

Third Local Transport Plan for the Royal  
Borough of Windsor and Maidenhead -  
Assessment under the Habitats Regulations  
Final Report

August 2012

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# QM

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# 1 Introduction

## 1.1 BACKGROUND

1.1.1 A draft version of the third Local Transport Plan (LTP3) for the Royal Borough of Windsor and Maidenhead (hereafter referred to as 'the borough') was produced and consulted on in Spring 2012 and a final version has now been produced taking consultation responses into account. LTP3 comprises a long-term strategy to 2026 covering all forms of transport in the borough.

1.1.2 An assessment under the Habitats Regulations (HRA) is required and is reported in this document, building on earlier work undertaken on the Consultation Draft version of the LTP. Consideration must be given to potential effects on sites of European importance for nature conservation. The assessment focuses on the possible effects of the plan on designated sites of international nature conservation importance within and close to the borough.

1.1.3 A Strategic Environmental Assessment (SEA) must also be undertaken to inform the LTP3. The Environmental Report sets out the results of the assessment and was consulted on alongside the draft LTP3. The purpose of that report is to identify the main environmental effects of the draft LTP3 and any opportunities for improving the performance of the document. A separate Environmental Report setting out the results of the SEA has been prepared.

1.1.4 The Local Transport Plan sets out a range of policies that will determine how transport is provided within the borough as a whole. It is intended that further detail will be provided by a range of supporting documents covering specific topics, such as air quality, noise and parking, as well as a series of Neighbourhood Plans, which are being developed in partnership with local communities as part of the Localism Act 2011.

1.1.5 The Council will also be preparing a series of short-term delivery plans which will out identify how funding will be allocated to transport schemes and initiatives across the borough. The intention is to provide one year's firm allocation, with a provisional allocation for the following year. This allows for reserve schemes to be identified and brought forward in the event that the first choice cannot be implemented for whatever reason.

## 1.2 HRA AND LTP3

1.2.1 Natura 2000 is the European Union-wide network of protected areas, recognised as 'sites of Community importance' under the EC Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora). These sites, which are also referred to as European sites, consist of Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Offshore Marine Site (OMS).

1.2.2 In addition to the above, sites designated under the Ramsar Convention (known as Ramsar sites) also receive the same degree of protection under paragraph 118 of the National Planning Policy Framework, 2012) as a matter of planning policy. SPAs and SACs are known as European sites and are part of the Natura 2000 network and all three types of site are also referred to as International sites.

1.2.3 The purpose of Habitats Regulations Assessment (HRA) of land use plans is to ensure that protection of the integrity of European sites is a part of the planning process at a regional and local level.

1.2.4 The 'integrity of the site' has been defined as<sup>1</sup>:

*'the coherence of the site's ecological structure and function, across its whole area, or the habitats, complex of habitats and/or populations of species for which the site is or will be classified' (17). A site can be described as having a high degree of integrity where the inherent potential for meeting site conservation objectives is realised, the capacity for self-repair and self-renewal under dynamic conditions is maintained, and a minimum of external management support is required''.*

HRA of plans and projects is required by Articles 6(3) and 6(4) of the European Habitats Directive:

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<sup>1</sup> Managing Natura 2000 sites The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC, 2000 European Commission

*“6(3) Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public”*

*6(4) If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of social or economic nature, the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted.*

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

1.2.5 In the UK, the Habitats Directive is implemented through the Conservation of Habitats and Species Regulations 2010 (the “Habitats Regulations”).

1.2.6 The whole process of assessing the effects of a plan on European sites is referred to in this report as the ‘Habitats Regulations Assessment’ (HRA), to clearly distinguish the whole process from the step within it commonly referred to as the Appropriate Assessment (AA). The AA is a specific part of the entire assessment process and to use this term generally just adds confusion to the assessment. An AA is undertaken when it cannot be stated that a plan or project (alone or in combination with other plans or projects) will not have a significant effect on a European site, and where avoidance measures cannot reasonably be put in place to remove that likelihood. In such instances, an Appropriate Assessment of the plan or project should determine in far greater detail the type and magnitude of impacts and to try to find suitable mitigation measures that may reduce the impact to a level at which it will no longer be significant.

## 1.3 STRUCTURE OF THIS REPORT

1.3.1 The purpose of this Report is to:

- Confirm the study area and the European sites that were considered;
- Consider the policy context within which the work was undertaken;
- Set out the overall methodology;
- Identify the issues to be considered;
- Undertake a screening exercise of the policies in the Draft LTP3; and
- Contribute to an audit trail for HRA related work.

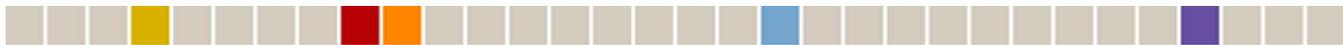
## 1.4 OVERVIEW OF APPROACH

1.4.1 In devising the methodology for this work regard was had to relevant guidance and recent practice:

- Assessment of Plans and Projects Significantly Affecting Natura 2000 sites<sup>2</sup> (European Union November 2001);
- Unpublished Draft Guidance from Natural England on AA of Regional Spatial Strategies and Local Development Frameworks<sup>3</sup>; and

<sup>2</sup> Assessment of Plans and Projects Significantly Affecting Natura 2000 sites, Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC European Union, November 2001 [http://ec.europa.eu/environment/nature/nature\\_conservation/eu\\_nature\\_legislation/specific\\_articles/art6/pdf/natura\\_2000\\_assess\\_en.pdf](http://ec.europa.eu/environment/nature/nature_conservation/eu_nature_legislation/specific_articles/art6/pdf/natura_2000_assess_en.pdf)

<sup>3</sup> Draft Guidance, the Assessment of Regional Spatial Strategies and Sub-Regional Strategies under the Provisions of the Habitats Regulations, David Tyldesley and Associates for English Nature, March 2007.



- Guidance from the Department for Communities and Local Government (DCLG)<sup>4</sup> on Appropriate Assessment of RSSs and LDDs.

1.4.2 A HRA has been undertaken of the draft Core Strategy for the borough. Regard was had to that work.

1.4.3 In line with relevant guidance, the following tasks have been undertaken:

1. Brief description of the plan that is being considered;
2. Characteristics of the sites that could be affected;
3. Identification of sites and issues that can be screened out. This included:

- Identification of all European sites within 10km of the local authority boundary;
- Identification of potential effects and the 'pathways' that might give rise to these effects by looking at thematic policies;
- Screening of individual policies, including consideration of whether or not policies will give rise to likely significant effects with respect to the features (either or both primary habitats and species) for which a European site has been designated;
- Consideration of opportunities for avoidance/mitigation/enhancement measures, for example by amending LTP3 policies;
- The assessment of potential effects also took account of the likelihood of such effects occurring. This is consistent with the precautionary approach;
- Consideration of the potential for in-combination effects; and
- Recommendations for the development of the LTP3.

1.4.4 Diagram 1 at the end of this section summarises the overall methodology and in particular the iterative nature of the HRA process.

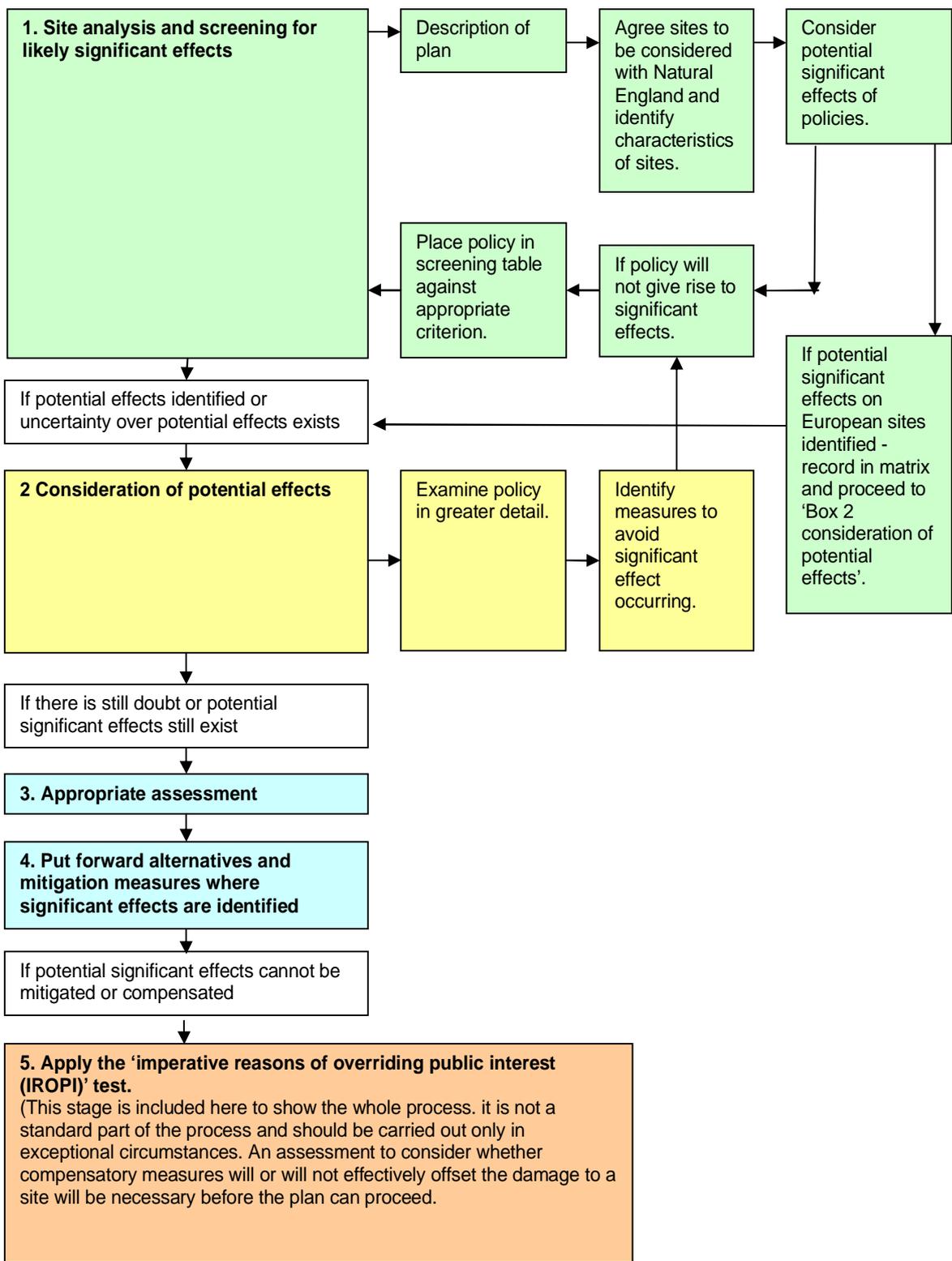
## 1.5 KEY FINDINGS FROM THE HRA

1.5.1 The LTP3 is a strategic document with a set of high level policies, including policies relating to the protection of the natural environment. It is not anticipated that the LTP3 will be likely to give rise to significant effects because of the strategic nature of the policies. Recommendations from the previous report are discussed in Section 3 of this report.

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<sup>4</sup> Planning for the Protection of European Sites: Appropriate Assessment Guidance For Regional Spatial Strategies and Local Development Documents, DCLG, August 2006  
[http://www.communities.gov.uk/pub/353/PlanningfortheProtectionofEuropeanSitesAppropriateAssessmentGuidanceForRegionals\\_id1502353.pdf](http://www.communities.gov.uk/pub/353/PlanningfortheProtectionofEuropeanSitesAppropriateAssessmentGuidanceForRegionals_id1502353.pdf)

Diagram 1 – The HRA process





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## 2 The Context

### 2.1 INTRODUCTION

2.1.1 This Chapter sets out the approach that has been taken to assessing LTP3, including site selection and the range of issues that need to be considered.

### 2.2 WHICH EUROPEAN SITES WERE CONSIDERED?

2.2.1 There is no prescribed approach to the identification of European sites that need to be considered in a HRA. It is standard practice to include all sites that are within the Plan area. It is also common (but not standard) practice to look at European sites outside the plan area but the distance over which these are considered varies. In this instance we considered the potential for effects on European sites within 10 kilometres (km) of the Draft LTP area (the Borough boundary). Some studies, primarily for land-use plans have looked at sites beyond this distance (looking at sites over 15 to 20km from the plan area. This is done to pick up issues around potential for recreational pressure because there is evidence that people will travel up to 20km to access major sites for recreational purposes.

2.2.2 Consideration should also be given as to whether or not there are any potential relationships between the Draft LTP and the potential for impacts on sites, either alone or in combination, irrespective of the proximity of the site to the Plan boundary and the results of this work are set out in Section 3.4.

2.2.3 The HRA kept the European sites that needed to be considered under review as the work progressed and the content of the Draft LTP clarified.

2.2.4 Figure 1 shows the Plan boundary and the location of the European sites within 10km of the boundary, this area of search is consistent with other LTPs and more recent HRA work undertaken in the Borough. The sites are listed below:

- Burnham Beeches SAC
- Chilterns Beechwoods SAC
- South West London Water Bodies SPA & Ramsar
- Thames Basin Heaths SPA
- Thursley, Ash, Pirbright and Chobham SAC
- Windsor Forest and Great Park SAC

2.2.5 The characteristics of these sites and their vulnerabilities are summarised in **Appendix A**.

### 2.3 WHAT ISSUES WERE CONSIDERED?

2.3.1 It is important not to lose sight of the fact that the HRA screening exercise related to a Local Transport Plan. Only issues that the Draft LTP can potentially contribute too need to be examined. From WSP's experience of undertaking assessments of LTPs and the Council's earlier work in relation to HRA Screening of the Core Strategy it is considered that the issues are:

- Recreational disturbance;
- Air pollution;
- Water quality;
- Noise; and
- Lighting.

2.3.2 The relevance of these issues to the identified sites is considered in **Table 2.1**.

2.3.3 Habitat fragmentation is also an issue that could also impact on European sites, although the LTP3 does not contain any specific proposals that could be said to lead to fragmentation and no significant effects are therefore anticipated. In line with the precautionary principle this report does however recommend that the LTP3 is amended to include a commitment to consider the impacts of policy on European sites, including the potential for impacts on supporting habitat when schemes are being developed (not just at the time consent is sought).

## Air Quality

2.3.4 Traffic is clearly an important source of air pollution. The LTP3 has a role in helping to reduce air pollution relative to the baseline or might exacerbate existing problems if it encouraged car use. **Table 2.1** summarises the consideration of relevant issues but more detail on the issue is provided below and in **Appendix B**.

2.3.5 Transport related emissions are most relevant to sites within 200 metres of a major road. The Design Manual for Roads and Bridges (DMRB) identifies 200m as the distance beyond which the contribution of traffic emissions to local pollutant concentrations is considered to be negligible. Natural England has also confirmed that assessments of Development Plans should focus on European sites within 200m of an affected road<sup>5</sup>. The nature and severity of effects on Designated Sites are related, amongst other issues, to the types of habitats and species present.

2.3.6 An affected road is defined as one where:

- Road alignment will change by 5 m or more; or
- Daily traffic flows will change by 1,000 Annual Average Daily Traffic (AADT) or more; or
- Heavy Duty Vehicle (HDV) flows will change by 200 AADT or more; or
- Daily average speed will change by 10 km/hr. or more; or
- Peak hour speed will change by 20 km/hr. or more

2.3.7 The changes in traffic flow identified above are therefore those that would trigger likely significant effects for the purposes of HRA.

2.3.8 As part of their statutory Air Quality Review and Assessment work, the Council have concluded that whilst air quality is generally good across the borough there are a number of areas where exceedences of the objective for annual mean nitrogen dioxide (NO<sub>2</sub>) concentrations are occurring. Consequently, the Council have declared three Air Quality Management Areas (AQMAs); one at Maidenhead Town Centre, one at the Clarence Road roundabout in Windsor and one at the M4 flyover on the A308. The review and assessment work has identified that the main reason for these exceedences is road traffic. As well as the adverse effects that the associated pollutants might have on sensitive members of the public (e.g. children, the elderly and the unwell), road traffic emissions may also adversely affect sensitive vegetation/habitats, for example through direct deposition onto the plant surface blocking stomata, interference with photosynthesis or alteration of the supporting soil characteristics. In order to tackle these air quality issues, following declaration of the AQMAs, the Council has prepared an Air Quality Action Plan (AQAP). Given that the main source of emissions is considered to be road transport, the AQAP has been tied in with the development of the LTP3 for the borough.

2.3.9 The key pollutant of concern with regards to road traffic and vegetation is generally considered to be oxides of nitrogen (which comprises NO<sub>2</sub> and nitric oxide (NO)). As well as the statutory air quality standards and objectives set out in the Air Quality Strategy for the protection of human health, objectives also exist for the protection of vegetation from nitrogen oxides (in addition to sulphur dioxide (SO<sub>2</sub>) and ozone (O<sub>3</sub>)). In addition, the United Nations Economic Commission for Europe (UNECE) have also established a number of critical loads for the deposition of nitrogen on

<sup>5</sup> English Nature (16 May 2006) letter to Runnymede Borough Council, 'Conservation (Natural Habitats &c.) Regulations 1994, Runnymede Borough Council Local Development Framework'.



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sensitive vegetation/habitats, where the critical load represents the quantity of a pollutant below which no known significant harmful effects occur, based on current knowledge.

2.3.10 To determine the potential sensitivity of these sites to changes in air quality (and notably to a change in the level of nitrogen deposition) a review of the policies within the LTP3 was undertaken alongside a review of relevant information available on the Air Pollution Information System (APIS) website (<http://apis.ac.uk>). This included a review of: the key habitats/vegetation present at each of the identified Natura 2000 sites; the applicable critical loads for each habitat/vegetation type; the total nitrogen deposition rates for each site; and the key sources of nitrogen. As the Council considers road traffic to be a key source of pollution, the presence of any [main] roads within 200 metres of the designated sites was also noted. A summary of the findings of this review are provided in the table at **Appendix B**. They show that for the majority of habitats present within the identified Natura Sites, total nitrogen deposition rates are tending to exceed the relevant critical load ranges. For many of the designated sites, APIS has also identified road transport as being either the primary source of nitrogen or at least one of the key contributors. For a number of the designated sites, 'other transport' is also noted as a significant source. It is assumed that this is due to the proximity of these sites to Heathrow Airport, and therefore to the exhaust emissions arising from aircraft during take-off and landing. 'Other transport' may also include emissions from the railway lines present within the borough if there are diesel locomotives operating on the line.

2.3.11 It is inevitable that future growth within the borough may increase demands on the local transport network. However, many of the policies included within the draft version of LTP3 for the borough aim to: improve the management and operation of the highways network (i.e. by reducing congestion (particularly during the peak hours) and increasing movement and the flow of traffic); improve accessibility for the public; improve and promote sustainable transport options (therefore reducing the need to travel, particularly by private car); and manage the location and provisions of new development. All of these policies will in turn help to secure improvements in local air quality, and consequently, limit the adverse effects of air pollutants on designated sites. LTP3 does not contain any policies that would lead to a worsening of air quality.

2.3.12 Taking all of the above into consideration, it is considered unlikely that for those Natura 2000 sites located within the borough (i.e. Chiltern Beechwoods SAC, West London Water Bodies SPA, and Windsor Forest and Great Park SAC) implementation of the LTP3 would result in significant adverse effects, with regards to air quality. In some cases, the LTP3 may actually result in a slight improvement in air quality, particularly in areas close to roads/junctions that are currently congested.

2.3.13 It is noted that the Thames Basin Heath SPA is located close to the LTP3 boundary. As illustrated by the low critical loads for nitrogen deposition summarised in the table in **Appendix B**, this site appears to be particularly sensitive to air pollution. However, as the policies within the LTP should result in an improvement in local air quality, no significant adverse effects are anticipated at this site as a result of the implementation of the LTP. Furthermore, no significant adverse effects are anticipated at those remaining designated sites located in the immediate surrounding area.

**Table 2.1 Summary of Issues by site**

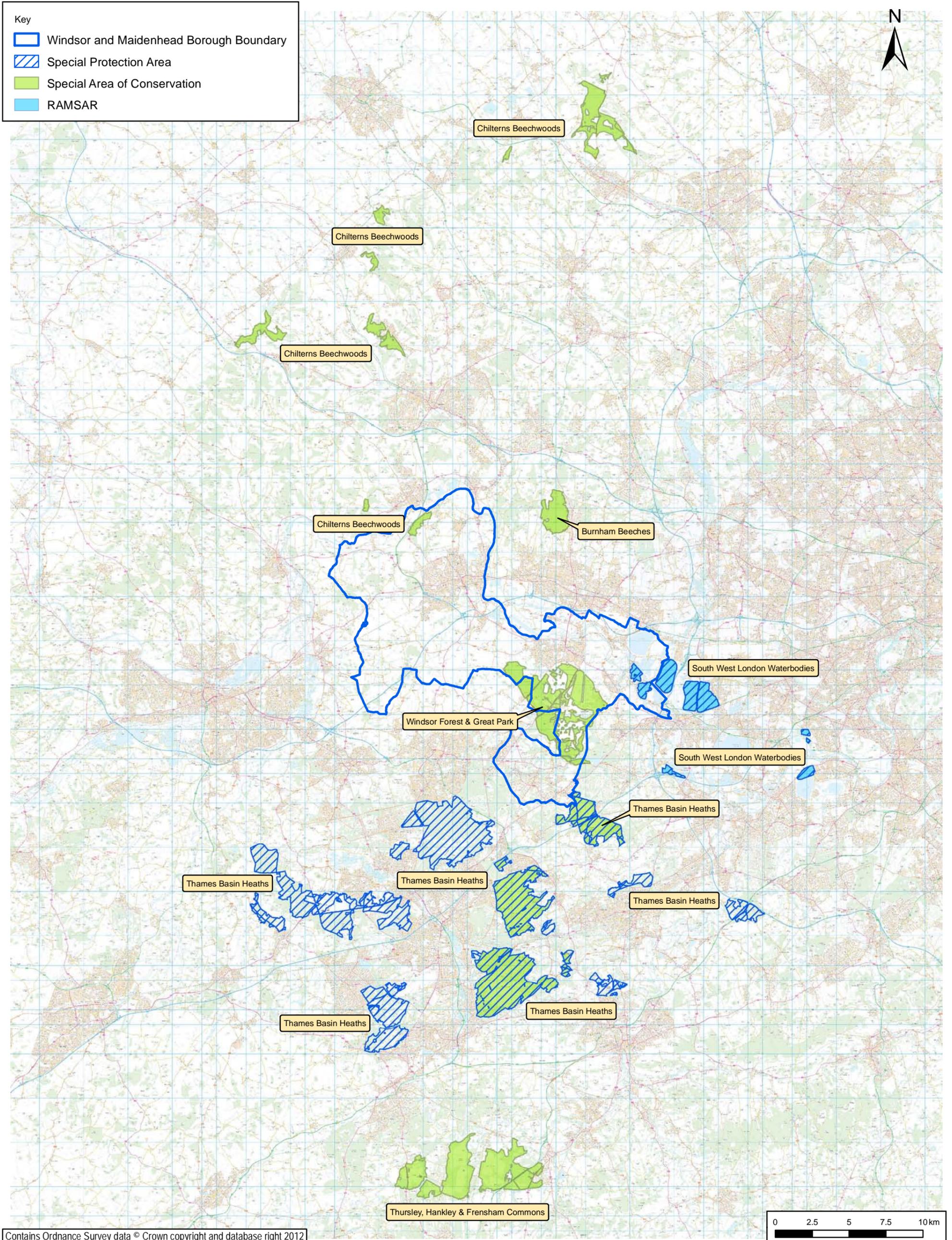
Site	Recreational Disturbance	Air Pollution	Water Quality	Noise	Lighting
Burnham Beeches SAC	The sympathetic ownership and management of Burnham Beeches SAC by the City of London Corporation, the National Trust and private owners is recognised by the SSSI condition summary that 100% of the site was in favourable condition.	No motorway, primary road or A-road within the borough lie within 2 km of Burnham Beeches SAC. Outside the borough, the single A-road within 2 km of Burnham Beeches SAC is the A355 which links Burnham and Beaconsfield. The LTP is not likely to materially increase traffic on the A355 which links Burnham to Beaconsfield	The primary sources of pollution to water quality are through construction, industrial processes and pollution incidents. Nutrient enrichment can also significantly affect semi-natural habitats. The primary resource of nutrient resource is agricultural practice. The LTP does not contain any policies that would affect the integrity of the SAC through changes in water quality.  LTP3 policies CC8, CC9 and CC10 provide safeguards. Policies could also reference the use of Construction and Environmental Management Plans.	Site not vulnerable to noise	Site not vulnerable to lighting
Chilterns Beechwoods SAC	Bisham Woods is a recreational resource predominantly for the local population due to the absence of a car park. A network of footpaths and bridleways are present within the woods. In recent years additional permitted paths have been added. The chalk escarpment is not suitable to public access due to the steep slope.  The site is sympathetically managed by the Woodland Trust. With the SSSI condition summary compiled in February 2007 finding that 97.35% of the site was in a favourable condition, with 2.65% unfavourable but recovering, there is no evidence to indicate that increased recreational disturbance is likely to result in a significant impact on the features of interest.	Bisham Woods, the component part of the SAC within the borough is in proximity to the A404(M) which links The M4 and the M40 motorways and provides a link between Maidenhead and High Wycombe. While the majority of the SAC is in excess of 200m from the edge of the A404(M), a significant proportion lies within this area and therefore the localised effects should be considered.  The A404(M) is a heavily trafficked road. In spite of this the SSSI condition summary that found that 97.35% of the site was in a favourable condition, with 2.65% unfavourable but recovering. It should be noted that the unit currently in unfavourable condition is not adjacent to the A404 (M). There is likely to be an increase in traffic flows along the A404 (M) resulting from	The presence of the Green Belt and area liable to flood provide certainty that only limited forms of development would be permitted in those areas of the borough closest to Bisham Woods. The LTP promotes no infrastructure that is likely to impact on water quality at the SAC.  LTP3 policies CC8, CC9 and CC10 provide safeguards. Policies could also reference the use of Construction and Environmental Management Plans and sustainable drainage.	Wildlife may be vulnerable to noise, however policy QOL3 (noise) states that the LTP3 will actively seek to ensure that road traffic noise levels are kept within acceptable national guideline levels.	Site not vulnerable to lighting.

Site	Recreational Disturbance	Air Pollution	Water Quality	Noise	Lighting
	<p>The LTP does not contain any policies that would affect the integrity of the SAC through increased recreational disturbance.</p>	<p>future development, in combination with development proposed in Wycombe District and beyond. This increase must however be interpreted within the context of the existing atmospheric pollution and site conditions. Given the favourable condition of the site under present conditions, there is no evidence to suggest that an increase in traffic along the A404(M) would cause harm to the integrity of the SAC. The LTP seeks to increase journeys by bus and rail and does not contain any policies that seek to increase motorway traffic.</p>			
<p>South West London Water Bodies SPA &amp; Ramsar</p>	<p>The use of the SPA and Ramsar site for water sports and walking can disturb the important bird populations. There is likely to be an increase in demand for recreational use of some of the constituent parts of the SPA and Ramsar site resulting from development proposed in the Borough (which LTP3 is not driving), in combination with development proposed in adjoining boroughs. The LTP3 does not contain any policies that promote access to the site for recreational purposes and is not anticipated to have an adverse effect on the integrity of the SPA and Ramsar.</p> <p>There may be an increase in demand for recreational use of some of water bodies outside the international site used by the important bird populations. The recreational use of such water bodies would be subject to planning permission, so requiring individual schemes to be assessed against the requirements of the Habitats Directive.</p>	<p>Site may be vulnerable to diffuse air pollution from traffic. The A308 and A30 are in close proximity to the site and are busy A-roads which fragment the area. Localised effects should be considered. The plan states that the A308 will provide an alternative route for Olympics related traffic.</p>	<p>The presence of the Green Belt and area liable to flood provide certainty that only limited forms of development would be permitted in those areas of the borough closest to the SPA. The LTP promotes no infrastructure that is likely to impact on water quality at the SPA.</p> <p>LTP3 policies CC8, CC9 and CC10 provide safeguards. Policies could also reference the use of Construction and Environmental Management Plans and sustainable drainage.</p>	<p>An increase in noise could cause disturbance to the internationally important populations of birds using the site and degrade the habitats within the SPA/Ramsar site.</p>	<p>Not vulnerable to lighting.</p>

Site	Recreational Disturbance	Air Pollution	Water Quality	Noise	Lighting
Thames Basin Heaths SPA	<p>Internationally important populations of birds, including woodlark, nightjar and Dartford warbler are vulnerable to disturbance from recreational use of the heaths. To prevent harm to the SPA, new development must now contribute towards enhancements of Suitable Alternative Natural Greenspaces (SANGs) and encourage their use to reduce recreational pressure on important sites.</p>	<p>Increased traffic on roads both within and outside the borough could present a risk to the integrity of the SPA as a consequence of emissions. LTP3 seeks to improve air quality and promote alternatives to the car. It is not therefore anticipated that the LTP will have an adverse effect on the integrity of the SPA.</p> <p>It is noted that the Thames Basin Heath SPA is located close to the LTP3 boundary. As illustrated by the low critical loads for nitrogen deposition summarised in the table in <b>Appendix B</b>, this site appears to be particularly sensitive to air pollution. However, as the policies within the LTP should result in an improvement in local air quality, no significant adverse effects are anticipated at this site as a result of the implementation of the LTP.</p> <p>As a precaution, Policy QOL2 could encourage the use of Low Emission Strategies for developments and highlight the need to consider impacts on European sites as part of the assessment of sites and engineering works where European sites are within 200m of a major road.</p>	<p>Changes to water supply entering the SPA, by watercourse or groundwater, may affect the bird species. Nightjars require well drained soils which have the ability to absorb and release solar warmth. Policy CC8 will put in place appropriate policies and procedures to prepare for, respond to and recover from major river flooding events. Sensitive design of highway drainage systems can help to prevent contamination of water courses by surface run-off.</p>	<p>Breeding birds can be deterred by traffic noise. The LTP3 seeks to reduce noise and therefore it is not anticipated that the LTP will have an adverse effect on the integrity of the SPA. Environmental Noise Action Plans will be utilised where necessary. Policy QOL3 will actively seek to ensure that road traffic noise levels are kept within acceptable national guideline levels.</p>	<p>Streetlights can have an adverse effect on the nocturnal feeding of Nightjar. LTP3 policies CC6 and CC7 look to reduce emissions in relation to street lighting. This may therefore reduce the amount of lighting and utilise more efficient technologies. Policy QOL4 will seek to minimise light pollution from street lighting by adopting best practice in terms of street lighting and operation for all new and replacement schemes, including those associated with new development.</p>
Thursley, Ash, Pirbright and Chobham SAC	<p>The site is vulnerable to increased recreational pressure. However, the LTP3 seeks to reduce any such pressure through the development of SANGs.</p>	<p>No motorway, primary road or A-road within in the borough lies within 200m of the SAC. Outside the borough, there are several roads that pass close to and within the site including the M3. LTP3 seeks to improve air quality and promote alternatives to the car. It is not therefore anticipated that the LTP will have an adverse effect on the integrity of the SPA.</p> <p>As a precaution, Policy QOL2 could encourage the use of Low Emission Strategies for developments and highlight the need to consider impacts</p>	<p>Site may be vulnerable to pollution from surface run-off. Policy QOL6 (Natural Environment) states that the Council will actively seek to mitigate the impacts of transport movements and highways works on the natural environment by routing traffic and people away from sensitive sites. Appropriate design, materials and construction methods will also be chosen.</p>	<p>Site not vulnerable to noise.</p>	<p>Site not vulnerable to lighting.</p>



Site	Recreational Disturbance	Air Pollution	Water Quality	Noise	Lighting
		<p>on European sites as part of the assessment of sites and engineering works where European sites are within 200m of a major road.</p>			
<p>Windsor Forest and Great Park SAC</p>	<p>Windsor Forest and Great Park is an important recreational resource for the local population. There are large areas open to the public, however large tracts are restricted.</p> <p>The LTP3 does not contain any policies that would increase recreational pressure on the SAC.</p>	<p>The A332 and B3022 run through Windsor Forest and Great Park SAC. These link Windsor with Ascot.</p> <p>Policies within the LTP should result in an improvement in local air quality; no significant adverse effects are anticipated at this site as a result of the implementation of the LTP.</p> <p>Violet Click Beetle present on site but no significant effects anticipated from air quality.</p>	<p>Activities may have the potential to cause pollution, which may adversely affect the habitats and species on the SAC. Policy QOL6 (Natural Environment) states that the Council will actively seek to mitigate the impacts of transport movements and highways works on the natural environment by routing traffic and people away from sensitive sites. Appropriate design, materials and construction methods will also be chosen.</p>	<p>Site not vulnerable to noise</p>	<p>Site not vulnerable to lighting</p>



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## 3 Screening the LTP Policies

### 3.1 INTRODUCTION

3.1.1 This section sets out the methodology and results for the Screening exercise.

### 3.2 HABITATS REGULATIONS ASSESSMENT SCREENING (HRA)

3.2.1 Latest guidance from Natural England (February 2009) relating to HRA of Development Plans suggests that policies can be screened out if they fall into the following categories:

- Category A1: The policy will not itself lead to development e.g. because it relates to design or other qualitative criteria for development;
- Category A2: The policy is intended to protect the natural environment;
- Category A3: The policy is intended to conserve or enhance the natural, built or historic environment;
- Category A4: The policy would positively steer development away from European sites and associated sensitive areas; and
- Category A5: The policy would have no effect because no development could occur through the policy itself, the development being implemented through later policies in the same plan, which are more specific and therefore more appropriate to assess for their effects on European Sites and associated sensitive areas.

3.2.2 Although these categories have been developed in the context of Development Plans they are considered to provide a transparent basis on which to also screen policies in the LTP3. In this case the term development refers to the provision of transport related infrastructure.

3.2.3 Policies that cannot initially be screened out are to be considered further if necessary. The Natural England guidance identifies the following categories in which such policies can be placed:

- Category B – no significant effect;
- Category C – likely significant effect alone; and
- Category D – Likely significant effects in combination.

### 3.3 RESULTS

3.3.1 A schedule was produced for the policies in the Draft LTP and this has been updated to take account of changes to policies in the final LTP3. The schedule demonstrates which category each policy is considered to fall within. The Schedule is at **Appendix C** of this report.

3.3.2 The policies contained in the LTP3 have been screened against the categories provided by Natural England. It is felt that all the policies can be screened out on the grounds that they fall within Category A or B. No instances were identified in this instance of policies that should be placed in Categories C or D. This reflects the content of the policies.

3.3.3 The main issues associated with policies relate to physical works that might potentially harm European sites or supporting habitats, however these will not happen simply because there is a policy intention in the LTP3. There are also potential issues associated with air pollution from traffic and potential for in-combination effects associated with development but again, such effects will not arise as a direct result of policies in the Draft LTP, hence relevant policies are considered to fall into category A.

3.3.4 The LTP3 contains policies in relation to carbon emissions and noise, severance and emissions from transport and water.

3.3.5 The HRA has identified the following opportunities to further strengthen LTP3. Previous recommendations from the HRA and how the LTP3 reflects them are set out in the Table 3.1 below.

**Table 3.1: Summary of Recommendations**

Recommendation from the previous HRA Report	Reflected in the Final LTP?
A statement to the effect that any projects that have a significant impact on European sites would not be supported by the Draft LTP	Yes – LTP contains a statement to this effect at paragraph 8.6.16
A commitment to consider the impacts of policy on European sites, including the potential for impacts on supporting habitat when schemes are being developed (not just at the time consent is sought)	No - but officers have indicated that there are no planned schemes that would impact on European sites.
Encourage the use of Low Emission Strategies to reduce the potential for transport emissions to impact on European sites	No – but borough Local Plan may take Low Emission Strategy concept forward.
Promote low emission development in key corridors, where this would benefit host communities and European sites;	No – but borough Local Plan may take Low Emission Strategy concept forward.
Adopt Construction and Environmental Management Plans for works that are within 200m of a European site	No - but officers have indicated that there are no planned schemes that would impact on European sites.
Factor in potential impacts on European sites associated with increased accessibility, liaise with Natural England and local authorities to manage issues where necessary	No – carry this recommendation forward into the borough Local Plan.
A commitment to mitigate potential impacts on European sites associated with water quality, for example through the use of Sustainable Drainage Systems and Construction and Environmental Management Plans	No - but officers have indicated that there are no planned schemes that would impact on European sites.

### 3.4 ASSESSMENT OF POTENTIAL FOR IN-COMBINATION EFFECTS

3.4.1 It is a requirement of Article 6(3) of the Habitats Directive that HRA examines the potential for plans and programmes to have a significant effect either individually or ‘in combination’ with other plans and programmes (PPs). In practice the ‘in-combination’ test is most relevant in situations where the effects of the plan or project alone are unlikely to have a significant effect, but when combined with the effects of other plan or project, would be likely to be significant. Identifying and assessing other PPs requires a pragmatic approach (given the extensive range of PPs underway in the wider area). For this screening, the consideration of other PPs has focused on development plans in the wider area and other Local Transport Plans. The results of this exercise are set out in **Appendix D**. The work does not identify potential for in-combination effects for those plans that are currently available.

3.4.2 A common approach in HRA screening work, following on from the tasks already described in this report, is to prepare a matrix for each relevant European site. Each matrix considers the potential for likely significant effects, the policies that may give rise to such effects, required avoidance/mitigation measure and assessment of residual effects. The results of the policy screening exercise for the Draft LTP suggested that this stage was not required in this instance and consultees did not raise any concerns about that conclusion. The nature of the policies is such that they are not considered to give rise to significant effects, alone or in combination. Suggestions for additional policies have been made.

### 3.5 CONSULTATION RESPONSES

3.5.1 Responses received on the draft HRA report from Natural England are summarised in Table 3.2 below.

**Table 3.2: Responses on the Draft Report**

Comment	Response
Suggested that without information on particular schemes, it was difficult to assess the likely benefits/ disbenefits of the LTP3 or to come to any conclusions on the HRA.	Strategic nature of LTP3 accepted but HRA still provides an opportunity to promote policies that guide individual schemes that come forward later.
Welcomed the key findings from the Habitats Regulations Assessment (HRA) and recommended that the listed opportunities to strengthen the LTP3 are fully incorporated	Noted.
Suggest that the LTP3 "should" rather than "could" have a role in helping reduce air pollution (para 2.3.4 of the HRA).	Amended.
Stated that if pollution levels are already being exceeded in European sites, this should be made clear so that the LTP3, in conjunction with LDF, can avoid facilitating road traffic in these areas.	Detailed analysis of baseline provided.
Acknowledged the conclusions of the HRA Appendix C and details set out in section 3.3 that the LTP3 policies all fall within categories A1-5 or B and can be screened out based on the nature of this strategy.	Noted.
Natural England would still expect to see and comment on any forthcoming short-term implementation plans.	Noted.
Advised that any proposals within 200m of a European site should fully consider the potential of air pollution impacts to its habitats, as part of a HRA, and not just as a precautionary approach.	Noted. Relevant sites have been considered anyway.
Advised that the additional recommendations made in section 4.1.4 are incorporated for robustness and form part of any final version of the LTP.	Noted.
Advised that there may still be a requirement, as part of the preparation of the short-term implementation plans, to undertake a HRA screening exercise and take specific plans or programmes through the Appropriate Assessment process, where necessary, prior to any approval.	Noted.



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## 4 Conclusions and Recommendations

### 4.1 CONCLUSIONS

4.1.1 A process has been followed which follows advice provided by Natural England. This process has been termed a 'screening exercise under the Habitats Regulations' (or a 'Habitats Regulations Assessment').

4.1.2 The process has examined the policies in the draft and final LTP to identify potential for significant effects on European sites and, if so, how these might be avoided or mitigated.

4.1.3 On basis of the work set out above, and the proviso that the LTP3 contains a statement to the effect that any projects that would have a significant impact on European sites would not be supported by the LTP3 (which it now does) it can be concluded that the LTP3 will not have a significant effect on the integrity of European sites.

4.1.4 This report includes a series of detailed recommendations at Table 3.1 which should be considered as more detailed plans and proposals are developed.

## Appendix A Site characteristics

<b>Site Name</b>	<b>Burnham Beeches</b>
<b>Status</b>	<b>Special Area of Conservation</b>
<b>Details of primary habitats for which site is designated</b>	<b>Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrub layer (Quercion robori-petraeae or Ilici-Fagenion)</b> Burnham Beeches is an example of Atlantic acidophilous beech forests in central southern England. It is an extensive area of former beech wood-pasture with many old pollards and associated beech <i>Fagus sylvatica</i> and oak <i>Quercus</i> spp. high forest. Surveys have shown that it is one of the richest sites for saproxylic invertebrates in the UK, including 14 Red Data Book species. It also retains nationally important epiphytic communities, including the moss <i>Zygodon forsteri</i> .
<b>Details of primary species for which site is designated</b>	N/A
<b>Other Qualifying Habitats/ Species</b>	N/A
<b>Site Vulnerabilities</b>	Most of Burnham Beeches is in sympathetic ownership and managed for the benefit of nature conservation. A large proportion of the site is designated as a National Nature Reserve and is managed to restore grazed pasture woodland and heathland. The National Trust also owns part of the site. The larger of two private landowners manage the woodland with the aid of Woodland Grant Scheme funding. Measures are in place to reduce possible damaging influences from adjacent mineral workings, such as dust and hydrological changes. English Nature and the local planning authority are in discussion with the operator to assess the possible impacts of proposed alterations to the programme of works, which will be addressed through the provisions of the Habitats Regulations. Ambient levels of sulphur and nitrogen oxides in the Burnham Beeches area may indicate that Environment Agency criteria levels for sensitive vegetation are being exceeded. This is under active investigation.
<b>Conservation objectives</b>	To maintain, in favourable condition, Beech Forests with Ilex and Taxus rich in epiphytes.
<b>Main habitats within site which support the Primary Qualifying Features</b>	Broad-leaved deciduous woodland, coniferous woodland, heath
<b>Condition assessment</b>	Parts of the habitat are fragile to change; the mire and wetland areas in particular are very susceptible to changes in the water levels. The plan states one cause of such change could be human activity.
<b>Information on whether or not the site is currently open to the public and whether or not any visitor survey data exists</b>	Open to the public – survey has shown that the site receives over 500,000 visitors per year (City of London (2010) <i>Burnham Beeches NNR &amp; SAC – Local Management Plan, 2010-2020</i> )

<b>Site Name</b>	<b>Chilterns Beechwoods</b>
<b>Status</b>	<b>Special Area of Conservation</b>
<b>Details of primary habitats for which site is designated</b>	<b>Asperulo-Fagetum beech forests</b> - The Chilterns Beechwoods represent a very extensive tract of Asperulo-Fagetum beech forests in the centre of the habitat's UK range. The woodland is an important part of a grassland-scrub-woodland mosaic. A distinctive feature in the woodland flora is the occurrence of the rare coralroot Cardamine bulbifera.
<b>Details of primary species for which site is designated</b>	N/A
<b>Other Qualifying Habitats/ Species</b>	Semi-natural dry grasslands and scrubland facies: on calcareous substrates (Festuco-Brometalia), Stag beetle (Lucanus cervus)
<b>Site Vulnerabilities</b>	The majority of beechwoods in the Chilterns are very uniform in terms of age-class and species composition, as a result of historical promotion of beech as a timber tree. Significant changes to the structural and species diversity of these woods are required in order to promote a more natural composition. Beech woodland in the Chilterns is currently facing a decline due to very low market value for timber and damage to young trees by grey squirrels. The availability of financial support through the Woodland Grant Scheme goes some way in helping to address this issue but it is not clear whether this offers sufficient incentive to woodland managers to continue to manage in ways which will promote an increase in structural and species diversity of the characteristic beechwood communities. In particular, there may be a lack of sufficient financial support to provide for the retention of a larger proportion of mature trees in order to increase the provision of dead-wood habitat. This latter issue is the subject of a joint national review by English Nature and Forestry Commission. The long-term sustainability of the juniper populations is uncertain due to the lack of natural regeneration and a poor ability to compete with other scrub species. Means of improving the prospects for juniper in the Chilterns are currently being investigated; a joint initiative between English Nature, local authorities and the local wildlife trust is in place.
<b>Conservation objectives</b>	<ul style="list-style-type: none"> <li>• Subject to natural change, to maintain, in favourable condition, the beech forest habitat (Asperulo-Fagetum beech forest).</li> <li>• Subject to natural change, to maintain, in favourable condition, the beech forest habitat (Asperulo-Fagetum beech forest) and habitat for the stag beetle.</li> <li>• Subject to natural change, to maintain*, in favourable condition, the internationally important dry grassland and scrubland habitat.</li> </ul> <p>* Maintenance implies restoration if the feature is not currently in favourable condition.</p>
<b>Main habitats within site which support the Primary Qualifying Features</b>	Heath, dry grassland, broad-leaved deciduous woodland
<b>Condition assessment</b>	Recent dry years are believed to be putting trees under stress.
<b>Information on whether or not the site is currently open to the public and whether or not any visitor survey data exists</b>	Open to public



<b>Site Name</b>	<b>South West London Waterbodies</b>
<b>Status</b>	<b>Special Protection Area</b>
<b>Details of primary habitats for which site is designated</b>	N/A
<b>Details of primary species for which site is designated</b>	<i>Anas clypeata</i>
<b>Other Qualifying Habitats/ Species</b>	N/A
<b>Site Vulnerabilities</b>	There is an issue surrounding the potential future decommissioning of reservoirs once they are no longer required for the purposes of water supply; as well as the potential impacts of maintenance works, which may require winter draw-down of reservoirs. Discussions will be required with the current owners and occupiers regarding the future management, maintenance and decommissioning of the larger reservoirs, in order to maintain the site's interest. The threat from potential development pressures in this urbanised and urban-fringe area is largely covered by the relevant provisions of the Conservation Regulations (1994). Issues such as arresting (or locally reversing) vegetation succession will be addressed via management plans. Levels of disturbance from recreational activities on one part of the site will be monitored in the winter months to determine their effects on the interest of the site.
<b>Conservation objectives</b>	To maintain, in favourable condition, the habitats for the population of migratory bird species (gadwall and shoveler) of international importance, with particular reference to open water and surrounding marginal habitats.
<b>Main habitats within site which support the Primary Qualifying Features</b>	Inland water bodies, humid grassland, improved grassland, broad-leaved deciduous woodland
<b>Condition assessment</b>	This site is made up of 6 SSSIs of which the majority are 100% favourable with one notable exception, Wraysbury No 1 gravel pit which is 100% unfavourable and declining. Staines Moor was 73% favourable and 25% unfavourable but recovering.
<b>Information on whether or not the site is currently open to the public and whether or not any visitor survey data exists</b>	Public access – water sports, dog walking, fishing and bird watching



<b>Site Name</b>	<b>Thames Basin Heaths</b>
<b>Status</b>	<b>Special Protection Area</b>
<b>Details of primary habitats for which site is designated</b>	N/A
<b>Details of primary species for which site is designated</b>	<i>Caprimulgus europaeus; Lullula arborea; Sylvia undata</i>
<b>Other Qualifying Habitats/ Species</b>	N/A
<b>Site Vulnerabilities</b>	The mosaic of habitats which form the internationally important lowland heathland are dependent on active heathland management. Lack of grazing and other traditional management practices therefore pose a threat. Traditional management is being implemented through schemes such as Countryside Stewardship and Wildlife Enhancement Scheme. Development pressure on neighbouring land and the cumulative and indirect effects of neighbouring developments also pose a potential long-term problem. Housing developments are particularly relevant in this part of south-east England. This has been addressed through English Nature commenting on planning applications and providing input to structural and local plans. A strategic approach to accommodating development whilst ensuring compatibility with the Habitats Regulations is being addressed through the Thames Basin Heaths Area Based Delivery Project. Tenure is a mixture of public bodies, private landowners, local authorities and non-governmental organisations. The Ministry of Defence are significant landowners/managers. At present the MoD land is used principally for firing ranges and military exercises (predominantly on foot). A significant proportion of the site is local authority-owned land. The local authority land is often designated as Public Open Space and is heavily used for informal recreation. For the smaller private ownerships, conservation management has been addressed through the Site Management Statement process.
<b>Conservation objectives</b>	Subject to natural change, to maintain <sup>1</sup> , in favourable condition, the habitats for the populations of Annex 1 bird species of European importance, with particular reference to lowland heathland and rotationally managed plantation. <sup>1</sup> Maintenance implies restoration if the SPA feature is not currently in favourable condition
<b>Main habitats within site which support the Primary Qualifying Features</b>	Inland water bodies, bogs, dry grassland, broad-leaved deciduous woodland, coniferous woodland, mixed woodland
<b>Condition assessment</b>	
<b>Information on whether or not the site is currently open to the public and whether or not any visitor survey data exists</b>	Area is unenclosed – susceptible to recreational pressure

<b>Site Name</b>	<b>Thursley, Ash, Pirbright and Chobham</b>
<b>Status</b>	<b>Special Area of Conservation</b>
<b>Details of primary habitats for which site is designated</b>	<p><b>Northern Atlantic wet heaths with Erica tetralix</b> - This site represents lowland northern Atlantic wet heaths in south-east England. The wet heath at Thursley is NVC type M16 Erica tetralix – Sphagnum compactum and contains several rare plants, including great sundew Drosera anglica, bog hair-grass Deschampsia setacea, bog orchid Hammarbya paludosa and brown beak-sedge Rhynchospora fusca. There are transitions to valley bog and dry heath. Thursley Common is an important site for invertebrates, including the nationally rare white-faced darter Leucorhinia dubia.</p> <p><b>European dry heaths</b> - This south-east England site contains a series of large fragments of once-continuous heathland. It is selected as a key representative of NVC type H2 Calluna vulgaris – Ulex minor dry heathland. This heath type has a marked south-eastern and southern distribution. There are transitions to wet heath and valley mire, scrub, woodland and acid grassland, including types rich in annual plants. The European dry heaths support an important assemblage of animal species, including numerous rare and local invertebrate species, European nightjar Caprimulgus europaeus, Dartford warbler Sylvia undata, sand lizard Lacerta agilis and smooth snake Coronella austriaca.</p> <p><b>Depressions on peat substrates of the Rhynchosporion</b> - This site contains examples of Depressions on peat substrates of the Rhynchosporion in south-east England, where it occurs as part of a mosaic associated with valley bog and wet heath. The vegetation is found in natural bog pools of patterned valley mire and in disturbed peat of trackways and former peat-cuttings.</p>
<b>Details of primary species for which site is designated</b>	N/A
<b>Other Qualifying Habitats/ Species</b>	N/A
<b>Site Vulnerabilities</b>	<p>The mosaic of habitats across this large and varied site is largely dependent on active heathland management.</p> <p>Insufficient grazing or other traditional practices, including bracken control and scrub clearance, is therefore a serious potential threat, as is lowering of water tables as a result of water abstraction or other reasons which could cause loss or damage to wet heath and mire communities. Grazing trials have been established on several parts of the site with great success, but currently extensive grazing is absent from much of the site.</p> <p>The indirect effects of neighbouring housing developments pose a potential long-term problem, but can probably be addressed through the planning system. Measures are also needed to address recreational pressures, including disturbance to wildlife and fires resulting from arson, which may pose a serious risk to habitats and some species. The Ministry of Defence is a major landowner/manager and, at present, uses much of its land for firing ranges and military exercises (largely by infantry). A Memorandum of Understanding exists between English Nature and the MoD through which the impact of military activities is regulated. The MoD have produced comprehensive Management Plans which recognise the outstanding nature conservation importance of their land.</p>
<b>Conservation objectives</b>	<ul style="list-style-type: none"> <li>• To maintain*, in favourable condition, the Northern Atlantic wet heath with cross-leaved heath (Erica tetralix).</li> <li>• To maintain*, in favourable condition, the depressions on peat substrates.</li> <li>• To maintain*, in favourable condition, the dry heath.</li> <li>• to maintain*, in favourable condition, the habitats of the bird species of European importance + , with particular reference to lowland heathland+Dartford Warbler, Nightjar &amp; Woodlark</li> </ul>
<b>Main habitats within site which support the Primary Qualifying Features</b>	Coniferous woodland, heath, bogs, inland water bodies
<b>Condition assessment</b>	Heath is unfavourable recovering.
<b>Information on whether or not the site is currently open to the public and whether or</b>	Open to the public



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<b>Site Name</b>	<b>Thursley, Ash, Pirbright and Chobham</b>
<b>Status</b>	<b>Special Area of Conservation</b>
<b>not any visitor survey data exists</b>	

<b>Site Name</b>	<b>Windsor Forest and Great Park</b>
<b>Status</b>	<b>Special Area of Conservation</b>
<b>Details of primary habitats for which site is designated</b>	<b>Old acidophilous oak woods with Quercus robur on sandy plains</b> - Windsor represents old acidophilous oak woods in the south-eastern part of its UK range. It has the largest number of veteran oaks Quercus spp. in Britain (and probably in Europe), a consequence of its management as wood-pasture. It is of importance for its range and diversity of saproxylic invertebrates, including many rare species (e.g. the beetle Lacon querceus), some known in the UK only from this site, and has recently been recognised as having rich fungal assemblages. Windsor Forest and Great Park has been identified as of potential international importance for its saproxylic invertebrate fauna by the Council of Europe (Speight 1989).
<b>Details of primary species for which site is designated</b>	<b>Violet click beetle Limoniscus violaceus</b> - Violet click beetle Limoniscus violaceus was first recorded at Windsor Forest in 1937. The site is thought to support the largest of the known populations of this species in the UK. There is a large population of ancient trees on the site, which, combined with the historical continuity of woodland cover, has resulted in Windsor Forest being listed as the most important site in the UK for fauna associated with decaying timber on ancient trees (Fowles, Alexander & Key 1999). The site was also identified as of potential international importance for its saproxylic invertebrate fauna by the Council of Europe (Speight 1989).
<b>Other Qualifying Habitats/ Species</b>	Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (Quercion robori-petraeae or Ilici-Fagenion)
<b>Site Vulnerabilities</b>	The special invertebrate interest is heavily dependent upon a continuous supply of very old and decaying trees. Both the invertebrate interest and oak woodland are vulnerable to changes in management practices. However, fine-tuning to achieve continuity of sympathetic management is being undertaken through the Declaration of Intent signed between English Nature and the owners, the Crown Estate. The violet click beetle is thought to be present as a very small, localised population, restricted to two decaying trees. Research into its ecology with a view to gaining a better understanding of its habitat requirements is currently in progress. Management to enhance the conservation value of the wooded areas is being undertaken with financial support through a WGS scheme. This includes the removal of competing trees from around veteran trees, bracken control and clearance of Rhododendron. In addition, a large number of trees have been identified for retention as future veteran trees to ensure continuity of supply of dead wood habitats. An application for LIFE funding is being investigated. If successful, this will help to secure further enhancements through improved management, including the reintroduction of extensive grazing of parts of the site. Plans are also in place to produce a detailed catalogue of trees throughout the site which will record the characteristics of each tree and assist in the management and monitoring of the site.
<b>Conservation objectives</b>	Maintain in favourable condition, or restore if the feature is not currently in favourable condition, the: <ul style="list-style-type: none"> <li>• Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrub layer (Quercion roboripetraeae or Ilici-Fagenion).</li> <li>• Old acidophilous oak woods with Quercus robur on sandy plains.</li> <li>• Habitats of the Violet click beetle (Limoniscus violaceus).</li> </ul>
<b>Main habitats within site which support the Primary Qualifying Features</b>	Inland water bodies, dry grassland, mixed woodland
<b>Condition assessment</b>	Unfavourable recovering
<b>Information on whether or not the site is currently open to the public and whether or not any visitor survey data exists</b>	Large areas are open to the public – other areas are restricted



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## Appendix B Review of Air Quality Data

Natura Site	Key/Predominant Habitats/Species	Nitrogen Deposition				
		Relevant Critical Load (Kg N/Ha/Yr)	APIS Total Deposition Rate (Kg N/Ha/Yr)	Source contribution from Transport & other key sources	Proximity to Relevant Roads (i.e. Primary A road or above)	Sensitivity and Potential Effects of Increased Deposition/Exceedences of Threshold
<i>Natura 2000 sites within Windsor &amp; Maidenhead</i>						
Chilterns Beechwoods SAC  (N.B. Not all of this SAC lies within W&M)	Asperulo-Fagetum Beech Forests  (Primary Habitat (annex 1) for designation)	10-20  (most comparable CL: Fagus Woodland)	42.98	Road Transport is dominant source at 20.2% Other transport (e.g. aircraft take-off/landing, shipping, railways) 7.8%  Significant contributions also from Livestock Production (all sources including IPPC installations) (19.9%) and Imported Emissions (15.8%)	Within 200m of several main roads including:  - A404 (less than 20m away at closest point) - A308 Marlow Road (partially within SAC)  (Also affected by number of smaller roads & notably Quarry Wood Rd)	Changes in ground vegetation and mycorrhiza, nutrient imbalance, changes soil faunas
	Semi-Natural Dry Grasslands and scrubland facies (on calcareous substrates)  (Annex 1 Qualifying feature)	15-25  (most comparable CL: Sub-atlantic semi-dry calcareous grassland)	21.70	Road Transport contributes 12.5% Shipping contributes 5.6%  Dominant sources at this location are Livestock Production at 22.9% & Imported emissions at 22.9%		Increase in tall grasses, decline in diversity, increased mineralization, N leaching; surface acidification
	Stag Beetle	Whilst the broad habitat is identified as sensitive to N, APIS states that there is no expected negative impact on species due to impacts on the species' broad habitat. Deposition levels and sources therefore similar to above.				
Windsor Forest & Great Park SAC	Old Acidophilous Oak Woods with Quercus robur on sandy plains  (Primary Habitat (annex 1) for designation)	10-15	35.84	Road transport contributes 19.5%  Other transport 11.0%  Significant contributions also from Livestock production (22.4%), 'Other' 17.4%, Ammonia from non-agricultural sources (16.7%).	Within 200m of several main roads including:  - A332 Sheet St Road. (Passes through central area of SAC) - A329 London Road (small section partially within SAC)  (Also affected by number of smaller roads, notably B3022 Winkfield Road, B383 Mounts Hill)	Decrease in mycorrhiza, loss of epiphytic lichens and bryophytes, changes in ground
	Atlantic acidiphilous beech forest (with Ilex and sometime Taxus in the shrub layer)  (Annex 1 Qualifying feature)	10-20	35.84			Changes in ground vegetation and mycorrhiza, nutrient imbalance, changes in soil
	Violet click beetle	Whilst the broad habitat is identified as sensitive to N, APIS states that there is no expected negative impact on species due to impacts on the species' broad habitat. Deposition levels and sources therefore similar to above.				

Natura Site	Key/Predominant Habitats/Species	Nitrogen Deposition				Sensitivity and Potential Effects of Increased Deposition/Exceedences of Threshold
		Relevant Critical Load (Kg N/ha/Yr)	APIS Total Deposition Rate (Kg N/ha/Yr)	Source contribution from Transport & other key sources	Proximity to Relevant Roads (i.e. Primary A road or above)	
South West London Water Bodies SPA	Northern Shoveler (wintering) and Gadwall (wintering)  (Both Annex 1 birds)	<i>APIS highlights that the decision over the sensitivity of both relevant species will be site specific as habitat sensitivity dependent on N or P limitation. Furthermore, whilst the species' broad habitat is highlighted as sensitive to N, no comparable critical load is provided.</i>  <i>Total N deposition for the area noted as 16.38 N/ha/yr.</i>		Road transport primary source at 28.8% Other transport noted at 19.8%  Significant contributions also from Imported emissions (21.2%)	Within 200m of the following main roads:  - M25 - A30 Staines By-Pass (outside of Windsor & Maidenhead boundary)  (Also affected by number of smaller roads, notably the B376 Welley Road/Staines Road and Coppermill Road)  (N.B. Railway line also present within the SPA and Heathrow Airport some 500 metres away).	High levels of eutrophication could result in increase in replacement of macrophyte-dominated community with algae-dominated community, thus reducing food availability
<i>Nearby European Sites (i.e. not located within the boundary for Windsor &amp; Maidenhead but in close proximity)</i>						
Burnham Beeches SAC	Atlantic acidophilous beech forests (with Ilex and sometimes also Taxus in the shrublayer)	10.20  (Fagus Woodland)	35.56	Road Transport is dominant source at 25.6% Other transport (e.g. aircraft take-off/landing, shipping, railways) 8.9%  Significant contributions also from Ammonia from non-agricultural sources (21.5%), 'Other' (17.6%), Livestock Production (14.2%) & Imported Emissions (12.2%)	A small part of the SAC lies close to the A355 Collinswood Road; however, the majority is located more than 200 metres from the carriageway  (Only a few local roads within 200 metres e.g. Hawthorn Lane)	Changes in ground vegetation and mycorrhiza, nutrient imbalance, changes soil fauns
Thursley, Ash, Pirbright and Chobham SAC	Northern Atlantic wet heaths with Erica tetralix  (Primary Habitat (annex 1) for designation)	10-20	16.24	Road Transport contributes 13.5%  Significant contributions from Imported emissions (28%), Livestock Production (18.1%), Ammonia emissions from non-agricultural sources (15.4%) & 'other' 18.7%	This SAC covers in excess of 5000 ha and comprises several parcels of land, the majority of which is located away from the boundary of W&M, in Surrey Heath District and Guildford. However, the parcel at Chobham Common is located immediately adjacent to the southern tip of RBWM's administrative area. This part of the SAC is bisected by the M3. Aside from a number of smaller and local roads, no other A roads etc are located within 200m of Chobham Common.	Transition heather to grass. Ericaceous species susceptible to frost and drought.
	European dry heaths  (Primary Habitat (annex 1) for designation)	10-20				Transition from heather to grass dominance; decline in lichens, changes in plant biochemistry, increased sensitivity to abiotic stress.
	Depressions on peat substrates of the Rhynchosporion  (Primary Habitat	10-15				Transition from heather to grass dominance; decline in lichens, changes in plant biochemistry, increased sensitivity to abiotic stress.



Natura Site	Key/Predominant Habitats/Species  (annex 1) for designation)	Nitrogen Deposition				Sensitivity and Potential Effects of Increased Deposition/Exceedences of Threshold
		Relevant Critical Load (Kg N/Ha/Yr)	APIS Total Deposition Rate (Kg N/Ha/Yr)	Source contribution from Transport & other key sources	Proximity to Relevant Roads (i.e. Primary A road or above)	
Thames Basin Heaths SPA	Wood Lark	5-15  (coniferous woodland - Equivalent broad habitat)	32.2	Primary source is Road transport at 24.9%. Other transport contributes 6.8%.  Also, significant contributions from Imported emissions (16.3%), Livestock production (14.5%), Ammonia emissions from non-agricultural sources (17.2%) and 'Other' (14.8%).	This SPA covers in excess of 8000 ha and comprises several areas of land, all of which is located outside of the boundary for RBWM. However, parts of the SPA are located close to the boundary or to main roads linking W&M to the wider area. For example, part of the SPA at Chobham Common is bisected by the M3.	Species considered sensitive to changes to the broad habitat as a result of changes in nitrogen. Species may breed during certain plantation stages. As it is a temporary habitat, long term loss of heath could result in a specie decline
	European nightjar	5-15  (coniferous woodland - Equivalent broad habitat)	32.2			Whilst habitat considered sensitive to N, APIS indicates that there is no expected negative impact on the species due to impacts on the species' habitat.
	Dartford Warbler	10-20  (Dry Heaths – equivalent broad habitat)	16.24	Road transport 15.6%.  Also, significant contributions from Imported emissions (24.8%), Livestock production (17.4%), Ammonia emissions from non-agricultural sources (18.3%) and 'Other' (18.3%).		Species requires large, unbroken dwarf-shrub layer, mainly heather and gorse. Breeding territories strongly associated with heath, so loss of this habitat could have a negative impact

\*Please note that not all sources as listed on the APIS website are provided, only the primary/key sources.

## Appendix C Screening of Policies

### Key to Table One

- Category A1: The policy will not itself lead to development e.g. because it relates to design or other qualitative criteria for development;
- Category A2: The policy is intended to protect the natural environment;
- Category A3: The policy is intended to conserve or enhance the natural, built or historic environment;
- Category A4: The policy would positively steer development away from European sites and associated sensitive areas;
- Category A5: The policy would have no effect because no development could occur through the policy itself, the development being implemented through later policies in the same plan, which are more specific and therefore more appropriate to assess for their effects on European Sites and associated sensitive areas.
- Category B – no significant effect;
- Category C – likely significant effect alone; and
- Category D – Likely significant effects in combination.

Element Screened	Screening Category
<b>Over-arching Objectives</b>	
Over-Arching Objectives	The Overarching Objectives provide the overarching aims of the LTP3 and are judged to fall under category A5.
<b>Local Transport Plan Policy: Improving Access to Everyday Services and Facilities</b>	
Objectives	The Objectives provide the over-arching aims of the LTP3 Improving Access Strategy policies and include improving access to everyday services, availability, accessibility and affordability of transport and to improve integration between different forms of transport. The objectives are judged to fall under category A5.
ASF1: Partnership Working	Sets out a commitment to partnership working to improve accessibility. This policy is deemed as category A1.
Policy ASF2: Information and Communications Technologies	This policy relates to taking advantage of development in information and communication technologies. This policy is deemed as category A1.
Policy ASF3: Walking and Cycling Networks	This policy relates to high quality and continuous local walking and cycling networks with appropriate levels of segregation or priority over motor traffic. This policy is deemed as category A1.
Policy ASF4: Cycle Parking	This policy relates to working with partner organisations to provide cycle parking at key destinations. This policy is deemed as category A1.
Policy ASF5: Public Rights of Way	This policy relates to managing and improving the Public Rights of Way network. This policy is classed as category A1.
Policy ASF6: Access to the Countryside	This policy relates to working with the Local Access Forum and other partners to promote access to the countryside and open spaces. This policy is judged as category A1.
Policy ASF7: Public Transport Network	This policy relates to creating a commercially viable public transport network that links communities within and beyond the region. This policy is judged to fall under category A1.



Element Screened	Screening Category
Policy ASF8: Taxi and Private Hire Licenses	This policy relates to reviewing the number of taxis to ensure that supply is sufficient in order to meet the level of demand. This policy is judged to fall under category A1.
Policy ASF9: Taxi Ranks	This policy relates to reviewing the provision of taxi ranks in order to accommodate demand. This policy is judged to fall under category A1.
Policy ASF10: Interchange	This policy relates to improving interchange between different modes of transport. This policy is deemed to fall under category A1.
Policy ASF11: Travel Information	This policy relates to improving the quality, timeliness and accessibility of travel information. This policy is deemed to fall under category A1
Policy ASF12: Access for All	This policy relates to improving access to everyday services and facilities in a way that considers the needs of all transport users. This policy is deemed to fall under category A1.
ASF13: River Flooding	This policy relates to the Council and its partners placing appropriate policies and procedures in relation to major river flooding events. This policy is judged to fall under category A1.
AS14: Flash Flooding	This policy relates to Council plans to improve highway drainage systems in order to cope with periods of increased rainfall. This policy is judged to fall under category A1.
ASF15: Highway Construction	This policy relates to construction and maintenance design criteria for highway constructions to make sure they are resilient to the effects of climate change. This policy is judged to fall under category A1
Local Transport Plan: Improving Safety and Security Strategy	
Objectives	The Objectives provide the over-arching aims of the LTP3 Improving Safety and Security Strategy policies and include reducing the number and severity on roads, promoting safe behaviours, improving security and reducing instances of vehicle crime. The objectives are judged to fall under category A5.
ISS1: Partnership working	Sets out a commitment to partnership working to improve safety and security. This policy is deemed as category A1.
Policy ISS2: Road Safety Education, Training and Publicity	This policy relates to encouraging safe behaviour amongst all road users. This policy is deemed to fall under category A1.
Policy ISS3: Road Safety Enforcement:	This policy relates to ensure high levels of compliance with road traffic laws. This policy is deemed to fall under category A1.
Policy ISS4: Road Safety Engineering	This policy relates to address threats to road safety for both new and existing transport infrastructure. This policy is deemed to fall under category A1.
Policy ISS5: Community Safety:	This policy relates to reducing instances of vehicle crime and cycle theft through targeted and measured design. This policy is deemed to fall under category A1.
Policy ISS6: Street Lighting	This policy relates to the Council seeking to reduce the amount of energy used by its lights. This policy is deemed to fall under category A1.
Local Transport Plan: Sustainable Economic Growth Strategy	



Element Screened	Screening Category
Objectives	The Objectives provide the over-arching aims of the LTP3 Sustainable Economic Growth policies and include the reducing the need to travel, improving traffic flow and ensuring new development is focussed in sustainable locations. The objectives are judged to fall under category A5.
Policy SEG1: Partnership Working	Sets out a commitment to partnership working to provide cross boundary co-operation on the delivery of investment. This policy is deemed as category A1.
Policy SEG2: Smarter Choices	This policy relates to “Smarter Choice” initiatives designed to encourage a modal shift towards public transport, walking and cycling to complement investment in new transport infrastructure. This policy is judged to fall under category A1.
Policy SEG3: Council Activities	This policy relates to the development and implementation of a Council Carbon Management Plan and Staff Travel Plan to help cut carbon emission associated with its own activities. This policy is judged to fall under category A1
Policy SEG4: Electric Vehicle Charging Points (Public)	This policy relates to providing charging points for electric vehicles to the public. This policy is judged to fall under category A1.
Policy SEG4: Electric Vehicle Charging Points (Private)	This policy relates to providing charging points for electric vehicles to major residential and commercial developments. This policy is judged to fall under category A1.
SEG5: Transport Contracts	This policy relates to carbon emissions forming a material consideration when tendering for new public transport contracts. This policy is judged to fall under category A1.
Policy SEG6: Network Management	This policy relates to minimising unnecessary congestion and delay and offering appropriate levels of priority to pedestrians, cyclists, equestrians and buses. This policy is judged to fall under category A1.
Policy SEG7: Parking Management	This policy relates to effective use of parking management tools to support the economic viability of town centres. This policy is judged to fall under category A1.
Policy SEG8: Rail	This policy relates to collaboration with Network Rail, Crossrail and train operating companies to encourage sustainable travel to and from stations. This policy is judged to fall under category A1.
Policy SEG9: New Development	This policy relates to ensuring development takes place in sustainable locations within urban areas that are well services by public transport and cycling and walking networks. This policy is judged to fall under category A1.
Policy SEG10: Heathrow Airport	This policy relates to working alongside BAA, the Highways Agency, the Department for Transport, Network Rail, neighbouring transport authorities and other stakeholders to improve surface access to Heathrow. This policy is judged to fall under category A1
Policy SEG11:	This policy relates to liaising with local visitor attractions and event organisers to encourage and



Element Screened	Screening Category
Visitor Travel	promote visitor travel by sustainable forms of transport. This policy is judged to fall under category A1
Policy SEG12: London 2012 Olympic and Paralympic Games	This policy relates to delivering high quality, accessible and sustainable transport to the Eton Dorney venue while minimising travel disruption. This policy is judged to fall under category A1.
Local Transport Plan: Improving Quality of Life	
Objectives	The Objectives provide the over-arching aims of the LTP3 Improving Quality of Life Strategy policies and include minimising the adverse impacts of transport upon the natural and built environment and upon the health and well-being of local residents. The objectives are judged to fall under category A5.
Policy QOL1: Partnership Working	Sets out a commitment to partnership working to provide cross boundary co-operation to improve the quality of the natural and built environment and improve health outcomes. This policy is deemed as category A1.
Policy QOL2: Air Quality	This policy relates to reducing concentrations of atmospheric pollutants in order to meet National Air Quality Objectives. This policy is deemed to fall under category A1 / A3
Policy QOL3: Noise	This policy relates to ensuring road traffic noise levels are kept within acceptable national guideline levels. This policy is deemed to fall under category A1 / A3.
Policy QOL4: Lighting	This policy relates to minimising light pollution from street lighting through best practice in terms of design. This policy is deemed to fall under category A1 / A3.
Policy QOL5: Health	This policy relates to encouraging active forms of travel for everyday journeys to contribute to tackling obesity. This policy is deemed to fall under category A1.
Policy QOL6: Natural Environment	This policy relates to actively seek to mitigate the impacts of transport movements and highways works on the natural environment by routing traffic and people away from sensitive sites. This policy is deemed to fall under category A1 / A4.
Policy QOL7: Landscape	This policy relates to minimising the impact of transport infrastructure upon the local landscape This policy is deemed to fall under category A1 / A3.
Policy QOL8: Townscape and Heritage	This policy relates to minimising the impact of transport infrastructure upon the townscape and in particular historic centres and conservation areas. This policy is deemed to fall under category A1 / A3.

## Appendix D Consideration of In-combination Effects

Plan or Programme	Subjected to HRA (Yes/No)	Key issues in HRA and sites considered	Potential for Significant In-Combination Effect with Windsor and Maidenhead (W&M) LTP3?
Regional Spatial Strategy for the South East	Yes	<p>Regional Spatial Strategy for the South East: Habitats Regulations Assessment / Appropriate Assessment of the Secretary of State's Proposed Changes (2008)</p> <p>Issues considered:</p> <ul style="list-style-type: none"> <li>• Recreational pressure</li> <li>• Water quality (particularly in the River Itchen and Solent areas)</li> <li>• Water resources (across the South East)</li> <li>• Coastal Squeeze</li> </ul> <p>Sites considered:</p> <ul style="list-style-type: none"> <li>• Burnham Beeches SAC</li> <li>• North Downs Woodlands SAC</li> <li>• Thursley Hankley and Frensham Commons SPA</li> <li>• Wealden Heaths SAC</li> <li>• Mole Gap to Reigate Escarpment SAC</li> <li>• Thursley, Ash, Purbright and Chobham SAC</li> <li>• Thursley and Ockley Bogs Ramsar</li> <li>• Thames Basin Heaths</li> </ul>	<p><b>No</b> – additional housing that is proposed under the changes would exacerbate the scale of impacts to a degree that difficulties in implementing the previously identified mitigation measures would arise. Particularly the case for Thames Basin Heaths.</p> <p>Extensive work on the provision of Suitable Alternative Natural Green Space (SANGS) and other measures by relevant local authorities subsequently undertaken to avoid significant effects on the Thames Basin Heaths and monitoring.</p> <p>The LTP3 does not contain policies that will increase recreation pressure on the Thames Basin Heaths.</p>
Buckinghamshire County Council Local Transport Plan (Draft 3) November 2010	Yes	<p><a href="http://www.tfbucks.co.uk/documents/ltp/LTP3_Habitats_Regulation_Assessment.pdf">http://www.tfbucks.co.uk/documents/ltp/LTP3_Habitats_Regulation_Assessment.pdf</a></p> <p>Issues considered:</p> <ul style="list-style-type: none"> <li>• habitat loss and/or fragmentation;</li> <li>• noise and vibration;</li> <li>• air quality;</li> <li>• changes in hydrology and/or water quality;</li> <li>• the indirect effects of increased accessibility and recreational activities; and</li> <li>• light pollution</li> </ul> <p>Sites considered:</p> <ul style="list-style-type: none"> <li>• Burnham Beeches SAC;</li> <li>• Chilterns Beechwoods SAC;</li> <li>• Aston Rowant SAC;</li> <li>• South West London Waterbodies SPA/Ramsar;</li> <li>• Windsor Forest and Great Park</li> </ul>	<p><b>No</b> - The HRA for the Buckinghamshire LTP3 concluded no likely significant effects (alone or in combination) were identified. No potential for in-combination effects with the W&amp;M LTP3.</p>

Plan or Programme	Subjected to HRA (Yes/No)	Key issues in HRA and sites considered	Potential for Significant In-Combination Effect with Windsor and Maidenhead (W&M) LTP3?
South Bucks Local Development Framework: Core Strategy	Yes	<p>Habitats Regulations Assessment for the Core Strategy (2011) -Addendum update to the HRA Screening Statement (2010),</p> <p>Sites Considered:</p> <ul style="list-style-type: none"> <li>• Burnham Beeches SAC</li> </ul> <p>Issues Considered:</p> <ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Climate Change</li> <li>• Housing</li> <li>• Recreational impacts</li> <li>• Impacts from transport</li> <li>• Water quality / resources</li> </ul>	<b>No</b> – there will be no significant direct or indirect effects on the SPA or SACs within or close to the District, alone or in combination with other plans and policies.
Bracknell Forest Council – LTP3	Yes	<p>Habitats Regulations Assessment (HRA) – Screening Opinion (2011) <a href="http://www.bracknell-forest.gov.uk/ltp3-habitats-regulations-assessment-hra-screening-opinion.pdf">http://www.bracknell-forest.gov.uk/ltp3-habitats-regulations-assessment-hra-screening-opinion.pdf</a></p> <p>Sites Considered:</p> <ul style="list-style-type: none"> <li>• Thames Basin Heaths SPA</li> <li>• Windsor Forest and Great Park SAC</li> </ul> <p>Issues Considered:</p> <ul style="list-style-type: none"> <li>• Recreational impacts</li> <li>• Fragmentation</li> <li>• Supporting habitats</li> <li>• Predation</li> <li>• Hydrology</li> <li>• Water pollution</li> <li>• Air pollution</li> <li>• Enrichment</li> <li>• Infrastructure and roads</li> <li>• Trampling and vandalism</li> </ul>	<b>Uncertain</b> – there are not likely to be any significant impacts on the Windsor Forest and Great Park SAC. However, the assessment did conclude that due to the lack of detailed information at the time, it is not possible to be certain whether the Bracknell Forest LTP3 will lead to a significant effect from air pollution on the Thames Basin Heaths SPA alone or in-combination. Therefore, the implementation plans for the Bracknell Forest LTP shall be subject to an Appropriate Assessment.
Bracknell Forest Core Strategy	yes	<p>Appropriate Assessment of the core strategy DPD and Avoidance and Mitigation Strategy: <a href="http://www.bracknell-forest.gov.uk/thames-basin-heaths-spa-technical-background-document-stages-and-steps.pdf">http://www.bracknell-forest.gov.uk/thames-basin-heaths-spa-technical-background-document-stages-and-steps.pdf</a></p> <p>Sites Considered:</p> <ul style="list-style-type: none"> <li>• Thames Basin Heaths SPA</li> </ul> <p>Issues Considered:</p> <ul style="list-style-type: none"> <li>• Fragmentation between heathland</li> <li>• Fragmentation within heathland</li> <li>• Supporting habitats</li> </ul>	<p><b>No</b> – if the following measures are implemented, there is unlikely to be significant effects in-combination with other plans (note this work was undertaken in 2007, work on the LTP3 was undertaken in 2011).</p> <p><b>CS2 - Locational principles</b> A reworded, more comprehensive, SPA policy (CS14) will ensure that promoting residential development specifically within the urban area will have no significant effect.</p> <p><b>CS4 - Land at Amen Corner</b> The policy to include additional text to require the development to include, “Measures to avoid and mitigate the impact of the residential development upon</p>



Plan or Programme	Subjected to HRA (Yes/No)	Key issues in HRA and sites considered	Potential for Significant In-Combination Effect with Windsor and Maidenhead (W&M) LTP3?
		<ul style="list-style-type: none"> <li>• Predation</li> <li>• Hydrology</li> <li>• Enrichment</li> <li>• Disturbance</li> <li>• Trampling</li> <li>• Vandalism (including fire)</li> <li>• Public hostility</li> <li>• Management costs</li> </ul>	<p>the Thames Basin Heaths Special Protection Area.” The deliverability of this additional policy text will be addressed in an Area Action Plan scheduled within the LDS to commence in March 2007.</p> <p><b>CS5 - Land north of Whitegrove and Quelm Park</b> The policy to include additional text to require the development to include, “Measures to avoid and mitigate the impact of the residential development upon the Thames Basin Heaths Special Protection Area.” The deliverability of this additional policy text is indicated within an indicative masterplan for the area, submitted as part of the Core Strategy DPD. This illustrates the quantity of open space within the proposed area, and identifies that a sufficient level of semi-natural open space can be provided by the development in order to avoid recreational impacts of the new residents.</p> <p><b>CS15 - Overall housing provision</b></p> <ol style="list-style-type: none"> <li>1) Include a more comprehensive policy on the Thames Basin Heaths SPA</li> <li>2) Set in place a mechanism to deliver other alternative measures and restrictions, for which contributions could be sought to provide appropriate mitigation. Full details of these measures and their deliverability are provided in the Avoidance and Mitigation Strategy provided as part of this Appropriate Assessment document. In order to address all the potential effects from policy CS15, which are not dealt with by the SPA policy, these measures should include: <ul style="list-style-type: none"> <li>o Mechanisms for the provision of new and/or enhanced open space.</li> <li>o Visitor access management.</li> <li>o Education Strategy.</li> <li>o Restrictions on pet ownership.</li> </ul> </li> </ol> <p>These have been dealt with in the Core Strategy.</p>
Slough Borough Council – Local Development Framework: Core Strategy 2006-2026	Yes	<p>Appropriate Assessment Screening (May 2008)</p> <p>Sites considered:</p> <ul style="list-style-type: none"> <li>• South West London Waterbodies SPA and Ramsar site</li> <li>• Burnham Beeches SAC</li> <li>• Windsor Forest and Great Park SAC</li> </ul> <p>Issues considered:</p> <ul style="list-style-type: none"> <li>• Physical Damage: siltation, changes in surface and groundwater flows, abrasion</li> <li>• Non-physical disturbance: Noise and visual presence</li> <li>• Toxic contamination: introduction of synthetic compounds and non-synthetic compounds</li> <li>• Non-toxic contamination: changes in nutrient loading, changes in organic loading, changes in turbidity</li> <li>• Biological disturbance: introduction of microbial pathogens and</li> </ul>	<p><b>No</b> – there is no potential for ‘in-combination’ effects</p>

Plan or Programme	Subjected to HRA (Yes/No)	Key issues in HRA and sites considered	Potential for Significant In-Combination Effect with Windsor and Maidenhead (W&M) LTP3?
Slough Borough Council – Local Transport Plan	Yes	<p>introduction of non-native species.</p> <p>Habitats Regulation Assessment (March 2010)</p> <p>Sites considered:</p> <ul style="list-style-type: none"> <li>• South West London Waterbodies SPA and Ramsar site</li> <li>• Burnham Beeches SAC</li> <li>• Windsor Forest and Great Park SAC</li> </ul> <p>Issues considered:</p> <ul style="list-style-type: none"> <li>• Physical Activity and Access to Public Open Space/ Natural Green Space</li> <li>• Disturbance to habitats</li> </ul>	<b>No</b> – The HRA found that none of the LTP3 and Interim Implementation Plan objectives would lead to likely significant effects on the internationally designated nature conservation sites.
Wokingham Borough Council Core Strategy (2010)	Yes	<p>Habitat Regulations Assessment of the Wokingham Borough Core Strategy – incorporating appropriate assessments</p> <p>Sites screened in (others were considered):</p> <ul style="list-style-type: none"> <li>• Thursley, Ash, Pirbright and Chobham SAC</li> <li>• Windsor Forest and Great Park SAC</li> <li>• Thames Basin Heaths SPA</li> </ul> <p>Issues considered:</p> <ul style="list-style-type: none"> <li>• Increased pollution</li> <li>• Recreational pressure</li> <li>• Water abstraction</li> </ul>	<b>No</b> – the Appropriate Assessment has found that is unlikely to have significant effects on the European sites alone or in-combination with other plans.
Wokingham Borough Council – Local Transport Plan (2010)	Yes	<p>Screening of the Wokingham Borough Local Transport Plan under the Habitats Directive (2010)</p> <p>Sites considered:</p> <ul style="list-style-type: none"> <li>• Aston Rowant</li> <li>• Burnham Beeches</li> <li>• Chiltern Beechwoods</li> <li>• Hartslock Wood</li> <li>• Thursley, Ash, Pirbright and Chobham</li> <li>• Windsor Forest and Great Park</li> </ul> <p>Issues considered:</p> <ul style="list-style-type: none"> <li>• Air Pollution</li> <li>• Water quality and water levels</li> </ul>	<b>No</b> – the review concludes that there is not likely to be significant effects alone or in-combination with other plans.
Reading Borough Council – Sites and Detailed Policies	Yes	<p>Screening Appropriate Assessment of the Pre-submission draft sites and detailed policies document and draft submission proposals map (2010)</p> <p>Sites considered:</p>	<b>No</b> – the assessment has found that the sites and detailed policies document is not likely to have a significant effect either alone or in combination with other plans on the sites.



Plan or Programme	Subjected to HRA (Yes/No)	Key issues in HRA and sites considered	Potential for Significant In-Combination Effect with Windsor and Maidenhead (W&M) LTP3?
Document		<ul style="list-style-type: none"> <li>• Hartslock Wood SAC</li> <li>• Thames Basin Heaths SPA</li> <li>• Chilterns Beechwoods SAC</li> </ul> <p>Issues considered:</p> <ul style="list-style-type: none"> <li>• Noise and vibration</li> <li>• Air pollution and quality</li> <li>• Water pollution and quality</li> <li>• Water flows</li> <li>• Climate change</li> <li>• Habitat loss and degradation</li> <li>• Landscape effects</li> <li>• Lighting</li> </ul>	
Hampshire Local Transport Plan 3	Yes	<p>HRA of the Hampshire Local Transport Plan 3: Screening Statement for Part A: 20 year strategy</p> <p>Sites Considered:</p> <ul style="list-style-type: none"> <li>• South West London Waterbodies SPA and Ramsar</li> <li>• Thames Basin Heaths SPA</li> <li>• Thursley, Ash, Pirbright SAC</li> </ul> <p>Issues considered:</p> <ul style="list-style-type: none"> <li>• Air Pollution</li> <li>• Fragmentation and/or loss of habitat</li> <li>• Fragmentation and Bats</li> <li>• Alteration to ground and surface water regimes</li> <li>• Water quality</li> <li>• Vibration during earthworks</li> <li>• Mobilisation of contaminants from construction</li> </ul>	<p><b>No</b> – it is considered unlikely that the strategy will generate significant effects at any European sites included in the assessment, either alone or in-combination with other plans and projects.</p>