

## Dartmoor National Park Local Plan Regulation 18: HRA Report HRA Appendix IV: Screening for Likely Significant Effects (LSEs)

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### European Sites within Dartmoor National Park

- Dartmoor SAC
- South Dartmoor Woods SAC
- South Hams SAC

### European Sites outside of the Dartmoor National Park boundary

- Culm Grasslands SAC
- Blackstone Point SAC
- Plymouth Sound & Estuaries SAC
- Dawlish Warren SAC
- Tamar Estuaries Complex SPA
- Exe Estuary SPA &
- Exe Estuary Ramsar

### Screening Summary Key:

<b>Likely Significant Effect (LSE)</b>	<b>Yes</b>	Further Appropriate Assessment required
<b>No Likely Significant Effect</b>	<b>No</b>	No further Appropriate Assessment required as no pathways identified
<b>Significant Effect Uncertain</b>	<b>?</b>	Precautionary approach taken and further Appropriate Assessment required

## European Sites within Dartmoor National Park

Dartmoor SAC						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/ vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
<p>Reduced air quality through emissions from increased traffic and emissions from buildings.</p> <p><i>Strategic Policy</i> 3.1; 3.3; 3.4; 3.5; 4.1; 4.2; 5.1; 5.2; 6.1 <i>Policy</i> 3.6; 3.9; 3.12; 3.13; 4.1; 4.7; 5.4; 5.5; 5.6; 5.7; 5.8; 5.9; 6.5; 6.6; 7.2; 7.3-7.23</p>	<p>Increased traffic can be generated through new development and through increased access for recreational/tourism use. Potential pathway for short range atmospheric pollution; also, potential for increased diffuse (long range) atmospheric pollution.</p> <p>NE advise<sup>1</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions.</p> <p>The A386 runs to the western boundary of the Dartmoor SAC in the north-western area of the DNP. However, the boundary is approximately at least 300m distance at the nearest points. The southernmost boundary of this part of the SAC is adjacent to the B3212 for only about 150m. The northern boundary of the central smaller element of the Dartmoor SAC is about 500m south of a small lane that is not a thoroughfare and reverts to a track. For the other element of the Dartmoor SAC to the south, there are only local roads that are not thoroughfares and tend to revert to</p>	<p>Yes, the heathlands, blanket bogs &amp; oak woodlands are sensitive to atmospheric pollution.</p> <p>Critical loads for nitrogen are not being exceeded at the site<sup>2</sup>.</p> <p>The nearest site allocations proposed are at Moretonhampstead (approx. 10km distance); Buckfast/Buckfastleigh (approx. 6.5 km distance); &amp; Princetown (approx. 1.5 &amp; 2.5 km distance).</p> <p>It seems very unlikely that residents &amp; workers at the proposed sites would use these local roads for access &amp; therefore, it is considered that the risk to the Dartmoor SAC is very low.</p>	<b>Yes</b>	<b>No</b>	<p>It is not considered likely that there will be in-combination effects with neighbouring plans and projects due to the likely distance from the SAC.</p>	<b>No</b>

<sup>1</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)

<sup>2</sup> Air Pollution Information System Site Relevant Critical Loads (2014-16) <http://www.apis.ac.uk/> [Accessed September 2018]

	tracks around the designated area; none are within 200m.					
Increased disturbance - recreational activity and noise and light pollution.  <i>Strategic Policy</i> 3.1; 3.3; 3.4; 3.5; 4.1; 4.2; 5.1; 5.2; 6.1 <i>Policy</i> 3.6; 3.9; 3.12; 3.13; 4.1; 4.7; 5.4; 5.5; 5.6; 5.7; 5.8; 5.9; 6.5; 6.6; 7.2; 7.3-7.23	Human intrusions & disturbances, including recreational activity, are listed as vulnerabilities.  The Annex I key features of the SAC are wet and dry heaths, blanket bogs and old oak woods; Southern Damselfly is listed as Annex II species for this site. The Atlantic Salmon is a qualifying feature. These are all considered to have possible, minor effects from recreational activities with strong effects unlikely. <sup>3</sup> The Otter is also a qualifying feature: recreational impact has been determined as unlikely for this species.	Yes, the site is sensitive to disturbance from recreational activities.  The nearest proposed allocations are relatively small & it seems unlikely that residents would travel to the Dartmoor SAC for routine recreational activities such as walking/dogwalking that might be assumed to be carried out near to home.	<b>Yes</b>	<b>No</b>	There is the potential for the policies to act in combination with a number of the plans and projects identified in Appendix II, specifically the GESP & the Plymouth & SW JLP.	<b>Yes</b>
Changes to Water Quality and Levels through increased surface water run-off, discharges and abstraction.	The proposed allocation sites are not located within the Dartmoor SAC sites and are generally (Princetown is the exception), downstream and therefore, there are no pathways for impacts on surface water quality.	Yes, the sites are considered to be vulnerable for pollution to surface water and human induced changes to hydraulic conditions; however, no environmental pathways & therefore no LSEs.	<b>Yes</b>	<b>No</b>	N/A	<b>No</b>
Habitat loss and fragmentation as a result of proposed development.	The development proposed will be focused in the existing urban areas. None of these locations are likely to lead to direct or indirect loss or fragmentation of designated land or supporting habitat for the SAC.	The sites are sensitive to loss or fragmentation; however, no environmental pathways & therefore no LSEs.	<b>No</b>	<b>No</b>	N/A	<b>No</b>

<sup>3</sup> SWEEP for DNPA (August 2018) Population Futures & Dartmoor National Park Implications of development around the outskirts of Dartmoor for recreational use and management of access - Provisional Extended Summary

South Dartmoor Woods SAC						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/ vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
<p>Reduced air quality through emissions from increased traffic and emissions from buildings.</p> <p><i>Strategic Policy 3.1; 3.3; 3.4; 3.5; 4.1; 4.2; 5.1; 5.2; 6.1</i></p> <p><i>Policy 3.6; 3.9; 3.12; 3.13; 4.1; 4.7; 5.4; 5.5; 5.6; 5.7; 5.8; 5.9; 6.5; 6.6; 7.2; 7.3-7.23</i></p>	<p>Increased traffic can be generated through new development and through increased access for recreational/tourism use. Potential pathway for short range atmospheric pollution; also, potential for increased diffuse (long range) atmospheric pollution.</p> <p>NE advise<sup>4</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions.</p> <p>The South Dartmoor Woods SAC is composed of 3 areas of woodland adjacent to the northeast of the southern area of the Dartmoor SAC and to the north of Buckfastleigh. There are various minor roads and trackways that are within 200m in some places. Also, a smaller area of woodland at Shaugh Prior in the southwest of the DNPA area; this is adjacent to a minor road for a short distance.</p>	<p>Yes. The Annex I habitat, old sessile oak woods and the dry heath qualifying feature are vulnerable to air pollution.</p> <p>Critical loads for nitrogen are not being exceeded at the site<sup>5</sup>.</p> <p>The nearest site allocations proposed are at Moretonhampstead (approx. 5km distance); Buckfast/Buckfastleigh (approx. 1km distance); &amp; Princetown (approx. 10 km distance).</p> <p>It seems very unlikely that residents &amp; workers at the proposed sites would use these local roads for access &amp; therefore, it is considered that the risk to the South Dartmoor Woods SAC is very low.</p>	Yes	No	It is not considered likely that there will be in-combination effects with neighbouring plans and projects due to the likely distance from the SAC.	No

<sup>4</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)

<sup>5</sup> Air Pollution Information System Site Relevant Critical Loads (2014-16) <http://www.apis.ac.uk/> [Accessed September 2018]

<p>Increased disturbance - recreational activity and noise and light pollution.</p> <p><i>Strategic Policy 3.1; 3.3; 3.4; 3.5; 4.1; 4.2; 5.1; 5.2; 6.1</i> <i>Policy 3.6; 3.9; 3.12; 3.13; 4.1; 4.7; 5.4; 5.5; 5.6; 5.7; 5.8; 5.9; 6.5; 6.6; 7.2; 7.3-7.23</i></p>	<p>Human intrusions &amp; disturbances, including recreational activity, are listed as vulnerabilities.</p> <p>The key Annex I features of the SAC are old oak woods. Dry heath is a qualifying feature.</p> <p>These are all considered to have possible, minor effects from recreation with strong effects unlikely<sup>6</sup>.</p>	<p>Yes, the site is sensitive to disturbance from recreational activities.</p> <p>The nearest proposed allocations are relatively small &amp; it seems unlikely that residents would travel to the South Dartmoor Woods SAC for routine recreational activities as walking/dogwalking might be assumed to be carried out near to home.</p> <p>However, the site nearest to Buckfast/Buckfastleigh may be susceptible to increased recreational activities being near to proposed development.</p>	<b>Yes</b>	<b>Yes</b>	<p>There is the potential for the policies to act in combination with a number of the plans and projects identified in Appendix I, specifically the GESP.</p>	<b>Yes</b>
<p>Changes to Water Quality and Levels through increased surface water run-off, discharges and abstraction.</p>	<p>The proposed allocation sites are not located within the South Dartmoor Woods SAC sites and are downstream and therefore, there are no pathways for impacts on surface water quality.</p>	<p>Yes, the sites are considered to be vulnerable for pollution to surface water and human induced changes to hydraulic conditions; however, no environmental pathways &amp; therefore no LSEs.</p>	<b>Yes</b>	<b>No</b>	<p>N/A</p>	<b>No</b>
<p>Habitat loss and fragmentation as a result of proposed development.</p>	<p>The development proposed will be focused in the existing urban areas. None of these locations are likely to lead to direct or indirect loss or fragmentation of designated land or supporting habitat for the SAC.</p>	<p>The sites are sensitive to loss or fragmentation; however, no environmental pathways &amp; therefore no LSEs.</p>	<b>No</b>	<b>No</b>	<p>N/A</p>	<b>No</b>

<sup>6</sup> SWEEP for DNPA (August 2018) Population Futures & Dartmoor National Park Implications of development around the outskirts of Dartmoor for recreational use and management of access - Provisional Extended Summary

South Hams SAC						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/ vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
<p>Reduced air quality through emissions from increased traffic and emissions from buildings.</p> <p><i>Strategic Policy 3.1; 3.3; 3.4; 3.5; 4.1; 4.2; 5.1; 5.2; 6.1</i> <i>Policy 3.6; 3.9; 3.12; 3.13; 4.1; 4.7; 5.4; 5.5; 5.6; 5.7; 5.8; 5.9; 6.5; 6.6; 7.2; 7.3-7.23</i></p>	<p>Increased traffic can be generated through new development and through increased access for recreational/tourism use. Potential pathway for short range atmospheric pollution; also, potential for increased diffuse (long range) atmospheric pollution.</p> <p>NE advise<sup>7</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions.</p> <p>The Greater Horseshoe Bat is the primary reason for designation of this site which (apart from the coast some 25 km away) is located in caves in Buckfastleigh some 100m from the A384.</p> <p>Also, there are several sites in the Haytor and Smallacombe Iron Mines area of the SAC, but these are 7.5km from the nearest potential development site.</p>	<p>Yes, air pollution &amp; nitrogen deposition is listed as a vulnerability for the Greater Horseshoe Bat.</p> <p>Critical loads for nitrogen are being exceeded for broadleaved deciduous woodland (supporting habitat for Greater Horseshoe Bats)<sup>8</sup>; also, for dry heaths and Quercus woodland habitats.</p>	Yes	Yes	There is the potential for the policies to act in combination with a number of the plans and projects identified in Appendix II, specifically the GESP & the Plymouth & SW JLP.	Yes
Increased disturbance - recreational activity and noise	Human intrusions & disturbances, including recreational activity, are listed as vulnerabilities.	Risk of disturbance from recreational activities has been identified as high <sup>10</sup> .	Yes	Yes	There is the potential for the policies to act in combination with a number of the plans and	Yes

<sup>7</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)

<sup>8</sup> Air Pollution Information System Site Relevant Critical Loads (2014-16) <http://www.apis.ac.uk/> [Accessed September 2018]

<sup>10</sup> SWEEP for DNPA (August 2018) Population Futures & Dartmoor National Park Implications of development around the outskirts of Dartmoor for recreational use and management of access - Provisional Extended Summary

<p>and light pollution.</p> <p><i>Strategic Policy</i> 3.1; 3.3; 3.4; 3.5; 4.1; 4.2; 5.1; 5.2; 6.1 <i>Policy</i> 3.6; 3.9; 3.12; 3.13; 4.1; 4.7; 5.4; 5.5; 5.6; 5.7; 5.8; 5.9; 6.5; 6.6; 7.2; 7.3-7.23</p>	<p>Caving as a recreational activity is the one factor that could disturb roosting bats by day.</p> <p>The qualifying feature of the SAC within the DNP is the Greater Horseshoe Bat. These are considered to have possible vulnerabilities from recreational activities with strong adverse effects likely<sup>9</sup>.</p>	<p>Traffic at night may disturb through light pollution.</p>			<p>projects identified in Appendix II, specifically the GESP &amp; the Plymouth &amp; SW JLP.</p>	
<p>Changes to Water Quality and Levels through increased surface water run-off, discharges and abstraction.</p>	<p>The proposed allocation sites are not located within the South Hams SAC sites and are downstream and therefore, there are no pathways for impacts on surface water quality; no environmental pathways &amp; therefore no LSEs.</p>	<p>The sites are not considered to be vulnerable for pollution to surface water and human induced changes to hydraulic conditions.</p>	<b>No</b>	<b>No</b>	N/A	<b>No</b>
<p>Habitat loss and fragmentation as a result of proposed development.</p>	<p>The development proposed will be focused in the existing urban areas. The relevant sites are in and around Buckfastleigh in the vicinity of the bat roosts. They are therefore likely to lead to direct or indirect loss or fragmentation of designated land or supporting habitat for the SAC.</p>	<p>The site is vulnerable to the loss, disturbance or fragmentation of habitats.</p> <p>There is also the risk of loss of foraging habitats. The relatively small development sites proposed by the DLP are unlikely to lead to significant loss alone but some uncertainty for in-combination effects.</p>	<b>Yes</b>	<b>No</b>	<p>There is the potential for the policies to act in combination with a number of the plans and projects identified in Appendix II, specifically the GESP &amp; the Plymouth &amp; SW JLP.</p>	<b>Yes</b>

<sup>9</sup> SWEEP for DNPA (August 2018) Population Futures & Dartmoor National Park Implications of development around the outskirts of Dartmoor for recreational use and management of access - Provisional Extended Summary

## European Sites outside of Dartmoor National Park

Culm Grasslands SAC						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/ vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
Reduced air quality through emissions from increased traffic and emissions from buildings. <i>Strategic Policy</i> 3.1; 3.3; 3.4; 3.5; 4.1; 4.2; 5.1; 5.2; 6.1 <i>Policy</i> 3.6; 3.9; 3.12; 3.13; 4.1; 4.7; 5.4; 5.5; 5.6; 5.7; 5.8; 5.9; 6.5; 6.6; 7.2; 7.3-7.23	NE advise <sup>11</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions.  The nearest of the sites is more than 10km from the Plan area so there are no relevant pathways.	Yes, the most important threats to this site include air pollution.	Yes	No	N/A	No
Increased disturbance - recreational activity and noise and light pollution.	The nearest protected site is approximately 10.5km from the Plan area, and therefore development is not considered likely to result in increased recreational use of the site, or significant light and noise disturbance. Therefore, there are no relevant pathways for impacts.	Recreational disturbance and noise and light pollution has not been highlighted as an issue in the Natura 2000 Standard Data Form or the Site Improvement Plan & is therefore not considered a threat for the site.	No	No	N/A	No
Changes to Water Quality and Levels through increased surface water run-off,	The nearest protected site is upstream of proposed new development and it is approximately 10km away from the Plan area and therefore a potential pathway for LSE on water quality or hydraulic conditions is unlikely.	Yes, the designated sites are vulnerable to changes in the water environment, however no environmental pathways have been identified, so no likely effects.	Yes	No	N/A	No

<sup>11</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)



discharges and abstraction.						
Habitat loss and fragmentation as a result of proposed development.	No development is proposed that would result in the direct or indirect loss or fragmentation of designated land or supporting habitat for the sites – therefore, no pathways for LSEs.	The site would be sensitive to loss or fragmentation, but this would not occur due to the proposed development and therefore, there are no LSEs.	<b>Yes</b>	<b>No</b>	N/A	<b>No</b>

Blackstone Point SAC						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/ vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
Reduced air quality through emissions from increased traffic and emissions from buildings.	NE advise <sup>12</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions.  The site is more than 13km from the Plan area so there are no relevant pathways for impacts.	No vulnerabilities are listed. The SAC consists of sea cliffs, shingle beach and islets.	No	No	N/A	No
Increased disturbance - recreational activity and noise and light pollution.	The protected site is approx. 13km from the Plan Area. As such, it is not considered that there will be a significant increase in recreational use of the site. Nor is there likely to be a significant effect from increased noise or light pollution within the Plan area.	As above	No	No	N/A	No
Changes to Water Quality and Levels through increased surface water run-off, discharges and abstraction.	The protected site is not in the same catchment and it is approximately 13km away from the Plan area and therefore a potential pathway for LSE on water quality or hydraulic conditions is unlikely.	As above	No	No	N/A	No
Habitat loss and fragmentation as a result of proposed development.	No development is proposed that would result in the direct or indirect loss or fragmentation of designated land or supporting habitat – therefore, no pathways for LSEs.	The site would be sensitive to loss or fragmentation, but this would not occur due to the proposed development and therefore, there are no LSEs.	No	No	N/A	No

<sup>12</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)

Plymouth Sound & Estuaries SAC						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
Reduced air quality through emissions from increased traffic and emissions from buildings.	NE advise <sup>13</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions. There are roads within 200m of the site, particularly within the urban area of Plymouth City. The designated site is more than 3.5km from the Plan area so there are no relevant pathways for impacts.	Yes, the site is vulnerable to pollution; nitrogen critical loads are not being exceeded <sup>14</sup> . However, the proposed development is considerable distance away no LSEs alone. New development is proposed for existing communities of Dartmoor such that unlikely to be any increased access to the SAC and thus no LSEs in combination.	No	No	N/A	No
Increased disturbance - recreational activity and noise and light pollution.	The protected site is approx. 3.5km from the Plan area, and therefore it is not considered that the Plan will result in a significant increase in recreational use of the site.	As above	No	No	N/A	No
Changes to Water Quality and Levels through increased surface water run-off, discharges and abstraction.	The protected site is approximately 3.5km away from the Plan area and therefore a potential pathway for LSE on water quality or hydraulic conditions is unlikely.	Yes, the designated site is vulnerable to changes in the water environment; however, no environmental pathways have been identified, so no LSEs.	Yes	No	N/A	No
Habitat loss and fragmentation as a result of proposed development.	No development is proposed that would result in the direct or indirect loss or fragmentation of designated land or supporting habitat for the site.	The site would be sensitive to significant loss of habitat but is beyond the plan area so no potential for LSEs.	No	No	N/A	No

<sup>13</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)

<sup>14</sup> Air Pollution Information System Site Relevant Critical Loads (2014-16) <http://www.apis.ac.uk/> [Accessed September 2018]

Dawlish Warren SAC						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
Reduced air quality through emissions from increased traffic and emissions from buildings.	NE advise <sup>15</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions.  The site is more than 17km from the Plan area so there are no relevant pathways.	Yes, the site is vulnerable to pollution; nitrogen critical loads are not being exceeded <sup>16</sup> . However, the proposed development is considerable distance away no LSEs alone. New development is proposed for existing communities of Dartmoor such that unlikely to be any increased access to the SAC and thus no LSEs in combination.	No	No	N/A	No
Increased disturbance - recreational activity and noise and light pollution.	The protected site is approx. 17km from the Plan area, and therefore it is not considered that the Plan will result in a significant increase in recreational use of the site. The site lies outside the Plan area - there is therefore no pathway for increased levels of noise and light pollution	Yes, the site is vulnerable to increased recreational disturbance, but new development is for existing communities in the DNPA and thus unlikely to be increased access to the SAC for recreation.	Yes	No	N/A	No
Changes to Water Quality and Levels through increased surface water run-off, discharges and abstraction.	The protected site is approximately 17km away from the Plan area and therefore a potential pathway for LSE on water quality or hydraulic conditions is unlikely. The site is designated for a variety of habitats associated with a sand dune system.	No, the site is vulnerable to changes in biotic & abiotic (physical) conditions but not water related.	No	No	N/A	No

<sup>15</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)

<sup>16</sup> Air Pollution Information System Site Relevant Critical Loads (2014-16) <http://www.apis.ac.uk/> [Accessed September 2018]

<p>Habitat loss and fragmentation as a result of proposed development.</p>	<p>No development is proposed that would result in the direct or indirect loss or fragmentation of designated land or supporting habitat - therefore, no pathways for LSEs.</p>	<p>The designated feature is sensitive to the loss of supporting habitat; however, this would not occur due to the proposed development and therefore, there are no LSEs.</p>	<p><b>No</b></p>	<p><b>No</b></p>	<p>N/A</p>	<p><b>No</b></p>
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Tamar Estuaries Complex SPA						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/ vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
Reduced air quality through emissions from increased traffic and emissions from buildings.	NE advise <sup>17</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions. The sites are designated for populations of Avocet and Little Egret and the site is more than 3.5km from the Plan area so there are no relevant pathways for impacts in this instance	Yes, the site is vulnerable to pollution. However, the proposed development is considerable distance away no LSEs alone. New development is proposed for existing communities of Dartmoor such that unlikely to be any increased access to the SAC and thus no LSEs in combination.	No	No	N/A	No
Increased disturbance - recreational activity and noise and light pollution.	The protected sites are approx. 3.5km from the Plan area, and therefore it is not considered that the Plan will result in a significant increase in recreational use of the site. The site lies outside the Plan area - there is therefore no pathway for increased levels of noise and light pollution.	Yes, the site is vulnerable to increased recreational disturbance, but new development is for existing communities in the DNPA and thus unlikely to be increased access to the SAC for recreation.	Yes	No	N/A	No
Changes to Water Quality and Levels through increased surface water run-off, discharges and abstraction.	The protected sites are approximately 3.5km away from the Plan area and therefore a potential pathway for LSE on water quality or hydraulic conditions is unlikely. The site is designated as a large marine inlet comprising 3 estuaries.	Yes, the site is vulnerable to pollution, but the small development proposed & its distance from the site indicate that LSEs are very unlikely.	Yes	No	N/A	No
Habitat loss and fragmentation as a result of proposed development.	No development is proposed that would result in the direct or indirect loss or fragmentation of designated land or supporting habitat for the site - therefore, no pathways for LSEs.	The site would be sensitive to loss or fragmentation, but this would not occur due to the location of proposed development and therefore, there are no LSEs.	No	No	N/A	No

<sup>17</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)

Exe Estuary SPA/Ramsar						
Potential impacts of the Plan	Environmental Pathways	Is the site sensitive/ vulnerable to these impacts?	Risk?	LSE alone?	Potential impacts of other plans and projects	LSE in-comb?
Reduced air quality through emissions from increased traffic and emissions from buildings.	NE advise <sup>18</sup> that usually only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for LSEs from road traffic emissions. The site is designated for populations of Avocet & Slavonian Grebe as well as being a wetland supporting over 20,000 waterfowl. The site is more than 16km from the Plan area so there are no relevant pathways for impacts.	Yes, the site is vulnerable to pollution. However, the proposed development is considerable distance away no LSEs alone. New development is proposed for existing communities of Dartmoor such that unlikely to be any increased access to the SAC and thus no LSEs in combination.	Yes	No	N/A	No
Increased disturbance - recreational activity and noise and light pollution.	The protected site is approx. 16km from the Plan area, and therefore it is not considered that the Plan will result in a significant increase in recreational use of the site. The site lies outside the Plan area - there is therefore no pathway for increased levels of noise and light pollution.	Yes, the site is vulnerable to increased recreational disturbance, but new development is for existing communities in the DNPA and thus unlikely to be increased access to the SAC for recreation.	No	No	N/A	No
Changes to Water Quality and Levels through increased surface water run-off, discharges and abstraction.	The protected site is approximately 16km away from the Plan area and therefore a potential pathway for LSE on water quality or hydraulic conditions is unlikely.	Yes, the site is vulnerable to pollution, but the small development proposed & its distance from the site indicate that LSEs are very unlikely.	Yes	No		

<sup>18</sup> NE Internal Guidance – Approach to advising competent authorities on Road Traffic Emissions and HRAs (June 2018)

Habitat loss and fragmentation as a result of proposed development.	No development is proposed that would result in the direct or indirect loss or fragmentation of designated land or supporting habitat for the site.	The site would be sensitive to loss or fragmentation, but this would not occur due to the location of proposed development and therefore, there are no LSEs.	<b>No</b>	<b>No</b>	N/A	<b>No</b>
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