i></p>	<ul style="list-style-type: none"> <li>• Unpolluted water.</li> <li>• Absence of nutrient enrichment.</li> <li>• Absence of non-native species.</li> <li>• No dredging or land-claim of coastal habitats.</li> <li>• Low amounts of silt loss;</li> <li>• Maintenance of freshwater inputs for certain bird species.</li> <li>• Sufficient space between the site and development to allow for managed</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
			<p><i>bernicla</i> Ringed Plover <i>Charadrius hiaticula</i></p> <p>Assemblage qualification: A wetland of international importance.</p>	<p>retreat of intertidal habitats and avoid coastal squeeze.</p> <ul style="list-style-type: none"> <li>• Low levels of recreational pressure both on shore/off shore to reduce disturbance during sensitive over-wintering periods.</li> </ul>
The New Forest Ramsar	28,002.81	A large area located to the east of Christchurch and East Dorset.	<p><b>Ramsar criterion 1</b> Valley mires and wet heaths are found throughout the site and are of outstanding scientific interest. The mires and heaths are within catchments whose uncultivated and undeveloped state buffer the mires against adverse ecological change. This is the largest concentration of intact valley mires of their type in Britain.</p> <p><b>Ramsar criterion 2</b> The site supports a diverse assemblage of wetland plants and animals including several nationally rare species. Seven species of nationally rare plant are found on the site, as are at least 65 British Red Data Book species of invertebrate.</p> <p><b>Ramsar criterion 3</b> The mire habitats are of high ecological quality and diversity and have undisturbed transition zones. The invertebrate fauna of the site is important due to the concentration of rare and scarce wetland species. The whole site complex, with its examples of semi-natural habitats is essential to the genetic and ecological diversity of southern England.</p>	<ul style="list-style-type: none"> <li>• A carefully balanced hydrological regime to maintain wet heaths, mires and pools. Most of the valley mires have been damaged in the past by drainage which has resulted in drying out of peat layers. Low water levels lead to decrease in wetland habitats of wading birds.</li> <li>• Acid soils.</li> <li>• Maintenance of grazing and other traditional management practices.</li> <li>• Minimal air pollution since nitrogen deposition can cause compositional changes over time.</li> <li>• Unpolluted water.</li> <li>• Minimal nutrient inputs.</li> <li>• Low recreational pressures.</li> </ul>
Poole Harbour Ramsar	2479.82	Located to the south west of Christchurch and East Dorset.	<p><b>Ramsar Criterion 1</b> Best example of a bar-built estuary with lagoonal characteristics in Britain</p>	<ul style="list-style-type: none"> <li>• Urban and infrastructure development pressure</li> <li>• Dredging</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
			<p><b>Ramsar Criterion 2</b> Two species of nationally rare plant and one nationally rare alga. At least three British Red data book invertebrate species</p> <p><b>Ramsar Criterion 3</b> Examples of natural habitat types of community interest – Mediterranean and thermo Atlantic halophilous scrubs, as well as calcareous fens with <i>Cladium mariscus</i>. Transitions from saltmarsh through to peatland mires are of exceptional conservation importance. Nationally important populations of breeding waterfowl including Common tern, <i>Sterna hirundo</i> and Mediterranean gull <i>Larus melanocephalus</i>. Over winter the site also supports a nationally important population of Avocet <i>Recurvirostra avosetta</i>.</p> <p><b>Ramsar Criterion 5</b> Species with peak counts in winter: 24709 waterfowl</p> <p><b>Ramsar Criterion 6</b> Species with peak counts in winter: Common shelduck, <i>Tadorna tadorna</i> Black-tailed godwit, <i>Limosa limosa islandica</i></p>	<ul style="list-style-type: none"> <li>• Bait digging</li> <li>• Recreation pressure</li> <li>• Drainage of grazing marshes</li> <li>• Oil spills</li> <li>• Eutrophication</li> <li>• Sewage discharge</li> <li>• Introduction/invasion of non-native animal species</li> </ul>
Solent and Southampton Water Ramsar	5306.66	Straddling 15km buffer zone, to the south east of Christchurch and East Dorset. On the coastline to the south of Lymington.	<p><b>Ramsar criterion 1</b> One of the few major sheltered channels between a substantial island and mainland in European waters, exhibiting an unusual strong double tidal flow with long periods of slack water at high and low tide. Includes many wetland habitats characteristic of the</p>	<ul style="list-style-type: none"> <li>• Land-claim</li> <li>• Development pressure</li> <li>• Coastal squeeze</li> <li>• Erosion</li> <li>• Flood and coastal defence works</li> <li>• Dredging</li> <li>• Recreational pressure</li> </ul>

Site Name	Area (ha)	Location	Qualifying Features	Key vulnerabilities and environmental conditions to support site integrity
			<p>biogeographic region: saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs.</p> <p><b>Ramsar criterion 2</b> Supports an important assemblage of rare plants and invertebrates. At least 33 British Red Data Book invertebrates and at least eight British Red Data Book plants.</p> <p><b>Ramsar criterion 5</b> Species with peak counts in winter: 51343 waterfowl</p> <p><b>Ramsar criterion 6</b> Species with peak counts in spring/autumn: Ringed plover , Charadrius hiaticula Species with peak counts in winter: Dark-bellied brent goose, Branta bernicla Bernicla, Eurasian teal , Anas crecca Black-tailed godwit , Limosa limosa islandica</p>	<ul style="list-style-type: none"> <li>• Sea level rise</li> <li>• Industrial/oil pollution</li> <li>• Pollution from former waste disposal sites</li> <li>• Sewage discharge</li> </ul>

## **Appendix 2**

### **HRA Screening Matrix for the Options consultation version of the Christchurch and East Dorset Core Strategy**



## HRA Screening Matrix for Core Strategy Options

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
<b>Chapter 3: Spatial Vision and Strategic Objectives</b>					
<b>Core Strategy Vision</b>					
Core Strategy Vision	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in the Core Strategy Vision are assessed under the Core Strategy policies (covering numerous topics, including housing, economy, natural and built environments, climate change, green belt and transport).
Core Strategy Vision – Christchurch Bypass	Development of a new bypass road  Increased vehicle traffic along routes adjacent to sites	Uncertain but may include:  Physical loss of habitat or damage  Non-physical disturbance such as noise and light pollution  Air pollution  Interruption to hydrological regimes (e.g. from water pollution)	Uncertain at this stage as dependent upon route of bypass, but if it was in an arc around the north of Christchurch it would be most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC, Avon Valley SPA/Ramsar.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Use of wide span bridges to avoid damage to riverine habitats.  Plan policies which seek to restrict emissions from transport (Objective 3;	Uncertain – Christchurch Borough Council's intention in the Core Strategy Vision to press for development of a Christchurch Bypass road could have a significant effect on the European sites listed, depending on the route of any such bypass. However, no options for the route of the bypass are presented in the Core Strategy, thus effects can not be determined.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				Objective 6; KS19; KS20 (AO)).	
<b>Strategic Objectives</b>					
Objective 1 (Natural environment)	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective, regarding green belt release, are assessed under policies KS3, 4, 5, 6, BA6 and BA7.
Objective 2 (Character)	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective, regarding development within town centres, are assessed under policies CH2, CH3, CH1, FWP6, FWP7, FWP8, VWM5, and VWM6,
Objective 3 (Climate change)	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective, regarding improving accessibility, development of renewable/low carbon energy sources and flood management measures are assessed under policies KS19, KS20 (AO), KS21, ME10, ME11, ME13, ME16, ME17 and TA3.
Objective 4 (Economy)	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective, regarding provision of employment sites, farm diversification and tourism are assessed under policies KS13, PC4-9, BA9, BA10, PCI, and PCI7.
Objective 5 (Housing)	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective, regarding



Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					housing development and the release of green belt land are assessed under policies KS7-10, KS4, KS5, LN6, LN7, and LN8.
Objective 6 (Travel)	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective, regarding transport development are assessed under policies KS19, KS20 (AO), KS21, and TA3.
Objective 7 (Supporting communities)	N/A	N/A	N/A	N/A	No – potential effects of matters outlined in this objective, regarding development of commercial, retail and community facilities are assessed under policies CH2, CH3, CHI, FWP6, FWP7, FWP8, VWM5, VWM6, HE8, LN18 and PCI.
<b>Chapter 4: The Key Strategy</b>					
<b>Settlement Hierarchy</b>					
KS1 (Preferred Option (PO)): Settlement hierarchy (Christchurch and East Dorset)	N/A	N/A	N/A	N/A	No – apart from potential changes of use, this option would not itself lead to development.
<b>Green Belt Policy</b>					
KS2 (PO): General Green Belt	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
KS3 (PO): St Leonard's Hospital	Development on Green Belt land (potentially housing and employment)	Uncertain but may include: Recreational pressure	Uncertain at this stage as dependent upon the exact nature of	Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint	Uncertain – this option will result in development on Green Belt land. As development may be housing development and this site is within

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	development)	<p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	development but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC as the development site in the Green Belt is in proximity to these European sites.	<p>DPD (Objective 1; ME1; ME2). Urban extension policies UE1-4 also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water</p>	<p>5km of one or more of the Dorset heathland European sites listed under 'sites potentially affected' meaning, in line with Natural England guidance<sup>19</sup>, there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure and levels of emissions. However, recreation pressures would be unlikely if the planning permission for the care home were implemented. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar.</p>

<sup>19</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	
KS4 (PO): Safeguarded sites – Green Belt and urban area	<p>Transfer of some greenfield land into urban use (for land to be included in the urban area, not Green Belt)</p> <p>Development (housing, care home, retail, leisure?) of land to be included in the urban area</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	Uncertain at this stage as dependent upon type of development, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC as the changes to the Green Belt are in proximity to these European sites.	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	Uncertain – this option will result in the re-classification of some of the previously safeguarded greenfield sites to land in the urban area. Depending on how the sites are developed, there may be adverse impacts on the Dorset heathland European sites. This is especially true of those sites which are in proximity to the European sites – Woodland Walk, Ferndown; Blackfield Farm, West Moors; Coopers Lane, Verwood; Blackfield Farm, West Moors. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar
KS5 (Non Preferred Option (NPO)): Safeguarded sites – urban area	Transfer of greenfield land into urban use	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise and light</p>	Uncertain at this stage as dependent upon type of development, but most likely to impact Dorset Heathlands SPA /	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage 'high	Uncertain – this option will result in the classification of all of the previously safeguarded greenfield sites to land in the urban area. Depending on how the sites are developed, there may be adverse impacts on the Dorset heathland

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
		<p>pollution</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	Ramsar, Dorset Heaths SAC as the changes to the classification of urban area sites are in proximity to these European sites.	<p>standards of building design and construction’).</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	European sites. This is especially true of those sites which are in proximity to European sites – Woodland Walk, Ferndown; Blackfield Farm, West Moors; Coopers Lane, Verwood; Blackfield Farm, West Moors. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar
KS6 (NPO): Safeguarded sites – Green Belt	N/A	N/A	N/A	N/A	No – this option would not lead to development on greenfield land.
<b>Housing Location Options</b>					
Option KS7: Christchurch housing target	<p>Housing development (3200 dwellings; 950 of which will be brought forward within the urban extension south of the railway line)</p> <p>Development of services and</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p>	Uncertain at this stage but Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC appear most likely to be affected due to the likely distribution of	Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). Urban extension policies UE1-4 also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further measures to	Uncertain – all Christchurch housing options are within 5km of one or more of the Dorset heathland European sites listed under ‘sites potentially affected’ meaning, in line with Natural England guidance <sup>20</sup> , there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure. The

<sup>20</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	<p>facilities to support growing populations</p> <p>Increased recreational activities from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>housing sites being within 5km of one or more of the potential housing sites (e.g. at Burton)</p>	<p>relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	<p>Avon Valley SPA/Ramsar and River Avon SAC could be affected by interruption to hydrological regimes. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC.</p>
Option KS8: Christchurch housing target	Housing development (2,900-3,100 dwellings; 650-850 of which will be brought forward	As above for KS7.	As above for KS7.	As above for KS7.	As above for KS7. However, with the third lowest proposed housing numbers, this option has a lower potential to result in significant effects as compared with KS7 and KS10.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	<p>within the urban extension south of the railway line)</p> <p>Development of services and facilities to support growing populations</p> <p>Increased recreational activities from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>				
Option KS9: Christchurch housing target	<p>Housing development (3,478-3,778 dwellings; 950-1250 of which will be brought forward within the urban extension south of the railway line)</p> <p>Development of</p>	As above for KS7.	As above for KS7.	As above for KS7.	As above for KS7. With the highest proposed housing numbers, this option has a higher potential to result in significant effects as compared with Preferred Options KS7, 8 and 10.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	<p>services and facilities to support growing populations</p> <p>Increased recreational activities from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>				
Option KS10: Christchurch housing target	<p>Housing development (2628 dwellings; 950 of which will be brought forward within the urban extension south of the railway line)</p> <p>Development of services and facilities to support growing populations</p> <p>Increased</p>	As above for KS7.	As above for KS7.	As above for KS7.	As above for KS7. With the second lowest proposed housing numbers, this option has a lower potential to result in significant effects as compared with Preferred Options KS7-9.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	recreational activities resulting from increased population  Increased vehicle traffic to and from new housing sites				
Option KS11: Christchurch housing target	Housing development (2178-2328 dwellings; 500-650 of which will be brought forward within the urban extension south of the railway line)  Development of services and facilities to support growing populations  Increased recreational activities resulting from increased population	As above for KS7.	As above for KS7.	As above for KS7.	As above for KS7. With the lowest proposed housing numbers, this option has a lower potential to result in significant effects as compared with Preferred Options KS7-10.



Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	Increased vehicle traffic to and from new housing sites				
KS12 (PO): East Dorset housing target	<i>This option will not be fully formed until after the public consultation on Core Strategy Options.</i>	N/A	N/A	N/A	N/A
<b>Location of Employment</b>					
KS13 (PO): Provision of employment land	<p>Development of sites and infrastructure required to support these sites</p> <p>Small potential for increased recreational activities resulting from increased working population (e.g. at lunch breaks and after work).</p> <p>Increased vehicle traffic to and from sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>Uncertain at this stage as dependent upon locations that finally get allocated, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC due to locations being considered for employment land being in close proximity to these European sites (e.g. the policy includes sites Bournemouth Airport, land to the West of Ferndown).</p>	<p>Measures to relieve visitor pressure, e.g. through the implementation of the Joint Dorset Heathland DPD, which will explore options for heathland mitigation and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions</p>	<p>Uncertain – this option may lead to employment-related development in close proximity to European sites, which may result in significant effects on these sites, in particular, strategic sites which are proposed for allocation in proximity to Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar, Dorset Heaths SAC.</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	
<b>Town Centres and broad location of retail development</b>					
KS14 (PO): Christchurch town centres hierarchy	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself.
KS15 (NPO): Christchurch town centres hierarchy	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself.
KS16 (PO): East Dorset town centres hierarchy	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself.
KS17 (NPO): East Dorset town centres hierarchy	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself.
<b>Retail development</b>					
KS18 (PO): Strategic retail needs	Retail development  Increased vehicle traffic to and from town centres	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise and light pollution  Air pollution	Uncertain at this stage as dependent upon exact location of retail development, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, River Avon SAC and	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Proposed Core Strategy policies	Uncertain – this option may lead to retail development in close proximity to European sites, which may result in significant effects on these sites, including increased air pollution resulting from increased traffic travelling to and from town centres. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
		Interruption to hydrological regimes (e.g. from water abstraction or water pollution)	Avon Valley SPA/Ramsar, as they are in proximity to the town centres where retail development will be focused.	which seek to restrict emissions from transport, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	on the integrity of the Dorset Heathlands SPA/Ramsar, Dorset Heaths SAC.
<b>Strategic Transport</b>					
KS19 (PO): Strategic travel (Encouraging low carbon travel and reducing the need to travel)	Possible increases in vehicle traffic along Prime Transport Corridors  Creation of segregated footpaths and cycleways  Possible development of Christchurch bypass	Uncertain but may include:  Physical disturbance/damage or loss of habitat  Non-physical disturbance such as noise and light pollution  Air pollution	Uncertain at this stage as dependent upon changes in traffic levels along Prime Transport Corridors, the siting of new cycleways / footpaths, and the route of any Christchurch bypass to be proposed, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, River Avon SAC and Avon Valley SPA/Ramsar	Good practice construction techniques including noise suppression measures, hours of operation etc (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  The policy option itself does seek to reduce the need to travel by locating new housing development in proximity to employment facilities and public transport links, making improvements to public transport services and interchanges, and improving footpaths and cycleways.	Uncertain – depending on the nature, scale and precise location of transport-improvement development, there may be significant effects on European sites. Prime Transport Corridors highlighted in this option run in proximity to European sites – for example, the B3073 runs close to the Avon Valley SPA/Ramsar, whilst the B3072 (Ferndown northwards through West Moors) runs close to the Dorset Heaths SAC. Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
			as some of the Prime Transport Corridors run adjacent or in close proximity to these sites.		could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Depending on the exact location of the segregated footpaths and cycleways to be created, there may be significant effects due to either habitat loss or disturbance to species. In addition, Christchurch Borough Council's intention in the Core Strategy Vision to press for development of a Christchurch Bypass road could have a significant effect on the European sites listed, depending on the route of any such bypass. However, no options for the route of the bypass are presented in the Core Strategy, thus effects can not be determined.
KS20 (APO): Strategic travel (Encouraging low carbon travel and reducing the need to travel – no prime transport corridors north of the A31)	As above for KS19 (PO).	As above for KS19 (PO).	As above for KS19 (PO).	As above for KS19 (PO).	Uncertain – as above for KS19, but the removal of Prime Transport Corridors north of the A31 may help to reduce significant effects from air pollution and disturbance along the B3072 between Ferndown and Verwood. Emerging traffic forecast data from the South East Dorset Transport Study (received

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Depending on the exact location of the segregated footpaths and cycleways to be created, there may be significant effects due to either habitat loss or disturbance to species.
KS21 (PO): Improvements to connectivity	Transport-related development (improvements to existing infrastructure)  Increased vehicle traffic to, from and adjacent sites	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise and light pollution  Air pollution  Interruption to hydrological regimes (e.g. from water pollution)	Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC and Avon Valley SPA/Ramsar as improvements are proposed on routes that are in	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Plan policies which seek to restrict emissions from transport (Objective 3; Objective 6; KS19; KS20 (AO)).	Uncertain – this option may lead to transport-related development, and depending on the nature, scale and precise location of this development, there may be adverse impacts on European sites. Improvements are proposed on the A31 close to Ameysford, and B3073 south of Bournemouth Airport, both of which are in proximity to Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. Emerging traffic forecast data from the South East Dorset Transport Study

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
			proximity to these sites.		(received from Atkins 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along these routes by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling.
<b>Chapter 5: Christchurch and Highcliffe Centres</b>					
CH1 (PO): Christchurch Town Centre Vision	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself. The potential effects of commercial, retail and housing development is assessed under other Christchurch housing (UE) and employment (PC) policies.
CH2 (PO): Town Centre Boundary (Christchurch)	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself. The potential effects of commercial, retail and housing development is assessed under other Christchurch policies.
CH3 (NPO): Town Centre Boundary (Christchurch)	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself. The potential effects of commercial, retail and housing development is assessed under other Christchurch policies.
CH4 (PO): Christchurch town centre AI thresholds	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
20%					
CH5 (NPO): Christchurch town centre AI thresholds 30%	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
CH6 (PO): Christchurch town centre shopping frontages	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
CH7 (NPO): Christchurch town centre shopping frontages	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
CH8 (NPO): Christchurch town centre shopping frontages	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
CH9 (NPO): Christchurch town centre shopping frontages	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
<b>Highcliffe</b>					
CH10 (PO): Highcliffe town centre vision	N/A	N/A	N/A	N/A	No – Highcliffe District Centre is not in proximity to any European sites, and as such, the proposals outlined in this option are not considered to have likely significant effects on these sites.
CH11 (PO): Highcliffe town centre shopping	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
frontages					
<b>Chapter 6: Christchurch Urban Extension</b>					
Option UE1: Christchurch extension 950-1,250	<p>Housing development (950-1250 dwellings)</p> <p>Development of services and facilities to support growing populations, and improvements to transport infrastructure</p> <p>Increased recreational activities resulting from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage or loss of habitat for southern damselfly<sup>21</sup></p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>Most likely to impact River Avon SAC, Avon Valley SPA/Ramsar.</p> <p>May also impact New Forest SAC/SPA/ Ramsar, Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar</p>	<p>Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). Urban extension policies UE1-4 also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to</p>	<p>Uncertain – the urban extension boundary is within 5km of part of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC and the New Forest SAC/SPA/Ramsar site. The Interim Planning Framework (IPF) for the Dorset Heathlands seeks developer contributions for any new housing development within 5km of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC, as the recreation pressure from new residents could contribute to significant effects. However, the IPF and the emerging Joint Dorset Heathland DPD should help to provide SANGs to help reduce this recreational pressure (the size and type of SANGs, likely to be provided north of the railway, would be agreed with Natural England). In addition, within the urban extension itself, this option seeks to provide approximately 7</p>

<sup>21</sup> Survey work undertaken by Christchurch Borough Council countryside team in July 2010 discovered a colony of southern damselfly on the River Mude (which runs through the centre of the urban extension site) at locations including immediately north and south of the railway line on Watery Lane and on the River Mude at Watermans Park.



Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				<p>encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p> <p>Initial discussions between Christchurch Borough Council and Natural England have identified the requirement to ensure a green corridor (buffer zone) is provided along Watery Lane (to avoid adverse effects on the southern damselfly) in combination with possible habitat enhancements which could involve tree shelter. The Mude Valley SNCI is located to the south of the urban extension site and follows the River Mude. This area provides ideal habitat to accommodate southern damselfly and could form part of a mitigation</p>	<p>hectares of open space, which could also reduce pressure on the New Forest SAC/SPA/Ramsar.</p> <p>Significant effects may also be incurred on other sites, such as the River Avon SAC and Avon Valley SPA/Ramsar, as a result of increases in water abstraction and pressure on sewage treatment capacity.</p> <p>Significant effects on the southern damselfly (a qualifying feature of the New Forest SAC and Dorset Heaths SAC) from off-site habitat loss (on the River Mude) are not considered likely to occur as this option does not propose built development along Watery Lane, which enables the creation of green corridor to avoid any adverse impact on the damselfly population.</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				package to also support the species in this location. Further specialist survey work is required on the proposed urban extension site and the Mude Valley SNCI to confirm the extent of species and potential measures for habitat creation / enhancement.	
Option UE2: Christchurch extension 650-850	<p>Housing development (650-850 dwellings)</p> <p>Development of services and facilities to support growing populations, and improvements to transport infrastructure</p> <p>Increased recreational activities resulting from increased population</p> <p>Increased vehicle traffic to and from</p>	As above for UE1.	As above for UE1.	As above for UE1.	<p>As above for UE1. In addition, within the urban extension itself, this option seeks to provide approximately 20 hectares of open space (the type of which will be dictated by PPG17 standards) which could also reduce pressure on the New Forest SAC/SPA/Ramsar. While this option accommodates less housing than UE1, the potential for significant effects can not be ruled out. Significant effects may also be incurred on other sites, such as the River Avon SAC and Avon Valley SPA/Ramsar, as a result of increases in water abstraction and pressure on sewage treatment capacity.</p> <p>Significant effects on the southern damselfly (a qualifying feature of the</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	new housing sites				New Forest SAC and Dorset Heaths SAC) from off-site habitat loss (on the River Mude) are not considered likely to occur as this option does not propose built development along Watery Lane, which enables the creation of green corridor to avoid any adverse impact on the damselfly population.
Option UE3: Christchurch extension 500-650 SANG north	<p>Housing development (500-650 dwellings)</p> <p>Development of services and facilities to support growing populations</p> <p>Increased recreational activities resulting from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	As above for UE1.	As above for UE1.	As above for UE1.	<p>As above for UE1. In addition, within the urban extension itself, this option seeks to provide approximately 20 hectares of open space, as well as 6 hectares of allotments, which could also reduce pressure on the New Forest SAC/SPA/Ramsar. While this option accommodates less housing than UE1 and 2, the potential for significant effects can not be ruled out. Significant effects may also be incurred on other sites, such as the River Avon SAC and Avon Valley SPA/Ramsar, as a result of increases in water abstraction and pressure on sewage treatment capacity.</p> <p>Significant effects on the southern damselfly (a qualifying feature of the New Forest SAC and Dorset</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					Heaths SAC) from off-site habitat loss (on the River Mude) are not considered likely to occur as this option does not propose built development along Watery Lane, which enables the creation of green corridor to avoid any adverse impact on the damselfly population.
Option UE4: Christchurch extension 500-650	<p>Housing development (500-650 dwellings)</p> <p>Development of services and facilities to support growing populations</p> <p>Increased recreational activities resulting from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	As above for UE1.	As above for UE1.	As above for UE1.	As above for UE1. In addition, within the urban extension itself, this option seeks to provide approximately 20 hectares of open space, as well as 6 hectares of allotments, which could also reduce pressure on the New Forest SAC/SPA/Ramsar. While this option accommodates less housing than UE1 and 2, specific concerns have been raised by Natural England that this option would not be able to provide sufficient SANGs of appropriate quality such that the requirements of the Habitats Regulations are met with regards mitigating recreational pressure; as such, the potential for significant effects can not be ruled out. Significant effects may also be incurred on other sites, such as the River Avon SAC and Avon Valley

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					<p>SPA/Ramsar, as a result of increases in water abstraction and pressure on sewage treatment capacity.</p> <p>Significant effects on the southern damselfly (a qualifying feature of the New Forest SAC and Dorset Heaths SAC) from off-site habitat loss (on the River Mude) are not considered likely to occur as this option does not propose built development along Watery Lane, which enables the creation of green corridor to avoid any adverse impact on the damselfly population.</p>
<b>Chapter 7: Bournemouth Airport</b>					
BAI (PO): Airport vision	<p>Development of sites and infrastructure required to support these sites</p> <p>Increased vehicle traffic to and from sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water</p>	<p>Uncertain at this stage as dependent upon exact location and types of development, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC as they are in close proximity to the Bournemouth Airport.</p>	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc. The adopted Bournemouth Airport Masterplan (May 2007) includes a detailed set of mitigation measures that are to be implemented as part of the operation and future development of the airport, including a commitment to being carbon neutral for energy use</p>	<p>Uncertain – this option will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and an increase in traffic travelling to and from the airport, all in proximity to European sites) which may result in significant effects on the European sites.</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
		pollution)	New Forest SAC/SPA/Ramsar may be affected by traffic to and from airport.	<p>and vehicle fuel, a green travel plan, measures to reduce car journeys to the airport and air emissions from transport to, from and within the airport, from aircraft and from heating airport buildings, measures to reduce contaminants entering the groundwater via surface water runoff, new buildings to be constructed to BREEAM standards, and increasing purchase of renewable energy from 20% to 25%.</p> <p>The proposed Core Strategy Spatial Vision also seeks to encourage 'high standards of building design and construction'.</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	
BA2 (Alternative Preferred Option	As above for BA1 (PO).	As above for BA1 (PO).	As above for BA1 (PO).	As above for BA1 (PO).	As above for BA1 (PO).

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
(APO): Airport vision and design standards					
BA3 (PO): Airport operational needs Green Belt removal	N/A	N/A	N/A	N/A	No – this option will not result in additional development on existing Green Belt.
BA4 (NPO): Airport southern sector Green Belt removal	N/A	N/A	N/A	N/A	No – this option will not result in additional development on existing Green Belt.
BA5(PO): Airport priority issues for growth	N/A	N/A	N/A	This option should help to provide mitigation of potential effects on Dorset Heathland sites from development at Bournemouth Airport.	No – this option would not itself lead to development; rather it relates to priority issues which should determine the limits to which growth at the airport should be controlled. It includes explicit reference to the proximity of the sensitive habitats of the European sites as a priority constraint, limiting the level of development permissible at the operational airport and northern business park. This is particularly in consideration of increases in levels of road traffic.
BA6 (PO): Airport transport requirements	Transport-related development and improvements  Increased vehicle traffic along transport routes in proximity to the	Uncertain but may include:  Habitat loss  Physical disturbance/damage  Non-physical disturbance	Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC as improvements are proposed on routes that are in close proximity to these sites.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution etc.  As above for BA1, the adopted Bournemouth Airport	Uncertain – this option includes improvements to the Hurn Roundabout and Blackwater Junction and widening of the A338 between Cooper Dean (south of the junction) and the Blackwater junction. Whilst this section of the A338 (south of the Blackwater

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	<p>Airport.</p> <p>Creation of off carriageway cycle lane</p>	<p>such as noise and light pollution</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water pollution)</p>		<p>Masterplan (May 2007) includes a detailed set of mitigation measures that are to be implemented as part of the operation and future development of the airport, which seek to reduce the number of vehicles travelling to and from the site.</p> <p>The proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction'.</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	<p>junction) is not directly adjacent to the Town Common SSSI fragment of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC, the north-eastern edge of the junction is directly adjacent to these European sites. Depending on the exact nature of the junction improvements, such work may result in direct habitat loss from these sites. An additional high occupancy lane on the B3073 would also involve development in close proximity to Town Common SSSI (200m), although this should not involve direct habitat loss. There are also possible air pollution impacts resulting from these proposed works as they fall within 200m of European sites (i.e. within the buffer zone where air pollution is likely to be more significant). Emerging traffic forecast data from the South East Dorset Transport Study (received from Atkins 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along these routes by more than 1000 AADTs, which could represent a significant</p>



Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling.
BA7 (APO): Airport transport requirements	As above for BA6 (PO).	As above for BA6 (PO).	As above for BA6 (PO).	As above for BA6 (PO).	Uncertain – this option includes improvements to Hurn Roundabout and Blackwater Junction, which fall within 200m of Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar (i.e. within the buffer zone where air pollution is likely to be more significant). Emerging traffic forecast data from the South East Dorset Transport Study (received from Atkins 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along these routes by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling.
BA8 (APO): Airport transport requirements	As above for BA6 (PO).	As above for BA6 (PO).	As above for BA6 (PO).	As above for BA6 (PO).	Likely – this option includes improvements to Hurn Roundabout and Blackwater Junction, an additional high occupancy lane on the B3073, provision of link road from North East Business Park to the A338 and widening of the A338

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					<p>from Cooper Dean to north of Blackwater Junction. The north-eastern edge of the Blackwater junction is directly adjacent to the Town Common SSSI fragment of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. Depending on the exact nature of the junction improvements, such work may result in direct habitat loss from these sites. An additional high occupancy lane on the B3073 would also involve development in close proximity to Town Common SSSI (200m), although this should not involve direct habitat loss. There are also possible air pollution impacts resulting from these proposed works as they fall within 200m of European sites (i.e. within the buffer zone where air pollution is likely to be more significant). The proposed link road between the North East Business Park and the A338, runs between the Town Common and St. Leonards and St. Ives Heaths SSSI fragments of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC but is not</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					within 200m of either.. The proposed widening of the A338 north of Blackwater Junction is likely to result in direct habitat loss from the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC as the road passes directly through these sites (in particular the Town Common SSSI fragment).
BA9 (PO): Permit development in line with BA6	As above for BA6 (PO).	As above for BA6 (PO).	As above for BA6 (PO).	As above for BA6 (PO).	As above for BA6 (PO).
BA10 (APO):Permit development in line with BA7	As above for BA7 (PO).	As above for BA7 (PO).	As above for BA7 (PO).	As above for BA7 (PO).	As above for BA7 (PO).
BA11 (APO): Permit development in line with BA6 with link	As above for BA8 (APO).	As above for BA8 (APO).	As above for BA8 (APO).	As above for BA8 (APO).	As above for BA8 (APO).
<b>Chapter 8: Wimborne and Colehill Housing and Town Centre Options</b>					
Option WMCI: Cuthbury neighbourhood, Wimborne	Housing development  Development of services and facilities to support growing populations	Uncertain but may include:  Physical disturbance/damage  Recreational pressure  Non-physical disturbance such as noise and light	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar appear most likely to be affected due to the location of this proposed housing	Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective I; ME1; ME2). This policy option for Cuthbury (WMCI) itself also specifies the provision of SANGs along the River Stour alongside the new	Uncertain – whilst this proposed site is not within close proximity to a European site, it is within 5km of one or more of the European sites listed under 'sites potentially affected' meaning, in line with Natural England guidance <sup>22</sup> , there is the potential for indirect significant effects to be incurred on these

<sup>22</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	<p>Increased recreational activities from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>site being within 5km of one or more of the fragments of these European sites.</p>	<p>development (SANGs provision is noted as a requirement for all of the housing options). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	<p>designated sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p>
Option WMC2: Wimborne Rugby Club	As above for Option WMCI.	As above for Option WMCI.	As above for Option WMCI.	As above for Option WMCI. Except this policy option will	As above for Option WMCI.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
redevelopment				include the provision of open space with formal play equipment alongside the new development.	
Option WMC3: Stone Lane neighbourhood, Wimborne	As above for Option WMCI.	As above for Option WMCI.	As above for Option WMCI.	As above for Option WMCI. Except this policy option will include the provision of open space with formal play equipment alongside the new development. In addition, a wide are for potential SANGs creation is shown on the map accompanying the option.	As above for Option WMCI.
Option WMC4: North Wimborne new neighbourhood	As above for Option WMCI.	As above for Option WMCI.	As above for Option WMCI.	As above for Option WMCI. Except, this policy option shows a wide are for potential SANGs creation on the map accompanying the option (although it is not specified as a required part of the development).	As above for Option WMCI.
Option WMC5: S of Leigh Road new neighbourhood and sports village, Wimborne	As above for Option WMCI.	As above for Option WMCI.	As above for Option WMCI.	As above for Option WMCI. Except this policy option will include the provision of allotments, playing pitches and a Country Park (shown as a wide are for potential SANGs creation is shown on the map accompanying the option).	As above for Option WMCI.
WMC6 (PO): Town	N/A	N/A	N/A	N/A	No – As the proposed Wimborne

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
Centre boundary (Wimborne Minster)					Minster town centre boundary is not in proximity to any European sites, this option is not likely to result in significant effects on European sites.
WMC7 (O): Town Centre boundary (Wimborne Minster)	N/A	N/A	N/A	N/A	No – this option maintains the existing town centre boundary; effects of town centre development are assessed under other policies.
WMC8 (PO): Vision for Wimborne Minster	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself. The potential effects of commercial, retail and housing development is assessed under other Wimborne Minster housing (WMC) and employment (PC) policies.
<b>The Allendale Area</b>					
WMC9 : Allenvie area Council relocation	N/A	N/A	N/A	N/A	No – given that this site is not in proximity to European sites and that it is currently developed and in some use, it is not considered likely that this policy would result in significant effects on European sites.
WMC10: Allenvie area market relocation	N/A	N/A	N/A	N/A	No – given that this site is not in proximity to European sites and that it is currently developed and in some use, it is not considered likely that this policy would result in significant effects on European sites.
<b>Chapter 9: Corfe Mullen Housing and Town Centre Options</b>					

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
CM1: Lockyer's School neighbourhood, C Mullen	<p>Housing development</p> <p>Development of services and facilities to support growing populations</p> <p>Increased recreational activities from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar appear most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of these European sites.</p>	<p>Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). SANGs provision is noted as a requirement for all of the housing options, and this policy option (CM1) itself also shows a wide area for potential SANGs creation on the map accompanying the option. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and</p>	<p>Uncertain – whilst this proposed site is not within close proximity to a European site, it is within 5km of one or more of the European sites listed under 'sites potentially affected' meaning, in line with Natural England guidance<sup>23</sup>, there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p>

<sup>23</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				construction'). Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	
CM2: Violet Farm Close neighbourhood, C Mullen	As above for CMI.	As above for CMI.	As above for CMI.	As above for CMI.	As above for CMI.
CM3: Recreation ground neighbourhood, C Mullen	As above for CMI.	As above for CMI.	As above for CMI.	As above for CMI.	As above for CMI.
<b>Chapter 10: Ferndown and West Parley Housing and Town Centre Options</b>					
FWPI: Holmwood House neighbourhood, Ferndown	Housing development  Development of services and facilities to support growing populations  Increased recreational activities from	Uncertain but may include:  Physical disturbance/damage  Recreational pressure  Non-physical disturbance such as noise and light pollution  Erosion/trampling	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar appear most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the	Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). SANGs provision is noted as a requirement for all of the housing options, and this policy option (FWPI) itself also shows an area for potential SANGs creation on the map accompanying the option.	Uncertain – whilst this proposed site is not within close proximity to a European site, it is within 5km of one or more of the European sites listed under 'sites potentially affected' meaning, in line with Natural England guidance <sup>24</sup> , there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure and levels of emissions. Therefore appropriate

<sup>24</sup> Natural England Advice Note (2007): [http://www.naturalengland.org.uk/regions/south\\_west/ourwork/heathlands/default.aspx](http://www.naturalengland.org.uk/regions/south_west/ourwork/heathlands/default.aspx)



Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	<p>increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>fragments of the listed European sites.</p>	<p>Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	<p>assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.</p>
FWP2: Coppins neighbourhood, Ferndown	As above for FWPI.	As above for FWPI.	As above for FWPI.	As above for FWPI.	As above for FWPI.
FWP3: W of New Road neighbourhood,	As above for FWPI.	As above for FWPI.	As above for FWPI.	As above for FWPI.	As above for FWPI.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
W Parley					
FWP4: E New Road new centre, W Parley	As above for FWPI.	As above for FWPI.	As above for FWPI.	As above for FWPI. In addition, this policy option (FWP4) also shows a wide area for potential SANGs creation on the map accompanying the option, and specifies the provision of a formal park and informal open space.	As above for FWPI.
FWP5: E New Road new neighbourhood, W Parley	<p>Housing, retail, small office and potential hotel development,</p> <p>Development of services and facilities to support growing populations</p> <p>Increased recreational activities from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar appear most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of the listed European sites.</p>	<p>Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). SANGs provision is noted as a requirement for all of the housing options, and this policy option itself also shows an area for potential SANGs creation on the map accompanying the option. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise</p>	<p>Likely – this option includes provision for 400 new homes (compared to 100 under FWP4 above). This means that there is less land for open space provision. In addition, it proposes a potential hotel/leisure use in the north eastern corner of the New Road site, which is within 400m of the Parley Common fragment of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar. The Joint Heathlands DPD I&amp;O leaflet refers to NE's evidence that increases in housing within 5km of the heathlands could contribute to significant cumulative effects on the heathland through recreational pressures, although it is considered that it's possible to provide measures to mitigate these effects.</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				<p>suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	Within 400m of heathland the impacts would be so direct that it would not be possible to mitigate, so most forms of housing could not be accepted within this 400m zone.
FWP6 (PO): Ferndown Town Centre boundary	N/A	N/A	N/A	N/A	No – this option reduces the existing town centre boundary very slightly; effects of town centre development are assessed under other policies.
FWP (NPO): Ferndown Town Centre boundary	N/A	N/A	N/A	N/A	No – this option maintains the existing town centre boundary; effects of town centre development are assessed under other policies.
FWP8 (PO): Ferndown Town Centre vision	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself. The potential effects of commercial, retail and housing development is assessed under other Ferndown housing (FWP) and employment (PC)

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
<b>Chapter 11: Verwood and West Moors Housing and Centre Options</b>					polices.
VWMI: W of Trinity School neighbourhood, Verwood	<p>Housing development</p> <p>Development of services and facilities to support growing populations</p> <p>Increased recreational activities from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	Uncertain at this stage but Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar appear most likely to be affected due to the location of this proposed housing site being within 5km of one or more of the fragments of the listed European sites.	<p>Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). SANGs provision is noted as a requirement for all of the housing options, and this policy option itself also shows an area for potential SANGs creation on the map accompanying the option. Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of</p>	Uncertain – whilst this proposed site is not within close proximity to a European site, it is within 5km of one or more of the European sites listed under 'sites potentially affected' meaning, in line with Natural England guidance <sup>25</sup> , there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure and levels of emissions. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.

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

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				building design and construction').  Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	
VWM2: W of Eastworth Road neighbourhood, Verwood	As above for VWM1.	As above for VWM1.	As above for VWM1.	As above for VWM1.	As above for VWM1.
VWM3: South of Howe Lane neighbourhood, Verwood	As above for VWM1.	As above for VWM1.	As above for VWM1.	As above for VWM1.	As above for VWM1.
VWM4: South of Manor Road neighbourhood, Verwood	As above for VWM3.	As above for VWM3.	As above for VWM3.	As above for VWM3.	As above for VWM3.
VWM5 (PO): Town Centre boundary (Verwood)	N/A	N/A	N/A	N/A	No – this option defines the town centre boundary; effects of town centre development are assessed under other Verwood (VWM) and employment (PC) policies.
VWM6 (PO): Vision for Verwood Town Centre	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself. The potential effects of commercial, retail and

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					housing development is assessed under other Verwood (VWM) and employment (PC) policies.
VWM7 (PO): Verwood new Upper School	School development  Increased recreational pressure  Increased vehicle traffic to and from the new upper school	Uncertain but may include:  Physical disturbance/damage  Recreational pressure  Non-physical disturbance such as noise and light pollution  Erosion/trampling  Air pollution  Interruption to hydrological regimes (e.g. from water abstraction or water pollution)	Dorset Heaths SAC, Dorset Heathlands SPA/Ramsar	Proposed Core Strategy policies which seek to relieve visitor pressure on sites through the provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.  Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Proposed Core Strategy policies which seek to restrict emissions	Uncertain – due to the fact that the proposed site for a Verwood Upper School is within 5km of European sites the European sites listed under 'sites potentially affected' meaning, there is the potential for indirect significant effects to be incurred on these designated sites, including from increased visitor pressure and levels of emissions (schools can generate large amounts of traffic, so this could be a particular problem). Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				from transport, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	
VWM8 (PO): West Moors Town Centre boundary	N/A	N/A	N/A	N/A	No – this option defines the town centre boundary; effects of town centre development are assessed under other West Moors housing and employment (PC) policies.
VWM9 (PO): Vision for West Moors District Centre	N/A	N/A	N/A	N/A	No – this option would not lead to development in itself. The potential effects of commercial, retail and housing development is assessed under other West Moors housing and employment (PC) policies.
<b>Chapter 12: Managing the Natural Environment</b>					
<b>Protecting Sensitive Habitats</b>					
ME1 (PO): Biodiversity and Geodiversity	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development; instead it relates to criteria to help protect biodiversity.
ME2 (PO): Internationally and nationally designated sites	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development; instead it relates to criteria specifically defined to help protect the Dorset Heathland and New Forest designated sites.
ME3 (PO): Locally designated sites	N/A	N/A	N/A	This option should help to mitigate potential effects of new	No – this option would not itself lead to development; instead it

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				development on the European sites.	relates to criteria to help protect biodiversity.
ME4 (PO): Protection for undesignated sites	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development; instead it relates to criteria to help protect biodiversity.
<b>Climate change and sustainable development</b>					
ME5 (PO): Climate Change adaptation	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development; instead it relates to criteria to help protect biodiversity.
ME6(PO): Landscape scale biodiversity	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development; instead it relates to criteria to help protect biodiversity.
ME7 (PO): Sustainable development standards, housing	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development; instead it relates to criteria for development, which should help to mitigate effects on European sites.
ME8 (PO): Sustainable development standards, non-residential	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development; instead it relates to criteria for development, which should help to mitigate effects on European sites.
ME9 (APO): Sustainable development standards (no standards)	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development; instead it relates to criteria for development, which should help to mitigate effects on European sites.



Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
ME10 (PO): Renewable energy standards for residential and non-residential developments	N/A	N/A	N/A	N/A	No. However, the effects of any new development of decentralised heating/power facilities would need to be considered once any proposals come forward.
ME11 (PO): Renewable energy standards with large schemes	As above for ME10 (PO).	As above for ME10 (PO).	As above for ME10 (PO).	As above for ME10 (PO).	As above for ME10 (PO).
ME12 (PO): Carbon offset fund	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it refers to the funding mechanism for decentralised, renewable or low carbon energy sources. Any renewable energy proposal should be subject to HRA at the planning application stage.
ME13 (PO): Energy-generating technologies	Development of energy-generating technologies.  Increased vehicle traffic to and from sites	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise and light pollution  Air pollution  Interruption to hydrological regimes (e.g. from water abstraction or water	Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC due to their proximity to the proposed urban extension locations.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water	Uncertain – Development of energy-generating technologies may have adverse effects on any nearby European sites both during the construction phase and during operation. This is uncertain, due to a lack of information at this stage about the planned location, type and scale of any new facilities.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
		pollution)		usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	
ME14 (PO): Development in areas of flood risk	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
ME15 (PO): Flood mitigation measures	N/A	N/A	N/A	This option should help to mitigate potential effects of new development on the European sites.	No – this option would not itself lead to development.
ME16 (PO): Flood management strategies	Development of flood defence improvements  Increased vehicle traffic to and from sites during the construction phase	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise and light pollution  Air pollution  Interruption to hydrological regimes (e.g. changes in water flows)	Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and Avon Valley SPA/Ramsar.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Proposed Core Strategy policies which seek to restrict emissions from transport Objective 6; KS19; KS20 (AO)).	Uncertain – Development of flood defence improvements may have adverse effects on any nearby European sites both during the construction and operation phase. This is uncertain, due to a lack of information at this stage about the planned location, type and scale of any new defence system.
ME17 (APO): Flood management strategies	As above for ME16 (PO).	As above for ME16 (PO).	As above for ME16 (PO).	As above for ME16 (PO).	As above for ME16 (PO).
ME18 (PO): Development in areas of coastal erosion	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.

**Chapter 13: Creating High Quality and Distinctive Environments**

<b>Core Strategy Preferred / Alternative Option</b>	<b>Likely activities (operations) to result as a consequence of this option</b>	<b>Likely effects if option implemented</b>	<b>Site(s) potentially affected</b>	<b>Potential mitigation of effects</b>	<b>Is this option likely to have significant effects on European site(s)?</b>
HE1 (PO): Historic buildings	N/A	N/A	N/A	N/A	No – the proposal itself will not lead to development.
HE2 (Option): Development within Conservation Areas Article 4(1) Directions	N/A	N/A	N/A	N/A	No – the proposal itself will not lead to development.
HE3(Option): Development within Conservation Areas Article 4(2) Directions	N/A	N/A	N/A	N/A	No – the proposal itself will not lead to development.
HE4(PO): Special Character Areas	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
HE5 (PO): East Dorset Urban Design Guide	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
HE6 (PO): Christchurch Character Assessment	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
HE7 (NPO): Christchurch Special Character Areas	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
<b>Sports and Leisure Facilities and Green Infrastructure</b>					
HE8 (PO): Open space standards	N/A	N/A	N/A	This option may help to provide mitigation of recreation pressure from new development on the European sites as it contributes to the provision of additional open space.	No – this option would not itself lead to development.
HE9 (PO): Residential	N/A	N/A	N/A	This option may help to provide	No – this option would not itself

<b>Core Strategy Preferred / Alternative Option</b>	<b>Likely activities (operations) to result as a consequence of this option</b>	<b>Likely effects if option implemented</b>	<b>Site(s) potentially affected</b>	<b>Potential mitigation of effects</b>	<b>Is this option likely to have significant effects on European site(s)?</b>
open space contributions				mitigation of recreation pressure from new development on the European sites as it contributes to the provision of additional open space.	lead to development.
HE10 (APO): Commercial open space contributions	N/A	N/A	N/A	This option may help to provide mitigation of recreation pressure from new development on the European sites as it contributes to the provision of additional open space.	No – this option would not itself lead to development.
HE11 (PO): Standard open space contribution across districts	N/A	N/A	N/A	This option may help to provide mitigation of recreation pressure from new development on the European sites as it contributes to the provision of additional open space.	No – this option would not itself lead to development.
HE12 (NPO): Standard open space contribution spent in Local Need Area of contributing development	N/A	N/A	N/A	This option may help to provide mitigation of recreation pressure from new development on the European sites as it contributes to the provision of additional open space.	No – this option would not itself lead to development.
HE13 (PO): Green Infrastructure contributions with heathland	N/A	N/A	N/A	This option may help to provide mitigation of recreation pressure from new development on the European sites as it contributes to the provision of additional open space.	No – this option would not itself lead to development.
HE14 (NPO): Separate	N/A	N/A	N/A	This option should help to	No – this option would not itself

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
Green Infrastructure contributions				provide mitigation of recreation pressure from new development on the European sites as it contributes to the provision of additional open space.	lead to development.
HE15 (PO): Areas of Great Landscape Value	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
HE16 (PO): Rural landscape policies	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
HE17 (NPO): Rural landscape policies	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
<b>Chapter 14: Meeting Local Needs</b>					
<b>Housing</b>					
LN1 (PO): Dwelling size and mix	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
LN2 (NPO): Dwelling size and mix ( <i>threshold of 10</i> )	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
LN3 (NPO): Dwelling size and mix ( <i>no reference to threshold</i> )	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
LN4 (NPO): Dwelling size and mix ( <i>threshold of 10</i> )	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
LN5 (PO): Living Space Standards	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
LN6 (PO): Residential density	Housing development	Uncertain but may include:	Uncertain at this stage as dependent	Proposed Core Strategy policies which seek to ensure provision	Uncertain – depending on the exact location of proposed high density

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	<p>Development of services and facilities to support growing populations</p> <p>Increased recreational activities resulting from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC due to the locations being considered for new housing which are in close proximity to these European sites.</p>	<p>of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2, HE8-14). Urban extension policy options UE1-4 and the East Dorset housing policy options also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies</p>	<p>developments and whether an appropriate level of SANGs is provided, adverse effects may be incurred on European sites. Whilst there is an existing embargo on housing development on sites which lie within 400m of SPAs or heathland SACs (Dorset Heathlands Interim Planning Framework 2010-2011, a high density development within 5km of European sites may result in indirect adverse effects, including from visitor pressure. Increased traffic and pressure for water supply and treatment may result in air pollution or changes to hydrological regimes. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC.</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	
LN7 (NPO): Residential density	As above for LN6 (PO).	As above for LN6 (PO).	As above for LN6 (PO).	As above for LN6 (PO).	As above for LN6 (PO).
LN8 (PO): Gypsy & Traveller sites criteria	<p>Development of sites and any on-site facilities and infrastructure required to support these sites</p> <p>Increased recreational activities resulting from increased population</p> <p>Increased vehicle traffic to and from sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC.</p>	<p>Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). Urban extension policies UE1-4 also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent</p>	<p>Uncertain – this policy will result in development. There is an existing embargo on development on sites which lie within 400m of SPAs or heathland SACs (Dorset Heathlands Interim Planning Framework 2010-2011) meaning there should be no direct significant effects on designated sites. However, there is potential for indirect significant effects, including from visitor pressure. The level of increased traffic and pressure for water supply and treatment that would arise from this policy option is not considered to be significant.</p> <p>Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved for physical damage and</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				<p>water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	recreational pressures to avoid an adverse effect on the integrity of the Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC.
<b>Affordable Housing</b>					
LN9 (PO): Affordable housing 35% target	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development, i.e. the proportion of affordable homes to be provided within overall housing development, the effects of which are assessed under other policies.
LN10 (NPO): Affordable housing 40% target	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development, i.e. the proportion of affordable homes to be provided within overall housing development, the effects of which are assessed under other policies.



<b>Core Strategy Preferred / Alternative Option</b>	<b>Likely activities (operations) to result as a consequence of this option</b>	<b>Likely effects if option implemented</b>	<b>Site(s) potentially affected</b>	<b>Potential mitigation of effects</b>	<b>Is this option likely to have significant effects on European site(s)?</b>
LN11 (PO): Affordable housing thresholds and requirement	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to how to maximise the delivery of affordable housing against specified targets within the context of overall housing development, the effects of which are assessed under other policies.
LN12 (APO): Affordable housing thresholds and with 50% requirement for greenfield development	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to how to maximise the delivery of affordable housing against specified targets within the context of overall housing development, the effects of which are assessed under other policies.
LN13 (NPO): As LN11, but to have a threshold of 5	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to how to maximise the delivery of affordable housing against specified targets within the context of overall housing development, the effects of which are assessed under other policies.
LN14 (NPO): As LN11, but with tenure split of 70% social rented and 30% intermediate	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to how to maximise the delivery of affordable housing against specified targets within the context of overall housing

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					development, the effects of which are assessed under other policies.
LN15 (APO): As LN11, but no recommended tenure split	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to how to maximise the delivery of affordable housing against specified targets within the context of overall housing development, the effects of which are assessed under other policies.
LN16 (PO): Rural and urban exceptions policy	<p>Housing development</p> <p>Development of services and facilities to support growing populations</p> <p>Increased recreational activities resulting from increased population</p> <p>Increased vehicle traffic to and from new housing sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>Uncertain at this stage but Dorset Heathlands SPA/Ramsar, Avon Valley SPA/Ramsar and River Avon SAC appear most likely to be affected due to the likely distribution of housing being in relative proximity to these sites (at settlements identified in this option, e.g. Winkton, Burton, St Ives and St Leonard's).</p>	<p>Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). Urban extension policies UE1-4 also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise</p>	<p>Uncertain – this policy option may result in development on land otherwise considered inappropriate for development. There is an existing embargo on housing development on sites which lie within 400m of SPAs or heathland SACs (Dorset Heathlands Interim Planning Framework 2010-2011) meaning there should be no direct significant effects on designated sites. However, there is potential for indirect significant effects, including from visitor pressure and increased levels of emissions.</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				<p>suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	
LN17(APO): No exceptions policy for urban areas	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for development.
<b>Community Facilities</b>					
LN18 (PO): Provision and safeguarding of facilities and services	<p>Development of community facilities and services</p> <p>Increased vehicle traffic to and from sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Air pollution</p>	<p>Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar, and River Avon SAC as</p>	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies</p>	<p>Uncertain – This option may result in the development of community facilities and services. As detailed in this option, development should be focused in urban areas. However, there is still the potential for adverse effects on nearby European sites; the likely impacts are uncertain without more information about the precise type and location of any planned development, which</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
		Interruption to hydrological regimes (e.g. from water abstraction or water pollution)	some of their boundaries are within proximity of the urban centres - for example, in proximity to West Moors, to the north west of the urban area, there is a section of Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. This is also the case to the northeast of Verwood and to the west of Ferndown.	which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	may not be available until the planning application stage.
LN19 (PO): Provision of facilities and services for new development	N/A	N/A	N/A	N/A	No – the proposal itself will not lead to development.
LN20 (PO): Provision of services and facilities through a contribution	N/A	N/A	N/A	N/A	No – the proposal itself will not lead to development.
<b>Chapter 15: Creating Prosperous Communities</b>					
PCI (PO): Employment site Hierarchy	N/A	N/A	N/A	N/A	No – this option itself will not result in development, but rather refers to the uses that will be located on employment sites in the

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
					plan area; the effects of actual development on such sites are assessed under other policies.
PC2 (PO): Alternative uses for employment land	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for the use of employment sites; the effects of actual development on such sites are assessed under other policies.
PC3 (NPO): Maintain all employment sites	N/A	N/A	N/A	N/A	No – this option itself will not result in development, but rather refers to the uses that will be located on employment sites in the plan area; the effects of actual development on such sites are assessed under other policies.
Option PC4: Blunt's Farm, Ferndown	Development of sites (business, general industrial and storage and distribution) and infrastructure required to support these sites  Increased vehicle traffic to and from sites	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise and light pollution  Air pollution  Interruption to hydrological regimes (e.g. from water abstraction or water	Sites most likely to be impacted are the Dorset Heathlands SPA / Ramsar and the Dorset Heaths SAC.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water	Uncertain – this option would lead to employment/economic development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites. It should be noted that the site is directly adjacent to the Slop Bog and Uddens Heath fragment of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
		pollution)		usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC.
Option PC5: Woolsbridge Industrial Estate	Development of sites (business, general industrial and storage and distribution) and infrastructure required to support these sites  Increased vehicle traffic to and from sites	Uncertain but may include:  Physical disturbance/damage  Non-physical disturbance such as noise and light pollution  Air pollution  Interruption to hydrological regimes (e.g. from water abstraction or water pollution)	Sites most likely to be impacted are the Dorset Heathlands SPA / Ramsar and the Dorset Heaths SAC.	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	Uncertain – this option would lead to employment/economic development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites. It should be noted that the site is directly adjacent to the Holt and West Moors Heaths fragment of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC.
Option PC6: Bailie Gate, Sturminster Marshall	N/A	N/A	N/A	N/A	No – as this site is not in proximity to any European site, it is not considered that it would likely result in any significant effects on such sites.
Option PC7: St Leonard's Hospital	Development of sites (business, general industrial and storage and distribution) and	Uncertain but may include:  Physical disturbance/damage	Sites most likely to be impacted are the Dorset Heathlands SPA / Ramsar and the Dorset Heaths	Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core	Uncertain – this option would lead to employment/economic development, and depending on the nature, size and precise location of this development, there may be

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	<p>infrastructure required to support these sites</p> <p>Increased vehicle traffic to and from sites</p>	<p>Non-physical disturbance such as noise and light pollution</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	SAC.	<p>Strategy Spatial Vision seeks to encourage 'high standards of building design and construction'.</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	<p>significant effects on European sites (St Leonard's Hospital is within 1.5km of Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC). Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC.</p>
PC8: Stourbank Nurseries and Little Canford Depot, Hampreston (NPO)	<p>Development of sites (business, general industrial and storage and distribution) and infrastructure required to support these sites</p> <p>Increased vehicle traffic to and from sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	Sites most likely to be impacted are the Dorset Heathlands SPA / Ramsar and the Dorset Heaths SAC.	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	<p>Uncertain – this option would lead to employment/economic development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites (Little Canford Depot is within 1.5km of Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC). Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC.</p>
PC9: Manor Farm,	Development of	Uncertain but may include:	Sites most likely to	Good practice construction	Uncertain – this option would lead

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
Stapehill (NPO)	sites (business, general industrial and storage and distribution) and infrastructure required to support these sites  Increased vehicle traffic to and from sites	Physical disturbance/damage  Non-physical disturbance such as noise and light pollution  Air pollution  Interruption to hydrological regimes (e.g. from water abstraction or water pollution)	be impacted are the Dorset Heathlands SPA / Ramsar and the Dorset Heaths SAC.	techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').  Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	to employment/economic development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites (Manor Farm is within 1.5km of Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC). Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar and Dorset Heaths SAC.
PC10 (PO): Employment premises in Christchurch	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for the use of employment sites; the effects of actual development on the proposed sites in Christchurch are assessed under PC1 above.
PC11 (NPO): Employment premises in Christchurch, no differentiation	N/A	N/A	N/A	N/A	No – this option would not itself lead to development; instead it relates to criteria for the use of employment sites; the effects of actual development on such sites are assessed under other policies.
PC12 (PO): Uses on	N/A	N/A	N/A	N/A	No – this option would not itself



Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
established and allocated sites					lead to development; instead it relates to criteria for the use of employment sites; the effects of actual development on such sites are assessed under other policies.
PC13 (PO): Criteria based rural economy	<p>Development of sites and infrastructure required to support these sites</p> <p>Potential for increased recreational activities resulting from increased working population (e.g. at lunch breaks and after work)</p> <p>Increased vehicle traffic to and from sites</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Recreational pressure</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	<p>Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC as some of the rural settlements named in the policy are in close proximity to these European sites.</p>	<p>Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2). Urban extension policies UE1-4 also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of</p>	<p>Uncertain – this option may lead to employment/economic development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites. Tourism and leisure-related proposals in particular may lead to increased recreation pressures at European sites, as could a general increase in population resulting from enhanced economic activities in the Christchurch and East Dorset's rural areas. However, it is uncertain at this stage the exact nature of such impacts due to the lack of detail about the precise type of employment use and development required. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands SPA/Ramsar, Dorset Heaths SAC, Avon Valley</p>

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				building design and construction').  Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).	SPA/Ramsar and River Avon SAC.
PC14 (APO): Criteria-based rural economy	As above for PC13 (PO).	As above for PC13 (PO).	As above for PC13 (PO).	As above for PC13 (PO).	As above for PC13 (PO).
<b>Local shops and facilities in urban and rural areas</b>					
PC15 (PO): Safeguarding retail uses	N/A	N/A	N/A	N/A	No – apart from potential changes of use, this option would not itself lead to development.
PC16 (PO): Protect village facilities	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
<b>Tourism</b>					
PC17 (PO): Tourism	Development of sites and infrastructure required to support these sites  Increased recreational activities  Increased vehicle	Uncertain but may include:  Physical disturbance/damage  Recreational pressure  Non-physical disturbance such as noise and light pollution	Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, River Avon SAC, Avon Valley SPA/Ramsar and	Proposed Core Strategy policies which seek to ensure provision of SANGs, in conjunction with the emerging Heathlands Joint DPD (Objective 1; ME1; ME2, this policy itself). Urban extension policies UE1-4 also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). Further	Uncertain – this option may lead to tourist-related development, and depending on the nature, size and precise location of this development, there may be significant effects on European sites. Therefore appropriate assessment is needed to consider whether adequate mitigation can be achieved to avoid an adverse effect on the integrity of the Dorset Heathlands

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
	traffic to and from sites	<p>Erosion/trampling</p> <p>Air pollution</p> <p>Interruption to hydrological regimes (e.g. from water abstraction or water pollution)</p>	River Avon SAC as these sites attract recreational visits.	<p>measures to relieve pressure are also likely to be implemented through the emerging Joint DPD (e.g. the management of recreation) and the emerging Dorset Green Infrastructure Strategy. In addition, this policy option seeks to direct tourism to beaches, river front and Christchurch Harbour, which may help to relieve pressure on the Dorset Heaths.</p> <p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19;</p>	SPA/Ramsar, Dorset Heaths SAC, Avon Valley SPA/Ramsar and River Avon SAC.

Core Strategy Preferred / Alternative Option	Likely activities (operations) to result as a consequence of this option	Likely effects if option implemented	Site(s) potentially affected	Potential mitigation of effects	Is this option likely to have significant effects on European site(s)?
				KS20 (AO); ME7).	
<b>Chapter 16: Transport and Accessibility</b>					
TA1 (PO) (PO): Transport contributions, tariff	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
TA2 (NPO): Transport contributions, S.106	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.
TA3 (PO): Car parking standards	<p>Development of car parking sites and park and ride schemes</p> <p>Increased vehicle traffic to and from sites.</p>	<p>Uncertain but may include:</p> <p>Physical disturbance/damage</p> <p>Non-physical disturbance such as noise and light pollution</p> <p>Air pollution</p>	<p>Uncertain at this stage as dependent upon exact location, but most likely to impact Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC, River Avon SAC and Avon Valley SPA/Ramsar as these European sites are within proximity of a number of settlements within East Dorset and Christchurch.</p>	<p>Good practice construction techniques including noise suppression measures, hours of operation, measures to prevent water pollution (proposed Core Strategy Spatial Vision seeks to encourage 'high standards of building design and construction').</p> <p>Proposed Core Strategy policies which seek to restrict emissions from transport and energy generation, and minimise water usage within new developments (Objective 3; Objective 6; KS19; KS20 (AO); ME7).</p>	<p>Uncertain – this option may lead to transport-related development (expansion of car parking sites, new park and ride schemes) and depending on the nature, scale and precise location of this development, there may be significant effects on European sites.</p>
TA4 (NPO): Car parking, use old standards	N/A	N/A	N/A	N/A	No – this option would not itself lead to development.

## **Appendix 3**

### **Review of relevant plans for potential in-combination effects**



## LOCAL PLANS AND STRATEGIES

*The Bournemouth Plan – Preferred Options Core Strategy Consultation Document June 2010*

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

**Housing:** The Bournemouth Core Strategy reiterates the RSS allocation of providing 14,600 new dwellings within the existing built up area between 2006 and 2026. As of April 2009, 7,120 (49%) had been provided for, including outstanding consents. The Preferred Approach for future housing provision (CS15) is to provide:

- 1,500-2,000 units in the town centre
- 2,000-3,000 units (combined) in identified district centres
- 1,500-2,500 units outside district centres, along key transport routes
- 500-1,000 units elsewhere, including at windfall sites

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

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

**Employment:** The Core Strategy aims to halt the loss of small employment sites which has been experienced in recent years by restricting development likely to result in the loss of such sites. It also aims to support the vision of the Bournemouth, Dorset and Poole Multi-Area Agreement (MAA) to develop the economy based on respect for, and protection of, the local environment – a ‘green knowledge economy’.

**Transport:** Alongside the aim of improving public transport provision within the town, the Core Strategy includes a proposal to develop relief roads at Castle Lane and Kinson (suggested policy approach CS11). A park and ride facility is also proposed on the already allocated land at Riverside Avenue as well as possibly a second at Whitelegg Way/New Road.

**HRA Findings:** The HRA Report for the Bournemouth Plan (June 2010) highlighted the potential for adverse effects on the integrity of:

- **Dorset Heaths SAC and Dorset Heathlands Ramsar site** due to **habitat loss** that would result from the proposed route of the Kinson relief road.
- **Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site** relating to increased demand for recreation space (due to policies CS5, CS6, CS15, opportunities for sustainable communities at Boscombe East, Tuckton and Hengistbury Head, Wallisdown, Westbourne and Winton and Moordown), leading to **noise and physical disturbance**.
- **Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site** as a result of

**air pollution** from increased vehicle traffic (CS11, CS12, CS Objectives 1, 2, 3 and 4 and CS2, CS9 and CS27, CS10, opportunities for Boscombe East and opportunities for Tuckton and Hengistbury Head, Wallisdown, Westbourne and Winton and Moordown), although this was uncertain due to a lack of available traffic forecast data.

- **Dorset Heathlands SPA/Ramsar site** and **Avon Valley SPA/Ramsar site** as a result of increased **noise** from vehicle traffic (CS11, CS12, CS Objectives 1, 2, 3 and 4 and CS2, CS9 and CS27, CS10, opportunities for Boscombe East and opportunities for Tuckton and Hengistbury Head, Wallisdown, Westbourne and Winton and Moordown), although this was uncertain due to a lack of available traffic forecast data.

**Therefore, there appears to be some potential for in-combination effects on Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar site and Avon Valley SPA/Ramsar site arising from recreational pressure, vehicle noise and air pollution.**

*Poole Core Strategy: Adopted Version February 2009*

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

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

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

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

**HRA Findings:** The HRA for the Poole Core Strategy (January 2008) highlighted the potential for housing development focused in central Poole, as planned under the Core Strategy, to have adverse effects on the **Poole Harbour SPA and Ramsar site** where it extends into Holes Bay, as a result of increased activity around the Harbour relating to informal recreation and dog walking, water sports and boating. The HRA recommended that carefully controlled and planned access to the Harbour shoreline should be ensured in order to prevent additional disturbance to sensitive wildlife and that monitoring and control of unregulated activities within the Harbour is also needed, with both of these measures being recommended for inclusion in the Core Strategy. The HRA also concluded that other measures should be incorporated into the European Marine Site Management Scheme for the Poole Harbour SPA and stated that in this way, the mitigation measures necessary to ensure that the development resulting from the implementation of the Core Strategy will not adversely affect the integrity of the SPA and Ramsar site will be delivered through statutory plans and schemes. The HRA also proposed wording for a particular policy within the Core Strategy to ensure



that measures are in place to prevent adverse effects on the integrity of Poole Harbour SPA/Ramsar site. This is reflected in the Core Strategy Policy PCS29: Poole Harbour SPA and Ramsar site.

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

*Planning Purbeck's Future: Core Strategy Public Consultation Draft (September 2009)*

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

**Housing:** The Core Strategy reiterates the housing requirement for Purbeck set out in the RSS Proposed Changes - 5,150 dwellings over the plan period (2006–2026) of which 2,750 homes are proposed for Area of Search 7B at Lytchett Minster with 2,400 dwellings outside the Bournemouth and Poole SSCT. However, due to outstanding objections by the Council in relation to this Area of Search the proposal for 2,750 dwellings is not included in this consultation document and only the District-wide provision of a minimum of 2,400 dwellings is considered.

**Employment:** Part of Purbeck District falls within the Poole Travel to Work Area (TTWA), in which the South West RSS assumed economic growth equating to 19,000 new jobs up to 2026. The SWRDA Workspace Strategy published after the RSS Proposed Changes identified a lower figure of 15,435 jobs to be created over the same period for the Poole TTWA. The Borough of Poole has already committed to providing a total of 13,700 jobs, requiring between 1,735 and 5,300 jobs to be created within the remainder of the Poole TTWA (including part of Purbeck District). Purbeck will work with neighbouring authorities to manage the supply of employment land across the South East Dorset sub-region and to deliver the balance of jobs required. The most significant sites coming forward for the provision of employment land are Holton Heath Industrial Estate and Admiralty Park to the north east of the District, and Winfrith Technology Centre to the south west. However, in order to reduce the need to travel along the A351, the Core Strategy states that some additional employment land should be considered around Swanage and Wareham, where most housing growth is planned.

**HRA Findings:** The HRA for the Purbeck District Core Strategy (September 2009) highlighted the potential for adverse effects on the integrity of:

**Dorset Heaths SAC, The Dorset Heaths (Purbeck and Wareham) and Studland Dunes SAC, the Dorset Heathlands SPA and the Dorset Heathlands Ramsar site** relating to increased housing and increased recreation pressure, and effects relating to water abstraction, water quality, fragmentation and air quality.

**Poole Harbour SPA/Ramsar site** due to increased recreation pressure from both shore and water-based activities as a result of the growing population, and impacts on water quality.

**St Albans Head to Durlston Head SPA** due to increased recreation pressure resulting from additional housing and improved transport links to the coast.

**Isle of Portland to Studland Cliffs SPA** due to increased recreation pressure.

**The New Forest SAC/SPA/Ramsar site** due to increased recreation pressure resulting from population increases and enhanced transport links within Purbeck.

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

**Therefore, there appears to be some potential for in-combination effects on the Dorset Heaths SAC, the Dorset Heaths (Purbeck and Wareham) and Studland Dunes SAC, the Dorset Heathlands SPA/Ramsar site, the Isle of Portland to Studland Cliffs SPA, the New Forest SAC/SPA/Ramsar site and Poole Harbour SPA/Ramsar site from the Christchurch & East Dorset Joint Core Strategy; although the potential for such in-combination effects will depend largely on the inclusion of appropriate mitigation measures in the next iteration of the Purbeck Core Strategy.**

*The New Plan for North Dorset (March 2010)*

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

**Housing:** North Dorset District lies within the Bournemouth and Poole HMA. The draft Core Strategy reiterates the housing targets that were included in the South West RSS for the HMA, before it was abolished – this comprised 48,100 new homes, of which 7,000 should be in North Dorset. In line with the District-wide target of 35.7% affordable housing provision, 2,500 of these will need to be affordable. Approximately 33% of the housing growth will be at Gillingham, partly because of the relative lack of environmental constraints. Blandford will accommodate about 21% and Shaftesbury around 17%; therefore only around 29% of housing growth will be delivered outside of these three main towns.

**Employment:** The Core Strategy sets out the employment provision targets that were included in the South West RSS – this included 45,400 new jobs within the Bournemouth and Poole HMA, of which 3,400 would be provided in the more rural parts of the HMA including North Dorset District. Pro-rata by district, this would mean about 2,040 new jobs in North Dorset, which is not enough to provide the additional working age population in the District with an adequate supply of jobs.

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

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

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

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

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

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

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

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

*Wiltshire 2026: Consultation Document to Inform the Wiltshire Core Strategy (October 2009)*

Wiltshire unitary authority lies to the north of East Dorset District. The consultation document does not yet comprise a draft Core Strategy; rather it provides supporting information to inform the development of the first iteration of the Core Strategy document.

**Housing:** Within the Spatial Strategy for Wiltshire, the consultation document sets out the housing allocation for Wiltshire that were included in the draft South West RSS – this comprises a total of 32,000 new homes across the county up to 2026, including 6,000 at Trowbridge, 5,500 at Chippenham and 3,000 to the west of Swindon.

**Employment:** The consultation document also sets out the area of employment land which is proposed in each community area, with a total of 336ha to be provided across the county. The largest areas of provision are in Corsham (59.2ha), Westbury (56.6ha) and Trowbridge (50.8ha).

More detailed policy options for the provision of housing and employment land will be set out in the first draft of the Core Strategy which was originally due for publication in September 2010. However, it is not yet clear whether the figures included in the consultation document will be amended as they are based on the now abolished south west RSS allocations.

**HRA Findings:** Due to the early stage of the Core Strategy's development, the HRA work undertaken to date has focused on examining the potential impacts of the housing and employment land provision as set out in the consultation document; rather than the assessment of more detailed policies and proposals.

The HRA for the Wiltshire Core Strategy (October 2009) highlighted the potential for adverse effects on sites arising from recreation pressure, air pollution and in particular potential disturbance to bats at **Bath and Bradford on Avon SAC** as a result of development in close proximity.

Uncertainties were also highlighted with regards to the capacity available at Warminster STW to treat sewage from the new housing development proposed, and the potential impacts on the **River Avon SAC** and the **Avon Valley SPA and Ramsar site**.

The HRA recommended that this issue be explored with particular urgency; whilst the other potential impacts identified should be able to be mitigated through the inclusion

of appropriate measures within the emerging Core Strategy. The HRA process will continue in more depth as the Core Strategy is developed.

**Therefore, there appears to be some potential for in-combination effects on water quality of the River Avon SAC and Avon Valley SPA/Ramsar site from the Christchurch & East Dorset Joint Core Strategy; although the potential for such in-combination effects will become clearer as more detailed proposals are put forward in the first draft version of the Core Strategy. It is considered unlikely that bats at Bath and Bradford on Avon SAC would be affected in combination with any of the proposals in the Christchurch & East Dorset Joint Core Strategy due to the distance of development locations from the SAC.**

*Adopted New Forest Core Strategy (October 2009)*

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

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

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

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

**New Forest SAC/SPA/Ramsar site** as a result of increased pressure for recreation. However, it was considered that the mitigation measures included in the Core Strategy and other plans and strategies mean that the relevant policies will not have an adverse effect in this sense, either alone or in-combination.

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

*New Forest National Park Core Strategy and Development Management Policies Submission Document (February 2010)*

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

**Housing:** The New Forest District, Wiltshire and Test Valley Borough Councils remain the housing authorities for their respective areas of the National Park. The

South East RSS allocation for housing in the National Park was very low, proposing only 11 dwellings per annum up to 2026, totalling 220.

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

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

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

#### *Dorset Heathlands Joint DPD*

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

Measures include:

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

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

## **WATER PLANS**

### **Catchment Abstraction Management Strategies**

The Environment Agency has prepared **Catchment Abstraction Management Strategies (CAMS)** which are six-year plans detailing how the EA is going to manage water resources in each catchment. The CAMS seek to understand how much water the natural environment needs, how much water is available for abstraction, how much

water is currently licensed to be used and whether this balances with what is available. Each area within the catchment is assigned a 'resource availability status' which indicates whether the catchment resources are in balance or not.

#### *Dorset Stour*

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

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

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

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

#### *Hampshire Avon*

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

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

The River Avon is considered to be one of the most biodiverse Chalk rivers in Britain, supporting habitats and species that are considered rare or threatened on an international scale. The **River Avon SAC** and River **Avon SPA/Ramsar** fall within the CAMS and so changes in water table levels here could have significant effects on both sites, especially given that water abstraction is highlighted as a factor currently affecting the condition of both sites. The New Forest SAC is drained by small streams, including the Dockens Water, which is part of the River Avon SAC. Major components of the SAC habitats are extensive wet and dry heaths, wet and dry grasslands, rivers

and streams and permanent and temporary ponds. As such, the site is heavily water dependent. The CAMS highlights work being carried out by Wessex Water to investigate the potential impacts of abstraction on the integrity of the Avon Valley SPA and Ramsar site. It also found that there are conflicting demands in terms of water level, with the River Avon SAC requiring water in the river itself and the Avon Valley SPA which requires water on the floodplain.

#### *Frome, Piddle and Purbeck*

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

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

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

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

#### **Catchment Flood Management Plans**

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

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

#### **Water Resources Management Plans**

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

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

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

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

The strategy concludes that, providing the measures to manage demand that have been consistently followed since the late 1990s continue to be implemented and that there are no changes to existing abstraction licences as a result of on-going or future environmental policies such as the Water Framework Directive (WFD), there will be no need to develop any new water resources to maintain the balance between supply and demand.

*Wessex Water Resources Management Plan (June 2010)*

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

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



## **Appendix 4**

### **HRA Appropriate Assessment Matrix for the Options consultation version of the Christchurch and East Dorset Core Strategy**



## Appropriate Assessment Matrix

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

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

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
Dorset Heaths SAC	<p>Numerous fragmented sites, within and outside of the Plan area.</p> <p>Qualifying features:</p> <ul style="list-style-type: none"> <li>Northern Atlantic wet heaths with Erica tetralix</li> <li>European dry heaths</li> <li>Depressions on peat substrates of the Rhynchosporion</li> <li>Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae)</li> <li>Calcareous fens with Cladium mariscus and species of the Caricion davallianae * Priority feature</li> <li>Alkaline fens</li> <li>Old acidophilous oak woods with Quercus robur on sandy plains</li> <li>Southern damselfly Coenagrion mercuriale</li> <li>Great crested newt Triturus cristatus</li> </ul>	<p><b>Physical loss</b> of habitat, resulting from policy options: Vision, KS19 (Christchurch bypass), BA8 Airport Transport Improvements</p>	<p><b>Physical loss of habitat</b> may result from development of <b>Christchurch bypass</b>, however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no habitat loss within Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC, Avon Valley SPA/Ramsar.</p> <p>Proposals within policy option <b>BA8</b> for widening of the A338 from Cooper Dean to north of the Blackwater Junction would result in <b>direct habitat loss</b> within the Town Common SSSI component of Dorset Heaths SAC. The policy also proposes improvements to the Blackwater Junction. Depending on the exact nature of such works, these may also result in direct habitat loss as the junction is directly adjacent to this European site.</p>	<p>Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any loss of habitat within these European sites.</p> <p>While this loss of habitat may not represent a large proportion of the total area of the wider Dorset Heathland SAC/SPA/Ramsar site, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere and it <b>is recommended that BA8 is not included in the Core Strategy unless it can be proved that the loss of habitat can be adequately</b></p>	<p>Yes at this stage in Core Strategy, as the Christchurch bypass is not proposed within a specific policy.</p> <p>Uncertain for BA8.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				<b>compensated.</b>	
<b>Dorset Heaths SAC</b>	As above	<b>Physical disturbance/damage</b> as a result of construction, with respect to policy options: KS3-5, KS7-11, 13, 18-21, UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VVMI-4, 7 ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17 TA3	<b>Physical disturbance/damage</b> is unlikely to have an adverse effect on the site's integrity due to the distance of many of the development locations to the SAC component sites. Some of the proposed development sites are within 500m or adjacent to some of the component SSSIs (e.g. sites to be removed from the Green Belt KS3-5: Cooper's Lane is directly adjacent to Verwood Heaths SSSI; Blackfield Farm is directly adjacent to Holt and West Moors Heaths SSSI; Woodland Walk is within 500m of Slop Bog and Uddens Heath SSSI and Parley Common SSSI), and could adversely affect integrity of the Dorset Heaths SAC through physical damage to habitat.	Mitigation would be provided by safeguarding elements of the Core Strategy (Objective 1, ME1 and ME2).	Yes, mitigation should ensure that future development does not damage the habitat of heathland sites adjacent or in close proximity.
<b>Dorset Heaths SAC</b>	As above	<b>Erosion/trampling and noise pollution</b> as a result of <b>recreation/urban pressures</b> arising from policy	<b>Recreational pressure</b> as a result of the East Dorset urban extension east of New Road, West Parley proposed in policy option <b>FWP5</b> could have an adverse effect on integrity, as the policy option proposes a potential hotel/leisure use in the north eastern corner of the New Road site, which is within 400m of the Parley Common SSSI fragment of the European site. Due to the higher housing provision (than FWP4) there is also less land within the development site for open space provision (which would help to mitigate potential recreation pressure on the heaths).  Most of the Christchurch and East Dorset urban extension site options,	<b>It is recommended that FWP5 remains non-preferred and is not taken forward into the Submission version of the Core Strategy.</b>  The intention to deliver	Yes if FWP5 is not included in the Core Strategy.  Yes mitigation

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		options: KS3-5, KS7-11, 13 UE1-4 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 LN6-8 LN16 PC13-14, 17	<p>employment sites and some of the sites proposed for removal from the Green Belt, while not within 400m of a Dorset Heaths SAC site, are within 5km of one or more of the site's component heath fragments meaning there is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion and trampling</b>). However, recreation pressures would be unlikely to increase at the locations identified for employment uses (KS13, PC13-14), and where care homes may be developed rather than other housing (KS3) if the planning permission for the care home were implemented as it is unlikely that residents of the care home would visit the heathland sites frequently.</p> <p><b>Noise pollution</b> will not affect plants, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.</p>	SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions for housing developments (HE9 to HE14) and should help to mitigate adverse effects on sites resulting from recreational pressure. All of the Christchurch and East Dorset urban extension policies also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). In addition, developer contributions can be used to support the implementation of management measures, such as improved signage. Such measures will be supported through implementation of the Joint Heathlands DPD.	provided by delivery of SANGs should ensure that recreation pressures are not increased.
<b>Dorset Heaths</b>	As above	<b>Noise and light</b>	<b>Noise and light pollution</b> will not affect plants, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.	N/A	N/A

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
<b>SAC</b>		<p><b>pollution</b> resulting from construction or increased vehicle traffic arising from policy options:</p> <p>KS3-5, KS7-11, 13, 18-21, UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17 TA3</p>			
<b>Dorset Heaths SAC</b>	As above	<p><b>Air pollution</b> resulting from increased vehicle traffic arising from policy options:</p>	<p>A number of the housing and employment site options are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of a number of the SSSI components of the Dorset Heaths SAC (in particular the A31, A347, B3072, B3073). Any increase in vehicle journeys along these routes associated with new residential or employment development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. However,</p>	<p>Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air</p>	<p>Uncertain at this stage in Core Strategy development.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		KS3-5, KS7-11, 13, 18-21, UE1-4, BA1-2, 6-11, WMC1-5, CMI-3, FWPI-5, VWMI-4, 7, ME13, 16-17, LN6-8, LN16, 18, PC4-5, 7-9, 13-14, 17, TA3	<p>while levels of acid deposition across the Dorset Heaths are above critical loads, air pollution is only cited within Natural England SSSI condition status data<sup>1</sup> as being a contributing factor in unfavourable condition at the following SSSI components of the Dorset Heaths SAC: Holt and West Moors Heaths (where air pollution modelling suggests ammonia emissions from poultry farming on the south side of the forest are a significant source for excessive nitrogen deposition. This can cause excessive algal growth on old oaks, loss of lichen flora, probable death of some mature oak trees and may have stimulated holly growth) and Town Common (where Unit 1 of the SSSI in the north western corner to the west of Matchams Lane is in unfavourable declining condition due to very low species diversity due in part to cutting and periodic mowing to maintain a low vegetation height in connection with operation of the airport, and a subsequent dominance of acid grassland species <i>Deschampsia flexuosa</i>).</p> <p>Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010.</p>	<p>pollution. However, revised traffic forecasts from the South East Dorset transport study will not be available until October 2010, and forecasts and air pollution modelling data is needed for the A35 and A338 through Town Common SSSI and the B3072 north of Ferndown where it passes through Holt and West Moors Heaths SSSI before a conclusion can be drawn.</p>	
<b>Dorset Heaths SAC</b>	As above	Interruption to hydrological regimes from increased water abstraction or water pollution arising from policy	<p>The Bournemouth and West Hampshire Water Resource Management Plan (WRMP) and the Wessex WRMP both conclude that their existing licensed <b>water abstraction</b> sources are adequate to accommodate the planned level of residential growth in the area the plans cover; therefore it is unlikely that the policy would have an adverse effect on site integrity as a result of interruptions to hydrological regimes. In terms of <b>water pollution</b> from increased pressure on sewage treatment works (STWs), most of the STWs serving Christchurch and East Dorset discharge to the River Stour, which the Environment Agency advised provides substantial dilution of effluent discharge, and is therefore considered unlikely to have an adverse effect on water quality in the Dorset Heath sites.</p>	N/A	N/A

<sup>1</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		options: Vision, KS19 (Christchurch bypass) KS3-5, KS7-11, 13, 18, 21 UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17			
<b>Dorset Heathlands Ramsar Site</b>	Numerous fragmented sites, within and outside of the Plan area. Qualifying features: <b>Ramsar criterion I</b> Contains particularly good examples of (i) northern Atlantic wet heaths with cross-leaved heath <i>Erica tetralix</i> and (ii) acid mire with <i>Rhynchosporion</i> . Contains largest example in Britain of southern Atlantic wet heaths with Dorset heath <i>Erica ciliaris</i> and cross-leaved heath <i>Erica tetralix</i> .	<b>Physical loss</b> of habitat, resulting from policy options: Vision (Christchurch bypass), KS19 BA8 Airport Transport Improvements	<b>Physical loss of habitat</b> may result from development of <b>Christchurch bypass</b> , however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no habitat loss within Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC, Avon Valley SPA/Ramsar.  Proposals within policy option <b>BA8</b> for widening of the A338 from Cooper Dean to north of the Blackwater Junction would result in <b>direct habitat loss</b> within the Town Common SSSI component of Dorset Heathlands Ramsar site. The policy also proposes improvements to the Blackwater Junction. Depending on the exact nature of such works, these may also result in direct habitat loss as the junction is directly adjacent to this European site.	Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any loss of habitat within these European sites.  While this loss of habitat may not represent a large proportion of the total area of the wider Dorset Heathland SAC/SPA/Ramsar site,	Yes at this stage in Core Strategy, as a route for the Christchurch bypass is not proposed within a specific policy.  Uncertain for BA8.



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<p><b>Ramsar criterion 2</b> Supports 1 nationally rare and 13 nationally scarce wetland plant species, and at least 28 nationally rare wetland invertebrate species.</p> <p><b>Ramsar criterion 3</b> Has a high species richness and high ecological diversity of wetland habitat types and transitions, and lies in one of the most biologically-rich wetland areas of lowland Britain, being continuous with three other Ramsar sites: Poole Harbour, Avon Valley and The New Forest.</p>			<p>the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere and it is recommended that BA8 is not included in the Core Strategy unless it can be proved that the loss of habitat can be adequately compensated.</p>	
Dorset Heathlands Ramsar Site	As above	<p><b>Physical disturbance/damage</b> as a result of construction, with respect to policy options: KS3-5, KS7-11, 13, 18-21, UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7</p>	<p><b>Physical disturbance/damage</b> is unlikely to have an adverse effect on the site's integrity due to the distance of many of the development locations to the Ramsar component sites. Some of the proposed development sites are within 500m or adjacent to some of the component SSSIs (e.g. sites to be removed from the Green Belt KS3-5: Cooper's Lane is directly adjacent to Verwood Heaths SSSI; Blackfield Farm is directly adjacent to Holt and West Moors Heaths SSSI; Woodland Walk is within 500m of Slop Bog and Uddens Heath SSSI and Parley Common SSSI), and could adversely affect integrity of the Dorset Heathlands Ramsar site through physical damage to habitat.</p>	<p>Mitigation would be provided by safeguarding elements of the Core Strategy (Objective 1, ME1 and ME2).</p>	<p>Yes, mitigation should ensure that future development does not damage the habitat of heathland sites adjacent or in close proximity.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17 TA3			
Dorset Heathlands Ramsar Site	As above	<p><b>Erosion/ trampling and noise pollution</b> as a result of <b>recreation/ urban pressures</b> arising from policy options: KS3-5, KS7-11, 13 UE1-4 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 LN6-8 LN16 PC13-14, 17</p>	<p><b>Recreational pressure</b> as a result of the East Dorset urban extension east of New Road, West Parley proposed in policy option <b>FWP5</b> could have an adverse effect on integrity, as the policy option proposes a potential hotel/leisure use in the north eastern corner of the New Road site, which is within 400m of the Parley Common SSSI fragment of the European site. Due to the higher housing provision (than FWP4) there is also less land within the development site for open space provision (which would help to mitigate potential recreation pressure on the heaths).</p> <p>Most of the Christchurch and East Dorset urban extension site options, employment sites and some of the sites proposed for removal from the Green Belt, while not within 400m of a Dorset Heathlands Ramsar site, are within 5km of one or more of the site's component heath fragments meaning there is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion and trampling</b>). However, recreation pressures would be unlikely to increase at the locations identified for employment uses (KS13, PC13-14), and where care homes may be developed rather than other housing (KS3) if the planning permission for the care home were implemented as it is unlikely that residents of the care home would visit the heathland sites frequently.</p> <p><b>Noise pollution</b> will not affect plants, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.</p>	<p><b>It is recommended that FWP5 remains non-preferred and is not taken forward into the Submission version of the Core Strategy.</b></p> <p>The intention to deliver SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions for housing developments (HE9 to HE14) and should help to mitigate adverse effects on sites resulting from recreational pressure. All of the Christchurch and East Dorset urban extension policies also specify the provision of SANGs alongside the new</p>	<p>Yes if FWP5 is not included in the Core Strategy.</p> <p>Yes mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				development (with the quantity to be agreed with Natural England). In addition, developer contributions can be used to support the implementation of management measures, such as improved signage. Such measures will be supported through implementation of the Joint Heathlands DPD.	
<b>Dorset Heathlands Ramsar Site</b>	As above	<b>Noise and light pollution</b> resulting from construction or increased vehicle traffic arising from policy options: KS3-5, KS7-11, 13, 18-21, UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 MEI3, 16-17	<b>Noise and light pollution</b> will not affect plants, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.	N/A	N/A

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17 TA3			
<b>Dorset Heathlands Ramsar Site</b>	As above	<b>Air pollution</b> resulting from increased vehicle traffic arising from policy options: KS3-5, KS7-11, 13, 18-21, UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17 TA3	A number of the housing and employment site options are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of a number of the SSSI components of the Dorset Heathlands Ramsar site (in particular the A31, A347, B3072, B3073). Any increase in vehicle journeys along these routes associated with new residential or employment development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. However, while levels of acid deposition across the Dorset Heaths are above critical loads, air pollution is only cited within Natural England SSSI condition status data <sup>2</sup> as being a contributing factor in unfavourable condition at the following SSSI components of the Dorset Heathlands Ramsar site: Holt and West Moors Heaths (where air pollution modelling suggests ammonia emissions from poultry farming on the south side of the forest are a significant source for excessive nitrogen deposition. This can cause excessive algal growth on old oaks, loss of lichen flora, probable death of some mature oak trees and may have stimulated holly growth) and Town Common (where Unit 1 of the SSSI in the north western corner to the west of Matchams Lane is in unfavourable declining condition due to very low species diversity due in part to cutting and periodic mowing to maintain a low vegetation height in connection with operation of the airport, and a subsequent dominance of acid grassland species <i>Deschampsia flexuosa</i> ). Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end	Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air pollution. However, revised traffic forecasts from the South East Dorset transport study will not be available until October 2010, and forecasts and air pollution modelling data is needed for the A35 and A338 through Town Common SSSI and the B3072 north of Ferndown where it passes through Holt and West Moors Heaths SSSI before a conclusion can be drawn.	Uncertain at this stage in Core Strategy development.

<sup>2</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
Dorset Heathlands Ramsar Site	As above	Interruption to hydrological regimes from increased water abstraction or water pollution arising from policy options: Vision (Christchurch bypass) KS3-5, KS7-11, 13, 18, 21 UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17	of October 2010. The Bournemouth and West Hampshire Water Resource Management Plan (WRMP) and the Wessex WRMP both conclude that their existing licensed water abstraction sources are adequate to accommodate the planned level of residential growth in the area the plans cover; therefore it is unlikely that the policy would have an adverse effect on site integrity as a result of interruptions to hydrological regimes. In terms of water pollution from increased pressure on sewage treatment works (STWs), most of the STWs serving Christchurch and East Dorset discharge to the River Stour, which the Environment Agency advised provides substantial dilution of effluent discharge, and is therefore considered unlikely to have an adverse effect on water quality in the Dorset Heath sites.	N/A	N/A

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
<b>Dorset Heathlands SPA</b>	During the breeding season: Dartford Warbler <i>Sylvia undata</i> Nightjar <i>Caprimulgus europaeus</i> Woodlark <i>Lullula arborea</i> Over winter: Hen Harrier <i>Circus cyaneus</i> Merlin <i>Falco columbarius</i>	<b>Physical loss</b> of habitat, resulting from policy options: Vision, KS19 (Christchurch bypass), BA8 Airport Transport Improvements	<b>Physical loss of habitat</b> may result from development of <b>Christchurch bypass</b> , however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no habitat loss within Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC, Avon Valley SPA/Ramsar.  Proposals within policy option <b>BA8</b> for widening of the A338 from Cooper Dean to north of the Blackwater Junction would result in <b>direct habitat loss</b> within the Town Common SSSI component of Dorset Heathlands SPA. The policy also proposes improvements to the Blackwater Junction. Depending on the exact nature of such works, these may also result in direct habitat loss as the junction is directly adjacent to this European site.	Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any loss of habitat within these European sites.  While this loss of habitat may not represent a large proportion of the total area of the wider Dorset Heathland SAC/SPA/Ramsar site, the only mitigation for loss of habitat is to compensate the loss by creating the same habitat elsewhere and it <b>is recommended that BA8 is not included in the Core Strategy unless it can be proved that the loss of habitat can be adequately compensated.</b>	Yes at this stage in Core Strategy, as the Christchurch bypass route is not proposed within a specific policy.  Uncertain for BA8.
<b>Dorset Heathlands SPA</b>	As above	<b>Physical disturbance/damage</b> as a result of construction,	<b>Physical disturbance/damage</b> is unlikely to have an adverse effect on the site's integrity due to the distance of many of the development locations to the Ramsar component sites. Some of the proposed development sites are within 500m or adjacent to some of the component SSSIs (e.g. sites to be removed from the Green Belt KS3-5: Cooper's Lane is directly adjacent to Verwood Heaths SSSI;	Mitigation would be provided by safeguarding elements of the Core Strategy (Objective I, MEI and	Yes, mitigation should ensure that future development does not damage the

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		with respect to policy options: KS3-5, KS7-11, 13, 18-21, UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17 TA3	Blackfield Farm is directly adjacent to Holt and West Moors Heaths SSSI; Woodland Walk is within 500m of Slop Bog and Uddens Heath SSSI and Parley Common SSSI), and could adversely affect integrity of the Dorset Heathlands Ramsar site through physical damage to habitat.	ME2).	habitat of heathland sites adjacent or in close proximity.
Dorset Heathlands SPA	As above	<b>Erosion/trampling and noise pollution</b> as a result of <b>recreation/urban pressures</b> arising from policy options: KS3-5, KS7-11, 13 UE1-4 WMC1-5 CMI-3	<b>Recreational pressure</b> as a result of the East Dorset urban extension east of New Road, West Parley proposed in policy option <b>FWP5</b> could have an adverse effect on integrity, as the policy option proposes a potential hotel/leisure use in the north eastern corner of the New Road site, which is within 400m of the Parley Common SSSI fragment of the European site. Due to the higher housing provision (than FWP4) there is also less land within the development site for open space provision (which would help to mitigate potential recreation pressure on the heaths).  Most of the Christchurch and East Dorset urban extension site options, employment sites and some of the sites proposed for removal from the Green Belt, while not within 400m of a Dorset Heathlands SPA, are within 5km of one or more of the site's component heath fragments meaning there is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure ( <b>erosion, trampling and noise</b> ). However, recreation pressures would be unlikely to increase at the locations identified for employment uses (KS13,	<b>It is recommended that FWP5 remains non-preferred and is not taken forward into the Submission version of the Core Strategy.</b>  The intention to deliver SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions	Yes if FWP5 is not included in the Core Strategy.  Yes mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		FWPI-5 VWMI-4, 7 LN6-8 LN16 PC13-14, 17	PC13-14), and where care homes may be developed rather than other housing (KS3) if the planning permission for the care home were implemented as it is unlikely that residents of the care home would visit the heathland sites frequently.	for housing developments (HE9 to HE14) and should help to mitigate adverse effects on sites resulting from recreational pressure. All of the Christchurch and East Dorset urban extension policies also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). In addition, developer contributions can be used to support the implementation of management measures, such as improved signage. Such measures will be supported through implementation of the Joint Heathlands DPD.	
<b>Dorset Heathlands SPA</b>	As above	<b>Noise and light pollution</b> resulting from construction or increased vehicle traffic arising from	<b>Noise and light pollution</b> resulting from development and traffic proposed in the policy options listed may disturb breeding and wintering birds where the development locations are within 500m of the SPA (or 200m for transport routes, i.e. the A31, A347, B3072, B3073).	Mitigation would be provided by the safeguarding policies in the Core Strategy (Objective 1 and ME1), which should ensure that future housing development in	Yes mitigation should ensure noise and light pollution is avoided.



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		policy options: KS3-5, KS7-11, 13, 18-21, UE1-4 BA1-2, 6-11 WMC1-5 CMI-3 FWPI-5 VWM1-4, 7 ME13, 16-17 LN6-8 LNI6, 18 PC4-5, 7-9, 13-14, 17 TA3		Christchurch and East Dorset in close proximity to the Dorset Heathlands SPA employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species on the heathland sites.	
<b>Dorset Heathlands SPA</b>	As above	<b>Air pollution</b> resulting from increased vehicle traffic arising from policy options: KS3-5, KS7-11, 13, 18-21, UE1-4 BA1-2, 6-11 WMC1-5 CMI-3	A number of the housing and employment site options are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of a number of the SSSI components of the Dorset Heathlands Ramsar site (in particular the A31, A347, B3072, B3073). Any increase in vehicle journeys along these routes associated with new residential or employment development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. However, while levels of acid deposition across the Dorset Heaths are above critical loads, air pollution is only cited within Natural England SSSI condition status data <sup>3</sup> as being a contributing factor in unfavourable condition at the following SSSI components of the Dorset Heathlands Ramsar site: Holt and West Moors Heaths (where air pollution modelling suggests ammonia emissions from poultry farming on the south side of the forest are a significant source for excessive nitrogen deposition. This can cause excessive algal growth on old oaks, loss of lichen flora,	Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air pollution. However, revised traffic forecasts from the South East Dorset transport study will not be available until October 2010, and forecasts and air	Uncertain at this stage in Core Strategy development.

<sup>3</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

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		FWPI-5 VWMI-4, 7 ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17 TA3	probable death of some mature oak trees and may have stimulated holly growth) and Town Common (where Unit 1 of the SSSI in the north western corner to the west of Matchams Lane is in unfavourable declining condition due to very low species diversity due in part to cutting and periodic mowing to maintain a low vegetation height in connection with operation of the airport, and a subsequent dominance of acid grassland species <i>Deschampsia flexuosa</i> ). Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010.	pollution modelling data is needed for the A35 and A338 through Town Common SSSI and the B3072 north of Ferndown where it passes through Holt and West Moors Heaths SSSI before a conclusion can be drawn.	
Dorset Heath and SPA	As above	Interruption to hydrological regimes from increased water abstraction or water pollution arising from policy options: Vision (Christchurch bypass) KS3-5, KS7-11, 13, 18, 21 UE1-4 BA1-2, 6-11	The Bournemouth and West Hampshire Water Resource Management Plan (WRMP) and the Wessex WRMP both conclude that their existing licensed water abstraction sources are adequate to accommodate the planned level of residential growth in the area the plans cover; therefore it is unlikely that the policy would have an adverse effect on site integrity as a result of interruptions to hydrological regimes. In terms of water pollution from increased pressure on sewage treatment works (STWs), most of the STWs serving Christchurch and East Dorset discharge to the River Stour, which the Environment Agency advised provides substantial dilution of effluent discharge, and is therefore considered unlikely to have an adverse effect on water quality in the Dorset Heath sites.	N/A	N/A

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		WMC1-5 CMI-3 FWPI-5 VWMI-4, 7 ME13, 16-17 LN6-8 LN16, 18 PC4-5, 7-9, 13-14, 17			
<b>River Avon SAC</b>	Water courses of plain to montane levels with the <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation <ul style="list-style-type: none"> <li>• Desmoulin's whorl snail <i>Vertigo moulinsiana</i></li> <li>• Sea lamprey <i>Petromyzon marinus</i></li> <li>• Brook lamprey (<i>Lampetra planeri</i>)</li> <li>• Atlantic salmon <i>Salmo salar</i></li> <li>• Bullhead <i>Cottus gobio</i></li> </ul>	<b>Physical loss</b> of habitat, resulting from policy options: Vision (Christchurch bypass)	<b>Physical loss of habitat</b> may result from development of Christchurch bypass, however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no habitat loss within Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC, Avon Valley SPA/Ramsar.	Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any loss of habitat within these European sites.	Yes at this stage in Core Strategy, as the Christchurch bypass is not proposed within a specific policy.
<b>River Avon SAC</b>	As above	<b>Physical disturbance/damage</b> as a result of construction, with respect to policy options: KS19-21 ME16-17 LN8 LN16, 18	Some development sites are not specified (e.g. policy options relating to gypsy and traveller sites, rural and urban exception sites, development within Christchurch town centre) and may be within 500m or adjacent to the River Avon SAC and could adversely affect integrity of the site through <b>physical damage to habitat</b> . However, the development locations would not be known until planning applications came forward. In addition, some of the transport related policies (KS19-21) propose improvements to the A35, which crosses the River Avon within Christchurch town centre, and provision of park and ride facilities the location of which are not specified within this version of the Core Strategy.	Mitigation would be provided by safeguarding elements of the Core Strategy (Objective 1, ME1 and ME2).	Yes, mitigation should ensure that future development does not damage the habitat of the River Avon adjacent or in close proximity.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		PC13-14, 17 TA3			
<b>River Avon SAC</b>	As above	<b>Erosion/trampling and noise pollution</b> as a result of <b>recreation/urban pressures</b> arising from policy options: KS7-11 UE1-4 LN6-8 LN16 PC13-14, 17	<p>There is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion, trampling</b> within the river course) arising from residents within new housing development in Christchurch in particular. Recreation pressures would be unlikely to increase significantly at the locations identified for employment uses (PC13-14).</p> <p><b>Noise pollution</b> is unlikely to affect the fish and snail species, which are the qualifying features of this site, therefore will not have an adverse effect on the site's integrity.</p>	The intention to deliver SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions for housing developments (HE9 to HE14) and should help to mitigate adverse effects on riverine sites as well as heathland sites resulting from recreational pressure. In addition, the Christchurch urban extension options will include areas of open space and provide SANGs, and policy option HE8 will also ensure sufficient open spaces are maintained or created to meet defined local need.	Yes mitigation provided by delivery of sufficient open space and SANGs should ensure that recreation pressures are not increased.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
River Avon SAC	As above	<b>Air pollution</b> resulting from increased vehicle traffic arising from policy options: Vision (Christchurch Bypass) KS7-11, 18-21, UE1-4 ME16-17 LN6-8 LN16, 18 PC13-14, 17 TA3	Some of the housing and employment site options are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of the River Avon SAC (in particular the A31 on the boundary of East Dorset near Ringwood and the A35 through Christchurch). In addition the A35 is designated as a Prime Transport Corridor (policy options KS19-21), where junction improvements and enhancements to public transport will be delivered. Any increase in vehicle journeys along these routes associated with new residential or employment development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. Acid deposition and air pollution are not cited within Natural England SSSI condition status data <sup>4</sup> as being a contributing factor in unfavourable condition at the River Avon SSSI. Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010.	Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air pollution. However, revised traffic forecasts from the South East Dorset transport study will not be available until October 2010, and forecasts and air pollution modelling data is needed for the A31 and A35 before a conclusion can be drawn.	Uncertain at this stage in Core Strategy development.
River Avon SAC	As above	Interruption to <b>hydrological regimes</b> from increased water abstraction or water pollution arising from policy	The Bournemouth and West Hampshire Water Resource Management Plan (WRMP) and the Wessex WRMP both conclude that their existing licensed <b>water abstraction</b> sources are adequate to accommodate the planned level of residential growth in the area the plans cover; therefore it is unlikely that the policy would have an adverse effect on site integrity as a result of interruptions to hydrological regimes. In terms of <b>water pollution</b> from increased pressure on sewage treatment works (STWs), most of the STWs serving Christchurch and East Dorset discharge to the River Stour, which the Environment Agency advised provides substantial dilution of effluent discharge, and is therefore considered unlikely to have an adverse effect on water quality in the River Avon SAC.	N/A	N/A

<sup>4</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		options: KS7-11, 13, 18, 21 UE1-4 LN6-8 LN16, 18 PC13-14, 17			
<b>River Avon SAC</b>	As above	Interruption to <b>hydrological regimes</b> from development in the floodplain arising from policy options: Vision, KS19 (Christchurch bypass) ME16-17	<b>Interruption to hydrological regimes</b> may result from development of Christchurch bypass, however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no interruption to hydrological regimes within the River Avon SAC, Avon Valley SPA/Ramsar.  Flood defences delivered through policy options ME16 and 17 could interrupt water flow within the River Avon and adversely affect integrity of the SAC.	Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any changes to hydrological regimes within the River Avon SAC.  Mitigation would be provided by safeguarding elements of the Core Strategy (Objective 1, ME1 and ME2).	Yes at this stage in Core Strategy, as the Christchurch bypass is not proposed within a specific policy.  Yes, mitigation should ensure that flood defences do not adversely affect integrity.
<b>Avon Valley Ramsar site</b>	Qualifying features: <b>Ramsar criterion 1</b> The site shows a greater range of habitats than any other chalk river in Britain, including fen, mire, lowland wet grassland and small areas of woodland. <b>Ramsar criterion 2</b>	<b>Physical loss</b> of habitat, resulting from policy options: Vision (Christchurch bypass)	<b>Physical loss of habitat</b> may result from development of Christchurch bypass, however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no habitat loss within Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC, Avon Valley SPA/Ramsar.	Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any loss of habitat within these European sites.	Yes at this stage in Core Strategy, as the Christchurch bypass is not proposed within a specific policy.
<b>Avon Valley Ramsar</b>	The site supports a diverse assemblage of wetland flora and fauna including several	<b>Physical disturbance/damage</b> as a	Some development sites are not specified (e.g. policy options relating to gypsy and traveller sites, rural and urban exception sites, development within Christchurch town centre) and may be within 500m or adjacent to the Avon Valley Ramsar site	Mitigation would be provided by safeguarding elements	Yes, mitigation should ensure that future

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r site	<p>nationally-rare species.</p> <p><b>Ramsar criterion 6</b></p> <p>Species/populations occurring at levels of international importance.</p> <p>Qualifying Species/populations (as identified at designation):</p> <p>Species with peak counts in winter:</p> <p>Gadwall , Anas strepera strepera, NW Europe</p> <p>Species/populations identified subsequent to designation for possible future consideration under criterion 6.</p> <p>Species with peak counts in winter:</p> <p>Northern pintail , Anas acuta, NW Europe, Black-tailed godwit , Limosa limosa islandica, Iceland/WV Europe</p>	<p>result of construction, with respect to policy options:</p> <p>KS19-21</p> <p>ME16-17</p> <p>LN8</p> <p>LN16, 18</p> <p>PC13-14, 17</p> <p>TA3</p>	<p>and could adversely affect integrity of the site through <b>physical damage to habitat</b>. However, the development locations would not be known until planning applications came forward. In addition, some of the transport related policies (KS19-21) propose improvements to the A35, which crosses the River Avon within Christchurch town centre, and provision of park and ride facilities the location of which are not specified within this version of the Core Strategy.</p>	<p>of the Core Strategy (Objective 1, ME1 and ME2).</p>	<p>development does not damage the habitat of Avon Valley sites adjacent or in close proximity.</p>
Avon Valley Ramsar site	<p>As above</p>	<p><b>Erosion/ trampling and noise pollution</b> as a result of <b>recreation/ urban pressures</b> arising from policy options:</p> <p>KS7-11</p> <p>UE1-4</p>	<p>There is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion, trampling</b> within the river course and associated wetland habitats and <b>noise pollution</b>) arising from residents within new housing development in Christchurch in particular. Recreation pressures would be unlikely to increase significantly at the locations identified for employment uses (PC13-14).</p>	<p>The intention to deliver SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions for housing developments (HE9 to HE14) and should help to mitigate adverse effects on riverine sites as well as heathland</p>	<p>Yes mitigation provided by delivery of sufficient open space and SANGs should ensure that recreation pressures are not increased.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
		LN6-8 LN16 PC13-14, 17		sites resulting from recreational pressure. In addition, the Christchurch urban extension options will include areas of open space and provide SANGs, and policy option HE8 will also ensure sufficient open spaces are maintained or created to meet defined local need.	
<b>Avon Valley Ramsar site</b>	As above	<b>Noise and light pollution</b> resulting from construction or increased vehicle traffic arising from policy options: KS7-11, 18-21, UE1-4 ME16-17 LN6-8 LN16, 18 PC13-14, 17 TA3	<b>Noise and light pollution</b> resulting from development and traffic proposed in the policy options listed may disturb breeding and wintering birds where the development locations are within 500m of the Avon Valley Ramsar site (or 200m for transport routes, i.e. the A31, A35).	Mitigation would be provided by the safeguarding policies in the Core Strategy (Objective 1 and ME1), which should ensure that future housing development in Christchurch and East Dorset in close proximity to the Avon Valley Ramsar/SPA employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species of the Avon Valley	Yes mitigation should ensure noise and light pollution is avoided.



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
<b>Avon Valley Ramsar site</b>	As above	<b>Air pollution</b> resulting from increased vehicle traffic arising from policy options: Vision (Christchurch Bypass) KS7-11, 18-21, UE1-4 ME16-17 LN6-8 LN16, 18 PC13-14, 17 TA3	Some of the housing and employment site options are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of the Avon Valley SPA/Ramsar site (in particular the A31 on the boundary of East Dorset near Ringwood and the A35 through Christchurch). In addition the A35 is designated as a Prime Transport Corridor (policy options KS19-21), where junction improvements, enhancements to public transport will be delivered. Any increase in vehicle journeys along these routes associated with new residential or employment development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. Acid deposition and air pollution are not cited within Natural England SSSI condition status data <sup>5</sup> as being a contributing factor in unfavourable condition at the Avon Valley SSSI. Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010.	Ramsar/SPA. Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air pollution. However, revised traffic forecasts from the South East Dorset transport study will not be available until October 2010, and forecasts and air pollution modelling data is needed for the A31 and A35 before a conclusion can be drawn.	Uncertain at this stage in Core Strategy development.
<b>Avon Valley Ramsar site</b>	As above	Interruption to <b>hydrological regimes</b> from increased water abstraction or water pollution arising from	The Bournemouth and West Hampshire Water Resource Management Plan (WRMP) and the Wessex WRMP both conclude that their existing licensed <b>water abstraction</b> sources are adequate to accommodate the planned level of residential growth in the area the plans cover; therefore it is unlikely that the policy would have an adverse effect on site integrity as a result of interruptions to hydrological regimes. In terms of <b>water pollution</b> from increased pressure on sewage treatment works (STWs), most of the STWs serving Christchurch and East Dorset discharge to the River Stour, which the Environment Agency advised provides substantial dilution of effluent discharge, and is therefore considered unlikely to have an adverse effect on water quality in the Avon Valley SPA/Ramsar site.	N/A	N/A

<sup>5</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

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		policy options: KS7-11, 13, 18, 21 UE1-4 LN6-8 LN16, 18 PC13-14, 17			
<b>Avon Valley Ramsar site</b>	As above	Interruption to <b>hydrological regimes</b> from development in the floodplain arising from policy options: Vision (Christchurch bypass) ME16-17	<b>Interruption to hydrological regimes</b> may result from development of Christchurch bypass, however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no interruption to hydrological regimes within the River Avon SAC, Avon Valley SPA/Ramsar.  Flood defences delivered through policy options ME16 and 17 could interrupt water flow within the Avon Valley and adversely affect integrity of the SPA/Ramsar site.	Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any changes to hydrological regimes within the River Avon SAC.  Mitigation would be provided by safeguarding elements of the Core Strategy (Objective 1, ME1 and ME2).	Yes at this stage in Core Strategy, as the Christchurch bypass is not proposed within a specific policy.  Yes, mitigation should ensure that flood defences adversely affect integrity.
<b>Avon Valley SPA</b>	Qualifying features: Over winter: <ul style="list-style-type: none"> <li>Bewick's Swan <i>Cygnus Columbianus bewickii</i></li> <li>Gadwall <i>Anas strepera</i></li> </ul>	<b>Physical loss</b> of habitat, resulting from policy options: Vision (Christchurch bypass)	<b>Physical loss of habitat</b> may result from development of Christchurch bypass, however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no habitat loss within Dorset Heathlands SPA / Ramsar, Dorset Heaths SAC and River Avon SAC, Avon Valley SPA/Ramsar.	Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any loss of habitat within these European sites.	Yes at this stage in Core Strategy, as the Christchurch bypass is not proposed within a specific policy.
<b>Avon Valley</b>	As above	<b>Physical disturbance/</b>	Some development sites are not specified (e.g. policy options relating to gypsy and traveller sites, rural and urban exception sites, development within Christchurch	Mitigation would be provided by	Yes, mitigation should ensure that

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SPA		<p>damage as a result of construction, with respect to policy options:            KS19-21            ME16-17            LN8            LN16, 18            PC13-14, 17            TA3</p>	<p>town centre) and may be within 500m or adjacent to the Avon Valley SPA/Ramsar site and could adversely affect integrity of the site through <b>physical damage to habitat</b>. However, the development locations would not be known until planning applications came forward. In addition, some of the transport related policies (KS19-21) propose improvements to the A35, which crosses the River Avon within Christchurch town centre, and provision of park and ride facilities the location of which are not specified within this version of the Core Strategy.</p>	<p>safeguarding elements of the Core Strategy (Objective 1, ME1 and ME2).</p>	<p>future development does not damage the habitat of Avon Valley sites adjacent or in close proximity.</p>
Avon Valley SPA	As above	<p><b>Erosion/ trampling and noise pollution</b> as a result of <b>recreation/ urban pressures</b> arising from policy options:            KS7-11            UE1-4            LN6-8            LN16            PC13-14, 17</p>	<p>There is the potential for indirect adverse effects to be incurred resulting from increased recreation/urban pressure (<b>erosion, trampling</b> within the river course and associated wetland habitats and <b>noise pollution</b>) arising from residents within new housing development in Christchurch in particular. Recreation pressures would be unlikely to increase significantly at the locations identified for employment uses (PC13-14).</p>	<p>The intention to deliver SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions for housing developments (HE9 to HE14) and should help to mitigate adverse effects on riverine wetland sites as well as heathland sites resulting from recreational pressure. In addition, the Christchurch urban extension options will include areas of open space and provide SANGs, and policy option HE8 will also</p>	<p>Yes mitigation provided by delivery of sufficient open space and SANGs should ensure that recreation pressures are not increased.</p>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
				ensure sufficient open spaces are maintained or created to meet defined local need.	
<b>Avon Valley SPA</b>	As above	<b>Noise and light pollution</b> resulting from construction or increased vehicle traffic arising from policy options: KS7-11, 18-21, UE1-4 ME16-17 LN6-8 LN16, 18 PC13-14, 17 TA3	<b>Noise and light pollution</b> resulting from development and traffic proposed in the policy options listed may disturb breeding and wintering birds where the development locations are within 500m of the Avon Valley SPA/Ramsar site (or 200m for transport routes, i.e. the A31, A35).	Mitigation would be provided by the safeguarding policies in the Core Strategy (Objective 1 and ME1), which should ensure that future housing development in Christchurch and East Dorset in close proximity to the Avon Valley Ramsar/SPA employs good practice construction techniques such as noise suppression measures, and appropriate lighting design to avoid disturbing the qualifying bird species of the Avon Valley Ramsar/SPA.	Yes mitigation should ensure noise and light pollution is avoided.

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Avon Valley SPA	As above	<b>Air pollution</b> resulting from increased vehicle traffic arising from policy options: Vision (Christchurch Bypass) KS7-11, 18-21, UE1-4 ME16-17 LN6-8 LN16, 18 PC13-14, 17 TA3	Some of the housing and employment site options are located near to the main A roads within Christchurch and East Dorset, sections of which lie within 200m of the Avon Valley SPA/Ramsar site (in particular the A31 on the boundary of East Dorset near Ringwood and the A35 through Christchurch). In addition the A35 is designated as a Prime Transport Corridor (policy options KS19-21), where junction improvements, enhancements to public transport will be delivered. Any increase in vehicle journeys along these routes associated with new residential or employment development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. Acid deposition and air pollution are not cited within Natural England SSSI condition status data <sup>6</sup> as being a contributing factor in unfavourable condition at the Avon Valley SSSI. Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010.	Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air pollution. However, revised traffic forecasts from the South East Dorset transport study will not be available until October 2010, and forecasts and air pollution modelling data is needed for the A31 and A35 before a conclusion can be drawn.	Uncertain at this stage in Core Strategy development.
Avon Valley SPA	As above	Interruption to <b>hydrological regimes</b> from increased water abstraction or water pollution arising from policy	The Bournemouth and West Hampshire Water Resource Management Plan (WRMP) and the Wessex WRMP both conclude that their existing licensed <b>water abstraction</b> sources are adequate to accommodate the planned level of residential growth in the area the plans cover; therefore it is unlikely that the policy would have an adverse effect on site integrity as a result of interruptions to hydrological regimes. In terms of <b>water pollution</b> from increased pressure on sewage treatment works (STWs), most of the STWs serving Christchurch and East Dorset discharge to the River Stour, which the Environment Agency advised provides substantial dilution of effluent discharge, and is therefore considered unlikely to have an adverse effect on water quality in the Avon Valley SPA/Ramsar site.	N/A	N/A

<sup>6</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

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		options: KS7-11, 13, 18, 21 UE1-4 LN6-8 LN16, 18 PC13-14, 17			
<b>Avon Valley SPA</b>	As above	Interruption to <b>hydrological regimes</b> from development in the floodplain arising from policy options: Vision (Christchurch bypass) ME16-17	<b>Interruption to hydrological regimes</b> may result from development of Christchurch bypass, however, as no route or policy options are proposed in the Core Strategy it will not have an adverse effect on integrity. Should bypass policies be included at a subsequent stage of Core Strategy development, the specific routes would need to be assessed to ensure there was no interruption to hydrological regimes within the River Avon SAC, Avon Valley SPA/Ramsar.  Flood defences delivered through policy options ME16 and 17 could interrupt water flow within the Avon Valley and adversely affect integrity of the SPA/Ramsar site.	Should bypass routes be included in subsequent versions of the Core Strategy, it is recommended that they do not involve any changes to hydrological regimes within the River Avon SAC.  Mitigation would be provided by safeguarding elements of the Core Strategy (Objective 1, ME1 and ME2).	Yes at this stage in Core Strategy, as the Christchurch bypass is not proposed within a specific policy.  Yes, mitigation should ensure that flood defences adversely affect integrity.
<b>The New Forest SAC</b>	Oligotrophic waters containing very few minerals of sandy plains ( <i>Littorelletalia uniflorae</i> )  Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or of the <i>Isoëto-Nanojuncetea</i>  Northern Atlantic wet heaths	<b>Erosion/trampling</b> as a result of <b>recreation/urban pressures</b> arising from policy options: UE1-4 LN6-8	The Christchurch urban extension site options and some of the sites proposed for removal from the Green Belt, while not within 400m of the New Forest SAC site, are within 5km of the site meaning there is the potential for indirect adverse effects to be incurred resulting from increased <b>recreation/urban pressure (erosion and trampling)</b> .	The intention to deliver SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions for housing developments (HE9 to HE14) and should help to mitigate adverse	Yes mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	<p>with <i>Erica tetralix</i></p> <p>European dry heaths</p> <p><i>Molinia</i> meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>)</p> <p>Depressions on peat substrates of the <i>Rhynchosporion</i></p> <p>Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>)</p> <p><i>Asperulo-Fagetum</i> beech forests</p> <p>Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains</p>	LN16 PC13-14, 17		effects on sites resulting from recreational pressure. All of the Christchurch and East Dorset urban extension policies also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). In addition, developer contributions can be used to support the implementation of management measures, such as improved signage. Such measures will be supported through implementation of the Joint Heathlands DPD.	
<b>The New Forest SAC</b>	<p>Bog woodland * Priority feature</p> <p>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>) * Priority feature</p> <p>Transition mires and quaking</p>	<b>Air pollution</b> resulting from increased vehicle traffic arising from policy options: BA1-2	Policy options BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in traffic travelling to and from the airport along the A31 through the New Forest. Any increase in vehicle journeys along this route associated with the airport development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. APIS data shows the critical load for acid deposition is significantly exceeded for all habitats in the SAC (by up to 1320 %), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile	Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air pollution. However, revised traffic forecasts from the South East	Uncertain at this stage in Core Strategy development.



Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
	bogs Alkaline fens Southern damselfly <i>Coenagrion mercuriale</i> Stag beetle <i>Lucanus cervus</i> Great crested newt <i>Triturus cristatus</i>		grasslands. However, acid deposition and air pollution are not cited within Natural England SSSI condition status data <sup>7</sup> as being a contributing factor in unfavourable conditions within Hampshire unites of the New Forest SSSI. Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010.	Dorset transport study will not be available until October 2010, and forecasts and air pollution modelling data is needed for the A31 before a conclusion can be drawn.	
<b>The New Forest Ramsar site</b>	<p><b>Ramsar criterion 1</b>            Valley mires and wet heaths are found throughout the site and are of outstanding scientific interest. The mires and heaths are within catchments whose uncultivated and undeveloped state buffer the mires against adverse ecological change. This is the largest concentration of intact valley mires of their type in Britain.</p> <p><b>Ramsar criterion 2</b>            The site supports a diverse assemblage of wetland plants and animals including several nationally rare species. Seven species of nationally rare plant are found on the site, as are at</p>	<p><b>Erosion/trampling</b> as a result of <b>recreation/urban pressures</b> arising from policy options:            UE1-4            LN6-8            LN16            PC13-14, 17</p>	<p>The Christchurch urban extension site options and some of the sites proposed for removal from the Green Belt, while not within 400m of the New Forest Ramsar site, are within 5km of the site meaning there is the potential for indirect adverse effects to be incurred resulting from increased <b>recreation/urban pressure (erosion, trampling)</b>.</p>	<p>The intention to deliver SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions for housing developments (HE9 to HE14) and should help to mitigate adverse effects on sites resulting from recreational pressure. All of the Christchurch and East Dorset urban extension policies also specify the provision of SANGs alongside the new development (with the quantity to be agreed</p>	<p>Yes mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased.</p>

<sup>7</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>



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	<p>least 65 British Red Data Book species of invertebrate.</p> <p><b>Ramsar criterion 3</b> The mire habitats are of high ecological quality and diversity and have undisturbed transition zones. The invertebrate fauna of the site is important due to the concentration of rare and scarce wetland species. The whole site complex, with its examples of semi-natural habitats is essential to the genetic and ecological diversity of southern England.</p>			with Natural England). In addition, developer contributions can be used to support the implementation of management measures, such as improved signage. Such measures will be supported through implementation of the Joint Heathlands DPD.	
<b>New Forest Ramsar site</b>	The whole site complex, with its examples of semi-natural habitats is essential to the genetic and ecological diversity of southern England.	<b>Air pollution</b> resulting from increased vehicle traffic arising from policy options: BA1-2	Policy options BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in traffic travelling to and from the airport along the A31 through the New Forest. Any increase in vehicle journeys along this route associated with the airport development has the potential to have indirect adverse effects resulting from an increase in <b>air pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. APIS data shows the critical load for acid deposition is significantly exceeded for all habitats in the Ramsar (by up to 1320 %), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile grasslands. However, acid deposition and air pollution are not cited within Natural England SSSI condition status data <sup>8</sup> as being a contributing factor in unfavourable conditions within Hampshire unites of the New Forest SSSI. Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end	Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air pollution. However, revised traffic forecasts from the South East Dorset transport study will not be available until October 2010, and forecasts and air pollution modelling data is needed for the A31 before a conclusion can be drawn.	Uncertain at this stage in Core Strategy development.

<sup>8</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
			of October 2010.		
<b>New Forest SPA</b>	<p>During the breeding season:  Dartford Warbler <i>Sylvia undata</i>  Honey Buzzard <i>Pernis apivorus</i>  Nightjar <i>Caprimulgus europaeus</i>  Woodlark <i>Lullula arborea</i></p> <p>Over winter:  Hen Harrier <i>Circus cyaneus</i></p>	<b>Erosion/trampling and noise pollution</b> as a result of <b>recreation/urban pressures</b> arising from policy options: UE1-4 LN6-8 LN16 PC13-14, 17	The Christchurch urban extension site options and some of the sites proposed for removal from the Green Belt, while not within 400m of the New Forest SPA site, are within 5km of the site meaning there is the potential for indirect adverse effects to be incurred resulting from increased <b>recreation/urban pressure (erosion, trampling and noise pollution)</b> .	The intention to deliver SANGs is made explicit within the Core Strategy policy options: (Objective 1; ME1; ME2), through developer contributions for housing developments (HE9 to HE14) and should help to mitigate adverse effects on sites resulting from recreational pressure. All of the Christchurch and East Dorset urban extension policies also specify the provision of SANGs alongside the new development (with the quantity to be agreed with Natural England). In addition, developer contributions can be used to support the implementation of management measures, such as improved signage. Such measures will be supported through implementation of the Joint Heathlands DPD.	Yes mitigation provided by delivery of SANGs should ensure that recreation pressures are not increased.

Site likely to be affected	Site details and qualifying features	Potential impact identified at Screening stage and policy option in Core Strategy likely to have effect	Is an adverse effect on site integrity likely?	Mitigation already in Core Strategy, and recommendations for mitigating effects within the Core Strategy or further work for the HRA	If the mitigation measures and recommendations are implemented would it be possible that there would be no adverse effect on site integrity?
New Forest SPA	As above	<b>Air and noise pollution</b> resulting from increased vehicle traffic arising from policy options: BA1-2	Policy options BA1 and BA2 will lead to the development of additional airport infrastructure (e.g. passenger terminals, hotel accommodation, petrol stations), employment-related development, and could lead to an increase in traffic travelling to and from the airport along the A31 through the New Forest. Any increase in vehicle journeys along this route associated with the airport development has the potential to have indirect adverse effects resulting from an increase in <b>air and noise pollution</b> in combination with increased car traffic in general resulting from the planned growth within the whole Core Strategy and South East Dorset. APIS data shows the critical load for acid deposition is significantly exceeded for all habitats in the SPA (by up to 1320 %), with ozone also exceeded to a lesser degree. Nitrogen deposition is also exceeded for all habitats except humid/mesophile grasslands. However, acid deposition and air pollution are not cited within Natural England SSSI condition status data <sup>9</sup> as being a contributing factor in unfavourable conditions within Hampshire unites of the New Forest SSSI. Emerging traffic forecast data from the South East Dorset Transport Study (received 23.8.10) suggests that annual average daily traffic flows (AADTs) may increase along the Prime Transport Corridors by more than 1000 AADTs, which could represent a significant increase in air pollutants along this route, although this would need to be verified through detailed air quality modelling. Finalised forecasts for the South East Dorset Transport study will not be available until end of October 2010.	Proposed Core Strategy policies which seek to restrict emissions from transport (SO3; SO6; KS19; KS20) should help to mitigate impacts resulting from air pollution. However, revised traffic forecasts from the South East Dorset transport study will not be available until October 2010, and forecasts and air pollution modelling data is needed for the A31 before a conclusion can be drawn.	Uncertain at this stage in Core Strategy development.

<sup>9</sup> <http://www.sssi.naturalengland.org.uk/Special/sssi/search.cfm>