Integrated Sustainability Assessment of Isle of Wight Local Transport Plan (LTP4)

Habitats Regulations Assessment Stage 1 Screening and Stage 2 Appropriate Assessment

Isle of Wight Council

August 2025

HRA v3.0

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1. Introduction

1.1. Purpose of this Document

AtkinsRéalis, was commissioned by the Isle of Wight Council (IWC) to undertake a Habitats Regulations Assessment (HRA) of the fourth Isle of Wight Local Transport Plan (LTP4), also known as the 'Island Transport Plan'. The LTP4 will describe the transport vision for 2040, set out transport policies covering all aspects of transport planning, delivery and operation and present a set out the roadmap for transport delivery within the Isle of Wight.

The purpose of this document is to set out the HRA of LTP4 and show how consideration was made of the need to ensure there are no likely significant effects or adverse effects on the integrity of European designated sites for nature conservation, either alone or in combination with other projects and plans. LTP4 itself is not directly connected with, or necessary to, the nature conservation management of any European sites.

1.2. Background to Habitats Regulations Assessment

HRA is required by the Conservation of Habitats and Species Regulations 2017 (as amended)[1] (the Habitats Regulations) for all plans and projects which may have a Likely Significant Effect (LSE) on a European Site and are not directly connected with or necessary to the management of the European Site.

European Sites refer to sites protected in the UK for the habitats and/ or species they contain that are of European or international importance. These include Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) created under the EC Birds Directive and Habitats Directive, respectively. In addition, in accordance with UK policy[2], Wetlands of International Importance are included, which form part of a global network of protected sites created under the Ramsar Convention (also referred to as Ramsar Sites) and Special Community Importance (SCIs). A HRA is also required, as a matter of UK Government policy, for potential SPAs (pSPAs), possible SACs (pSAC), candidate SACs (cSACs), and proposed Ramsar sites (pRamsar sites) for the purposes of considering plans and projects which may affect them.

There are four stages to the HRA process. These are summarised below:

- **Stage 1 – Screening**: To test whether a plan or project either alone or in combination with other plans and projects is likely to have a significant effect[3] on a European Site;
- **Stage 2 – Appropriate Assessment**: To determine whether, in view of a European Site's conservation objectives, the plan (either alone or in combination with other projects and plans) would have an adverse effect on the integrity of the site with respect to the site structure, function and conservation objectives. If adverse impacts are anticipated, potential mitigation measures to alleviate impacts should be proposed and assessed;
- **Stage 3 – Assessment of alternative solutions**: Where a plan is assessed as having an adverse impact (or risk of this) on the integrity of a European Site, there should be an examination of alternatives (e.g. alternative locations and scale of arising development); and
- **Stage 4 – Assessment where no alternative solutions exist and where adverse impacts remain**: In exceptional circumstances where there are no alternative solutions and where adverse impacts remain (e.g. where there are imperative reasons of overriding public interest). Compensatory measures would usually be required to offset negative impacts.

[1] Following the changes made to the Conservation of Habitats and Species Regulations 2017 (as amended) by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) in the UK no longer form part of the EU's Natura 2000 ecological network and now form part of the UK's national network of European Sites. In this document they are still referred to as 'European Sites'.

[2] NPPF (2021)

[3] Likely significant effect is any effect that may reasonably be predicted as a consequence of a plan or project that may affect the conservation objectives of the features for which the site was designated. If any plan or project causes the cited interest features of a site to fall into unfavourable condition, they can be considered to have a likely significant effect on the site.

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1.2.1. Stage 1 Screening

Having determined that the project or plan is not directly connected with, or necessary for the management of a European Site, it is necessary to undertake a screening assessment to determine whether the proposals are likely to have a LSE on one or more European Sites.

It is important to note that the burden of evidence is to show, on the basis of objective information, that the project or plan will have no LSE on a European Site. If there may be a LSE, or there is uncertainty and a LSE cannot be ruled out, this would trigger the need for an Appropriate Assessment (AA). As a result of European case law[4], irrespective of the normal English meaning of 'likely', in this statutory context a 'likely significant effect' is a 'possible significant effect', one whose occurrence cannot be ruled out on the basis of objective information[5].

According to the Waddenzee judgement (7th September 2004, Case C127/02) (paragraph 49) when the plan or project 'is likely to undermine the site's conservation objectives, it must be considered likely to have a significant effect on that site. The assessment of that risk must be made in the light inter alia of the characteristics and specific environmental conditions of the site concerned by such a plan or project'.

It is also to be noted that relevant case law[6] also ruled that it was not acceptable at screening to take account of measures intended to avoid or reduce effects upon European Sites. Therefore, mitigation measures can only be taken account of at Stage 2 AA.

As this is a plan HRA it is also possible to undertake a 'pre-screening' exercise, in accordance with The Habitats Regulations Assessment Handbook[7]. This enables text within the plan that is purely aspirational or administrative to be quickly and reasonably removed from the screening assessment. This allows the HRA to focus on policies and objectives that require assessment of LSE as they will result in development or local environmental changes.

1.2.2. Stage 2 Appropriate Assessment

For European Sites where a LSE is predicted, or it cannot be concluded that there is no LSE, an AA is required to determine whether the project or plan will have an adverse effect on the integrity of the European Site in view of its conservation objectives.

For all European Sites and associated qualifying features where it cannot be concluded that there will be no LSE, further information required to inform an AA includes:

- Conservation objectives of the site, including Supplementary Advice on Conservation Objectives;
- Current condition status of the qualifying features;
- Site specific and regional population estimates for qualifying features;
- Assessment of potential impacts on qualifying features – this detailed assessment is usually based upon information provided during the Environmental Impact Assessment (EIA) process for projects. In the assessment of a plan this information is not usually available;
- Importance of the zone of influence (ZoI) for the relevant qualifying features, particularly mobile species, in the context of site and regional populations.

The strategic nature of the LTP means that the information available to undertake a detailed AA is limited as there are no specific project details. In such cases the level of assessment is commensurate with the level of detail provided in the plan.

This report comprises the Stage 1 Screening and Stage 2 AA of the IoW LTP.

1.3. Outline of this Report

Following this introduction:

- Section 2 outlines the background of the IoW LTP;

[4] According to UK EU withdrawal agreements, EU case law that has shaped and influenced the HRA process up to 31st December 2021, remains relevant in the UK and to the assessment (refer to).
[5] Tyldesley, D. and Chapman, C. (2013) The Habitats Regulations Assessment Handbook, March 2021 edition UK: DTA Publications Limited.
[6] People Over Wind and Sweetman vs Coillte Teoranta (Case C-323/17), 12th April 2018
[7] Tyldesley, D. and Chapman, C. (2013) The Habitats Regulations Assessment Handbook, March 2021 edition UK: DTA Publications Limited.

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- Section 3 of this report sets out the methodology used for the Stage 1 – Screening and Stage 2 – Appropriate Assessment;
- Section 4 details the European Sites;
- Section 5 provides the conclusions of the Stage 1 – Screening assessment; and,
- Section 6 provides the Stage 2 Appropriate Assessment.

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2. Isle of Wight Local Transport Plan

2.1. Background and need for the LTP

The Isle of Wight Council's (IWC)'s Third Local Transport Plan (LTP3) sets out its current policies and approach to improving the transport network and services for the period up to 2038. Given the significant changes that have been applied in local and national policy, transport interventions and behaviours/ mindsets since the LTP3 was published in 2011, AtkinsRéalis and Hampshire Services have been commissioned by IWC to develop a Fourth Local Transport Plan (LTP4) to replace LTP3. The transport improvements made through LTP measures provide the opportunity not only to make it easier to travel but also to tackle some of the wider challenges the Island faces such as health, climate change and economic sustainability.

LTP4 will reflect these opportunities, and will set out a new approach to transport policy and delivery on the Isle of Wight (IoW) which will:

- Reflect the kind of transport system the county wants in the future and be future ready;
- Provide a 'roadmap' for transport policy and development on the island and sets out the county's key transport policies, principles, and approaches;
- Provide a fresh opportunity to rethink the way the Island travels in the future and lock in the positive behaviours and impacts of reduced travel as a result of the COVID-19 global pandemic;
- Aim to accelerate the path to carbon neutrality in line with IWC's Climate and Environmental Strategy target of achieving net zero carbon emissions by 2040; and
- Consider health, wellbeing and quality of life as key considerations within the plan, alongside developing the county's economy post COVID-19.

The Isle of Wight is a unique environment. Whilst there are challenges in common with many other areas of the country, the vision for the future needs to accommodate the special characteristics of this area, and harness the opportunities it presents.

Commented [TM1]: Suggest we remove all of this as the Covid bit is out of date too. The other objectives are captured and evolving transport agenda are already captured in the bullets above so adding a summary ends up feeling like repetition. Have added a short summary sentence before the bullets

2.2. Geographical and Temporal Scope of the LTP

The LTP4 will cover the period up to 2040and will apply to the whole of the Isle of Wight – see Figure 2-1.

The Isle of Wight covers an area of 147 square miles, with a coastline that runs for 57 miles. The Island is separated from the mainland of England by a stretch of water known as the Solent, but is connected to the ports of Lymington, Southampton and Portsmouth on the mainland's south coast by passenger and vehicle routes. Whilst the overriding character of the Island is rural, about 60% of the Island's population live within the main towns of Newport, Cowes, East Cowes, Ryde, Sandown and Shanklin. Newport is the County Town of the Island and is the main employment centre. Outside of these settlements there are around 30 villages and hamlets.

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Figure 2-1 - LTP Area

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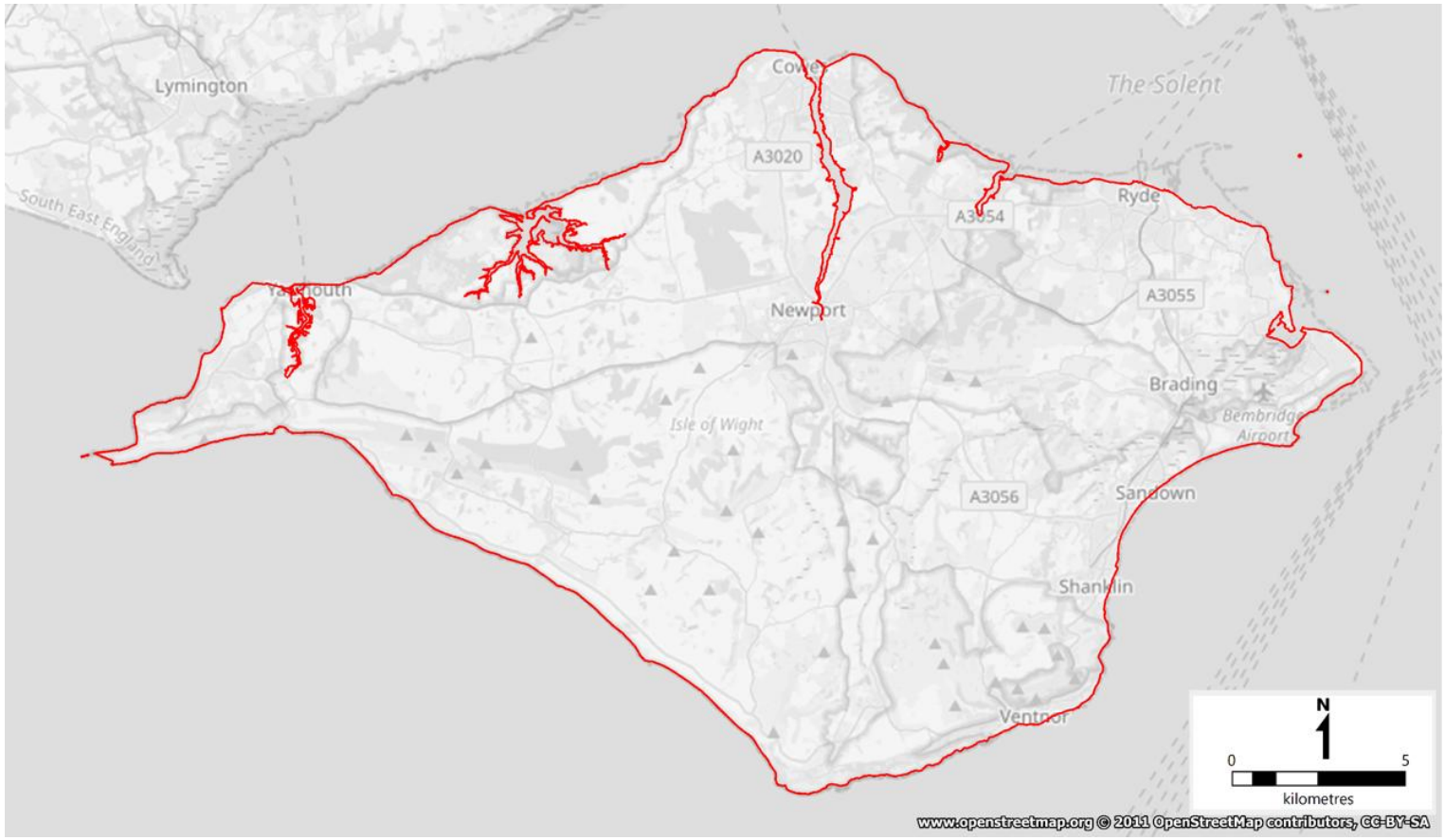

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3. Methodology

3.1. Approach to the HRA

HRA is an iterative process and where necessary suggestions can be made of how to amend the LTP to avoid likely significant effects on a European site. This iterative approach has been adopted as part of this assessment and recommendations that were submitted to IoWC have been included in LTP4.

The precautionary principle (as enshrined in the Habitats Regulations) has been taken into account during this HRA. The precautionary principle is used when an HRA cannot objectively demonstrate that there will be no LSE on the European sites. If this occurs, the subsequent stages of HRA must be completed for the project or plan.

It is also noted that the lack of project-specific detail means that the HRA site selection and screening process is undertaken at a high level. Combined with recent European case law, which ruled that measures to avoid or reduce effects cannot be considered at the screening stage (see Section 1.2.1).

The LTP is a very high-level plan which provides no specific details or outline of any development proposals, or details of where development may be located other than general areas, their design and/or when (or if) these sites will be constructed.

3.2. Determination of European Sites to be included in the HRA

An initial review of LTP in light of the Habitats Regulations has been undertaken as part of the HRA process. This initial review looked at the geographic extent or zone of influence (ZoI) of any impacts which could arise as a result of the LTP and considered which European Sites should be included within the assessment.

All sites where potential direct, indirect and in-combination impacts to European Sites could reasonably be considered possible were subject to scoping for inclusion in the assessment. As an initial baseline a buffer of 15 km from the LTP geographical boundary was established, which was extended to 30 km for SACs with bats[8] as a qualifying feature. This baseline captures all European Sites that could potentially be affected by LTP.

Table 3-1~~Table 3-1~~ below provides a summary of the European Sites which fall within the plan area, i.e., the Isle of Wight and within 15 km of the IoW LTP boundary.

Two SACs designated for bats lie within 30 km and no cSAC, pSPA or pRamsar sites were identified.

The European Sites that fall within the Isle of Wight area and within 30 km are shown on Figure 3-1 below.

[8] The 30 km is used within the Design Manual for Roads and Bridges (DMRB) methodology and set to cover the distances that bats may commute or forage from roost sites (winter or summer) and is thus aimed at capturing all potential likely significant effects.

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Table 3-1 - European Sites within the LTP Area

	SAC	SPA	Ramsar site
Within the LTP Area			
	Briddlesford Copses	Solent and Southampton Water	Solent and Southampton Water
	Solent and Isle of Wight Lagoons	Solent and Dorset Coast	
	Solent Maritime		
	South Wight Maritime		
	Isle of Wight Downs		
Within 15km of the LTP Area			
	Dorset Heaths	Dorset Heathlands	Chichester and Langstone Harbours
	River Avon	New Forest	New Forest
	New Forest	Portsmouth Harbour	Portsmouth Harbour
		Chichester and Langstone Harbours	
SACs Designated for Bats within 30km of the LTP Area			
	St Albans Head to Durlston Head		

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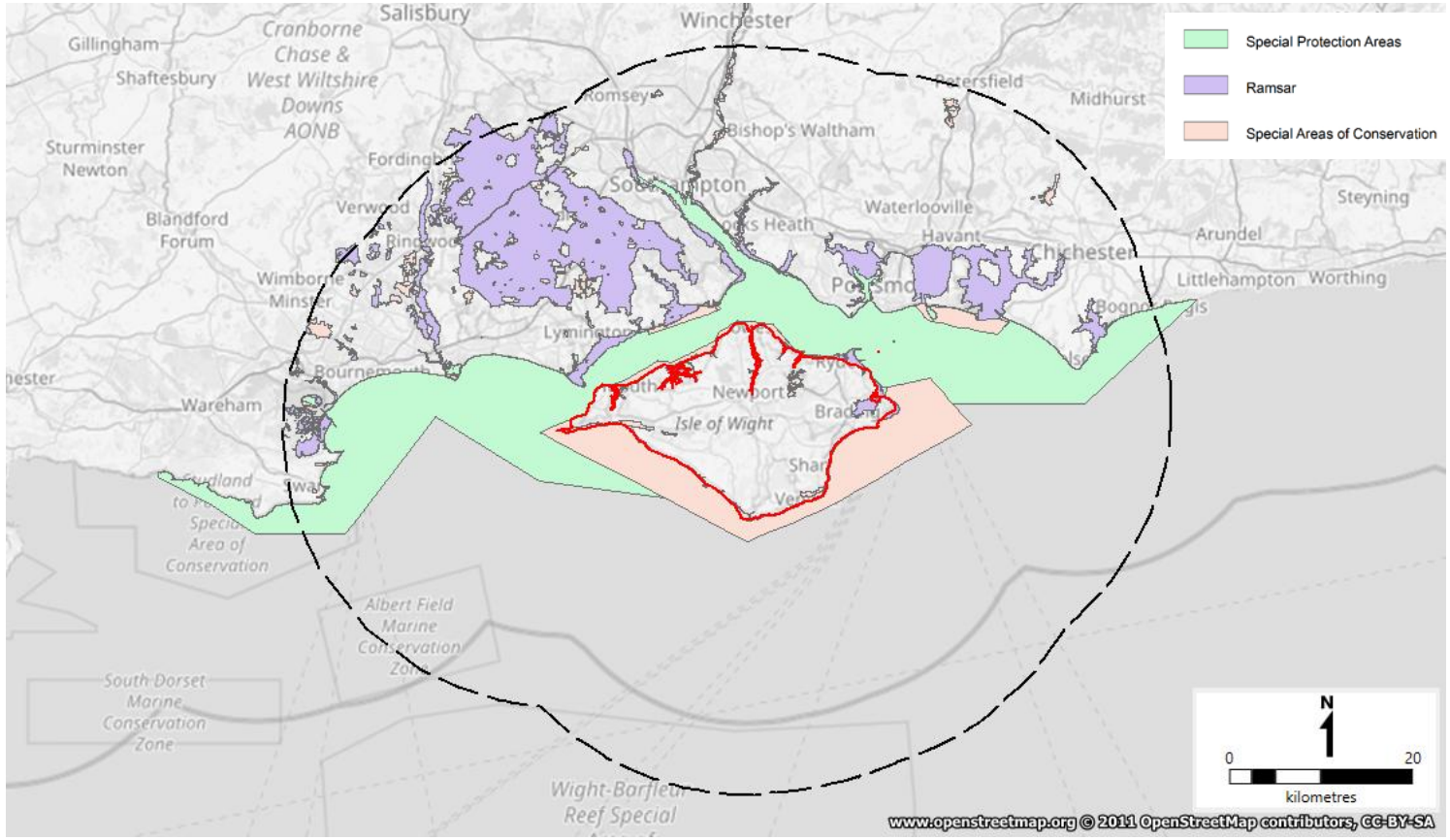
Figure 3-1 - LTP 30 km boundary



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3.3. Obtaining information on the European Sites with the potential to be affected by the LTP

A total of 19 European sites have been identified for inclusion in the screening assessment. These comprise eight sites within the Isle of Wight, 10 sites located within 15 km of the plan area and one SAC within 30 km with bats as a qualifying feature. These sites are set out in Table 3-1~~Table 3-1~~. There are no cSACs, pSPAs or pRamsar sites present within the 15 km ZoI.

Information on the vulnerabilities of European sites identified was obtained from the Natura 2000 Standard Data Form for each the European site (accessed via the Joint Nature Conservation Committee (JNCC) website[9]) and the Conservation Objective Supplementary Advice for each European site (accessed via the Natural England website[10]). The information is presented in Appendix A.

3.4. Assessing the impacts of the Plan 'Alone'

Following the gathering of information on the LTP and the European sites, an assessment was undertaken to determine whether there could be any LSE on the European sites 'alone' as a result of LTP.

There are four possible assessment outcomes:

- No effect – where there is no means by which an impact could be had on a European Site;
- No LSE – a low-level effect that is unlikely to be significant on its own;
- LSE Uncertain - an LSE cannot be ruled out or there is some uncertainty as to whether there could be an effect; and
- LSE – significant effects likely. A clear pathway for potential impacts.

In order to inform this process, all parts of the LTP were assessed. A pre-screening exercise was initially undertaken to identify all policies that will not result in future development/ environmental change, i.e., aspirational or administrative in nature, and therefore have no ability to impact upon European sites.

Likely significant effects are assessed by reference to the conservation objectives of the qualifying feature (interest feature) of the European site. Any plan or project that causes a cited interest features to fall into unfavourable condition can be considered to have a likely significant effect on the site. Stage 1 of the HRA process assess potential effects on the European sites without mitigation.

Plans or projects can adversely affect a site by:

- Causing delays in progress towards achieving the conservation objectives of the site;
- Interrupting progress towards achieving the conservation objectives of the site;
- Disrupting those factors that help to maintain the favourable conditions of the site; and
- Interfering with the balance, distribution and density of key species that are the indicators of the favourable condition of the site.

However, as the LTP is at a strategic level (i.e. other than the approximate location, the new infrastructure, extent of improvements to existing transport links and associated development that may arise as a result these interventions is unknown at this stage), the HRA has also been undertaken at a strategic level. It broadly assesses where there is scope for impacts upon European sites due to proximity and the type of impacts that may occur as a result of the proposed scheme e.g. changes in air quality. Due to the high-level strategic nature of the plan, potential significant effects can only be fully assessed at the project or scheme level, with reference to the conservation objectives of the qualifying features of each of the European sites.

3.5. Assessing the Impact of the Plan 'In-Combination'

If the individual project or plan does not have an LSE, but still has a residual effect, i.e., no effect/ no appreciable effect cannot be demonstrated, then cumulative impacts with other plans and projects must be considered. However, if an LSE has been identified at Stage 1, the in-combination assessment does not need to be undertaken at Stage 1 and the assessment proceeds to Stage 2 AA.

[9] http://jncc.defra.gov.uk
[10] http://publications.naturalengland.org.uk/category/6490068894089216

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In the case that an in-combination assessment is required, other plans and projects also assessed for impacts on the same European sites need to be identified. Cumulative impacts or 'in-combination effects' occur where two or more plans or projects have similar impacts, (e.g., air and water quality impacts could combine to adversely affect vegetation), on the same interest feature within the same timeframe. Examples of how these in-combination effects may occur is summarised in Table 3-2 below. At Stage 1, an LSE in combination would be considered, but at Stage 2, the potential for combined effects to result in adverse effects on site integrity is considered. Mitigation can be taken into account in reaching the conclusion.

Table 3-2 - Examples of Potential In-combination Effects

Example Plans and Projects	Potential In-combination Effects
Local Core Strategies and Allocation Plans	• Direct land take; • Hydrology changes, in particular from flooding; • Water and land quality; • Air quality; • Noise and vibration; • Waste; and • Recreation.
Other large-scale development projects requiring HRA	
Nationally Significant Infrastructure Projects and associated development	
Other development: commercial, housing, minerals or waste developments	

The following specific sources were considered when undertaking the in-combination assessments for the LTP4:

- National Infrastructure Planning[11]; and
- Isle of Wight Council[12].

In addition, an internet search of the websites of other competent authorities, statutory bodies and Local Authorities was carried out to identify any other projects or plans that have required or are undergoing HRA screening and/ or Appropriate Assessment for potential impacts upon the European Sites identified and, therefore, may have an in-combination effect with the LTP4. Other Local Authorities included:

- Portsmouth City Council
- Hampshire County Council
- New Forest District Council
- Fareham Borough Council

3.6. Stage 2: Appropriate Assessment

The purpose of this assessment is to establish whether there are elements of the LTP4 which could have an adverse effect on the integrity of the European sites, considering mitigation measures where applicable.

The integrity of a site is defined as "the coherence of the site's ecological structure and function, across its whole area, which enables it to sustain the habitat, complex of habitats and/ or population of species for which the site is, or will be designated"[13].

Guidance on the provisions of Article 6, emphasises that site integrity involves its ecological functions and that the assessment of adverse effect should focus on and be limited to the site's conservation objectives[14].

[11] https://infrastructure.planninginspectorate.gov.uk/

[12] https://www.iow.gov.uk/

[13] Natural England (2019) MPA Conservation Advice Glossary of Terms. Available here: https://designatedsites.naturalengland.org.uk/pdfs/MPA_CAGlossary_March2019.pdf

[14] European Commission (2018) Managing Natura 2000 Sites. The Provision of Article 6 of the 'Habitats' Directive 92/43/EEC.

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For the Appropriate Assessment, English Nature (now Natural England) guidance on 'site integrity' has been used[15] to identify suitable criteria for deciding whether impacts would be likely to be deemed 'adverse effects on integrity'.

As described in Natural England's guidance document The Habitats Regulations Assessment of Local Development Documents (Revised Draft)[16]:

> "*…it should be borne in mind that appropriate assessment for a plan is unlikely to be as detailed an assessment as one undertaken at project level*.
>
> *Occasionally, where a proposal in a plan is advancing rapidly at project development level, concurrently with the plan-making process, such detailed information could be available, but usually such detailed assessments are unlikely to be achievable or feasible. The object is to assess whether it can be ascertained that the elements of the plan, alone or in combination with each other, and/or other plans or projects, would not have an adverse effect on the integrity of a European site*."

Where necessary, mitigation measures have been put forward to address any adverse effects on integrity of the European sites (see Section 8). Policy level HRA offers an opportunity to highlight where lower tier plans and projects will require HRA in order to avoid conflict with conservation objectives for European sites. The purpose of policy level HRAs is to assess whether particular policies will impact on designated sites. If it cannot be ruled out that there will be no adverse effects on the integrity of the European sites, then policies can be amended or deleted. Where appropriate, safeguarding conditions can be used and/ or deliverable mitigation identified to avoid or remove the potential adverse impacts of a policy. This approach will ensure the plan is robust and deliverable. It is supported by the decision in the case of Feeney v Oxford City Council [2011] EWHC 2699, in which the Court ruled that the use of safeguard conditions is not excluded by the precautionary principle; on the contrary such a condition is based upon advance consideration of potential future risks.

Impacts of a plan depend to a large extent on how policies and proposals are implemented on the ground. Due to the uncertainties inherent in policy-making, the exact effect of a policy or proposal may not be certain until detailed implementation. This can make it difficult to conclude with any certainty that adverse effects on integrity will not take place. Due to the requirement within the Habitats Directive to apply the precautionary principle if it is not possible to be certain that adverse effects will not occur, this HRA proposes methods to mitigate for adverse effects that could occur. This is important, in order to demonstrate that any development brought forward as a result of policies in the LTP4, can be delivered without adverse effects on integrity. Changes to the detailed design of development schemes, when they arise, may be necessary as well as mitigation.

[15] *English Nature, May 2004. European Sites Guidance - Internal Guidance to Decisions on 'Site Integrity': A Framework for Provision of Advice to Competent Authorities*

[16] *The Habitats Regulations Assessment of Local Development Documents*, Natural England, 2009.

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4. The European Sites

4.1. Introduction

A total of 19 European sites were identified for inclusion in the HRA comprising nine SACs, six SPAs and four Ramsar sites.

Details of each European site are provided in the sections below. Full details, including the conservation objectives, vulnerabilities of the European Site and the current condition (if known), are provided in the tables in Appendix A.

4.1.1. European sites within the Isle of Wight

The following list details the European Sites within the Isle of Wight included in the Stage 1 Screening:

- Special Areas of Conservation
  - Briddlesford Copses
  - Solent and Isle of Wight Lagoons
  - Solent Maritime
  - South Wight Maritime
  - Isle of Wight Downs
- Special Protection Areas
  - Solent and Southampton Water
  - Solent and Dorset Coast
- Ramsar sites
  - Solent and Southampton Water

4.1.2. European sites within 15km of the Isle of Wight

The following list details the European Sites within 15km of the Isle of Wight included in the Stage 1 Screening and their distances from the LTP Area:

- Special Areas of Conservation
  - River Avon - 14.7km west of the LTP Area
  - New Forest - 6.7km north of the LTP Area
  - Dorset Heaths - 12.5km west of the LTP Area
- Special Protection Areas
  - Dorset Heathlands - 12.5km west of the LTP Area
  - New Forest - 6.2km north of the LTP Area
  - Portsmouth Harbour - 7.8km north of the LTP Area
  - Chichester and Langstone Harbours - 8.8km north east of the LTP Area
- Ramsar sites
  - New Forest - 6.2km north of the LTP Area
  - Portsmouth Harbour - 7.8km north of the LTP Area
  - Chichester and Langstone Harbours - 8.8km north east of the LTP Area

4.1.3. SACs Designated for Bats within 30km of the Isle of Wight

The following list details the SACs within 30km of the Isle of Wight included in the Stage 1 Screening and their distances from the LTP Area:

- Special Areas of Conservation
  - St Albans Head to Durlston Head - 26.6km west of the LTP Area

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5. Stage 1 Screening Assessment

5.1. Screening Results

All elements of LTP4 were screened for policies and actions that may result in LSE on European Sites. The results of the screening are summarised in Table 5-1 below with the more detailed screening of the policies and strategies in Appendix B. Note that the policies within LTP4 are of particular importance to consideration within the HRA but all elements have been considered for completeness.

Table 5-1 - LTP4 Screening Summary

Chapter	Element/ Policy	LSE?	Justification
A	Forward and Summary 'The need for Change'	No	Introductory text outlining the scope, ambitions and opportunities of LTP4. No specific policies outlined.
B	Background and Context: Introduction 'Our Island' Developing the Island Transport Plan The scope of the Island Transport Plan Challenges and Opportunities		
C	Vision and Objectives		
D & E	*Policy Areas*		
	Policy Area 1: Accessibility and Safety	Yes	Policies with an LSE contain proposals that may lead to development. Policies with no LSE contain proposals that are unlikely to result in development. See Policy Screening in Table B-1, Appendix B.
	Policy Area 2: Behaviour Change	No	
	Policy Area 3: Infrastructure	Yes	
	Policy Area 4: Land Use Planning	Yes	
	Policy Area 5: Sustainable Tourism	Yes	
	Policy Area 6: Technology	Yes	
	Ensuring Sustainability further assessments and approaches for delivering the LTP4.	No	Although sat alongside the Policy Areas, this section outlines how potential impacts will be assessed and managed, and it includes measures to protect the environment. As no specific policies are outlined, it will not itself lead to development.
F	Delivering and Monitoring the LTP Routemap Funding Measuring our Success	No	The 'Routemap' outlines the short, medium and long-term intervention targets for achieving the desired outcome and notes the funding approaches. It does not outline any specific policies and will not itself lead to development. 'Measuring our Success' outlines the framework that has been set out to monitor progress against the LTP4 outcomes over the lifespan of the LTP4. It does not outline any specific policies and will not itself lead to development.

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5.2. Screening Conclusion

A precautionary approach was taken due to potential for impacts on European Sites as a result of proposed schemes that may result in future development or changes to local environmental conditions. Of the elements of the LTP examined, only those relating to five Policy Areas were considered as having a potential for LSE on European Sites within or adjacent to the Plan area. The following Policy Areas will, therefore, be taken forward to AA:

- Policy Area 1: Accessibility and Safety;
- Policy Area 3: Infrastructure;
- Policy Area 4: Land Use Planning;
- Policy Area 5: Sustainable Tourism;
- Policy Area 6: Technology.

The following parts of the LTP can be screened out as they were assessed as having no LSE on European Sites within or adjacent to the plan area, and no minor residual impacts were identified. These are:

- Forward (including the Executive summary);
- Background and Context;
- Vision and Outcome Objectives;
- Policy Area 2 - Behaviour change;
- 'Ensuring Sustainability' - further assessments and approaches for delivering the LTP4;
- Delivering and Monitoring the LTP;
- Measuring Our Success.

5.3. Protection within the LTP

To ensure the general protection of the European Sites potentially affected by the LTP4, a specific commitment is outlined in a number of parts of the LTP. In particular, Section E 'Ensuring Sustainability' notes that a range of further assessments would be carried out as required to ensure that positive impacts are made, wherever possible; and negative impacts mitigated as far as they can be. These assessments, guided by the HM Treasury Green Book[17] and DfT Transport Appraisal Guidance[18] (or equivalents at the time) may include:

- Health Impact Assessment (HIA);
- Equalities Impact Assessment (EqIA);
- Habitats Regulation Assessment (HRA);
- Environmental Impact Assessment (EIA).

Further note is made within Section E that IoWC aim to protect and improve areas of nature conservation and biodiversity including those designated at an international level and areas of ecological importance such as ancient woodlands. IWC will seek every opportunity to plant native species and species beneficial to biodiversity, such as pollinators and will pursue opportunities to protect and improve the nature recovery network where IoWC can. Where measures may affect areas designated for nature conservation or geodiversity, IWC will assess any potential direct or indirect impacts and mitigate and/ or compensate for these, working with bodies like Natural England and in line with existing best practice and relevant legislation. This will include undertaking Habitats Regulation Assessment where required.

The above inclusion in the LTP4 thereby commits IWC to compliance with the relevant legislation and good practice at the development stage. Where a development could have a conceivable effect on a European Site then the HRA process will be initiated.

5.4. LSEs on European Sites

Following the identification of which elements of the plan can be screened out, this section looks in more detail at the potential effect pathways and seeks to characterise the impacts on the European Sites.

[17] HM Treasury – The Green Book (2022) - GOV.UK (www.gov.uk)
[18] Department for Transport – Transport analysis guidance - GOV.UK (www.gov.uk)

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Potential effects considered are as follows:

- **Habitat loss and fragmentation** – includes direct loss of habitats under the footprint of temporary or permanent works. Indirect effects through the loss of habitat connectivity and supporting habitats e.g. those that support prey species for predatory birds are also considered under this category;
- **Species disturbance (visual, noise, vibration)** – this refers to disturbance by construction works or operation of schemes on species that may cause behavioural effects, e.g. avoidance, change in foraging behaviour. Construction plant and machinery, blasting, light pollution and movements of vehicles and workers are all considered;
- **Changes to water quality** – effects on aquatic species and habitats from discharges, contamination, increased nutrient loads or changes in sedimentation levels;
- **Changes to air quality** – evaluates the risk of discharges to air, including fugitive dust, combustion emissions and nitrogen deposition;
- **Changes to surface and groundwater hydrology** – changes to the flow, supply, availability and drainage of water, increased risks associated with flooding;
- **Introduction of invasive non-native species (INNS)** – the risk of introducing or spreading INNS throughout construction works;
- **Recreation impacts** – increased recreational pressure on European Sites from increased accessibility and visitor numbers, resulting in disturbance and habitat erosion if not managed.

5.5. In-combination Assessment

As LTP4 was found to have an LSE alone, in-combination effects have not been considered as part of Stage 1 (Screening), but will be taken forward for consideration at Stage 2, Appropriate Assessment. Those sections of LTP4 where no effects were identified due to an absence of policies that may lead to development do not require an in-combination assessment.

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6. Stage 2 Appropriate Assessment

6.1. Introduction

Following completion of the HRA Stage 1 Screening, it was concluded that five LTP4 Policy Areas may result in an LSE on European Sites. These are:

- Policy Area 1: Accessibility and Safety;
- Policy Area 3: Infrastructure;
- Policy Area 4: Land Use Planning;
- Policy Area 5: Sustainable Tourism;
- Policy Area 6: Technology.

Consequently, these Policy Areas require a Stage 2 Appropriate Assessment.

6.2. Stage 2 Appropriate Assessment

As there is not sufficient detail within the LTP to enable the specific impacts on individual features of the European Sites to be determined, those features on which there may be an LSE cannot be singled out and taken forward to AA. Therefore, the risk of having an impact was broadly assessed by considering all qualifying features, which will indicate whether there could be a subsequent risk to the integrity of the European Site.

An assessment table has been produced for each European Site potentially affected by the LTP. Within the assessment tables the impacts of schemes potentially arising from the plan, following mitigation, are considered together. Impacts during construction and operation are also considered, but as most schemes will be operational for the foreseeable future, decommissioning is not included. The AA tables are provided in Appendix C.

6.2.1. Habitat Loss

There is no detail currently available regarding the actual works to be undertaken as part of any scheme arising from the LTP and the final scheme extent. As noted in the LTP 'Routemap' detail is not available as any measures are subject to funding, with more detailed information to be provided in an implementation plan to be based on current policy, funding and resources. However, it is anticipated that none of the schemes would fall within any of the European Sites identified. Therefore, provided all schemes seek to avoid the loss of habitats during construction and operation, it is considered that habitat loss and/ or fragmentation will be unlikely as a result of the LTP4. It is therefore concluded that an adverse effect on the integrity of the European Sites identified will result from the LTP4 alone, though habitat loss is unlikely.

6.2.2. Species Disturbance

Given the high level of the LTP4 and the lack of scheme details, it is not possible at this stage to confirm that species disturbance may occur. However, schemes arising out of the LTP4 could in theory result in species disturbance via noise, vibration and visual disturbance of the qualifying species of European Sites. This particularly applies where the affected land is situated in close proximity to a European Site, but impact to mobile species using functionally linked land or commuting routes outside European Site boundaries will also be considered.

In order to limit the potential for impacts on European Sites the following mitigation could be implemented, where appropriate, for schemes or actions arising out of LTP4 in locations within or close to European Sites, or where disturbance impacts to mobile species are possible:

- Obtain appropriate licencing for legally protected species to ensure no impact on favourable conservation status;
- Restrict timing of most disturbing activities to avoid or limit seasonal disturbance (e.g. avoid or limit disturbance during core breeding seasons);
- Limit noise from plant and machinery;
- Creation of noise attenuation bunds;
- Creation of buffer zones and set-back distances, particularly around sensitive features (e.g. bat roosts);

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- Visual screening of works;
- Sensitively designed lighting directed away from habitat areas and the minimum amount of lighting required to undertake the task;
- Restrict works either geographically or temporally (e.g. avoid winter or avoid night-time working);
- Educate workers on importance of adjacent European Sites;
- Create alternative areas for outdoor recreation to discourage workers from visiting European Sites, particularly those with species prone to disturbance.

Therefore, it is concluded that with the implementation of appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through species disturbance.

6.2.3. Changes to water quality

Changes in water quality could result from direct discharges from sewage or surface water run-off outfalls, altering water chemistry, nutrient levels, pH or oxygen levels. Any de-watering works could also result in sediment discharge into aquatic habitats. Other potential pollutant sources include accidental spillages of fuels or oil, heavy metals leaching from soil run-off, pollutants such as dust and construction waste in surface water run-off and increases in nutrient loading. Any surface water discharges that are made into local watercourses and waterbodies or directly or indirectly into European Sites could be damaging. The release of these pollutants and increases in suspended sediment into freshwater environments could lead to smothering of habitats and species, or changes in species diversity as a result of increased toxicity or nutrients, so affecting the achievement of the conservation objectives and site integrity.

In order to reduce these potential effects, drainage systems should be designed to either avoid discharge into watercourses, or to attenuate and reduce the risk of pollutants and suspended solids. Modelling of any discharges or releases may be required once any project-level details are known in order to quantify any impacts. As such, the following mitigation measures could be implemented:

- Works should be undertaken following pollution prevention guidelines[19] and Construction Industry Research and Information Association (CIRIA) guidance on the control of water pollution from construction sites[20];
- Drainage systems should be designed to avoid direct discharge into watercourses;
- Attenuation and/ or settlement ponds installed to reduce the risk of pollutants and suspended sediment reaching the receptors;
- Sustainable Drainage Systems (SuDS) installed;
- Implementation of a flocculant system before discharge;
- Silt curtains used whilst dredging;
- Implementation of pollution prevention guidelines;
- Effective soil management plans to avoid run-off from any earthworks;
- Foul water discharge to existing treatment plants and not to surface water; and,
- Appropriate bunding around fuel storage.

It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through changes in water quality.

6.2.4. Changes to surface and groundwater hydrology

Excavations and earthworks during construction and new roads and other impermeable surfaces during operation have the potential to change surface water hydrodynamics. Diversion or blocking of surface water

[19] All of the pollution prevention guidelines (PPGs) are available from http://webarchive.nationalarchives.gov.uk/20140328084622/http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx. Note: the PPGs also make reference to environmental legal obligations, but that information is currently out of date and requires updating.

[20] The CIRIA documents are a series of publications developed by the Construction Industry Research and Information Association. Each document is targeted at a particular type of business or activity and covers environmental good practice to minimise pollution.

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features, the presence of earthworks or roads all have the potential to alter existing surface water drainage characteristics in the catchment. Pluvial flood events may become more frequent as the built-up area increases, and fluvial flooding may increase if surface water run-off is diverted into watercourses. A reduction or increase in surface water flows could affect water quality.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the LTP4:

- Re-routing of watercourses, positioning of earthworks to reduce risk of effects;
- Modelling or monitoring of flow rates and water levels in local watercourses where these may be affected by development;
- Complete a Flood Consequences Assessment (FCA) to assess potential surface water and groundwater effects during phases of development and operation;
- Mitigation to control any surface floodwater.

It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through changes in surface and groundwater hydrology.

6.2.5. Changes to air quality

During construction, emissions to air would be mainly from plant and machinery, road traffic and dust from works or emissions from concrete batching plants. During operation, traffic on new roads or increased volumes of traffic on existing roads may alter local air quality resulting in additional impacts on sensitive habitats within 200 m of the affected road network.

The potential effects of increases in deposition of nitrogen compounds (NOx) include long-term changes in habitat and species distribution and diversity as nutrient loading encourages more vigorous species, such as grasses, to out-compete forbs and slow growing non-vascular plants. Acidification of soils and freshwater (primarily today through nitrogen deposition) causes similar effects, depending on the geology and soil chemistry influence susceptibility of an ecosystem to acid deposition.

An assessment of any adverse impacts from changes in air quality should be undertaken on a site-by-site basis, through determination of the applicability of the critical levels and critical loads at each site, and further ecological assessment and modelling. Critical loads for vegetation types are presented on the Air Pollution Information System (APIS) website[21].

Good practice measures to control dust from construction sites should be sufficient to limit the amount of emissions reaching the International Sites. With respect to emissions of NOx or acidic compounds through construction activities, generic mitigation measures such as turning engines off when idle, operating equipment on ultra-low sulphur diesel, ensuring engines are routinely maintained, providing public transport for workers etc. may limit emissions to within acceptable thresholds.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the LTP4:

- Enclosure of silos, cement powder delivery systems and installation of dust mitigation systems;
- Avoid dust releasing activities;
- Site design to reduce dust emissions (e.g. covering stockpiles, reducing vehicle speed);
- Dust control measures implemented (water bowsers);
- Regular maintenance of plant and machinery;
- Drivers to switch off vehicles when stationary;
- Avoid use of diesel generators;
- Implement air quality monitoring scheme;
- Turning engines off when idle;
- Operating equipment on ultra-low sulphur diesel;
- Ensuring engines are routinely maintained; and,

[21] http://www.apis.ac.uk/

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- Providing public transport for workers.

Operational impacts can be mitigated and avoided, with precise requirements developed through modelling and management of the affected road network, particularly roads that lie within 200m of a European Site. Development of such mitigation can only be developed when a much greater level of information is known about schemes and how these would be operated in the context of the local transport network and local environment.

It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through changes in air quality.

6.2.6. Introduction of INNS

The risk of terrestrial INNS introduction to European Sites remains if appropriate mitigation measures are not implemented. Any works have the potential to spread INNS that are already established on the site and elsewhere in the UK. During operation the introduction and spread of INNS is considered less likely due to reduced movement of substrate and vehicles.

In practice, to manage these risks, any future project proponent will be required to apply Biosecurity Risk Assessments and Method Statements to cover all activities. These are likely to include regular survey and monitoring requirements for INNS. The implementation of effective Biosecurity Risk Assessments and procedures should enable to rule out any risk to site integrity.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the LTP4:

- Implement Biosecurity Risk Assessments and Method Statements to cover all activities;
- Undertake measures that would control and eradicate INNS within the area of works;
- Implement regular survey and monitoring requirements for INNS.

Mitigation through iterative design and the implementation of standard mitigation and good practice guidance should ensure no risk to achievement of conservation objectives and consequently no adverse effect on site integrity.

It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through the introduction of INNS.

6.2.7. Recreational pressures

Improving access to European Sites, particularly in combination with local increases in population driven by housing and employment development, can increase the amount of recreation at a site. This may result in increased disturbance/ erosion of habitats, disturbance of species within the site from increased numbers of people and dogs, littering, vandalism and other anti-social behaviour. It can also drive the need for more visitor facilities and car parking facilities, visitor management, an educational programme, site warden, increased recreational pressure on European Sites from increased accessibility and visitor numbers, resulting in disturbance and habitat erosion if not managed.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the LTP4:

- Visitor management schemes, including provision of dedicated footpaths, fencing and screening of sensitive areas;
- Education of visitors through signage and online information;

It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through recreational pressures.

6.3. In-combination Assessment

It has been concluded above that the IWC LTP4 will have no adverse effects on the integrity of European Sites once mitigation has been considered. The need for an in-combination assessment will still need to be considered at a lower level of plan making, once more details are available and particularly at the project-stage when more specific information about proposed development will be available.

Plans, including those identified in Table 6-1, should be considered for this purpose.

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Table 6-1 - LTP4 In-combination Effects Results

Document Title	Authority	Summary of report details	Summary of the potential for the proposed project/ plan to have an adverse effect on the European sites	In-combination effect?
Isle of Wight Council Island Planning Strategy Habitats Regulations Assessment 2022	Isle of Wight Council	A HRA of the potential effects of the Islands emerging new Local Plan (Island Planning Strategy)	The findings of the HRA screening determined that impacts from physical damage and loss, nonphysical disturbance, air pollution, recreation and water quantity and quality could result in a likely significant effect in relation to: • Physical damage and loss – in relation to Briddlesford Copses SAC (offsite only), Solent and Southampton Water SPA and Ramsar site and Solent and Dorset Coast SPA; • Non-physical disturbance – in relation to Briddlesford Copses SAC, Solent and Southampton Water SPA and Ramsar site and Solent and Dorset Coast SPA; • Air pollution – in relation to Briddlesford Copses SAC; • Recreation – in relation to Isle of Wight Downs SAC, Solent and Southampton Water SPA and Ramsar site and Solent and Dorset Coast SPA; • Water Quantity – in relation to Solent Maritime SAC, South Wight Maritime SAC, Solent and Isle of Wight Lagoons SAC, Solent and Southampton Water SPA and Ramsar site, Solent and Dorset Coast SPA and River Itchen SAC; • Water Quality – in relation to Solent Maritime SAC, Solent and Isle of Wight Lagoons SAC, Solent and Southampton Water SPA and Ramsar site, Solent and Dorset Coast SPA, Portsmouth Harbour SPA and Ramsar site and Chichester and Langstone Harbours SPA and Ramsar site. The Appropriate Assessment stage concluded that no adverse effects provided safeguards and mitigation are implemented.	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no In-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.

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Document Title	Authority	Summary of report details	Summary of the potential for the proposed project/ plan to have an adverse effect on the European sites	In-combination effect?
Isle of Wight Core Strategy (including Waste and Minerals) and Development Management Development Plan Document March 2012	Isle of Wight Council	A HRA of the potential effects of the IoW Plan Core Strategy which includes areas of tourism, travel, development, waste and minerals	The assessment considers that negative effects of the Core Strategy in relation to the conservation objectives of European sites can be effectively removed and do not require further assessment at this level in combination with the effects of other plans and projects, provided the avoidance and mitigation measures set out are adopted and implemented successfully. The HRA concludes there are no likely significant effects as a result of the strategic-level Core Strategy policies. Further assessment work to examine the potential in-combination effects of the preferred potential development sites will be required at the AAP level.	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no In-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.
Isle of Wight Neighbourhood Plan Bembridge HRA	Bembridge Parish Council	A HRA of the potential effects of the Bembridge Neighbourhood Plan.	Plan does not seek to identify sites for development. A policy screening exercise carried out for the BNDP policies finds no significant effect on a European or Ramsar site and neither therefore detailed policy screening nor would a full HRA be required.	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no In-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.
Isle of Wight Neighbourhood Plan Brighstone HRA	Brighstone Parish Council	A HRA of the potential effects of the Brighstone Neighbourhood Plan.	Plan does not seek to identify sites for development. A screening exercise carried out for the BPNP policies finds no significant effect on a European or Ramsar site in or within 10km of Brighstone Parish as a result of the BPNP and therefore a full HRA would not be required. All proposals which may come forward for development on or adjacent to these sites or which may impact upon them irrespective of their location will be required to undertake their own HRA and EIA as determined by the relevant screening/scoping process.	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no In-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.

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Document Title	Authority	Summary of report details	Summary of the potential for the proposed project/ plan to have an adverse effect on the European sites	In-combination effect?
Isle of Wight Neighbourhood Plan Freshwater HRA	Freshwater Parish Council	A HRA on the potential effects of the Freshwater Parish Council Neighbourhood Plan's objectives, policies and implementation.	Plan does not seek to identify sites for development nor is it seeking to create development orders to deliver particular changes in its area. It does identify general approaches to types of development which may come forward though all of these are in line with the approach set out in the island Plan and therefore this approach is deemed to not represent an adverse effect on the European or Ramsar site. The screening assessment indicates that no significant adverse effects on the European and Ramsar sites in or within 10 km of Freshwater Parish is likely to result from the adoption and implementation of the Plan. It is therefore concluded that there is no requirement for a full HRA.	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no in-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.
Isle of Wight Neighbourhood Plan Gurnard HRA	Isle of Wight Council	A HRA on the potential effects of Neighbourhood Plan policies	The HRA Screening identified two Natura 2000 sites close to Gurnard that might potentially be affected by development permitted by GNP policies: • Solent and Southampton Water SPA; • Solent Maritime SAC. The Screening concludes that likely significant effects can be ruled out for the GNP, either alone or in-combination with other plans and projects, and therefore a more detailed AA under the Habitats Regulations is not required.	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no in-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.
HRA of the Portsmouth Local Transport Plan	Portsmouth City Council	HRA will assess whether the implementation of the LTP will result in Likely Significant Effects (LSEs) on European sites that are located within or	The HRA AA assessed the impact of policies on European Sites. These are summarised by effect as follows; Visual noise and disturbance Portsmouth SPA/ Ramsar site - at the LTP level, no detail on the timing and nature of the construction programme is available.	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no in-combination effects are anticipated. This will be confirmed through further HRA undertaken when details

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Document Title	Authority	Summary of report details	Summary of the potential for the proposed project/ plan to have an adverse effect on the European sites	In-combination effect?
		adjacent to Portsmouth City.	Therefore, an Appropriate Assessment regarding visual and noise disturbance of these policies will be required at the planning application stage for individual schemes. Disturbance to Functionally Linked Habitat Portsmouth Harbour SPA/ Ramsar site, the Chichester and Langstone Harbours SPA/ Ramsar site, and the Solent and Southampton Water SPA/ Ramsar site – the LTP currently does not contain a policy that ensures the protection of European sites regarding the impact pathways identified in this HRA Water quality (through surface runoff) Portsmouth SPA/ Ramsar site – LSE of several policies in the LTP on the water quality of European sites via surface runoff could not be excluded. Chichester and Langstone Harbours SPA/ Ramsar site & Solent Maritime SAC – these sites lie further areas covered by the LTP's policies but LSE cannot be excluded for one policy Loss of Functionally Linked Habitat Portsmouth Harbour SPA/ Ramsar site, Chichester and Langstone Harbours SPA/ Ramsar site & Solent and Southampton Water SPA/ Ramsar site - the impact pathway loss of functionally linked habitat presents an issue for any greenfield development coming forward under Portsmouth's LTP. It is noted that Portsmouth's LTP4 currently does not contain a policy that ensures the protection of European sites regarding the impact pathways identified in this HRA. Atmospheric Pollution Portsmouth Harbour SPA/ Ramsar site - Given the high-level nature of the LTP4, no detail on these proposals is currently available. As for the other impact pathways, these	of particular Schemes are known.

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Document Title	Authority	Summary of report details	Summary of the potential for the proposed project/ plan to have an adverse effect on the European sites	In-combination effect?
			schemes will have to be re-assessed at the planning application stage. Recreational Pressure Portsmouth Harbour SPA/ Ramsar site and Chichester and Langstone Harbours SPA/ Ramsar site - any specific proposal for new cycling routes can be investigated at the project level to ensure that design minimises the risk of users venturing into the European sites. Therefore, it is concluded that the LTP4 will not result in adverse effects on the integrity of these sites. The AA undertaken also indicated that depending on how the policies are delivered (i.e. the nature and location of specific schemes/ projects), mitigation measures might be required to avoid adverse effects on the integrity of European sites. No adverse effects regarding recreational pressure were identified for any of the LTP's policies. It is was also concluded that the LTP provides insufficient detail to enable definitive conclusions and recommendations regarding the impact pathways in-combination with other plans and projects.	
Isle of Wight HRA to support the review into Island Plan Core Strategy (housing)	Isle of Wight Council	A HRA of the potential effects of the Island Plan Core Strategy SP2 (Housing) on European and Ramsar sites	The findings of the HRA screening determined that impacts on the relevant sites vulnerabilities associated with SP2 are as follows: • Direct loss of damage to sites – Bridlesford Copses SAC, Isle of Wight Downs SAC, Solent & Isle of Wight Lagoons SAC, Solent Maritime SAC, South Wight Maritime SAC and Solent & Southampton Water SPA & Ramsar site; • Habitat fragmentation/ loss of supporting habitat – Bridlesford Copses SAC and Solent & Southampton Water SPA & Ramsar site;	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no in-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.

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Document Title	Authority	Summary of report details	Summary of the potential for the proposed project/ plan to have an adverse effect on the European sites	In-combination effect?
			• Water levels and flows – Bridlesford Copses SAC, Solent & Isle of Wight Lagoons SAC, Solent Maritime SAC, South Wight Maritime SAC and Solent & Southampton Water SPA & Ramsar site; • Urbanisation - Bridlesford Copses SAC and Isle of Wight Downs SAC; • Coastal squeeze - Solent & Isle of Wight Lagoons SAC, Solent Maritime SAC, South Wight Maritime SAC and Solent & Southampton Water Ramsar site; • Flood defences - Solent Maritime SAC and Solent & Southampton Water SPA; • Water abstraction - Solent & Isle of Wight Lagoons SAC, Solent Maritime SAC and Solent & Southampton Water SPA & Ramsar site; • Air pollution - Isle of Wight Downs SAC, Solent Maritime SAC and Solent & Southampton Water SPA & Ramsar site; • Water pollution - Solent & Isle of Wight Lagoons SAC, Solent Maritime SAC, South Wight Maritime SAC and Solent & Southampton Water SPA & Ramsar site; • Increased recreational pressure - Bridlesford Copses SAC, Isle of Wight Downs SAC, Solent & Isle of Wight Lagoons SAC, Solent Maritime SAC, South Wight Maritime SAC and Solent & Southampton Water SPA & Ramsar site; • Direct Harm to species - Bridlesford Copses SAC and Solent & Southampton Water SPA & Ramsar site. The HRA AA concluded there are no likely significant effects as a result of the SP2 review. Provided appropriate mitigation is put in place there are unlikely to be any significant impacts upon the Natura 2000 network.	

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Document Title	Authority	Summary of report details	Summary of the potential for the proposed project/ plan to have an adverse effect on the European sites	In-combination effect?
IoW Shoreline Management Plan HRA	Isle of Wight Council	A HRA of the potential effects of the Islands Shoreline Management Plan on International nature conservation designations	The screening exercise could not rule out potential for LSE on the following sites: • Solent Maritime SAC; • Briddlesford Copse SAC; • Solent and Isle of Wight Lagoons SAC; • South of Wight Downs SAC; • Solent and Southampton Water SPA/ Ramsar site. The HRA AA found that there would be an 'Adverse Impact on the Integrity' on one international site as follows: • Solent and Southampton Water SPA/ Ramsar site – the impact was likely to be on the coastal grazing marsh which had a habitat function of winter grazing and high tide roost sites (e.g. Brent geese).	It is considered that implementation of the Policies set out in LTP4, alongside development of suitable mitigation, no in-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.

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6.4. Stage 2 Appropriate Assessment - Conclusion

In the absence of detailed project-specific information, a high-level assessment of the potential for actions within the LTP4 to have an adverse effect on the integrity of European Sites was undertaken. Nineteen European Sites were assessed against the likely impacts associated with the types of development that could be expected to come forward under the six Policy Areas set out in the LTP4.

Detailed information is not yet available about the nature and extent of any works or actions as part of schemes that are likely to arise out of the LTP4. However, it is considered reasonable to anticipate from the information available that the developments could be delivered in a manner which avoids any adverse effects on the integrity of the European sites through the use of standard mitigation techniques which are set out here. Furthermore, it is predicted that adverse impacts can be avoided or 'designed out' and to facilitate this process early consultation with Natural England is strongly recommended, i.e. the screening and scoping stage of projects. Furthermore as schemes are developed the requirement for Habitats Regulations Assessment will be undertaken where appropriate to do so.

Taking into account the proposed mitigation measures, the robust wording in the LTP4 (as set out in Section 6 above) which commits to the protection of the European Sites, and the fact that the Habitats Regulations apply to projects as well as plans, it can be concluded that the LTP4 will not have an adverse effect on the integrity of the European Sites alone or in combination with other plans and projects.

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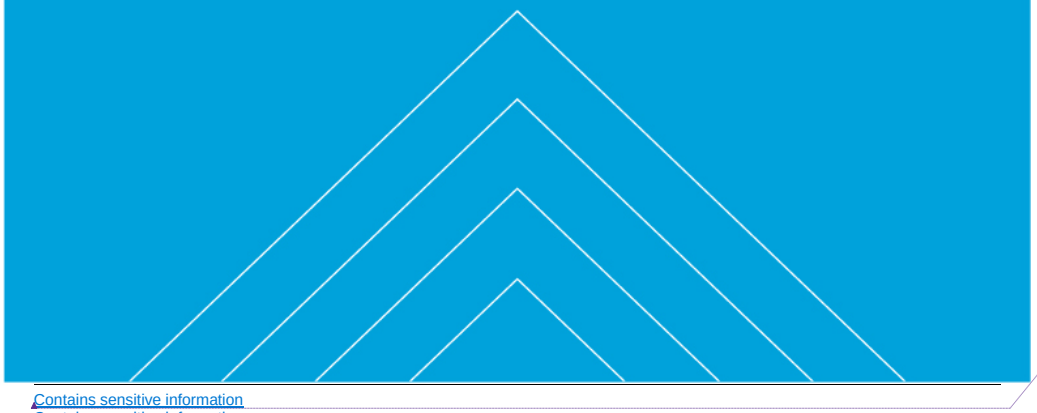
Appendices



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Appendix A. European Site Information

A.1. Special Areas of Conservation (SAC) within the Isle of Wight

The following tables provide information about the SACs within the Isle of Wight including their designation status and location in relation to the plan boundary, a brief description, their conservation objectives and sensitivities, presented in Tables A-1 to A-5.

Table A-1 – Briddlesford Copses SAC

Name, Designation and Site Code	Briddlesford Copses SAC UK0030328
Location and Area	Isle of Wight 167.22 ha
Brief Description	This complex of woodlands is the most structurally-diverse and species-rich area of ancient broadleaved woodland on the Isle of Wight. Ash – hazel (*Fraxinus excelsior – Corylus avellana*) and pedunculate oak – birch (*Quercus robur – Betula sp.*) woodlands cover large areas whilst there is a small area of sessile oak – birch (*Quercus petraea – Betula sp.*) woodland on the most strongly acid soils. Patches of hornbeam (*Carpinus betulus)*, beech (*Fagus sylvatica*), alder (*Alnus glutinosa*) and wych elm (*Ulmus glabra*) dominated woodland also occur. Woodland rides and railway verges support species rich neutral to acidic grassland. The site supports a breeding population of Bechstein's bat (*Myotis bechsteinii*). The bats use holes and crevices in mature trees for roosting and the interconnecting woodlands for feeding
Reason for Designation	Annex II species that are a primary reason for selection of this site: • S1323; Bechstein`s bat (*Myotis bechsteinii*).
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of the habitats of qualifying species; • The structure and function of the habitats of qualifying species; • The supporting processes on which the habitats of qualifying species rely; • The populations of qualifying species; • The distribution of qualifying species within the site.
Vulnerabilities of the European Site	Threats, pressures and activities with impacts on the site: • Forest and Plantation management & use; • Modification of cultivation practices; • Changes in biotic conditions; • Air pollution, air-borne pollutants.

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Table A-2 - Solent and Isle of Wight Lagoons SAC

Name, Designation and Site Code	Solent and Isle of Wight Lagoons SAC UK0017073
Location and Area	Isle of Wight 37.93 ha
Brief Description	The Solent on the south coast of England encompasses a series of coastal lagoons, including percolation, isolated and sluiced lagoons. The site includes a number of lagoons in the marshes in the Keyhaven – Pennington area, at Farlington Marshes in Langstone Harbour, behind the sea-wall at Bembridge Harbour and at Gilkicker, near Gosport. The lagoons show a range of salinities and substrates, ranging from soft mud to muddy sand with a high proportion of shingle, which support a diverse fauna including large populations of three notable species: the nationally rare foxtail stonewort (*Lamprothamnium papulosum*), the nationally scarce lagoon sand shrimp (*Gammarus insensibilis*), and the nationally scarce starlet sea anemone (*Nematostella vectensis*). The lagoons in Keyhaven – Pennington Marshes are part of a network of ditches and ponds within the saltmarsh behind a sea-wall. Farlington Marshes is an isolated lagoon in marsh pasture that, although separated from the sea by a sea-wall, receives sea water during spring tides. Gilkicker Lagoon is a sluiced lagoon with marked seasonal salinity fluctuation and supports a high species diversity. The lagoons at Bembridge Harbour have formed in a depression behind the sea-wall and sea water enters by percolation and by man-made culverts. Species diversity in these lagoons is high and the fauna includes very high densities of N. vectensis and the nationally rare Bembridge water beetle (*Paracymus aeneus*)
Reason for Designation	Annex I habitats that are a primary reason for selection of this site • H1150 Coastal lagoons **Priority feature.*
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of qualifying natural habitats; • The structure and function (including typical species) of qualifying natural habitats; • The supporting processes on which qualifying natural habitats rely.
Vulnerabilities of the European Site	Threats, pressures and activities with impacts on the site: • Human induced changes in hydraulic conditions; • Changes in abiotic conditions; • Interspecific floral relations; • Invasive non-native species; • Air pollution, air-borne pollutants.

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Table A-3 - Solent Maritime SAC

Name, Designation and Site Code	Solent Maritime SAC UK0030059
Location and Area	Isle of Wight 11325.09 ha
Brief Description	Sandbanks which are slightly covered by sea water all the time for which the area is considered to support a significant presence. Estuaries for which this is considered to be one of the best areas in the United Kingdom. Mudflats and sandflats not covered by seawater at low tide for which the area is considered to support a significant presence. Coastal lagoons for which the area is considered to support a significant presence. Annual vegetation of drift lines for which the area is considered to support a significant presence. which is considered to be rare as its total extent in the United Kingdom is estimated to be less than 100 hectares. Perennial vegetation of stony banks for which the area is considered to support a significant presence. Salicornia and other annuals colonising mud and sand for which the area is considered to support a significant presence. Spartina swards (*Spartinion maritimae*) for which this is one of only two known outstanding localities in the United Kingdom. which is considered to be rare as its total extent in the United Kingdom is estimated to be less than 100 hectares. Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) for which this is considered to be one of the best areas in the United Kingdom. Shifting dunes along the shoreline with *Ammophila arenaria* ("white dunes") for which the area is considered to support a significant presence. *Vertigo moulinsiana* for which the area is considered to support a significant presence.
Reason for Designation	• Annex I habitats that are a primary reason for selection of this site • H1130 Estuaries; • H1320 Spartina swards (*Spartinion maritimae*); • H1330 Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*). • Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site • H1110 Sandbanks which are slightly covered by sea water all the time; • H1140 Mudflats and sandflats not covered by seawater at low tide; Intertidal mudflats and sandflats; • H1150 Coastal lagoons*; • H1210 Annual vegetation of drift lines; • H1220 Perennial vegetation of stony banks; Coastal shingle vegetation outside the reach of waves; • H1310 Salicornia and other annuals colonising mud and sand; Glasswort and other annuals colonising mud and sand; • H2120 Shifting dunes along the shoreline with Ammophila arenaria ("white dunes"); Shifting dunes with marram. Annex II species present as a qualifying feature, but not a primary reason for site selection • S1016 Desmoulin's whorl snail (*Vertigo moulinsiana*).
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the

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	Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of qualifying natural habitats and habitats of qualifying species; • The structure and function (including typical species) of qualifying natural habitats; • The structure and function of the habitats of qualifying species; • The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely; • The populations of qualifying species; • The distribution of qualifying species within the site.
Vulnerabilities of the European Site	Threats, pressures and activities with impacts on the site: • Pollution to groundwater (point sources and diffuse sources); • Sport and leisure structures; • Changes in biotic conditions; • Fishing and harvesting aquatic resources; • Changes in abiotic conditions.

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Table A-4 - South Wight Maritime SAC

Name, Designation and Site Code	South Wight Maritime SAC UK0030061
Location and Area	Isle of Wight 19866.12 ha
Brief Description	Reefs for which this is considered to be one of the best areas in the United Kingdom. Submerged or partially submerged sea caves for which this is considered to be one of the best areas in the United Kingdom. Vegetated sea cliffs of the Atlantic and Baltic coasts for which this is considered to be one of the best areas in the United Kingdom.
Reason for Designation	Annex I habitats that are a primary reason for selection of this site • H1170 Reefs; • H1230 Vegetated sea cliffs of the Atlantic and Baltic coasts; • H8330 Submerged or partially submerged sea caves.
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of qualifying natural habitats; • The structure and function (including typical species) of qualifying natural habitats; • The supporting processes on which qualifying natural habitats rely.
Vulnerabilities of the European Site	Threats, pressures and activities with impacts on the site: • Human induced changes in hydraulic conditions • Outdoor sports and leisure activities, recreational activities • Invasive non-native species

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Table A-5 - Isle of Wight Downs SAC

Name, Designation and Site Code	Isle of Wight Downs SAC UK0016254
Location and Area	Isle of Wight 461.80 ha
Brief Description	This complex contains semi-natural dry grassland on chalk, with extensive areas of sheep's-fescue – meadow oat-grass (*Festuca ovina – Helictotrichon pratense*) grassland in both inland and coastal situations. In places this grades into sheep'-fescue – carline thistle (*Carlina vulgaris*) grassland, particularly on south-facing slopes on the coast, which contains important examples of lichen-rich maritime chalk grassland. Smaller areas of upright brome (*Bromopsis erecta*) grassland occur on the eastern parts of the chalk outcrop. Grassland is locally replaced by heather – dwarf gorse (*Calluna vulgaris – Ulex minor*) dry heaths where superficial deposits overlie the chalk. There are also some stands of the rare chalk heath, with features intermediate between chalk grassland and *Calluna – Ulex* heath. The cliff tops provide a range of sheltered and exposed conditions, and the most exposed support assemblages of nationally rare lichens including *Fulgensia fulgens*. At the western end of the site, the instability and maritime influence has altered the chalk grassland vegetation to include maritime species such as yellow horned-poppy (*Glaucium flavum*), rock samphire (*Crithmum maritimum*) and wild cabbage (Brassica oleracea var. oleracea), together with calcareous grassland species such as wild carrot (*Daucus carota*), carline thistle and lesser hawkbit (*Leontodon saxatilis*). This site represents an uncommon transition from chalk grassland species to sea cliff vegetation, including very large populations of early gentian (*Gentianella anglica*).
Reason for Designation	• Annex I habitats that are a primary reason for selection of this site: • H1230 Vegetated sea cliffs of the Atlantic and Baltic coasts; • H4030 European dry heaths; • H6210 Semi-natural dry grasslands and scrubland facies: on calcareous substrates (Festuco-Brometalia); Dry grasslands and scrublands on chalk or limestone. • Annex II species that are a primary reason for selection of this site: • S1654 Early gentian (*Gentianella anglica*).
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of qualifying natural habitats and habitats of qualifying species; • The structure and function (including typical species) of qualifying natural habitats; • The structure and function of the habitats of qualifying species; • The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely; • The populations of qualifying species; • The distribution of qualifying species within the site.

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Vulnerabilities of the European Site	Threats, pressures and activities with impacts on the site: • Air pollution, air-borne pollutants; • Human induced changes in hydraulic conditions; • Outdoor sports and leisure activities, recreational activities.

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A.2. Special Protection Areas (SPA) within the Isle of Wight

Table A-6 and A-7 provide information about the SPAs within the Isle of Wight including their designation status and location in relation to the plan boundary, a brief description, their conservation objectives and sensitivities.

Table A-6 - Solent and Southampton Water SPA

Name, Designation and Site Code	Solent and Southampton Water SPA UK9011061
Location and Area	Isle of Wight 5401.12 ha
Brief Description	During the breeding season the area regularly supports: *Larus melanocephalus* 15.4% of the GB breeding population 5 year peak mean, 1994-1998 *Sterna albifrons* (Eastern Atlantic - breeding) 2% of the GB breeding population 5 year peak mean, 1993-1997 *Sterna dougallii* (Europe - breeding) 3.1% of the GB breeding population 5 year peak mean, 1993-1997 *Sterna hirundo* (Northern/Eastern Europe - breeding) 2.2% of the GB breeding population 5 year peak mean, 1993-1997 *Sterna sandvicensis* (Western Europe/Western Africa) 1.7% of the GB breeding population 5 year peak mean, 1993-1997. Over winter the area regularly supports *Anas crecca* (North-western Europe) 1.1% of the population 5 year peak mean, 1992/3-1996/7 *Branta bernicla bernicla* (Western Siberia/Western Europe) 2.5% of the population 5 year peak mean, 1992/3-1996/7 *Charadrius hiaticula* (Europe/Northern Africa - wintering) 1.2% of the population 5 year peak mean, 1992/3-1996/7 *Limosa limosa islandica* (Iceland - breeding) 1.7% of the population 5 year peak mean, 1992/3-1996/7. Over winter the area regularly supports: 51361 waterfowl (5 year peak mean 1991/92-1995/96) Including: *Branta bernicla bernicla, Anas crecca, Charadrius hiaticula, Limosa limosa islandica*
Reason for Designation	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: • *Larus melanocephalus* 15.4% of the GB breeding population 5 year peak mean, 1994-1998; • Sterna alb*ifrons* (Eastern Atlantic - breeding) 2% of the GB breeding population 5 year peak mean, 1993-1997; • *Sterna dougallii* (Europe - breeding) 3.1% of the GB breeding population 5 year peak mean, 1993-1997; • *Sterna hirundo* (Northern/Eastern Europe - breeding) 2.2% of the GB breeding population 5 year peak mean, 1993-1997; • *Sterna sandvicensis* (Western Europe/Western Africa) 1.7% of the GB breeding population 5 year peak mean, 1993-1997. ARTICLE 4.2 QUALIFICATION (79/409/EEC) Over winter the area regularly supports: • *Anas crecca* (North-western Europe) 1.1% of the population 5 year peak mean, 1992/3-1996/7; • *Branta bernicla bernicla* (Western Siberia/Western Europe) 2.5% of the population 5 year peak mean, 1992/3-1996/7; • *Charadrius hiaticula* (Europe/Northern Africa - wintering) 1.2% of the population 5 year peak mean, 1992/3-1996/7; • *Limosa limosa islandica* (Iceland - breeding) 1.7% of the population 5 year peak mean, 1992/3-1996/7.

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	ARTICLE 4.2 QUALIFICATION (79/409/EEC): AN INTERNATIONALLY IMPORTANT ASSEMBLAGE OF BIRDS Over winter the area regularly supports: • 51361 waterfowl (5 year peak mean 1991/92-1995/96) Including: *Branta bernicla bernicla , Anas crecca , Charadrius hiaticula , Limosa limosa islandica*.
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of the habitats of the qualifying features; • The structure and function of the habitats of the qualifying features; • The supporting processes on which the habitats of the qualifying features rely; • The population of each of the qualifying features; • The distribution of the qualifying features within the site.
Vulnerabilities of the European Site	Threats, pressures and activities with impacts on the site: • Outdoor sports and leisure activities, recreational activities; • Changes in abiotic conditions; • Changes in biotic conditions; • Fishing and harvesting aquatic resources; • Pollution to groundwater (point sources and diffuse sources).

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Table A-7 - Solent and Dorset Coast SPA

Name, Designation and Site Code	Solent and Dorset Coast SPA UK9020330
Location and Area	88,980.55 ha
Brief Description	Marine Geomorphology: Estuary, Intertidal sediments (including sandflat/mudflat), Subtidal sediments (including sandbank/mudbank).
Reason for Designation	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: • *Sterna sandvicensis* - 4.01% of the GB breeding population (5 year mean 2010-2014, 441 pairs); • *Sterna hirundo* - 4.77% of the GB breeding population (5 year mean 2009-2014, 492 pairs); • *Sterna albifrons* - 3.31% of the GB breeding population (5 year mean 2009-2014, 63 pairs).
Conservation Objectives	• Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; • The extent and distribution of the habitats of the qualifying features; • The structure and function of the habitats of the qualifying features; • The supporting processes on which the habitats of the qualifying features rely; • The population of each of the qualifying features; and, • The distribution of the qualifying features within the site.
Vulnerabilities of the European Site	• Threats, pressures and activities with impacts on the site: • Military use and civil unrest; • Exploration and extraction of oil or gas; • Shipping lanes, ports, marine constructions; • Shipping lanes, ports, marine constructions; • Fishing and harvesting aquatic resources; • Outdoor sports and leisure activities, recreational activities; • Renewable abiotic energy use; • Discharges.

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A.3. Ramsar Sites within the Isle of Wight

Table A-8 provides information about the Ramsar site within the Isle of Wight including its designation status and location in relation to the plan boundary, a brief description and sensitivities.

Table A-8 - Solent and Southampton Water Ramsar site

Name, Designation and Site Code	Solent and Southampton Water Ramsar site UK11063
Location and Area	Isle of Wight 5346.44 ha
Brief Description	The area covered extends from Hurst Spit to Gilkicker Point along the south coast of Hampshire and along the north coast of the Isle of Wight. The site comprises of estuaries and adjacent coastal habitats including intertidal flats, saline lagoons, shingle beaches, saltmarsh, reedbeds, damp woodland, and grazing marsh. The diversity of habitats support internationally important numbers of wintering waterfowl, important breeding gull and tern populations and an important assemblage of rare invertebrates and plants.
Reason for Designation	Ramsar criterion 1 The site is one of the few major sheltered channels between a substantial island and mainland in European waters, exhibiting an unusual strong double tidal flow and has long periods of slack water at high and low tide. It includes many wetland habitats characteristic of the biogeographic region: saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs. Ramsar criterion 2 The site supports an important assemblage of rare plants and invertebrates. At least 33 British Red Data Book invertebrates and at least eight British Red Data Book plants are represented on site. Ramsar criterion 5 Assemblages of international importance: Species with peak counts in winter: 51343 waterfowl (5 year peak mean 1998/99-2002/2003) Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in spring/autumn: • Ringed plover (*Charadrius hiaticula*), Europe/Northwest Africa 397 individuals, representing an average of 1.2% of the GB population (5 year peak mean 1998/9-2002/3). Species with peak counts in winter: • Dark-bellied brent goose (*Branta bernicla bernicla*), 6456 individuals, representing an average of 3% of the population (5 year peak mean 1998/9-2002/3); • Eurasian teal (*Anas crecca*,) NW Europe 5514 individuals, representing an average of 1.3% of the population (5 year peak mean 1998/9-2002/3)

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	• Black-tailed godwit (*Limosa limosa islandica*), Iceland/W Europe 1240 individuals, representing an average of 3.5% of the population (5 year peak mean 1998/9-2002/3).
Conservation Objectives	• In the absence of conservation objectives for Ramsar sites, the following have been used: • Ensure that the integrity of the site is maintained or restored as appropriate by maintaining or restoring: • The extent and distribution of the habitats of the qualifying features; • The structure and function of the habitats of the qualifying features; • The supporting processes on which the habitats of the qualifying features rely • The population of each of the qualifying features; and, • The distribution of the qualifying features within the site.
Vulnerabilities of the Site	Threats, pressures and activities with impacts on the site: • Erosion.

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Appendix B. Screening Assessment Tables

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Note that the following table provides detail of Policy wording and an overview of the Policy Area. For further detail on supporting text and the likely types of measures to be derived from the Policy area, see the LTP4.

Table B-1 - LTP4 Policy Screening Assessment

Policy Area	Policy Proposals	LSE?	Rationale
Policy Area 1: Accessibility and Safety	The Accessibility and Safety Policy Area considers the changes required to the transport system to enable everyone to have access to the Island's transportation networks in a safe and more sustainable manner. The measures will include delivering an improved and cohesive network for walking and cycling, continuing with the e-scooter trial and supporting other initiatives such as the E-bike Share Project, providing an accessible public transport infrastructure including rail expansion, developing mobility hubs, particularly at terminals with the mainland, simplify ticketing, adopting a Safe and Secure by Design approach to infrastructure improvements and implementing road safety schemes, and pedestrian prioritisation schemes. Policies considered within this Policy Area include: • Policy AS1 – Active Travel and Personal Mobility: We will make it easier for all people living and working on the Island, particularly disadvantaged groups, to access key services using healthy modes of transport like walking and cycling . • Policy AS2 – Public Transport (buses and rail): We will support and promote high quality, reliable, affordable, and joined-up public transport, supported by accessible and easy to use travel information and booking systems . • Policy AS3 – Cross Solent Travel: We will support proposals that maintain the current choice of routes and methods of crossing the Solent to ensure sustainability, flexibility and deliverability of service and improve key interchange areas that link the Island to the mainland. Improvements to support the use of active travel to access cross-Solent travel will be a priority. • Policy AS4 – Transport Safety and Security: We will improve the safety and security of the Island's transport system, and its perceived safety where this could deter people from travelling, particularly by active modes and public transport.	Yes	This Policy Area would result in the additional provision/ expansion of a comprehensive network for cycling and walking in between settlements, as well as new and or expanded Greenways. There will be new and extended cycle routes which may require reallocation of highways and increased use of public rights of way. There will be a new network of electric bike hire stations developed and provision of secure cycle parking facilities. In addition there would likely be improved and or new bus facilities and Mobility Hubs, interchange facilities, new Variable Messaging Signs, improved or enhanced lighting, junction improvements, potential improvements to the rail network such as passing loops, possible tramlines and light rail connections and better general connections. There will also be general maintenance activities likely. In summary the policies may lead to future development.
Policy Area 2: Behaviour Change	The Behaviour Change Policy Area considers the measures which will influence our residents and visitors' travel habits. These measures will include education, marketing, financial	No	Policy will not lead to development as it is focussed on changing travel

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Policy Area	Policy Proposals	LSE?	Rationale
	support for small-scale Active Travel initiatives, 'mobility credits' and funding/ reward schemes to increase take-up of alternative modes of transport to the car. Policies considered within this Policy Area include: • Policy BC1 – Behaviour Change: Through engagement with residents and business, we will understand barriers to walking, cycling, use of public transport and Zero Emission Vehicles (ZEVs). We will use this knowledge to develop services, campaigns and other activities (including requirements for developer travel plans) to support behaviour change.		behaviour through campaigns and use of technology.
Policy Area 3: Infrastructure	The Infrastructure Policy Area considers the physical infrastructure required to manage travel demand from motor vehicles in future while protecting the natural environment of the Island and increasing the resilience of our transport networks to the impacts of climate change. Measures will include a review of our parking and pricing strategies, the expansion of our electric vehicle (EV) charging point network, reallocation of road space from roads to public realm and/or pedestrian and cycling corridors, development of Transport Hubs, support more freight consolidation to reduce HGV demand, continue to support the drone trial for first responder services, review our design standards to protect our natural environment while maintaining safety, and consider highway resilience schemes to combat the effects of climate change. Policies considered within this Policy Area include: • Policy I1 – Demand Management for Car Based Travel: We consider greater traffic demand management to be essential in the urban areas of the Island, to achieve modal shift and improve sustainable travel. This can only currently be achieved efficiently and effectively through parking restrictions and charging applied to on-street, off-street and potentially workplace parking. We will work together with local town, community and parish councils to develop locally appropriate strategies and explore alternative measures. • Policy I2 – Demand Management for Freight and Logistics: We will support measures that decrease the use of certain goods vehicles and reduce the overall journey distances made by these vehicles. • Policy I3 – Protecting the Built and Natural Environment: We will protect the built and natural environment of our Island by requiring reduced carbon footprints and net gain in biodiversity for all new transport infrastructure schemes and look for opportunities to deliver environmental enhancements through new or upgraded infrastructure schemes	Yes	This Policy Area could result in the provision of development in the form of a new control centre, macro and micro-freight consolidation centres, EV charging infrastructure, energy storage and energy generation facilities, maintenance activities, changes to street and public space layouts which would include expansion of the footpath network and small scale junction improvements, targeted capacity improvements at specific junctions, amendments to parking areas and parking provision, enhanced lighting, provision of cabling, provision of SuDS

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Policy Area	Policy Proposals	LSE?	Rationale
	(e.g. sustainable urban drainage systems, public realm improvement etc.), and routine maintenance. In accordance with our UNESCO Biosphere Reserve status, infrastructure will be delivered in a manner which appropriately balances economic, social, and environmental impacts with its local context. Visual impact will be a key consideration in this, particularly in rural settings, where important environmental designations such as areas of National Landscape are seen as key to local ecology, wellbeing, and the visitor economy. A project design and implementation checklist has been created to support all projects and has most significant relevance to this policy. • Policy I4 – Supporting Zero Emission Vehicles (ZEV): We will support rapid uptake of electric vehicles (and hydrogen vehicles where appropriate) to achieve our net zero carbon aim by 2040 across the Island. • Policy I5 – Asset Management, Climate Change Impact and Network Resilience: Together with Island Roads, we will manage the operation and maintenance of the Island's highway network in a way which fully supports delivery of the ITP objectives and policies, limits carbon emissions and adapts to a changing climate		
Policy Area 4: Land Use Planning	The Land Use Planning Policy Area considers the changes in land use planning which will enable people to take fewer trips and prioritise travel for new and existing developments. Measures include developing a Movement and Place Framework based on 20-minute neighbourhoods and Healthy Streets approaches, supporting active travel prioritisation through planning, securing funding from developers towards sustainable transport and creating a priority list of highway improvements identified in our Island Planning Strategy and Infrastructure Development Plan. Policies within this Policy Area include: • Policy LUP1 – Planning for People and Places: We will ensure that the design and location of new development improves local neighbourhoods, towns and villages through support for sustainable transport, by providing attractive environments for people, and increasing opportunities to live and work locally. • Policy LUP2 – New Development: We will work with developers and promoters of new development(s) to:	Yes	This Policy Area is likely to lead to development through the provision of new infrastructure, new services and attractions, new access routes and promotion/ enabling of new housing or commercial areas.

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Policy Area	Policy Proposals	LSE?	Rationale
	a) Ensure that new developments have good sustainable travel options in accordance with the movement and place framework by prioritising people walking and cycling, and public transport users and zero emission delivery vehicles, in accordance with the specific function of different types of location. This will give people real options for each trip. b) Ensure that financial contributions from developers are used to mitigate the impacts of any additional motor vehicle traffic on existing networks, and improve walking, cycling and public transport networks and opportunities.		
Policy Area 5: Sustainable Tourism	The Sustainable Tourism Policy Area considers the measures which will make sustainable leisure and tourist trips as attractive as possible. These measures will include public transport schemes aimed at tourists, such as eco-tourism messaging and e-bike hire. Policies within this Policy Area include: • Policy ST1 – Sustainable Tourism: We will support and raise awareness of sustainable visitor travel choices both on and to and from the Island and work in partnership with Visit Isle of Wight to promote them. • Policy ST2 – Sustainable Tourism Infrastructure: We will promote and invest in sustainable visitor corridors and support the development of tourist attractions in sustainable locations.	Yes	This Policy Area could lead to the development of Mobility Hubs and high quality interchange facilities at terminals and in local and district centres. Expansion could also be made of e-bike, bikes and e-scooters at strategic locations on the island. Support may also be provided for additional infrastructure and for new attractions to help the tourist trade.
Policy Area 6: Technology	The Technology Policy Area 6 considers the technology measures which will reduce the need to travel and increase connectivity between people and services. It also looks at how improved data can support a smarter transport network. Possible measures will include internet and digital connectivity improvements, Mobility as a Service (MaaS), and supporting online options for in-person services. Policies within this Policy Area include: • Policy T1 – Digital Connectivity: We will support and promote equitable access to fast and high quality internet connections (called digital connectivity,) especially in rural areas, where the infrastructure provided by the private sector may be delivered more slowly, and support community services being made available online as well as in person.	Yes	This Policy Area could lead to the need for additional physical infrastructure, particularly to allow the extensive rollout of fibre broadband. Digital technology could also be incorporated into transport infrastructure projects and this may require additional cabling and associated infrastructure such as junction boxes etc. Note is also made of the need to support the development

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Policy Area	Policy Proposals	LSE?	Rationale
	We will use technology to make better use of existing data, and collect more where needed, to understand travel choices and support traffic demand management and to engage on our future proposals.		of sustainable fuel storage systems including solar and hydrogen.

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Appendix C. Appropriate Assessment Tables

These matrices present the results of the strategic level appropriate assessment undertaken for the actions where an LSE could not be confidently ruled out.

Where relevant, mitigation measures to reduce or prevent effects are included. These mitigation measures are outlined within Section 7.2 of this HRA.

The matrices provided within this Appendix are set out in accordance with the Planning Inspectorate Advice Note 10 Site Integrity Matrices[22].

Matrix key:

✓ = High risk of having an impact and therefore adverse effects on site integrity cannot be excluded at this stage

X = Low risk of having an impact and therefore adverse effects on site integrity are unlikely

Where effects are not relevant to a particular feature, or have been excluded at screening stage, the matrix cell has been greyed out (and an explanation is provided as to why the effect is not relevant)

C = Construction

O = Operation

Decommissioning has been excluded as any development/construction will be retained for the foreseeable future or the actions do not have a decommissioning stage.

[22] https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-ten/

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Table C-1 - Briddlesford Copses SAC

Name of European Site and designation	Briddlesford Copses SAC															
EU Code	UK0030328															
Distance to site (km)	Located within the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
S1323 Bechstein's bat *(Myotis bechsteinii*)	a×	a×	b×	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h✓	h✓

a: Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation. Although considered unlikely there is a potential for direct habitat loss and fragmentation during either construction or operation of developments/ schemes and it is possible that roosting, foraging and commuting routes used by the bat qualifying features could be affected.

b: Bats are sensitive to disturbance and changes in lighting or noise associated with infrastructure works within the SAC or land functionally linked to the SAC could result in impacts to bats. The impact of disturbance on bats is dependent on the time of year (whether bats are breeding/ using maternity roosts) and time of day (roosting during the day, active dusk-dawn).

c: There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities. The risk to integrity is considered to be low. The risk is considered to be greater for construction and less for operation.

d: Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. As a result, the integrity of the SAC could be adversely affected but the risk is considered to be low unless a scheme of a size capable of making these changes is located in proximity to the site.

Field Code Changed

f: Any development has the potential to result in the spread of INNS. The risk is reduced during operation due to less groundwork and other operations that could potentially introduce/ spread INNS.

g: Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.

h: The potential for in-combination effects with a range of possible plans and projects, without considering mitigation, is acknowledged to present a risk and, as the SAC is within the plan area, adverse effects on site integrity need to be considered likely. The in-combination assessment undertaken considered that alongside development of suitable mitigation, no in-combination effects are anticipated. This will be confirmed through further HRA undertaken when details of particular Schemes are known.

Field Code Changed

Table C-2 - Solent and Isle of Wight Lagoons SAC

Name of European Site and designation	Solent and Isle of Wight Lagoons SAC															
EU Code	UK0017073															
Distance to site (km)	Located within the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
H1150 Coastal Lagoons	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h✓	h✓

a: Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.

b: Habitats are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.

c: There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities. The risk to integrity is considered to be low.

d: Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. As a result, the integrity of the SAC could be adversely affected but the risk is considered to be low unless a scheme of a size capable of making these changes is located in proximity to the site.

f: Any development has the potential to result in the spread of INNS. The risk is reduced during operation due to less groundwork and other operations that could potentially introduce/ spread INNS.

g: Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.

Field Code Changed

h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-3 - Solent Maritime SAC

Name of European Site and designation	Solent Maritime SAC															
EU Code	UK0030059															
Distance to site (km)	Located within the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
H1110 Sandbanks which are slightly covered by sea water all the time	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
H1130 Estuaries	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
H1140 Mudflats and sandflats not covered by seawater at low tide; Intertidal mudflats and sandflats	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
H1150 Coastal Lagoons	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
H1210 Annual vegetation of drift lines	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
H1220 Perennial vegetation of stony banks; Coastal shingle vegetation outside the reach of waves	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
H1310 Salicornia and other annuals colonising mud and sand; Glasswort and other annuals colonising mud and sand	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×

Field Code Changed

H1320 Spartina swards (Spartinion maritimae); Cord-grass swards	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
H1330 Atlantic salt meadows (Glauco-Puccinellietalia maritimae)	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
H2120 Shifting dunes along the shoreline with Ammophila arenaria ("white dunes"); Shifting dunes with marram	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
S1016 *Vertigo moulinsiana*; Desmoulin's whorl snail	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×

a: Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.

b: Habitats and snails are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.

c: There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities. The risk to integrity is considered to be low.

d: Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. As a result, the integrity of the SAC could be adversely affected but the risk is considered to be low unless a scheme of a size capable of making these changes is located in proximity to the site.

f: Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC. The risk is reduced during operation due to less groundwork and other operations that could potentially introduce/ spread INNS.

g: Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.

h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-4 - South Wight Maritime SAC

Name of European Site and designation	South Wight Maritime SAC															
EU Code	UK0030061															
Distance to site (km)	Located within the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
H1170 Reefs	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
H1230 Vegetated sea cliffs of the Atlantic and Baltic coasts	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
H8330 Submerged or partially submerged sea caves	a×	a×	b	b	c×	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×

a: Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.

b: Habitats are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.

c: There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities. The risk to integrity is considered to be low.

d: Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. As a result, the integrity of the SAC could be adversely affected but the risk is considered to be low unless a scheme of a size capable of making these changes is located in proximity to the site.

Field Code Changed

f: Any development has the potential to result in the spread of INNS. The risk is reduced during operation due to less groundwork and other operations that could potentially introduce/ spread INNS.

g: Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.

h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-5 - Isle of Wight Downs SAC

Name of European Site and designation	Isle of Wight Downs SAC															
EU Code	UK0016254															
Distance to site (km)	Located within the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
H1230 Vegetated sea cliffs of the Atlantic and Baltic coasts	a×	a×	b	b	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
H4030 European dry heaths	a×	a×	b	b	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
H6210 Semi-natural dry grasslands and scrubland facies: on calcareous substrates (Festuco-Brometalia); Dry grasslands and scrublands on chalk or limestone	a×	a×	b	b	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
S1654 Gentianella anglica; Early gentian	a×	a×	b	b	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×

a: Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.

b: Habitats and plant species are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.

Field Code Changed

c: There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. Some of the habitats of the SAC will be reliant to some degree on terrestrial water, but changes in the water environment are not considered to be a sensitivity of the site. The risk to integrity is considered to be low. The risk is considered to be greater for construction and less for operation.

d: Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. As a result, the integrity of the SAC could be adversely affected but the risk is considered to be low unless a scheme of a size capable of making these changes is located in proximity to the site.

f: Any development has the potential to result in the spread of INNS. The risk is reduced during operation due to less groundwork and other operations that could potentially introduce/ spread INNS.

g: Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.

h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-6 - Solent and Southampton Water SPA

Name of European Site and designation	Solent and Southampton Water SPA															
EU Code	UK9011061															
Distance to site (km)	Located within the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
A046a Branta bernicla bernicla; Dark-bellied brent goose (Non-breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
A052 Anas crecca; Eurasian teal (Non-breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
A137 Charadrius hiaticula; Ringed plover (Non-breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
A156 Limosa limosa islandica; Black-tailed godwit (Non-breeding) A176 Larus melanocephalus; Mediterranean gull (Breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
A191 Sterna sandvicensis; Sandwich tern (Breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
A192 Sterna dougallii; Roseate tern (Breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
A193 Sterna hirundo; Common tern (Breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×

Field Code Changed

A195 Sterna albifrons; Little tern (Breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×
Waterbird assemblage	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f✓	f×	g×	g×	h×	h×

a: Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.

b: Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others), the time of year (disturbance may have a greater impact on birds on the nest or raising young) and time of day (birds pushed inshore at high-tide have fewer loafing/ roosting options). Operational disturbance is considered unlikely to result in an adverse effect on SPA integrity; as it tends to comprise a more regular lower level of disturbance e.g. road noise, to which birds may become habituated.

c: There is potential for hydrological links to the SPA from developments/ schemes, depending on their location. Changes in water quality during construction could, therefore, potentially affect habitats relied upon by birds either within the SPA or functionally linked to it. The risk is considered to be greater for construction than for operation.

d: Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. As a result, the integrity of the SPA could be adversely affected but the risk is considered to be low unless a scheme of a size capable of making these changes is located in proximity to the site.

f: Any development has the potential to result in the spread of INNS. The risk is reduced during operation due to less groundwork and other operations that could potentially introduce/ spread INNS.

g: Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SPA, there is scope for an increase in recreation through the implementation of schemes within the LTP.

h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-7 - Solent and Dorset Coast SPA

Name of European Site and designation	Solent and Dorset Coast SPA															
EU Code	UK9020330															
Distance to site (km)	Located within the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
A191 Sterna sandvicensis; Sandwich tern (Breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
A193 Sterna hirundo; Common tern (Breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
A195 Sterna albifrons; Little tern (Breeding)	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×

a: Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.

b: Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others), the time of year (disturbance may have a greater impact on birds on the nest or raising young) and time of day (birds pushed inshore at high-tide have fewer loafing/ roosting options). Operational disturbance is considered unlikely to result in an adverse effect on SPA integrity; as it tends to comprise a more regular lower level of disturbance e.g. road noise, to which birds may become habituated.

c: There is potential for hydrological links to the SPA from developments/ schemes, depending on their location. Changes in water quality during construction could, therefore, potentially affect habitats relied upon by birds either within the SPA or functionally linked to it. The risk is considered to be greater for construction than for operation

Field Code Changed

d: Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. As a result, the integrity of the SPA could be adversely affected but the risk is considered to be low unless a scheme of a size capable of making these changes is located in proximity to the site.

f: Any development has the potential to result in the spread of INNS. The risk is reduced during operation due to less groundwork and other operations that could potentially introduce/ spread INNS.

g: Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SPA, there is scope for an increase in recreation through the implementation of schemes within the LTP.

h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-8 - Solent and Southampton Water Ramsar Site

Name of European Site and designation	Solent and Southampton Water Ramsar Site															
EU Code	UK11063															
Distance to site (km)	Located within the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
Ramsar criterion 1 The site is one of the few major sheltered channels between a substantial island and mainland in European waters, exhibiting an unusual strong double tidal flow and has long periods of slack water at high and low tide. It includes many wetland habitats characteristic of the biogeographic region: saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs.	a×	a×	b	b	c✓	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
Ramsar criterion 2 The site supports an important assemblage of rare plants and invertebrates. At least 33 British Red	a×	a×	b	b	c✓	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×

Field Code Changed

Data Book invertebrates and at least eight British Red Data Book plants are represented on site.																
Ramsar criterion 5 Assemblages of international importance: waterfowl	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×
Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): • Dark-bellied brent goose, Branta bernicla bernicla, • Eurasian teal, Anas crecca, NW Europe • Black-tailed godwit, Limosa limosa islandica, Iceland/W Europe	a×	a×	b✓	b×	c✓	c×	d✓	d✓	e×	e×	f×	f×	g×	g×	h×	h×

a: Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.

b: Habitat, plant and invertebrate qualifying features are not sensitive to visual and acoustic disturbance. Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others), the time of year (disturbance may have a greater impact on birds on the nest or raising young) and time of day (birds pushed inshore at high-tide have fewer loafing/ roosting options). Operational disturbance is considered unlikely to result in an adverse effect on Ramsar site integrity; as it tends to comprise a more regular lower level of disturbance e.g. road noise, to which birds may become habituated.

c: There is potential for hydrological links to the Ramsar site from developments/ schemes, depending on their location. Changes in water quality during construction could, therefore, potentially affect habitats relied upon by birds either within the SPA or functionally linked to it. The risk is considered to be greater for construction than for operation.

d: Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.

Field Code Changed

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. As a result, the integrity of the Ramsar site could be adversely affected but the risk is considered to be low unless a scheme of a size capable of making these changes is located in proximity to the site.

f: Any development has the potential to result in the spread of INNS. The risk is reduced during operation due to less groundwork and other operations that could potentially introduce/ spread INNS.

g: Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the Ramsar site, there is scope for an increase in recreation through the implementation of schemes within the LTP.

h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-9 - River Avon SAC

Name of European Site and designation	River Avon SAC															
EU Code	UK0013016															
Distance to site (km)	Located 14.7km west of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
H3260 Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation ('Rivers with floating vegetation often dominated by watercrowfoot')	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
S1016 Desmoulin's whorl snail *Vertigo moulinsiana*	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
S1095 Sea lamprey *Petromyzon marinus*	a	a	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
S1096 Brook lamprey *Lampetra planeri*	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
S1106 Atlantic salmon *Salmo salar*	a	a	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
S1163 Bullhead *Cottus gobio*	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

a: As the SAC is located over 14km from the LTP boundary on the mainland, there is no pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes under the LTP.

Field Code Changed

b: Habitats and snails are not sensitive disturbance and changes in lighting or noise and, therefore, impacts have been ruled out. The qualifying fish species of the SAC are sensitive to noise and vibration and although they will not be disturbed whilst in the SAC due to distance, they could be disturbed whilst on migration. This only affects sea lamprey and Atlantic salmon. The risk of developments/ schemes within the plan area affecting migrating fish outside the SAC is incredibly low and as effects could be mitigated, they are not likely to have adverse effects on integrity.

c: There is potential for a hydrological link to the SAC via the English Channel/ River Avon from developments/ schemes within the plan area, depending on their location. However, given the nature of this pathway and distance between the plan area and the SAC, this pathway is considered to be defunct.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SAC from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure could be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the SAC lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites could increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the SAC.

h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans. The potential for in-combination effects with a range of possible plans and projects is acknowledged for two of the qualifying features in this case. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-10 - New Forest SAC

Name of European Site and designation	New Forest SAC															
EU Code	UK0012557															
Distance to site (km)	Located 6.7km north of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
H3110 Oligotrophic waters containing very few minerals of sandy plains (Littorelletalia uniflorae); 'Nutrient-poor shallow waters with aquatic vegetation on sandy plains'	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H3130 Oligotrophic to mesotrophic standing waters with vegetation of the Littorelletea uniflorae and/or of the Isoëto-Nanojuncetea; 'Clear-water lakes or lochs with aquatic vegetation and poor to moderate nutrient levels'	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H4010 Northern Atlantic wet heaths with Erica tetralix; 'Wet heathland with cross-leaved heath'	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H4030 European dry heaths	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

Field Code Changed

H6410 Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae); 'Purple moor-grass meadows'	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H7140 Transition mires and quaking bogs; 'Very wet mires often identified by an unstable `quaking` surface'	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H7150 Depressions on peat substrates of the Rhynchosporion	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H7230 Alkaline fens; 'Calcium-rich spring water-fed fens'	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H9120 Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (Quercion robori-petraeae or Ilici-Fagenion); 'Beech forests on acid soils'	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H9130 Asperulo-Fagetum beech forests; Beech forests on neutral to rich soils	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H9190 Old acidophilous oak woods with Quercus robur on sandy plains	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H91D0 Bog woodland* (priority feature)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H91E0 Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae); 'Alder woodland on floodplains' * (priority feature)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
S1044 *Coenagrion mercuriale*; Southern damselfly	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
S1083 *Lucanus cervus*; Stag beetle	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

Field Code Changed

S1166 Great crested newt *Triturus cristatus*	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

a: As the SAC is located over 6 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes.

b: Habitats, invertebrate species and great crested newts are not sensitive disturbance and changes in lighting or noise and given the location of the SAC outside the plan area and the distance from it. There is no pathway for potential adverse effect.

c: There is no potential for a direct hydrological link to the SAC from developments/ schemes within the plan area, due to separation by the Solent. Therefore, adverse effects during either construction or operation are highly unlikely.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SAC from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the SAC lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the SAC.

h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans.

Field Code Changed

Table C-11 - Dorset Heaths SAC

Name of European Site and designation	Dorset Heaths SAC															
EU Code	UK0019857															
Distance to site (km)	Located 12.5km west of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
H4010. Northern Atlantic wet heaths with Erica tetralix; Wet heathland with cross-leaved heath	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H4030. European dry heaths	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H6410. Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae); Purple moor-grass meadows	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H7150. Depressions on peat substrates of the Rhynchosporion; Depressions on peat substrates	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H7210. Calcareous fens with Cladium mariscus and species of the Caricion davallianae; Calcium-rich fen dominated by great fen sedge (saw sedge)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

Field Code Changed

H7230. Alkaline fens; Calcium-rich springwater-fed fens	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H9190. Old acidophilous oak woods with Quercus robur on sandy plains; Dry oak-dominated woodland	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
S1044. Coenagrion mercuriale; Southern damselfly	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
S1166. Triturus cristatus; Great crested newt	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

a: As the SAC is located approximately 12.5 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes.

b: Habitats, invertebrate species and great crested newts are not sensitive disturbance and changes in lighting or noise and given the location of the SAC outside the plan area and the distance from it. There is no pathway for potential adverse effect.

c: There is no potential for a direct hydrological link to the SAC from developments/ schemes within the plan area, due to separation by the Solent.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SAC from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the SAC lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site.

However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the SAC.

h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans.

Field Code Changed

Table C-12 - St Albans Head to Durlston Head SAC

Name of European Site and designation	St Albans Head to Durlston Head SAC															
EU Code	UK0019863															
Distance to site (km)	Located 26.6km west of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
H1230. Vegetated sea cliffs of the Atlantic and Baltic coasts	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
H6210. Semi-natural dry grasslands and scrubland facies: on calcareous substrates (Festuco Brometalia) (important orchid sites); Dry grasslands and scrublands on chalk or limestone (important orchid sites)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
S1304. *Rhinolophus ferrumequinum*; Greater horseshoe bat	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
S1654. *Gentianella anglica*; Early gentian	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

a: As the SAC is located over 26 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes to the habitat features of the SAC. It is possible that roosting, foraging, and commuting routes used by the bat qualifying features and located outside the SAC boundary (i.e. functionally linked and important for the survival of the population) could be affected; however, given that the plan area is separated from the SAC by the Solent, the likelihood is further reduced.

Field Code Changed

b: Habitats and plant species are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features. Bats, however, are sensitive to such disturbance and changes in lighting or noise associated with infrastructure works close to the SAC or land functionally linked to the SAC could result in impacts to bats. The impact of disturbance on bats is dependent on the time of year (whether bats are breeding/ using maternity roosts), time of day (roosting during the day, active dusk-dawn) and the proximity to habitats used by bats within and outside the SAC. Assessment and good design can allow adverse effects on site integrity to be avoided.

c: Although there is potential for hydrological link to the SAC this is via the Solent and over 26km from any developments/ schemes within the plan area. Therefore, this pathway is considered to be defunct.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SAC from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out. e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the SAC lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the SAC.

h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans. The potential for in-combination effects with a range of possible plans and projects is acknowledged for one qualifying feature in this case. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-13 - Dorset Heathlands SPA

Name of European Site and designation	Dorset Heathlands SPA															
EU Code	UK9010101															
Distance to site (km)	Located 12.5km west of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
A302 *Sylvia undata*; Dartford Warbler (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A224 *Caprimulgus europaeus*; Nightjar (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A246 *Lullula arborea*; Woodlark (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A082 *Circus cyaneus*; Hen Harrier (Non-breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A098 *Falco columbarius*; Merlin (Non-breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

a: As the SPA is located approximately 12.5 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes to the habitat features of the SPA. Impacts on functionally linked land (i.e. land outside the SPA used by qualifying bird species and important for their survival) and foraging and commuting routes used by the bird qualifying features also need to be considered. However, given the separation of the plan area from the SPA by the Solent and the bird species for which the SPA is designated, impacts on such features are considered highly unlikely and the pathway ruled out.

Field Code Changed

b: Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others), the time of year (disturbance may have a greater impact on birds on the nest or raising young) and time of day (birds pushed inshore at high-tide have fewer loafing/ roosting options). Given the distance of the plan area from the SPA, neither construction nor operational disturbance is considered likely to result in bird disturbance. Due to the geographical separation, it is considered that functionally linked land is absent and therefore the risk of disturbing SPA birds outside the SPA boundary minimal..

c: There is no potential for a direct hydrological link to the SPA from developments/ schemes within the plan area, due to separation by the Solent.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SAC from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the SPA lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the SPA.

h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans.

Field Code Changed

Table C-14 - New Forest SPA

Name of European Site and designation	New Forest SPA															
EU Code	UK9011031															
Distance to site (km)	Located 6.2km north of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
A302 *Sylvia undata*; Dartford Warbler (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A072 *Pernis apivorus*; Honey Buzzard (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A224 *Caprimulgus europaeus*; Nightjar (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A246 *Lullula arborea*; Woodlark (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A082 *Circus cyaneus*; Hen Harrier (Non-breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A099 *Falco Subbuteo*; Hobby (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
A314 *Phylloscopus trochilus*; Wood Warbler (Breeding)	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

a: As the SPA is located approximately 12.5 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes to the habitat features of the SPA. Impacts on functionally linked land (i.e. land outside the SPA used by qualifying bird species and important for their survival) and foraging and commuting routes used by the bird qualifying features also need to be

Field Code Changed

considered. However, given the separation of the plan area from the SPA by the Solent and the bird species for which the SPA is designated, impacts on such features are considered highly unlikely and the pathway ruled out.

b: Birds are sensitive to disturbance, both visual and acoustic, and the level of impact is dependent on species, the time of year and/or the time of day, there is no scope for birds from the SPA to be disturbed by the construction of developments/ schemes within the plan area. Given the distance of the plan area from the SPA, neither construction nor operational disturbance is considered likely to result in bird disturbance. Due to the geographical separation, it is considered that functionally linked land is absent and therefore the risk of disturbing SPA birds outside the SPA boundary minimal..

c: There is no potential for hydrological links to the SPA from developments/ schemes within the plan area, due to separation by the Solent.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SPA from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure could be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the SPA lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the SPA.

h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans.

Field Code Changed

Table C-15 - Portsmouth Harbour SPA

Name of European Site and designation	Portsmouth Harbour SPA															
EU Code	UK9011051															
Distance to site (km)	Located 7.8km north of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
A675 *Branta bernicla bernicla*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A672 *Calidris alpina alpina*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A616 *Limosa limosa islandica* (Iceland - breeding)	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A069 *Mergus serrator*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×

a: As the SPA is located approximately 7.8 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes to the habitat features of the SPA. Impacts on functionally linked land (i.e. land outside the SPA used by qualifying bird species and important for their survival) and foraging and commuting routes used by the bird qualifying features also need to be considered.

b: Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others), the time of year (disturbance may have a greater impact on birds on the nest or raising young) and time of day (birds pushed inshore at high-tide have fewer loafing/ roosting options). Operational disturbance is considered unlikely to result in an adverse effect on SPA integrity; as it tends to comprise a more regular lower level of disturbance e.g. road noise, to which birds may become habituated. The risk is considered to be greatly reduced as the SPA is outside the LTP boundary and, therefore, impacts are likely to be to functionally linked habitats and commuting routes.

Field Code Changed

c: Although there is potential for hydrological link to the SPA this is via the Solent and over 7km from any developments/ schemes within the plan area. Therefore, this pathway is considered to be defunct.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SPA from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the SPA lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the SPA.

h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

Field Code Changed

Table C-16 - Chichester and Langstone Harbours SPA

Name of European Site and designation	Chichester and Langstone Harbours SPA															
EU Code	UK9011011															
Distance to site (km)	Located 8.8km north east of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
A054 *Anas acuta* (Wintering)	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A056 *Anas clypeata*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A052 *Anas crecca*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A050 *Anas Penelope*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A169 *Arenaria interpres* (Wintering)	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A675 *Branta bernicla bernicla*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A144 *Calidris alba* (Wintering)	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A672 *Calidris alpina alpina*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A137 *Charadrius hiaticula* (Wintering)	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A157 *Limosa lapponica* (Wintering)	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A069 *Mergus serrator*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A160 *Numenius arquata* (Breeding)	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×

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A141 *Pluvialis squatarola* (Wintering)	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
A195 *Sterna albifrons* (Breeding)	a×	a×	b×	b×	c×	c×	d×	d×	e×	e×	f	f	g×	g×	h×	h×
A193 *Sterna hirundo* (Breeding)	a×	a×	b×	b×	c×	c×	d×	d×	e×	e×	f	f	g×	g×	h×	h×
A191 *Sterna sandvicensis* (Breeding)	a×	a×	b×	b×	c×	c×	d×	d×	e×	e×	f	f	g×	g×	h×	h×
A048 *Tadorna tadorna*	a×	a×	b×	b×	c×	c×	d×	d×	e×	e×	f	f	g×	g×	h×	h×
A162 *Tringa totanus* (Wintering)	a×	a×	b×	b×	c×	c×	d×	d×	e×	e×	f	f	g×	g×	h×	h×

a: As the SPA is located approximately 8.8 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes to the habitat features of the SPA. Impacts on functionally linked land (i.e. land outside the SPA used by qualifying bird species and important for their survival) and foraging and commuting routes used by the bird qualifying features also need to be considered.

b: Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others), the time of year (disturbance may have a greater impact on birds on the nest or raising young) and time of day (birds pushed inshore at high-tide have fewer loafing/ roosting options). Operational disturbance is considered unlikely to result in an adverse effect on SPA integrity; as it tends to comprise a more regular lower level of disturbance e.g. road noise, to which birds may become habituated. The risk is considered to be greatly reduced as the SPA is outside the LTP boundary and, therefore, impacts are likely to be to functionally linked habitats and commuting routes.

C: Although there is potential for hydrological link to the SPA this is via the Solent and over 7km from any developments/ schemes within the plan area. Therefore, this pathway is considered to be defunct.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SPA from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the SPA lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the SPA. h: The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the

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extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

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Table C-17 - New Forest Ramsar site

Name of European Site and designation	New Forest Ramsar site															
EU Code	UK11047															
Distance to site (km)	Located 6.2km north of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
Ramsar criterion 1 Valley mires and wet heaths are found throughout the site and are of outstanding scientific interest. The mires and heaths are within catchments whose uncultivated and undeveloped state buffer the mires against adverse ecological change. This is the largest concentration of intact valley mires of their type in Britain.	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h
Ramsar criterion 2 The site supports a diverse assemblage of wetland plants and animals including several nationally rare species. Seven species of nationally rare plant are found on the site, as are at least 65 British Red Data Book species of invertebrate.	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

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Ramsar criterion 3 The mire habitats are of high ecological quality and diversity and have undisturbed transition zones. The invertebrate fauna of the site is important due to the concentration of rare and scare wetland species. The whole site complex, with its examples of semi-natural habitats is essential to the genetic and ecological diversity of southern England.	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

a: As the Ramsar site is located approximately 6.2 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes affecting the plant and invertebrate features of the Ramsar site.

b: Habitats and invertebrate species are not sensitive to visual and acoustic disturbance; therefore, no pathway exists.

c: There is no potential for hydrological links to the Ramsar site from developments/ schemes within the plan area, due to separation by the Solent.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the Ramsar site from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct.

f: As the Ramsar site lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the Ramsar site.

h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans.

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Table C-18 - Portsmouth Harbour Ramsar site

Name of European Site and designation	Portsmouth Harbour Ramsar site															
EU Code	UK11055															
Distance to site (km)	Located 7.8km north of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
Ramsar criterion 3 The intertidal mudflat areas possess extensive beds of eelgrass *Zostera angustifolia* and *Zostera noltei* which support the grazing dark-bellied brent geese populations. The mud-snail *Hydrobia ulvae* is found at extremely high densities, which helps to support the wading bird interest of the site. Common cord-grass *Spartina anglica* dominates large areas of the saltmarsh and there are also extensive areas of green algae *Enteromorpha* spp. and sea lettuce *Ulva lactuca*. More locally the saltmarsh is dominated by sea purslane *Halimione portulacoides* which gradates to more varied communities at the higher shore levels. The site also includes a number of saline lagoons hosting nationally important species.	a	a	b	b	c	c	d	d	e	e	f	f	g	g	h	h

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Ramsar criterion 6 – species/populations occurring at levels of international importance. Dark-bellied brent goose, *Branta bernicla bernicla*	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×

a: As the Ramsar site is located approximately 7.8 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes to the habitat features of the Ramsar site. Impacts on functionally linked land (i.e. land outside the Ramsar site used by qualifying bird species and important for their survival) and foraging and commuting routes used by the bird qualifying features also need to be considered.

b: Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others), the time of year (disturbance may have a greater impact on birds on the nest or raising young) and time of day (birds pushed inshore at high-tide have fewer loafing/ roosting options). Operational disturbance is considered unlikely to result in an adverse effect on Ramsar site integrity; as it tends to comprise a more regular lower level of disturbance e.g. road noise, to which birds may become habituated. The risk is considered to be greatly reduced as the Ramsar site is outside the LTP boundary and, therefore, impacts are likely to be to functionally linked habitats and commuting routes.

c: Although there is potential for hydrological link to the SAC this is via the Solent and over 7km from any developments/ schemes within the plan area. Therefore, this pathway is considered to be defunct.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SAC from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out. e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct. f: As the Ramsar site lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the Ramsar site.

h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans. The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

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Table C-19 - Chichester and Langstone Harbours Ramsar site

Name of European Site and designation	Chichester and Langstone Harbours Ramsar site															
EU Code	UK11013															
Distance to site (km)	Located 8.8km north east of the LTP Area															
European Site features	Adverse effect on integrity															
Effect	Habitat loss and fragmentation		Species disturbance (visual and acoustic)		Changes in terrestrial water quality		Changes to air quality		Changes to surface and groundwater hydrology		Introduction of INNS		Recreational pressure		In-combination assessment	
Stage of development	C	O	C	O	C	O	C	O	C	O	C	O	C	O	C	O
Ramsar criterion 1 Two large estuarine basins linked by the channel which divides Hayling Island from the main Hampshire coastline. The site includes intertidal mudflats, saltmarsh, sand and shingle spits and sand dunes.	a	a	b	b	c	c	d	d	e	e	f	f	g	g	c	c
Ramsar criterion 5 Assemblages of international importance: waterfowl	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×
Ramsar criterion 6 – species/populations occurring at levels of international importance. • Ringed plover, Charadrius hiaticula, Europe/Northwest Africa • Black-tailed godwit, Limosa limosa islandica, Iceland/W Europe	a×	a×	b×	b×	c	c	d	d	e	e	f	f	g	g	h×	h×

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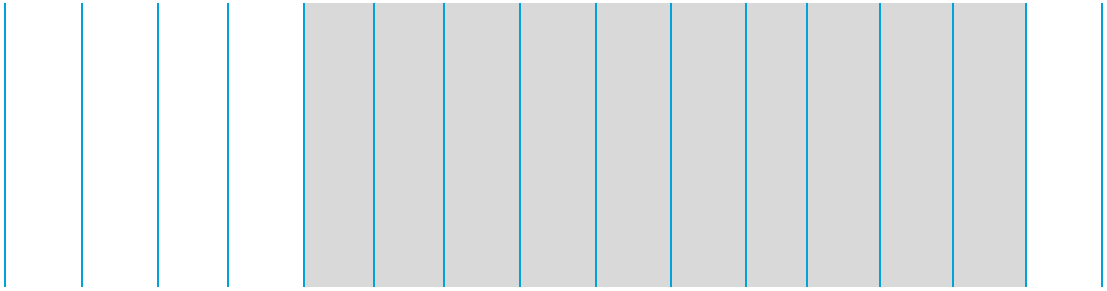
- Common redshank, Tringa totanus tetanus
- Dark-bellied brent goose, Branta bernicla bernicla
- Common shelduck, Tadorna tadorna, NW Europe
- Grey plover, Pluvialis squatarola, E Atlantic/W Africa -wintering
- Dunlin, Calidris alpina alpina, W Siberia/W Europe



a: As the Ramsar site is located approximately 8.8 km from the LTP boundary, it is considered highly unlikely that there will be a pathway for direct habitat loss and fragmentation during either construction or operation of developments/ schemes to the habitat features of the Ramsar site. Impacts on functionally linked land (i.e. land outside the Ramsar site used by qualifying bird species and important for their survival) and foraging and commuting routes used by the bird qualifying features also need to be considered.

b: Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others), the time of year (disturbance may have a greater impact on birds on the nest or raising young) and time of day (birds pushed inshore at high-tide have fewer loafing/ roosting options). Operational disturbance is considered unlikely to result in an adverse effect on Ramsar site integrity; as it tends to comprise a more regular lower level of disturbance e.g. road noise, to which birds may become habituated. The risk is considered to be greatly reduced as the Ramsar site is outside the LTP boundary and, therefore, impacts are likely to be to functionally linked habitats and commuting routes.

c: Although there is potential for hydrological link to the SAC this is via the Solent and over 26km from any developments/ schemes within the plan area. Therefore, this pathway is considered to be defunct.

d: Although air quality effects have not been quantified and it is accepted that modelling at project-level would be required, given the distance of the SAC from the plan area and the absence of a connecting road network, it is considered highly unlikely that air quality impacts within the plan area would be discernible on the mainland. Therefore, this pathway has been ruled out.

e: Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics. Permanent changes to surface water and groundwater hydrology due to the presence of roads and other infrastructure would be expected during the operational phase. However, as the plan area is an island, no effects will be recorded on the mainland and the pathway is considered to be defunct. f: As the Ramsar site lies outside the LTP boundary and any potential introduction/ spreading of INNS would be confined to development sites within the county, an impact pathway is not considered to exist.

g: Improved access to European Sites can increase the recreation pressure on the site. However, all developments/ schemes under the LTP will be within the plan area and given the geographical location, it is considered highly unlikely that they would result in increased recreational pressure within the Ramsar site.

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h: Where all potential impact pathways have been ruled out, there is no scope for in-combination effects with other projects and plans. The potential for in-combination effects with a range of possible plans and projects is acknowledged. However, as adverse effects can only be assessed at the relevant stage to the extent possible on the basis of the precision of the plan/ project, it is considered that a meaningful in-combination assessment at individual European Site level is not possible within this report.

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