Appendix 4
LTP3 Habitats Regulations Assessment (HRA)

Bracknell Forest Council

Habitats Regulations Assessment (HRA) Screening Opinion

Local Transport Plan 3: Core Strategy

March 2011

Contents

Appendices

1.0 Introduction

1.1 This Habitats Regulations Assessment (HRA) screening is required to examine the likely effects of the Local Transport Plan 3 (LTP3), either alone or in-combination with other projects or plans, upon Natura 2000 sites. The screening considers whether it can be objectively concluded that the effects will not be significant and fulfils the requirements of Regulation 61(1) of the Habitats Regulations 2010.

1.2 Local Transport Plan 3

1.2.1 Bracknell Forest Council is required by law, to produce a Local Transport Plan (LTP). This will act as a mechanism to plan strategically the development of a transport system to meet the needs of Bracknell Forest as part of the region, strengthen the Council's place-shaping role and to help in the delivery of services to the local community.

1.2.2 This will be the Council's third LTP and will set out the 15 year transport strategy from 2011–2026 supported by Implementation Plans which will operate in 3-year cycles.

1.2.3 Guidance on the plan has been provided by the Department for Transport's 'Delivering a Sustainable Transport System' (DaSTS) report which outlines five national transport goals based on Economy, Climate change, Equality, Safety and Quality of Life.

1.2.4 Taking these National Goals into consideration and with on-going partnership working with other authorities and regional bodies BFC were able to develop a vision and set of local transport objectives to help build its strategy. These are as follows:

LTP3 Vision
To develop a sustainable transport system that supports the local economy, provides choice and improves quality of life in a safe and healthy environment.

Local Transport Objectives
1. Reduce delays associated with traffic congestion and improve reliability of journey times. 2. Maintain and improve, where feasible, the local transport network. 3. Secure necessary transport infrastructure and services to support sustainable development. 4. Encourage and promote accessibility by sustainable modes of transport. 5. Protect and enhance the quantity and quality of natural resources including water, air quality and the natural environment. 6. Reduce greenhouse gas emissions from transport. 7. Reduce casualties and improve safety on the local transport network. 8. Enhance the street environment.

1.2.5 The objectives were used to develop a list of current and future transport issues and to identify the challenges and barriers to overcome. To develop a sustainable transport system that supports the local economy, provides choice and improves quality of life in a safe and healthy environment.

Challenges and Measures
1. To reduce delays associated with traffic congestion and improve reliability of journey times – The Council will seek to manage congestion by encouraging the location of development to reduce travel need and journey length, providing for safe, attractive convenient means of travel other than by private car, improving effective management of the network through Intelligent Transport Systems such as UTMC (Urban Traffic Management Control) and providing additional capacity through junction improvements. 2. To maintain and improve the local transport network – The Council will continue to develop and maintain an effective transport network that is resilient to the increase in demand and the effects of climate change and adverse weather conditions. 3. To reduce greenhouse gas emissions from transport - Through promotion of sustainable transport the Council will seek to reduce harmful transport emissions and work with potential developers to ensure future growth in the Borough can be achieved without an increase in greenhouse gases. 4. To encourage and promote accessibility by sustainable modes of transport – The Council will continue to work to provide access to services for all and provide a safe and secure environment in which sustainable travel choice can be achieved with ease. 5. To protect and enhance the quality of natural resources including water, air quality and the natural environment - The Council will promote sustainable and cleaner modes of transport, consider more efficient and sustainable use of materials, avoid where possible harm to the natural environment - mitigate where this is not possible, and use opportunities to enhance the natural environment by contributing to green infrastructure, whilst coping with an increase in demand on the transport network. 6. To enhance the street environment – The Council will promote and create a street environment more attractive for all users, through measures such as high quality street furniture, landscaping and tree planting, for both the existing network and upcoming development. 7. To reduce casualties and dangers on the local transport network – The Council will continue to maintain highway safety with the implementation of the Road Safety Strategy including education the development of safety improvements, and partnership working on enforcement. 8. To secure necessary transport infrastructure and services to support development – The Council will ensure that appropriate and necessary transport mitigation measures and more sustainable modes are planned for in new development from an early stage through engagement with developers and use of tools such a the Borough's Transport Model.

1.3 LTP3 Policies

1.3.1 The Council has prepared policies which set out the measures the Local Transport Authority will focus upon until 2026. These policies will be regularly reviewed to adapt to new or more advanced technologies, changing Government policies and economic conditions.

1.3.2 Each policy is supported by one or more delivery strategies. Each policy has been influenced by the national goals for transport, local objectives, officer expertise and other influences. The policies are listed as:

Policies
TP1 - Accessibility

Policies
TP2 - Streetscene
TP3 - Buses
TP4 - Rail
TP5 – Taxi and Private Hire Vehicles
TP6 – Community Transport
TP7 – Smarter Choice
TP8 – Walking and Cycling
TP9 – Public Rights of Way
TP10 – Travel Planning
TP11 – Smarter Vehicle Use
TP12 - Traffic Management
TP13 – Congestion Management
TP14 – Intelligent Transport Systems
TP15 – Movement of Freight.
TP16 - Parking
TP17 – Road Safety
TP18 – Network Management
TP19 – Transport Asset Management
TP20 – Air Quality Management

1.4 **Habitats Regulations Assessment – Screening**

1.4.1 This screening comprises of 6 steps.

- **Step 1.** Determining whether the plan is directly connected with or necessary for the management of the site.
- **Step 2.** Describing the plan or project and any others that in combination have the potential to significantly affect the Natura 2000 site(s).
- **Step 3.** Identifying the potential effects on the site(s).
- **Step 4**. Assessing the significance of these effects.
- **Step 5.** Formulating a screening opinion
- **Step 6.** Consultation

1.4.2 Two screening exercises have been carried out for the Natura 2000 sites identified within the boundary of the borough. These are

- The Thames Basin Heaths Special Protection Area (SPA) and;
- The Windsor Forest and Great Park Special Area of Conservation (SAC)

1.4.3 This Screening Opinion has been prepared on the basis of information currently available on the nature of the plan in relation to the Natura 2000 sites. Professional judgement has been applied to interpret this information within the context of current guidance.

2.0 Step 1: Is the Plan Directly Connected with or Necessary to the Management of the Site?

2.1 The LTP3 is not directly related to the management of the Thames Basin Heaths SPA or the Windsor Forest and Great Park SAC.

3.0 Step 2: Description of the Plan and Others that, in Combination, have the Potential to Significantly affect the Natura 2000 Site

3.1 Description of LTP3

Location	Bracknell Forest Council
Distance from designated site boundary to plan boundary	12% of the Borough is designated as a Special Protection Area, therefore at potential risk of direct impacts. 7.8% of the Borough is within 400m from the SPA boundary; 22.6% of the Borough is between 400m and 2km from the SPA boundary; 26.1% of the Borough is between 2km and 5km from the SPA boundary; 31.3% of the Borough is over 5km from the SPA boundary. A smaller proportion of the Borough (2.3%) is designated as a Special Area of Conservation.
Site Area	The plan boundary is the administrative boundary of the Borough.
Brief description of the proposal	Local Transport Authorities are required to produce a Local Transport Plan (LTP) as set out in the amended Local Transport Act 2008. Bracknell Forest Council has published two LTP's which cover five year periods with the current LTP2 expiring in March 2011. LTP3 will have a lifespan of fifteen years running to 2026 to fit with the Boroughs Local Development Framework. The plan will include details of the baseline transport situation, and identifies problems, choices, a vision and strategies driven by the five National Goals that focus on Economy, Health, Climate Change, Equality and Safety. The delivery of these strategies will be covered by the Implementation Plans which will be based upon realistic funding assumptions and run for 3 years at a time.
Total number of new and/or additional residential units	None.
Brief description of the manner in which the plan will be carried out	According to polices listed in the plan.

3.2 Other Relevant Plans

3.2.1 The HRA Screening exercise that was carried out for the Bracknell Forest Core Strategy (June 2007) identified that the relevant plans with the potential to affect the SPA are those which provide residential dwellings, which in turn increase the population surrounding the SPA and increase recreation on the heathland. The (proposed) plans, that are considered likely to affect the SPA, are:

Document	Description
The Bracknell Forest Core Strategy Development Plan Document (February 2008)	Bracknell Forest Council's adopted Core Strategy DPD includes Policy CS14:Thames Basin Heaths Special Protection Area, which states: "*The Council will carry out an assessment of the effects of a development proposal on the conservation objectives of the Thames Basin Heaths Special Protection Area (SPA) where there is a risk of the proposal having a significant impact on the integrity of the site, either alone or in-combination with other proposals. Proposals leading to a net increase in residential dwellings within a straight-line distance of 5 kilometres from the SPA boundary are likely to have a significant effect. The Council will not permit development which, either alone or in-combination with other development, has an adverse effect upon the integrity of the SPA. Development outside of the 400 metre zone will be permitted where it can be demonstrated that it can remove any adverse effect by contributing towards avoidance and mitigation measures in line with the SPA Technical Background Document. The effective avoidance and/or mitigation of any identified adverse effects must be demonstrated and secured prior to the approval of the development."* The Thames Basin Heaths Technical Background Document contains the Appropriate Assessment of the Core Strategy and the Avoidance and Mitigation Strategy[1], designed to ensure that residential development between 400 metres and 5 kilometres can go ahead without an adverse effect on the integrity of the SPA. The consideration of bespoke solutions is also addressed within the Avoidance and Mitigation Strategy. Natural England has agreed that they will have no cause to object to applications for residential development where they are in conformity with the Avoidance and Mitigation Strategy.
Site Allocations DPD	The Site Allocations DPD Preferred Options document and accompanying Draft Appropriate Assessment was out to consultation between November – December 2010. The DPD includes measures to avoid and mitigate the impact of development on the Thames Basin Heaths SPA as a result of increased population and recreational impacts.
Amen Corner Supplementary Planning Document (SPD)	The Amen Corner SPD was adopted in March 2010. An Appropriate Assessment of the SPD was undertaken and consulted on with the result that the SPD now contains the Development Principle AC7: Thames Basin Heaths Special Protection Area. Avoidance and mitigation measures have been agreed which allows the local authority to conclude that the development will not give rise to an adverse effect on the integrity of the SPA.
Warfield Supplementary Planning Document (SPD)	Work on the Warfield SPD has now commenced. Core Strategy Policy CS5: Land North of Whitegrove and Quelm Park (Parish of Warfield), specifically requires measures to avoid and mitigate the impact of development on the Thames Basin Heaths SPA and the SPD will be accompanied by an Appropriate Assessment.
Other Thames Basin Heaths affected Local Authority's Local	Each of the affected local authorities has or is in the process of producing a LDF. If all of the LDF policies and appropriate assessments can conclude no adverse effect, each local authority has addressed its own effects arising from an increased population.

[1] See also BFC Limiting the Impact of Development Supplementary Planning Document (July 2007).

Document	Description
Development Frameworks	
Other Local Authority's LTP3s.	Each of the affected local authorities has or is in the process of producing a LTP3. If all of the LTP3 policies and Habitats Regulations Assessments can conclude no adverse effect, each local authority has addressed its own effects arising from transport strategies.

4.0 Step 3: Identifying the potential effects on the sites.

4.1.1 A description of the Thames Basin Heaths SPA and the Windsor Forest and Great Park SAC are contained in Appendix 1.

4.1.2 The identification of potential effects must include:

- Direct effects upon the species or habitat for which the site is designated.
- Indirect effects which could impact on parts of the sites quite remote from the application area, for example through changes to water quantity or quality.
- In-combination effects such as incremental damage to European sites as a result of cumulative plans, the effects of which individually are inconsequential, but when combined, do amount to a level of damage that threatens the integrity of the sites.

4.1.3 The potential effects on both sites are listed as follows and take into consideration the potentially damaging operations on the relevant the SSSI units within the Natura 2000 sites.

Natura 2000 site	Potential Effects
Thames Basin Heaths SPA	• Recreational impacts • Fragmentation • Supporting habitats • Predation • Hydrology • Water pollution • Air pollution • Enrichment • Infrastructure and roads • Trampling and vandalism
Windsor Forest and Great Park SAC	• Recreational impacts • Fragmentation • Hydrology • Water pollution • Air pollution • Enrichment • Infrastructure and roads • Trampling and vandalism

5.0 Step 4. Assessing the significance of these effects.

5.1 Thames Basin Heaths SPA

5.1.1 A screening of LTP3 policies for potential significant effects on the integrity of the Thames Basin Heaths SPA has been carried out and is contained in Appendix 3. This is summarised below:

- **Recreational impacts** – the LTP3 does not propose an increase in residential development, which has been identified as having a significant effect on the integrity of the SPA through increased recreational impacts. Also Policy TP9: Public Rights of Way states that the Council will support the TBH SPA Strategic Access Management and Monitoring (SAMM) Project with regards to public access on the SPA. It is therefore unlikely that LTP3 will lead to significant recreational impacts on the SPA.
- **Fragmentation** – no new schemes are proposed which would cause the network of sites to become more fragmented. It is therefore unlikely that LTP3 will lead to significant fragmentation impacts on the SPA.
- **Supporting habitats** – the LTP3 does not propose the loss or fragmentation of land that could be within the feeding range of birds. It is therefore unlikely that LTP3 will lead to significant loss or fragmentation of supporting habitats on the SPA.
- **Predation** – the likely impacts are from increased cats in the vicinity and dog walkers with their pets off the lead. The LTP3 will have no impact on the levels of pets within the borough. Also Policy TP9: Public Rights of Way states that the Council will support the TBH SPA Strategic Access Management and Monitoring (SAMM) Project with regards to public access on the SPA. It is therefore unlikely that LTP3 will lead to significant predation impacts on the SPA.
- **Hydrology** – none of the strategies or schemes in the LTP3 requires the diversion of water supplies or would affect drainage of this site. It is therefore unlikely that LTP3 will lead to significant hydrology impacts on the SPA.
- **Water pollution** – The main impacts on water quality come from pollution associated with construction, industrial processes and pollution incidents. BFC are the highway authority for the infrastructure surrounding parts of the SPA. The LTP3 proposes works and measures to improve the capacity and functionality of junctions and corridors in the borough. These activities have the potential to cause pollution to water courses, which could adversely affect the habitats and species on the SPA. When such road improvements are carried out, however, an Environmental Impact Assessment (EIA) is carried out by the Highway Engineer. In the majority of cases, drainage is already in place to divert any water run off so that it does not enter the SPA. Where there is no such drainage, the Highway Engineer will contact the Environment Agency before works go ahead. It is therefore unlikely that LTP3 will lead to significant water pollution impacts on the SPA.
- **Air pollution** – the LTP3 aims to reduce the impact of congestion, promote sustainable transport, walking and cycling, manage traffic flow, encourage the efficient use of vehicles and protect and enhance the natural environment. These measures should result in improved air quality. However, there is not enough information available at the current time to establish whether the following policies will have an impact on the integrity of the SPA: TP1, TP3, TP4, TP12, TP13, TP14, TP15, TP18, TP20. An Appropriate Assessment of the implementation plans and/or other detailed information covering these policies will be carried out and consulted on at a later date when these plans are developed.
- **Enrichment** – The LTP3 will have no impact on the levels of animals causing potential enrichment within the borough. Also Policy TP9: Public Rights of Way states that the Council will support the TBH SPA Strategic Access Management and Monitoring (SAMM) Project with regards to public access on the SPA. It is therefore unlikely that LTP3 will lead to significant enrichment impacts on the SPA.
- **Infrastructure and roads** – BFC are the highway authority for the infrastructure surrounding parts of the SPA. The LTP3 proposes works and measures to improve the capacity and functionality of junctions and corridors in the borough. These activities have the potential to cause pollution to water courses which could adversely affect the habitats and species on the SPA. When such road improvements are carried out, however, an Environmental Impact Assessment (EIA) is carried out by the Highway Engineer. In the majority of cases, drainage is already in place to divert any water run off so that it does not enter the SPA. Where there is no such drainage, the Highway Engineer will contact the Environment Agency

- **Trampling and vandalism** – the LTP3 is not proposing policies to increase population, which would be the cause of these impacts. Also Policy TP9: Public Rights of Way states that the Council will support the TBH SPA Strategic Access Management and Monitoring (SAMM) Project with regards to public access on the SPA. It is therefore unlikely that LTP3 will lead to significant trampling and vandalism impacts on the SPA.

5.2 Windsor Forest and Great Park SAC

5.2.1 A screening of LTP3 policies for potential significant effects on the integrity of the Windsor Forest and Great Park SAC has been carried out and is contained in Appendix 4. This is explained below:

- **Recreational impacts** – the LTP3 does not propose an increase in residential development, which has the potential to lead to increased recreation on the site. Also policy TP9: Public Rights of Way states that the Council will support the work of the Local Access Forum, of which the Crown Estate is a member. It is therefore unlikely that LTP3 will lead to significant recreational impacts on the SAC.
- **Fragmentation** – no new schemes are proposed which would cause the site to become more fragmented. It is therefore unlikely that LTP3 will lead to significant fragmentation impacts on the SAC.
- **Hydrology** – none of the strategies or schemes in the LTP3 requires the diversion of water supplies or would affect drainage of this site. It is therefore unlikely that LTP3 will lead to significant hydrology impacts on the SAC.
- **Water pollution** – The main impacts on water quality come from pollution associated with construction, industrial processes and pollution incidents. BFC are the highway authority for the infrastructure surrounding parts of the SAC. The LTP3 proposes works and measures to improve the capacity and functionality of junctions and corridors in the borough. These activities have the potential to cause pollution, which may adversely affect the habitats and species on the SAC. When such road improvements are carried out, however, an Environmental Impact Assessment (EIA) is carried out by the Highway Engineer. In the majority of cases, drainage is already in place to divert any water run off so that it does not enter the SAC. Where there is no such drainage, the Highway Engineer will contact the Environment Agency before works go ahead. It is therefore unlikely that LTP3 will lead to significant water pollution impacts on the SAC.
- **Air pollution** – LTP3 aims to reduce the impact of congestion, promote sustainable transport, walking and cycling, manage traffic flow, encourage the efficient use of vehicles and protect and enhance the natural environment. These measures should result in improved air quality. The assessment in appendix 4 shows that it is unlikely that the LTP3 policies will have an adverse effect on the integrity of the SAC.
- **Enrichment** – The LTP3 will have no impact on the levels of animals causing potential enrichment within the borough. Also Policy TP9: Public Rights of Way states that the Council will support the work of the Local Access Forum, of which the Crown Estate is a member. It is therefore unlikely that LTP3 will lead to significant enrichment impacts on the SAC.
- **Infrastructure and roads** – BFC are the highway authority for the infrastructure surrounding parts of the SAC. The LTP3 proposes works and measures to improve the capacity and functionality of junctions and corridors in the borough. These activities have the potential to cause pollution, which may adversely affect the habitats and species on the SAC. When such road improvements are carried out, however, an Environmental Impact Assessment (EIA) is carried out by the Highway Engineer. In the majority of cases, drainage is already in place to divert any water run off so that it does not enter the SAC. Where there is no such drainage, the

- **Trampling and vandalism** – the LTP3 is not proposing policies to increase population, which would be the cause of these impacts. Policy TP9: Public Rights of Way states that the Council will support the work of the Local Access Forum, of which the Crown Estate is a member. It is therefore unlikely that LTP3 will lead to significant trampling and vandalism impacts on the SAC.

6.0 Step 5. Formulating a Screening Opinion

6.1 Following the screening assessment above, it has been concluded that there is no probability or risk of likely significant impacts on the Windsor Forest and Great Park SAC resulting from the Local Transport Plan 3.

6.2 The screening assessment has however concluded that, due to the lack of detailed information at the current time, it is not possible to be certain whether LTP3 will lead to a likely significant effect from air pollution on the SPA or not. As a result, the implementation plans relating to the following policies shall be subject to Appropriate Assessment of its implications for the site in view of the site's conservation objectives: TP1, TP3, TP4, TP12, TP13, TP14, TP15, TP18, TP20.

6.3 Potential water pollution and recreational impacts were identified. However, due to the measures put in place in the LTP3 Core Strategy, these are not considered to be significant as outlined in 5.1 and 5.2 above.

6.4 Where major infrastructure schemes are planned in the borough, these will undergo Habitats Regulations Assessment through the Site Allocations Development Plan Document (DPD) process and at subsequent master planning and planning application stages.

7.0 Step 6. Consultation

7.1.1 Consultation on this HRA Screening Opinion was undertaken alongside the Draft LTP3 Core Strategy and has been updated to reflect the views of Natural England.

Appendix 1 - Characteristics and Description of the Thames Basin Heaths SPA

i) The Thames Basin Heaths SPA was proposed in October 2000, and full SPA status was approved on 9 March 2005. It is an example of a heathland landscape based within a highly active economy. It consists of a composite site covering an area of some 8,274 hectares, consisting of 13 Sites of Special Scientific Interest (SSSI) scattered from Hampshire in the west, to Berkshire in the north, through to Surrey.

ii) The habitat consists of both dry and wet heathland, mire, oak, birch acid woodland, gorse scrub and acid grassland with areas of rotational conifer plantation.

Conservation Objectives

iii) The Directive requires Appropriate Assessment to be undertaken 'in view of the site's nature conservation objectives' and the European Commission states that the purpose of the Natura 2000 network, which includes the Thames Basin Heaths SPA, is *"to preserve biodiversity by maintaining or restoring natural habitats of Community importance*".

iv) Conservation objectives are a statement of measures which are related to the maintenance or restoration of the individual site, and its contribution towards the favourable conservation status of the natural habitats and/or populations of species of wild fauna and flora for which the site has been selected. The conservation status of a species is defined as favourable when the population range and natural habitats of the species are stable or increasing and population dynamics indicate the species is able to maintain itself on a long-term basis as a viable component of its natural habitat. Similarly, the conservation status of a habitat is favourable when the range, structure and function, and typical species, thereof, are stable or increasing, i.e. there is sufficient geographical extent of the habitat area to sustain the selected species.

v) Favourable Conservation Status is a trend-based assessment based on the population as a whole across Europe and not specifically on the Thames Basin Heaths SPA.

vi) Condition assessment is a concept applied to SSSIs rather than SPAs. A condition assessment is an expert judgement of the condition of a site (that is, a site unit) at a moment in time, based upon available information on defined attributes (which may be biological, chemical or physical), for the notified features on the unit at the date of assessment.

vii) This is relevant when carrying out an AA which explores the impact of a plan or project on site integrity. For example, this can conclude that where existing pressures do not have a current, readily-measurable impact on condition, but the appropriate assessment has nevertheless identified the risk of such effects becoming manifest in the future, the existing pressure is threatening the ability of the site to 'maintain' favourable condition in the long term and a conclusion of 'no adverse effect on integrity' cannot be recorded. In these cases, the condition assessment may currently be recorded as favourable.

Qualifying Species

viii) This site qualifies under Article 4.1 of the Birds Directive as it is used by 1% or more of the Great Britain population of species of European Importance listed in Annex I of the Directive. During the breeding season this includes:

- Dartford warbler (Sylvia undata)
- Nightjar (Caprimulgus europaeus)
- Woodlark (Lullula arborea)

ix) The SPA supports the second largest concentration of Dartford warbler in Great Britain, the third largest number of woodlark, and the fourth largest population of breeding nightjars.

x) The conservation objective for the Thames Basin Heaths SPA is "*Subject to natural change, to maintain, 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*."

xi) The above conservation objective can be broken down into its separate components to assist with the Appropriate Assessment and impact prediction:

- To maintain, in favourable condition, lowland heathland and rotationally managed plantation to provide habitats for Annex I breeding bird populations of woodlark, nightjar and Dartford warbler.
- To maintain the geographical extent of the habitat area.
- To sustain and improve population numbers of woodlark, nightjar and Dartford warbler.

Non Qualifying Species of Interest

xii) Hen harrier (Circus cyaneus), merlin (Falco columbarius), short-eared owl (Asio flammeus) and kingfisher (Alcedo atthis) (all Annex I species) occur in non-breeding numbers of less than 1% of the GB population.

Seasonality

xiii) The breeding season of the protected bird species occurs predominantly in April, May, June and July, but an extended season can occur between February and August, therefore this is when the ground-nesting species are most vulnerable to disturbance. The breeding season for nightjar occurs from mid-May through to August, with a peak in June; woodlark nest from March until July, but commence territorial activity from early February; the Dartford warbler generally breeds between April and August. Territorial activity may begin as early as February and, as yet, there is no indication of how climate change might affect the breeding season.

SSSI Condition

xiv) The two areas of the Thames Basin Heaths SPA that lie within Bracknell Borough are the Broadmoor to Bagshot Heaths SSSI and the Sandhurst to Owlsmoor Bogs and Heaths (also known as Wildmoor Heath) SSSI. The condition of these SSSIs is shown below.

Condition of the Broadmoor to Basgshot Heaths SSSI (June 2010)

Condition	% of Area
Favourable	65.61%
Unfavourable recovering	29.78%
Unfavourable no change	0%
Unfavourable declining	4.61%
Destroyed / part destroyed	0%

Condition of Sandhurst to Owlsmoor Bogs and Heaths (also known as Wildmoor Heath) SSSI (June 2010)

Condition	% of Area
Favourable	0%
Unfavourable recovering	100%
Unfavourable no change	0%
Unfavourable declining	0%
Destroyed / part destroyed	0%

Ecological Requirements of the Qualifying Species

xv) **Dartford warbler** - Large unbroken dwarf-shrub layer of heather with scattered gorse; abundance of shrub layer invertebrates; mix of heather trees and gorse amongst heathland vegetation; reduction or displacement of birds; extent and distribution of habitat area.
Nightjar - Abundance of night flying insects; open ground with predominantly low vegetation bare patches and sparse woodland/scrub cover; reduction or displacement of birds; extent and distribution of habitat area.
Woodlark - Abundance of ground surface invertebrates; mix of shrub/tree cover, short-medium vegetation and bare ground; reduction or displacement of birds; extent and distribution of habitat area.

Appendix 2 - Characteristics and Description of the Windsor Forest and Great Park SAC

i) Windsor Forest and Great Park SAC is a large area of continuous woodland. The SAC covers a total area of 1,687.26 hectares. The predominant habitat is mixed woodland (95%). There are also areas of dry grasslands (4.5%) and inland water bodies (0.5%). The soil and geology is a mix of acidic, clay, neutral and sand. The geomorphology and landscape is classified as lowland.

Conservation Objectives

ii) The conservation objectives for the international interests on the SSSI are:

- To maintain, in favourable condition, the Atlantic acidophilous beech forests with *Ilex* and sometimes also *Taxus* in the shrublayer (*Quercion robori-petraeae* or *Ilici-Fagenion*).
- To maintain, in favourable condition, the Old acidophilious oak woods with *Quercus robur* on sandy plains.
- To maintain, in favourable condition, the Violet click beetle (*Limoniscuc violaceus*)

Qualifying Features

iii) Windsor Forest and Great Park SAC is designated for one Annex 1 habitat and one Annex 2 species. They are the Old acidophilious oak woods with *Quercus robur* on sandy plains and the Violet click beetle (*Limoniscus violaceus*) respectively. There is one Annex 1 habitat present as a qualifying feature but not a primary reason for selection of the site –the Atlantic acidophilous beech forests with *Ilex* and sometimes also *Taxus* in the shrublayer (*Quercion robori-petraeae* or *Ilici-Fagenion*). Old acidophilious oak woods with *Quercus robur* on sandy plains.

iv) This habitat type comprises ancient lowland oak woodland on acidic and impoverished sandy or gravely substrates, and is limited to the south and east of England. The Windsor Forest and Great Park SAC represents the habitat in the south eastern part of its UK range. It is the most extensive area of active wood-pasture with old oak (*Quercus spp*) and beech (*Fagus sylvatica*) in Britain and probably 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.

<u>Violet click beetle (*Limoniscus violaceus*)</u>

v) The Violet click beetle (*Limoniscus violaceus*) has always been extremely rare in the UK. It is primarily associated with ancient trees, as it develops in undisturbed wood-mound at the base of central cavities in these trees. It seems only to favour trees where the decaying wood has a consistency like damp soot. It is thought to support the largest of the known populations of this species in the UK. Despite the species first being recorded at the site in 1937 very little is known, beyond that of its preferred habitat. Atlantic acidophilous beech forests with Ilex and sometimes also *Taxus* in the shrublayer (*Quercion robori-petraeae* or *Ilici-Fagenion*).

vi) This habitat type comprises beech (*Fagus sylvatica*) forests with holly (*Ilex*), growing on acidic soils, in a humid Atlantic climate. Sites of this type often are, or were, managed as woodpasture systems, in which pollarding of beech and oak (*Quercus spp*) was common. This is known to prolong the life of these trees. It is restricted by climatic features, inhibiting its progression. The biodiversity of many sites is enriched by the presence of assemblages of epiphytic lichens or saproxylic invertebrates.

SSSI Condition

vii) The table below provides information on the condition of the SSSI making up the SAC at 1 November 2009.

Condition of Windsor Forest and Great Park SSSI (October 2010)

Condition	**% of Area**
Favourable	46.45%
Unfavourable recovering	53.55%
Unfavourable no change	0%
Unfavourable declining	0%
Destroyed / part destroyed	0%

Appendix 3: Screening of LTP3 policies for the Thames Basin Heaths SPA

N the policy will not have a significant effect on the SPA
Y the policy is likely to have a significant effect on the SPA
- the policy is not relevant to the screening opinion
? there is currently not enough information to conclude whether the policy will have a significant effect on the SPA

Policies	Recreational impacts	Fragmentation	Supporting habitats	Predation	Hydrology	Water pollution	Air pollution	Enrichment	Infrastructure and Roads	Trampling and vandalism
TP1 - Accessible Transport	N	N	N	N	N	N	?	N	N	N
TP2 - Streetscene	N	N	N	N	N	N	N	N	N	N
TP3 - Buses	N	N	N	N	N	N	?	N	N	N
TP4 - Rail	N	N	N	N	N	N	?	N	N	N
TP5 – Taxi and Private Hire Vehicles	N	N	N	N	N	N	N	N	N	N
TP6 – Community Transport	N	N	N	N	N	N	N	N	N	N
TP7 – Smarter Choice	N	N	N	N	N	N	N	N	N	N
TP8 – Walking and Cycling	N	N	N	N	N	N	N	N	N	N

Policies	Recreational impacts	Fragmentation	Supporting habitats	Predation	Hydrology	Water pollution	Air pollution	Enrichment	Infrastructure and Roads	Trampling and vandalism
TP9 – Public Rights of Way	N	N	N	N	N	N	N	N	N	N
TP10 – Travel Planning	N	N	N	N	N	N	N	N	N	N
TP11 – Smarter Vehicle Use	N	N	N	N	N	N	N	N	N	N
TP12 - Traffic Management	N	N	N	N	N	N	?	N	N	N
TP13 – Congestion Management	N	N	N	N	N	N	?	N	N	N
TP14 – Intelligent Transport Systems	N	N	N	N	N	N	?	N	N	N
TP15 – Movement of Freight.	N	N	N	N	N	N	?	N	N	N
TP16 - Parking	N	N	N	N	N	N	N	N	N	N
TP17 – Road Safety	N	N	N	N	N	N	N	N	N	N

Policies	Recreational impacts	Fragmentation	Supporting habitats	Predation	Hydrology	Water pollution	Air pollution	Enrichment	Infrastructure and Roads	Trampling and vandalism
TP18 – Network Management	N	N	N	N	N	N	?	N	N	N
TP19 – Transport Asset Management	N	N	N	N	N	N	N	N	N	N
TP20 – Air Quality Management	N	N	N	N	N	N	?	N	N	N

Appendix 4: Screening of LTP3 policies for the Windsor Forest and Great Park SAC

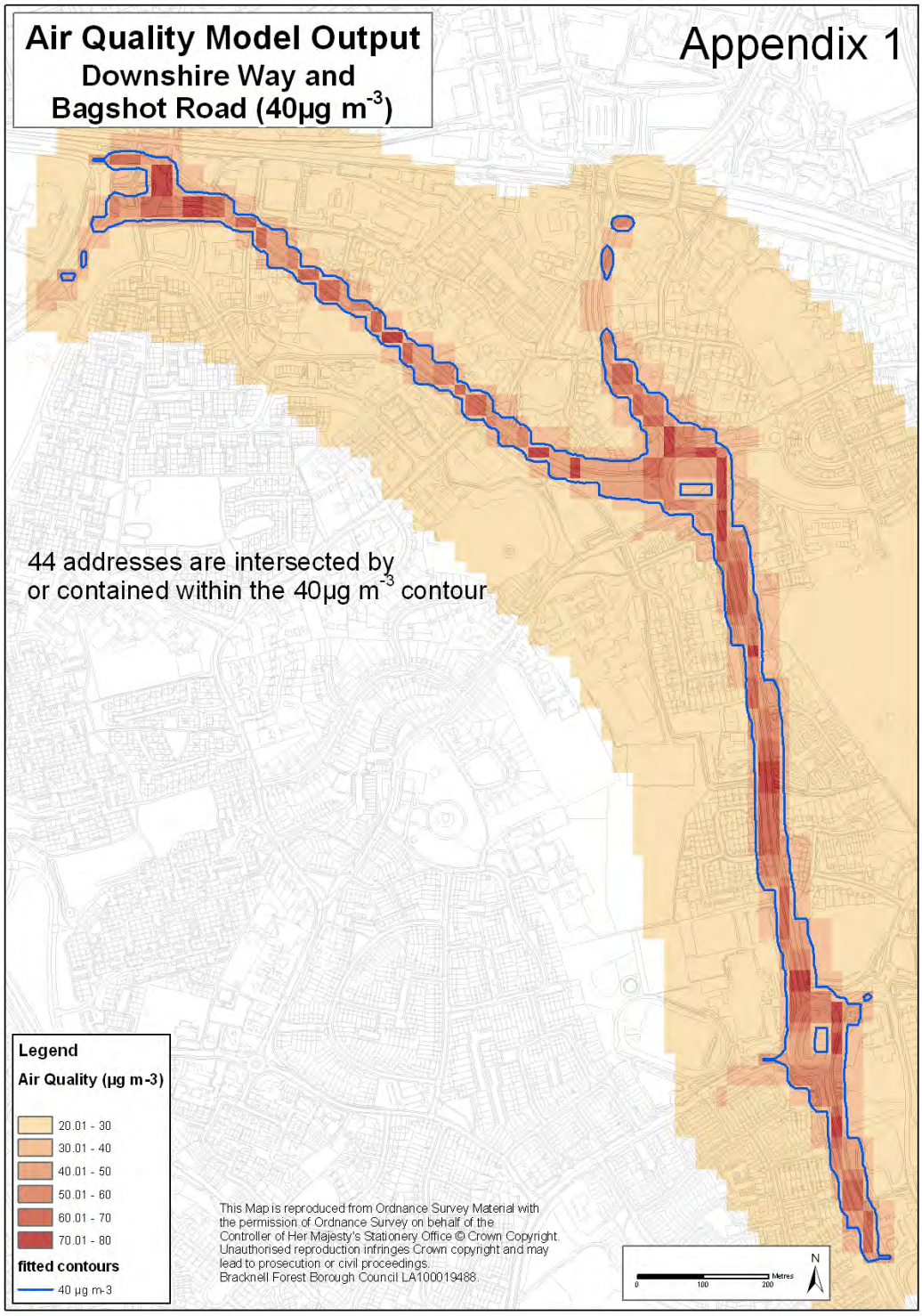
N the policy will not have a significant effect on the SPA
Y the policy is likely to have a significant effect on the SPA
- the policy is not relevant to the screening opinion
? there is currently not enough information to conclude whether the policy will have a significant effect on the SPA

Policies	Recreational impacts	Fragmentation	Hydrology	Water pollution	Air pollution	Enrichment	Infrastructure and Roads	Trampling and vandalism
TP1 - Accessible Transport	N	N	N	N	N	N	N	N
TP2 - Streetscene	N	N	N	N	N	N	N	N
TP3 - Buses	N	N	N	N	N	N	N	N
TP4 - Rail	N	N	N	N	N	N	N	N
TP5 – Taxi and Private Hire Vehicles	N	N	N	N	N	N	N	N
TP6 – Community Transport	N	N	N	N	N	N	N	N
TP7 – Smarter Choice	N	N	N	N	N	N	N	N
TP8 – Walking and Cycling	N	N	N	N	N	N	N	N

Policies	Recreational impacts	Fragmentation	Hydrology	Water pollution	Air pollution	Enrichment	Infrastructure and Roads	Trampling and vandalism
TP9 – Public Rights of Way	N	N	N	N	N	N	N	N
TP10 – Travel Planning	N	N	N	N	N	N	N	N
TP11 – Smarter Vehicle Use	N	N	N	N	N	N	N	N
TP12 - Traffic Management	N	N	N	N	N	N	N	N
TP13 – Congestion Management	N	N	N	N	N	N	N	N
TP14 – Intelligent Transport Systems	N	N	N	N	N	N	N	N
TP15 – Movement of Freight.	N	N	N	N	N	N	N	N
TP16 - Parking	N	N	N	N	N	N	N	N
TP17 – Road Safety	N	N	N	N	N	N	N	N

Policies	Recreational impacts	Fragmentation	Hydrology	Water pollution	Air pollution	Enrichment	Infrastructure and Roads	Trampling and vandalism
TP18 – Network Management	N	N	N	N	N	N	N	N
TP19 – Transport Asset Management	N	N	N	N	N	N	N	N
TP20 – Air Quality Management	N	N	N	N	N	N	N	N

Appendix 5 – Proposed Air Quality Management Areas (AQMAs)



The area comprising the proposed Bagshot Road Air Quality Management Area 2011 is defined as that land enclosed within the boundary edged blue on the plan above.

The area comprising the proposed Bracknell Road Air Quality Management Area 2011 is defined as that land enclosed within the boundary edged blue on the plan below.