



Habitats Regulations Assessment for the Isle of Wight Local Transport Plan 3

Screening Statement

March 2011





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Screening Statement

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Abbreviations

AA	Appropriate Assessment
DCLG	Department of Communities and Local Government
DfT	Department for Transport
DPD	Development Plan Document
HRA	Habitats Regulations Assessment
IoWC	Isle of Wight Council
IROPI	Imperative Reasons of Overriding Public Interest
LDD	Local Development Document
LTP	Local Transport Plan
ODPM	Office of the Deputy Prime Minister (now disbanded)
PFI	Private Finance Initiative
PPS	Planning Policy Statement
RoW	Rights of Way
RSPB	Royal Society for the Protection of Birds
RSS	Regional Spatial Strategy
SA/SEA	Sustainability Appraisal / Strategic Environmental Assessment
SAC	Special Area of Conservation
SPA	Special Protection Area
UNESCO	United Nations Educational, Scientific and Cultural Organisation

Executive Summary

E1.1 Introduction

This report explains the process of screening for Habitats Regulations Assessment (HRA). It has been prepared by UE Associates on behalf of Isle of Wight Council and provides a statement, following consultation with Natural England and others, on whether the third Local Transport Plan (LTP3) for the Island requires Appropriate Assessment under the Habitats Regulations for its effects on European sites.

European sites are areas of international nature conservation importance that are protected for the benefit of the habitats and species they support. The screening process examines whether there are likely significant effects of the LTP3 that could have an impact on **European sites within or close to the Isle of Wight**, as a result of actions proposed by the plan and their interrelationship with the sites' specific environmental sensitivities.

E1.2 Findings

Based on the information given in the following chapters, it is considered **unlikely that the LTP3 will lead to significant effects** on any European sites, either alone or in combination with other plans or projects. It therefore does not require Appropriate Assessment under the Habitats Regulations.

Further details of the screening process can be found in the main report, where:

- ▶ **Chapter One** provides a background;
- ▶ **Chapter Two** explains the methodology used;
- ▶ **Chapter Three** describes the European sites considered by the assessment;
- ▶ **Chapter Four** analyses the LTP3 proposals;
- ▶ **Chapter Five** provides a commentary on the potential effects of the plan; and
- ▶ **Chapter Six** presents the Screening Statement and concludes the document.

E1.3 Consultation Arrangements

Consultation with Natural England and other stakeholders on the LTP3's HRA took place alongside consultation on the plan itself.

The Council received 35 formal responses on the plan, some of which related to the HRA, and has used these comments to help refine the final plan.

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1 Introduction

1.1 Background

1.1.1 Isle of Wight Council (IoWC) is undertaking a Habitats Regulations Assessment (HRA) of the emerging third Local Transport Plan (LTP3) for the Island. This is a requirement of regulation 102 of the Conservation of Habitats and Species Regulations 2010 ('the Habitats Regulations'). The assessment establishes whether there are likely significant effects of the plan which could impact on the nature conservation interests of European-protected areas on and around the Island.

1.2 Purpose and Structure of this Report

1.2.1 This report addresses the earliest stages of Habitats Regulations Assessment. It documents the initial evidence gathering process and states whether or not a full Appropriate Assessment (AA) is required for the LTP3. The report shows that there are 21 European sites within or close to the Island that need to be considered because they could potentially be affected as a result of the plan due to their specific environmental sensitivities.

1.2.2 The outputs of the report include information in relation to:

- ▶ The Habitats Regulations Assessment process (**Section 1.3**);
- ▶ The Isle of Wight LTP3 (**Section 1.4**);
- ▶ The HRA methodology (**Chapter Two**);
- ▶ Evidence gathering in relation to the European sites (**Chapter Three & Volume 2**);
- ▶ The likely significant effects of the plan (**Chapter Four**);
- ▶ A commentary on why the plan's potential effects have been discounted from further consideration (**Chapter Five**); and
- ▶ A Screening Statement as to the need, or otherwise, for Appropriate Assessment, and next steps (**Chapter Six**).

1.3 Habitats Regulations Assessment of Land Use Plans

1.3.1 The application of HRA to land use plans is a requirement of the Conservation of Habitats and Species Regulations 2010, the UK's transposition of European Union Directive 92/43/EEC *on the conservation of natural habitats and of wild fauna and flora* (the Habitats Directive). HRA must be applied to all land use plans in England and Wales and aims to assess the potential effects of a plan against the conservation objectives of any sites designated for their nature conservation importance as part of a system known collectively as the Natura 2000 network of European sites.

1.3.2 European sites provide ecological infrastructure for the protection of rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. These sites consist of Special Areas of Conservation (SACs, designated under the Habitats Directive) and Special Protection Areas (SPAs, designated under European Union Directive 2009/147/EC *on the conservation of wild birds* (the Birds Directive)). Meanwhile, Government policy (PPS9 (ODPM, 2005a) and Circular 06/05 (ODPM, 2005b)) recommends that Ramsar sites (UNESCO, 1971) are treated as if they are fully designated European sites for the purposes of considering development proposals that may affect them.

1.3.3 Under Regulation 102 of the Habitats Regulations, the assessment must determine whether or not a plan will adversely affect the integrity of the European site(s) concerned. The process is characterised by the precautionary principle. The European Commission (2000) describes the principle as follows:

If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with the protection normally afforded to these within the European Community, the Precautionary Principle is triggered.

Decision-makers then have to determine what action to take. They should take account of the potential consequences of taking no action, the uncertainties inherent in the scientific evaluation, and they should consult interested parties on the possible ways of managing the risk. Measures should be proportionate to the level of risk, and to the desired level of protection. They should be provisional in nature pending the availability of more reliable scientific data.

Action is then undertaken to obtain further information enabling a more objective assessment of the risk. The measures taken to manage the risk should be maintained so long as the scientific information remains inconclusive and the risk unacceptable.

1.3.4 The hierarchy of intervention is important: where significant effects are likely or uncertain, plan makers must firstly seek to avoid the effect through for example, a change of policy. If this is not possible, mitigation measures should be explored to remove or reduce the significant effect. If neither avoidance, nor subsequently, mitigation is possible, alternatives to the plan should be considered. Such alternatives should explore ways of achieving the plan's objectives that avoid significant effects entirely. If there are no alternatives suitable for removing an adverse effect, plan-makers must demonstrate, under the conditions of Regulation 103 of the Habitats Regulations, that there are Imperative Reasons of Overriding Public Interest (IROPI) to continue with the proposal. This is widely perceived as an undesirable position and should be avoided if at all possible.

1.4 Background to the Local Transport Plan 3

1.4.1 Isle of Wight Council, as the local transport authority for the Isle of Wight, is currently preparing the third Local Transport Plan for the Island. This will replace the Isle of Wight's second Local Transport Plan, which was adopted in April 2006, and covers the five year period between 2006 and 2011.

1.4.2 The LTP3, known as the Island Transport Plan, will:

- ▶ Set out the Island's transport policies and their relation with national, regional and local policy objectives;
- ▶ Identify local transport issues, challenges and opportunities;
- ▶ Outline the background to the Island's highway maintenance Private Finance Initiative (PFI);
- ▶ Provide guidance on transport issues for the emerging Island Plan Local Development Framework; and
- ▶ Leave open the opportunity of an early 'refresh' should funding allocations and opportunities change significantly from expected levels.

1.4.3 The lifespan of the LTP3 will be from 2011 to 2038. This time period aligns with that of the Highways Maintenance Private Finance Initiative (PFI) for the Island, which is due to begin in April 2013, and covers a period of 25 years. The longer timeframe will also enable IoWC to set, and help deliver, longer term strategic priorities.

1.4.4 The longer term strategy for the LTP3 will be delivered through a series of Implementation Plans. The first Implementation Plan is designed to align with the start of the Private Finance Initiative. For this reason it will be shorter term than the strategy for the LTP3, and will cover the two year period 2011-13.

1.4.5 Transport spending for the first two years of the LTP3 will be used to:

- ▶ Help maintain the Island's transport infrastructure;
- ▶ Help deliver local priorities and achieve the Island Transport Plan targets; and
- ▶ Support regeneration through the Island Plan and other strategies.

1.4.6 IoWC has developed the Island Transport Plan based on a transport vision supported by goals, challenges, objectives and interventions. The vision reflects the aims and objectives of the Island's Sustainable Community Strategy, and is consistent with the five national transport goals and local policy framework objectives. The transport vision is:

"To improve and maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life, and enhance and conserve the local environment".

1.4.7 The vision is broken down into six core transport goals:

- ▶ Improve and maintain our highway assets;
- ▶ Increase accessibility;
- ▶ Improve road safety and health;
- ▶ Support economic growth;
- ▶ Improve quality of life; and
- ▶ Maintain and enhance the local environment.

1.4.8 The objectives of the LTP3, detailed below, set out the overall approach that loWC will take to deliver the transport vision:

- ▶ A: Enhance and Maintain our Highway Assets;
- ▶ B: Maintain and Improve Journey Time, Reliability and Practicality;
- ▶ C: Protect and Enhance the Environment and Quality of Life;
- ▶ D: Improve Road Safety and Health;
- ▶ E: Reduce the Need to Travel; and
- ▶ F: Promote Travel Choice (focusing on walking, cycling and use of public transport).

1.5 Overview of the LTP3 Area

1.5.1 The Isle of Wight lies off the south coast of England and is separated from Hampshire by the Solent (see **Figure 1.1**). The largest Island in England, the Isle of Wight is diamond-shaped, covers an area of approximately 382 km² and extends 37 km from west to east and 21 km from north to south.

1.5.2 The two largest settlements on the Island are Newport, which is the Island's principal administrative and retail centre, and home to approximately 24,100 people, and Ryde, a seaside town with a population of 23,900 people. The other main settlements on the Island include Cowes, East Cowes, Sandown, Shanklin, Ventnor and Freshwater. Overall, the population of the Island is concentrated in the centre, north and east of the Island. In November 2009, the population of the Isle of Wight was approximately 142,500. This is projected to increase to 172,500 by 2030.

1.5.3 The Isle of Wight is characterised by a high quality natural and historic environment. The high quality landscape of the Island is reflected by the designation of half the Island as the Isle of Wight Area of Outstanding Natural Beauty and the designation of 55km of the Island's 96km coastline as Heritage Coast. The Isle of Wight's biodiversity resource is reflected by the significant number of international and national nature conservation designations on and around the Island. Many of these designations are centred on the Isle of Wight's maritime cliffs and slopes, its estuaries, and its chalk grasslands. The Island also has a rich historic environment which includes well known and important features such as Carisbrooke Castle,

Osborne House, Yarmouth Castle and Appuldurcombe House, as well as a wide range of other designated and non-designated features and areas.

- 1.5.4 While for most of the 20th century the Isle of Wight’s economy was based on seaside tourism, manufacturing and farming, financial and business services are currently of growing importance, and the public sector is now the largest employer on Island. The Island’s rich natural and historic environment attracts large numbers of tourists, and the Island’s population more than doubles during the summer holiday season. The high quality environment and lifestyle have also drawn many retirees and second home owners.



Figure 1.1: The Isle of Wight.

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2 Methodology

2.1 Guidance and Best Practice

2.1.1 Guidance on HRA has been published in draft form by the Government (DCLG, 2006); it draws in part on European Union guidance (European Commission, 2001) regarding the methodology for undertaking Appropriate Assessment of plans.

2.1.2 The guidance recognises that there is no statutory method for undertaking HRA and that the adopted method must be appropriate to its purpose under the Habitats Directive and Regulations; this concept is one of the reasons why HRA is also often referred to as Appropriate Assessment. The guidance identifies three stages to the HRA process:

- ▶ AA1: Likely Significant Effects (Screening);
- ▶ AA2: Appropriate Assessment and Ascertaining the Effect on Integrity; and
- ▶ AA3: Mitigation Measures and Alternative Solutions.

2.1.3 Where stage AA3 cannot produce alternative solutions to remove or reduce adverse effects to insignificant levels, there may be a need to explore Imperative Reasons of Overriding Public Interest. This is discouraged by DCLG. The three stages collectively make up Habitats Regulations Assessment, while Stage AA2 is the point at which Appropriate Assessment of the plan is carried out if the evidence points to a need for such an assessment.

2.1.4 Natural England has produced more prescriptive draft guidance on the assessment of local Development Plan Documents (DPD) under the provisions of the Habitats Regulations (David Tyldesley and Associates, February, 2009). This introduces the concept of a stepped approach to the assessment process and fits within the framework of the three stages identified by DCLG. Whilst the guidance is draft and targeted at DPDs, it nevertheless provides a helpful approach to HRA and has subsequently been followed in this assessment.

2.1.5 **Table 2.1** illustrates how the two approaches (DCLG and Natural England) can be operated as one integrated methodology to achieve the same outcome from each approach. It is recognised that HRA may be undertaken at the same time as other assessment processes associated with the preparation of land use plans (ie, Strategic Environmental Assessment (SEA)), but it should be noted that it is a distinct procedure with its own legislative requirements. The SEA process for the LTP3 is being undertaken and documented separately from the HRA.

2.2 HRA Methodology

2.2.1 The HRA follows the methodology prepared by David Tyldesley and Associates for Natural England (2009), as described in **Table 2.1**.

Table 2.1: Stages in the HRA process drawing on guidance from DCLG and Natural England

DCLG Stage	Natural England (Tyldesley) Steps		
AA1: Likely significant effects	1. Gather the evidence base about international sites.		
	2. Consult Natural England and other stakeholders on the method for HRA and sites to be included.		
	3. Screen elements of the plans for likelihood of significant effects.		
	4. Eliminate likely significant effects by amending the plan / option.		
	5. Consult Natural England and other stakeholders on the findings of the screening stage, and scope of the Appropriate Assessment if required.		
AA2: Appropriate Assessment and ascertaining the effect on integrity	6. Appropriate Assessment of elements of the plan likely to have significant effects on a European site.	8. Assess additions and changes to the plan and prepare draft HRA record.	ITERATIVE
AA3: Mitigation measures and alternative solutions	7. Amend the plan / option or take other action to avoid any adverse effect on integrity of European site(s).	9. Complete the draft Appropriate Assessment and draft HRA record.	
Reporting and recording	10. Submit draft HRA and supporting documents to Natural England.		
	11. Consult Natural England, other stakeholders and the public (if suitable).		
	12. Publish final HRA record and submit with Natural England letter to Inspector for Examination.		
	13. Respond to any representations relating to the HRA and to Inspector's questions.		
14. Check changes to the plan, complete HRA record and establish any monitoring required.			

2.2.2 The screening process, drawing on information about the qualifying features of the site and its conservation objectives, considers whether or not the LTP3's proposals are likely to lead to significant effects on the integrity of any European site.

2.2.3 To document potential effects, a classification system derived from the as yet unpublished 2009 guidance can be used. The four categories as set out in the draft guidance are as follows:

- ▶ **Category A:** elements of the plan / options that would have no negative effect on a European site at all;
- ▶ **Category B:** elements of the plan / options that could have an effect, but the likelihood is there would be no significant negative effect on a European site

either alone or in combination with other elements of the same plan, or other plans or projects;

- ▶ **Category C:** elements of the plan / options that could or would be likely to have a significant effect alone and will require the plan to be subject to an appropriate assessment before the plan may be adopted;
- ▶ **Category D:** elements of the plan / options that would be likely to have a significant effect in combination with other elements of the same plan, or other plans or projects and will require the plan to be subject to an appropriate assessment before the plan may be adopted.

2.2.4 Categories A, C and D are subdivided so that the specific reason why the assessor has allocated the policy or proposal to that category is more transparent, and more directly related to the ways in which the plan may affect the European site. These subdivisions are detailed in **Table 2.2** below.

2.2.5 These categories, and sub-categories, provide the means of recording the results of the assessment in such a way that important issues are identified whilst policies that have no effect are sieved out.

Table 2.2: Categories for the screening assessment of policies (derived from Tyldesley, 2009)

Category A: No negative effect	
A1	Options / policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.
A2	Options / policies intended to protect the natural environment, including biodiversity.
A3	Options / policies intended to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any negative effect on a European Site.
A4	Options / policies that positively steer development away from European sites and associated sensitive areas.
A5	Options / policies that would have no effect because no development could occur through the policy itself, the development being implemented through later policies in the same plan, which are more specific and therefore more appropriate to assess for their effects on European Sites and associated sensitive areas.
Category C: Likely significant effect alone	
C1	The option, policy or proposal could directly affect a European site because it provides for, or steers, a quantity or type of development onto a European site, or adjacent to it.
C2	The option, policy or proposal could indirectly affect a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressures.

C3	Proposals for a magnitude of development that, no matter where it was located, the development would be likely to have a significant effect on a European site.
C4	An option, or policy that makes provision for a quantity / type of development (and may indicate one or more broad locations e.g. a particular part of the plan area), but the effects are uncertain because the detailed location of the development is to be selected following consideration of options in a later, more specific plan. The consideration of options in the later plan will assess potential effects on European Sites, but because the development could possibly affect a European site a significant effect cannot be ruled out on the basis of objective information.
C5	Options, policies or proposals for developments or infrastructure projects that could block options or alternatives for the provision of other development or projects in the future, which will be required in the public interest, that may lead to adverse effects on European sites, which would otherwise be avoided.
C6	Options, policies or proposals which depend on how the policies etc are implemented in due course, for example, through the development management process. There is a theoretical possibility that if implemented in one or more particular ways, the proposal could possibly have a significant effect on a European site.
C7	Any other options, policies or proposals that would be vulnerable to failure under the Habitats Regulations at project assessment stage; to include them in the plan would be regarded by the EC as 'faulty planning'.
C8	Any other proposal that may have an adverse effect on a European site, which might try to pass the tests of the Habitats Regulations at project assessment stage by arguing that the plan provides the imperative reasons of overriding public interest to justify its consent despite a negative assessment.
Category D: Likely significant effects in combination	
D1	The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals provided for or coordinated by the LDD (internally) the cumulative effects would be likely to be significant.
D2	Options, policies or proposals that alone would not be likely to have significant effects but if their effects are combined with the effects of other plans or projects, and possibly the effects of other developments provided for in the LDD as well, the combined effects would be likely to be significant.
D3	Options or proposals that are, or could be, part of a programme or sequence of development delivered over a period, where the implementation of the early stages would not have a significant effect on European sites, but which would dictate the nature, scale, duration, location, timing of the whole project, the later stages of which could have an adverse effect on such sites.

3 European Sites

3.1 Scope of the Study

- 3.1.1 Each European site has its own intrinsic qualities, besides the habitats or species for which it has been designated, that enable the site to support the functioning of its ecosystems. An important aspect of this is that the ecological integrity of each site can be vulnerable to change from natural and human induced activities in the surrounding environment. For example, sites can be affected by land use plans in a number of different ways, including the direct land-take of new development, the type of use the land will be put to (for example, a noise emitting use), the pollution a development generates and the resources it uses (during both construction and operation).
- 3.1.2 An intrinsic quality of any European site is its functionality at the landscape ecology level; in other words, how the site interacts with the zone of influence of its immediate surroundings, as well as the wider area. This is particularly the case where there is potential for developments resulting from the plan to generate water- or air-borne pollutants.
- 3.1.3 There are 21 European sites wholly or partially within the area covered by the plan, or near to it, which may potentially be affected by activities arising from the plan. These are shown in **Figure 3.1** and listed in **Table 3.1**. The document *Habitats Regulations Assessments for the Isle of Wight LTP3: Volume 2* (UE Associates, 2010) lists the necessary information for each European site considered during the assessment.

3.2 Site Descriptions

- 3.2.1 An ecological description of each European site is given in the **Volume 2 document**.

3.3 Qualifying Features

- 3.3.1 The qualifying features of each site (that is, the reasons for which the sites were designated) are listed in the **Volume 2 document**.

3.4 Conservation Objectives

- 3.4.1 Natural England is in the process of setting out conservation objectives for all SACs and SPAs, and progress towards these objectives can be taken as an indicator of favourable condition at European sites. Ramsar sites do not have agreed conservation objectives, but in most instances overlap with SPA site boundaries. However, it should be noted that Ramsar qualifying features include a range of habitats and non-bird species common to SAC designations, as well as bird species and assemblages and their supporting habitats, which are common to SPAs.

European Sites within 20km of the Isle of Wight

-  20km buffer from Isle of Wight
-  SPAs*
-  SACs*
-  Ramsar Sites*

*Map Labels:

SACs:

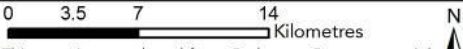
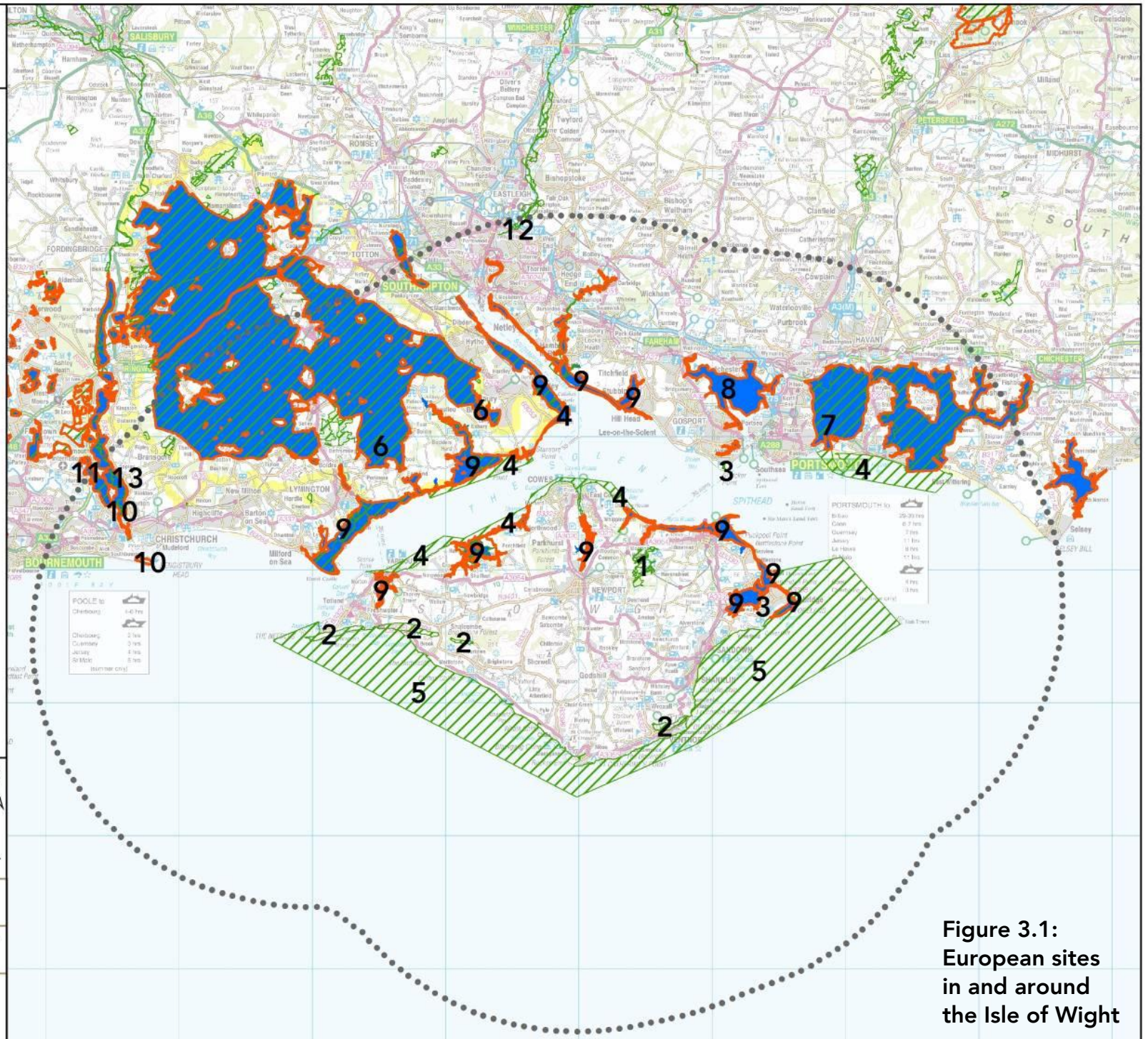
1. Bridlesford Copses
2. Isle of Wight Downs
3. Solent and Isle of Wight Lagoons
4. Solent Maritime
5. South Wight Maritime
6. The New Forest
10. Dorset Heaths
11. River Avon
12. River Itchen

SPA:

7. Chichester and Langstone Harbour
6. New Forest
8. Portsmouth Harbour
9. Solent and Southampton Water
10. Dorset Heathlands
13. Avon Valley

Ramsar:

7. Chichester and Langstone Harbour
6. New Forest
8. Portsmouth Harbour
9. Solent and Southampton Water
10. Dorset Heathlands
13. Avon Valley



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 Eagle Tower, Montpellier Drive, Cheltenham, GL50 1TA	Scale 1:182,500	Date June '10
	Created by HLG	Reviewed by ND
	Drawing Number UE-0076_European Sites_2_090610HG	

Figure 3.1:
European sites
in and around
the Isle of Wight

Table 3.1: European sites in and around the Isle of Wight

Name	Location	Type
Briddlesford Copses	On the Isle of Wight	SAC
Dorset Heaths	Within potential zone of influence	SAC
Isle of Wight Downs	On the Isle of Wight	SAC
River Avon	Within potential zone of influence	SAC
River Itchen	Within potential zone of influence	SAC
Solent and Isle of Wight Lagoons	On the Isle of Wight	SAC
Solent Maritime	On the Isle of Wight	SAC
South Wight Maritime	On the Isle of Wight	SAC
The New Forest	Within potential zone of influence	SAC
Avon Valley	Within potential zone of influence	SPA
Chichester and Langstone Harbour	Within potential zone of influence	SPA
Dorset Heathlands	Within potential zone of influence	SPA
Portsmouth Harbour	Within potential zone of influence	SPA
Solent and Southampton Water	On the Isle of Wight	SPA
The New Forest	Within potential zone of influence	SPA
Avon Valley	Within potential zone of influence	Ramsar
Chichester and Langstone Harbour	Within potential zone of influence	Ramsar
Dorset Heathlands	Within potential zone of influence	Ramsar
Portsmouth Harbour	Within potential zone of influence	Ramsar
Solent and Southampton Water	On the Isle of Wight	Ramsar
The New Forest	Within potential zone of influence	Ramsar

3.4.2 The conservation objectives of the above sites are currently work in progress and are provided in the **Volume 2 document**.

3.5 Key Environmental Conditions Supporting Site Integrity

3.5.1 Every European site has distinctive characteristics that make it vulnerable to a variety of impact-inducing activities. The key environmental conditions that support the ecological integrity of each site are listed in the **Volume 2 document**.

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4 Effects of the LTP3

4.1 Background

4.1.1 This chapter considers the options proposed for inclusion in the final version of the LTP3 and, acknowledging that the plan is not necessary to the management of any European site, states whether or not the proposals are likely to have significant effects on site integrity, either alone or in-combination with other plans or projects.

4.1.2 Site integrity can be described as follows (ODPM, 2005b):

"The integrity of a site is the coherence of its ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was classified."

4.2 Plan Options

4.2.1 The LTP3 proposes a series of interventions for delivering the plan's objectives, presented in terms of the six core transport goals. During the optioneering stage, for the purposes of SEA, a 'do nothing' scenario was assessed alongside the proposed interventions, but this is not considered relevant to the HRA.

4.2.2 The initial proposed interventions were however screened for likely significant effects, and the findings fed back to loWC. Following this, changes were made to the LTP3 and a final proposed series of interventions produced. These are the subject of assessment in **Appendix I** and subsequent sections of this report.

4.3 Consideration of Effects

4.3.1 The final proposed Island Transport Plan contains a total of 70 interventions for delivering the plan's objectives, split across the six subject areas of the core transport goals (see **Section 1.4**). All proposed LTP3 interventions were screened for likely significant effects on the European sites in question, along with the three main spending priorities from the first Implementation Plan (2011-2013). **Appendix I** illustrates the results of the HRA screening process for all LTP3 proposed interventions against each European site, where the numbers in each of the coloured cells correspond to a category listed in **Table 2.2** (see **Section 2.2**).

4.3.2 **Table 4.1** presents only those policies which have been identified as potentially leading to adverse effects on European sites, or for those where effects are uncertain. As can be seen there are several proposals where effects cannot be ruled out because insufficient detail is currently available on the nature or location of the proposal.

Table 4.1: Summary of likely significant or uncertain effects associated with the LTP3

Elements of the LTP3		Bridlesford Copses SAC	Isle of Wight Downs SAC	Solent & loW Lagoons SAC	Solent Maritime SAC	South Wight Maritime SAC	Solent and Southampton Water SPA	Solent and Southampton Water Ramsar
Island Transport Plan (2011-2038) - Interventions								
Goal 1: Improve and maintain our highway assets								
1b	Long term - develop Highway PFI to secure major funding to upgrade and maintain network	C4	C4	C4	C6	C4	C6	C6
Goal 2: Increase accessibility								
2a	Improve highway condition (PFI) (journey times & congestion)	C4	C4	C4	C6	C4	C6	C6
2l	Ensure residents and visitors have good access to services, employment and countryside	C2	C2	C2	C2	C2	C2	C2
Goal 3: Improve road safety and health								
3d	Treat any problem locations, routes and areas with appropriate engineering measures (infrastructure improvements)	C4	C4	C4	C4	C4	C4	C4
Goal 4: Support economic growth								
4e	Consider additional pressure on transport network & possible mitigation (eg network improvements, accessibility contributions) (housing)	C4	C4	C4	C4	C4	C4	C4
4g	Ensure good access to transport links (eg walking & cycling routes, public transport links & infrastructure) (housing)	C4	C4	C4	C4	C4	C4	C4
4k	Access to ports	C2	A4	C2	C2	A4	C2	C2
Goal 5: Improve quality of life								
5j	Ensure residents and visitors have good access to services, employment and countryside	C2	C2	C2	C2	C2	C2	C2
Implementation Plan (2011-2013)								
IP2	Help deliver our local priorities and achieve our Island Transport Plan targets.	C4	C4	C4	C4	C4	C4	C4
IP3	Support regeneration through the Island Plan and other strategies	C4	C4	C4	C4	C4	C4	C4

4.3.3 **Chapter Five** presents a commentary on the plan's potential effects, explaining why some of these are not considered a likely outcome of the plan and do not therefore require further assessment. It also analyses the proposals highlighted in Table 4.1 in greater detail, to establish whether changes can be made to the intervention which avoid the likelihood of significant effects altogether.

4.4 In-Combination Test

4.4.1 Other plans and projects being prepared or implemented in the area have the potential to cause negative effects on the integrity of European sites. These effects may be exacerbated when experienced in-combination with the effects of the plan in question, possibly leading an insignificant effect to become significant. It is therefore important to consider which other plans and projects could generate similar effects to the LTP3 at the same European sites, and which may act in-combination.

4.4.2 The plans listed below are those which could act in-combination with the LTP3, and will be taken forward to the Appropriate Assessment stage for further analysis if required. However in some cases, for example the Core Strategies of a number of authority areas, new plans are not yet in operation. These new plans still need to be considered for in combination effects, but significant uncertainty will remain over the nature of effects they might generate until they are adopted.

- ▶ Isle of Wight Core Strategy
- ▶ Isle of Wight Area Action Plans (Medina Valley, Ryde and the Bay)
- ▶ Isle of Wight Delivery and Management DPD
- ▶ Isle of Wight Supplementary Planning Documents (Planning Obligations, Green Infrastructure and Flood Risk)
- ▶ Core Strategies, Site Allocation Plans and other Local Development Documents of other Local Authorities in South Hampshire;
- ▶ Hampshire County Structure Plan Review (1996-2011) and the South East Plan;
- ▶ Minerals and Waste Development Framework Documents for Hampshire, West Sussex, and Local Authorities in South Hampshire;
- ▶ Local Transport Plans for Local Authorities in South Hampshire and West Sussex; and
- ▶ Operational plans for Southampton Airport, and the Ports at Southampton and Portsmouth.

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5 Commentary on Potential Effects

5.1 Introduction

5.1.1 The following sections offer a commentary on the consideration of likely significant effects. **Section 5.2** addresses the main types of effect that the European sites in question are particularly sensitive to, in relation to transport proposals. **Section 5.3** seeks to clarify the uncertainties surrounding the interventions highlighted in Table 4.1 and how these can be minimised to avoid the likelihood of significant effects altogether.

5.2 Impact Categories

Atmospheric Pollution

5.2.1 Several European sites on the Isle of Wight, because of the notified habitats present on site or the notified species that are dependant on high quality habitats, are vulnerable to the effects of increasing atmospheric pollution. Traffic-generated emissions are a particular concern due to the ability of nitrogen emissions to cause long term compositional changes in plant diversity through nutrient enrichment. Vulnerable sites within or adjacent to the Isle of Wight are as follows:

- ▶ Isle of Wight Downs SAC;
- ▶ Solent Maritime SAC;
- ▶ South Wight Maritime SAC;
- ▶ Solent and Southampton Water SPA; and
- ▶ Solent and Southampton Water Ramsar.

5.2.2 Any proposal in the Isle of Wight LTP3 which leads to the construction, widening or increasing flow of traffic on highways within 200m of these sites may lead to significant effects (DfT, 2005). The map series presented in **Appendix II** shows these sites in more detail, together with the road corridors that are in close proximity.

5.2.3 However, in many cases proposals simply aim to maintain the condition of highways or manage the flow of traffic, and are not considered likely to lead to significant effects. Others, however, are not sufficiently detailed or spatially specific and until more detail is known about the location and design of any scheme implemented in accordance with the proposal (together with the resulting increase in traffic), it is not possible to establish whether or not significant effects are likely. These interventions, along with appropriate avoidance measures, are discussed in **Section 5.3**.

Fragmentation and/or Loss of Habitat

- 5.2.4 Development proposals such as new highways, extensions to the rail network, or port expansion, can lead directly to loss or damage to designated habitats; all sites are potentially vulnerable to this impact type.
- 5.2.5 There are several proposals within the LTP3 that, because of their identified or possible location/route, could lead to significant effects on (potentially) adjacent European sites through fragmentation or direct loss of habitat. These include both general interventions on improving the highway network, and specific PFI proposals regarding the maintenance of roads. These interventions, along with appropriate avoidance measures, are discussed in **Section 5.3**.

Fragmentation and Bats

- 5.2.6 One site on the Isle of Wight (Bridlesford Copses SAC) is notified because of its importance to the rare Bechstein's bat *Myotis bechsteinii*, which it uses for breeding, roosting and foraging. Bats are known to have a strong reliance on landscape features, particularly for foraging outside of the roost, and this includes linear features and different habitat types. Furthermore, bats will forage at some distance from the roost, for example English Nature (Natural England's predecessor; 2004) states:

Recent studies using radio-tracking have shown that bats are very variable in the distances that they travel from their roosts to forage. For example, at some maternity sites for greater horseshoe bats over 90% of the bats' activity took place within 4km of the roost whereas at other roosts some individuals travelled up to 22km to forage. Bechstein's bats appear to be a relatively sedentary species, with few individuals travelling more than 1km whereas other species of a similar size, such as the Barbastelle, will frequently travel more than 5km. English Nature, 2004, p.20.

- 5.2.7 Although no LTP3 proposals are currently identified as having a likely significant effect on Bridlesford Copses SAC, it is possible that effects could be discernible once further details emerge through the PFI. The map at **Appendix III** illustrates potential zones of influence around the SAC, together with existing landscape and transport features.
- 5.2.8 The measures suggested by English Nature (2006) to achieve/maintain favourable condition status at Bridlesford Copses SAC include:
- ▶ Woodland maintained in suitable condition for bats with: no loss of ancient semi-natural stands; at least the current level of structural diversity, including understorey; canopy cover present over 50-90% of area; a minimum of 4 trees per ha allowed to die standing and not removed or cut down; signs of seedlings growing through at sufficient density to maintain required canopy cover over a 10-year period; and
 - ▶ No new rights of way, paths or rides close to the roosting area(s) in woodland sites.
- 5.2.9 Any substantial changes to the area's current characteristics could therefore be problematic and this should be kept under review as implementation of the LTP3 progresses.

5.3 Explanation and Analysis of Assessment Findings

5.3.1 The HRA screening process has identified a number of Island Transport Plan interventions and Implementation Plan spending priorities which present a situation of uncertainty and therefore, bringing the precautionary principle into play, might lead to adverse effects. The following sections discuss each of the identified interventions in the order that they appear in the Island Transport Plan and according to the LTP3's six core transport goals (see **Section 1.4**), followed by a discussion on the Implementation Plan priorities.

5.3.2 The potential for avoidance measures to reduce or remove the likelihood of effects is also assessed, and suggestions follow in **Section 5.4**.

Goal 1: Improve and maintain our highway assets

5.3.3 Over the long term this goal aims to address concerns regarding the deteriorating condition of the highway network by developing the Highways PFI to secure major funding for upgrades to the network (*Intervention 1b*). Presently, the majority of projects within the PFI are spatially unspecific, and improvements to the highway network therefore have the theoretical potential to cause significant effects at any of the European sites lying within or adjacent to the Island's boundary. Currently however, there is insufficient detail available to robustly assess the proposal, and it is considered that the likelihood of significant effects can only be fully assessed through lower-tier plans and projects; recommendations in this respect are given in **section 5.4**.

5.3.4 A particular problem highlighted by Natural England was that text within the LTP3 applies the PFI to the entirety of the Island's road network. Problems with long-term sustainability of some road corridors are known to exist, for example in relation to Military Road along the Island's south-west coast. The road crosses the chines and watercourses draining into the chines, but the culverts under the road are arresting the natural recession of the chines, in conflict with the conservation objectives of the South Wight Maritime SAC. The Council has since amended text relating to the PFI so that it now highlights the need for project pursued under the PFI to be subject to consideration of the relevant environmental protection legislation, to remove any uncertainty regarding its implementation in contravention of the Habitats Regulations. This will ensure sufficient flexibility to find more sustainable long-terms options where necessary.

5.3.5 In addition, paragraph 2.19.10 of the Outline Business Case for the PFI (LTP3 *Intervention 1b*) specifies a major reconstruction of Bouldnor Road (A3054) along the Island's northwest coast towards Yarmouth. The road runs along the top of a shallow cliff supported at its base by a sea wall, and provides an access route to the car and passenger ferry terminal at Yarmouth Harbour. Movement due to ground instability is threatening the safety and stability of the road above. The Council considers this stretch of the coastal road strategically important for the Island and does not consider closure to be a practical option. However, a reconstruction project could have significant effects on the adjacent Solent Maritime SAC, and possibly also Solent and Southampton Water SPA/Ramsar. Currently however, there is insufficient detail available to robustly assess the proposal, and it is considered that the likelihood of significant

effects is dependent on the method of implementation chosen for the scheme; recommendations in this respect are given in **section 5.4**.

Goal 2: Increase accessibility

- 5.3.6 *Intervention 2a* seeks to improve highway condition via the PFI in order to increase accessibility throughout the Island. It therefore has the same theoretical potential to cause significant effects at the Island's European sites as *Intervention 1b*, but lacks the required detail to make a robust assessment. The recommendations applied *Intervention 1b* also apply here (see **section 5.4**).
- 5.3.7 *Intervention 2l* aims to provide residents and visitors with good access to services, employment and the countryside. This could potentially increase traffic levels, and thus atmospheric pollution, on roads adjacent to European sites, though due to budget constraints the intervention is likely to be limited to the creation or enhancement of public rights of way and cycle routes. The only specific junction improvements mentioned in the LTP3 (at section C.7.1) are all further than 200m from the nearest European sites and are not likely to generate significant effects.
- 5.3.8 Increased access to the countryside also has the potential to increase recreational impacts at the Island's European sites. The intervention therefore has the theoretical potential to cause significant effects at the Island's European sites. The intervention is generic in nature and while effects are not considered likely, they cannot be ruled out altogether; a generic recommendation is given accordingly in **section 5.4**.

Goal 3: Improve road safety and health

- 5.3.9 *Intervention 3d* aims to treat any road safety problem locations, routes and areas with appropriate engineering measures. As there is no specific detail on what measures will be used and in which locations, it cannot be ascertained that there will be no significant effects on European sites in terms of atmospheric pollution, fragmentation and habitat loss if new road infrastructure is required. The intervention therefore has the theoretical potential to cause significant effects at the Island's European sites. The intervention is generic in nature and while effects are not considered likely, they cannot be ruled out altogether; a generic recommendation is given accordingly in **section 5.4**.

Goal 4: Support economic growth

- 5.3.10 The majority of interventions for the goal of supporting economic growth will have no effect on European sites. However, the uncertainty over location and specific action surrounding two of the housing-related *Interventions* – 4e (Consider additional pressure on transport network and possible mitigation), and 4g (Ensure good access to transport links) – means that effects on European sites cannot be ruled out. Network improvements and new public transport links in unspecified locations could lead to atmospheric pollution and fragmentation effects at European sites. A generic recommendation is given accordingly in **section 5.4**.

Intervention 4k aims to improve access to ports to benefit residents, tourists and business reliant on cross-Solent travel. Whilst paragraph C.9.3 of the Island Transport Plan specifies

that traffic impact on landscapes neighbouring ferry terminals will be minimised, the improvements nevertheless risk indirect effects on European sites (for example Briddlesford Copses SAC, Solent and Isle of Wight Lagoons SAC, Solent Maritime SAC, and Solent and Southampton Water SPA/Ramsar) through a subsequent rise in the number of ferry crossings if passenger numbers increase. It is recommended that the plan should avoid this eventuality by strengthening its natural environment objective, as suggested in **section 5.4**.

Goal 5: Improve quality of life

5.3.11 *Intervention 5j* aims to provide residents and visitors with good access to services, employment and the countryside, and thus has the same potential impacts as *Intervention 2l*, above. The intervention therefore has the theoretical potential to cause significant effects at the Island's European sites. The intervention is generic in nature and while effects are not considered likely, they cannot be ruled out altogether; a generic recommendation is given accordingly in **section 5.4**.

Implementation Plan

5.3.12 The first Implementation Plan aims to: help deliver loWC's local priorities by maintaining transport infrastructure; achieve the Island Transport Plan targets (Priority IP2); and support regeneration through the Island Plan and other strategies (Priority IP3). With no further detail on specific actions or locations in the Implementation Plan, it is not possible to rule out significant effects on European sites altogether; though due to the lack of funding available to the council in the period 2011-2013, it is unlikely that any major redevelopments will go ahead in the short term. A generic recommendation is given accordingly in **section 5.4**.

5.4 Avoidance Measures

Avoidance measures for the LTP3 in general

5.4.1 To avoid the uncertain effects surrounding the Island Transport Plan interventions described in **section 5.3** above, it is recommended that Section C.12.3 of the Island Transport Plan refers explicitly to ensuring that the LTP3 interventions are compatible with the conservation objectives of the European sites. Similar text should be incorporated into the Implementation Plan and terms of reference for the PFI to ensure that there are no significant effects on European sites within or surrounding the Island. The following addition would be a suitable amendment to Objective C at Section C.12.3 of the plan:

There are a number of ways by which we can help protect and enhance our environment and improve quality of life, these include:

- *Tackling social exclusion...*
- *...Ensure that transport proposals do not prevent the conservation objectives of sites of international nature conservation importance from being met.*

5.4.2 The Council has taken on board this recommendation in making its final changes to the plan.

Avoidance measures for the PFI in general

5.4.3 Turning to the PFI, in general terms there exists the theoretical potential for significant effects to arise from the implementation of activities contained in the PFI, which is promoted through LTP3 *Interventions 1b and 2a*. The Council, as competent authority, and the PFI provider need to be aware of this risk and seek to avoid it through detailed plans for implementation, including the need for effects on European sites to be considered through lower-tier assessments. The supporting text to section C.6 should be strengthened with the use of the following words:

- a) *The LTP3 Habitats Regulations Assessment cannot reasonably predict the effects of the PFI on European sites in a meaningful way; whereas*
- b) *The Habitats Regulations Assessments of the lower tier Implementation Plans and projects, to be carried out by the Council or its PFI provider, which will identify more precisely the nature, scale and location of development, and thus its potential effects, will enable amendments to be made to any proposal where adverse effects on site integrity cannot be ruled out; and*
- c) *The Habitats Regulations Appraisal of the plan or project at the lower tier is required as a matter of law.*

5.4.4 The Council has taken on board this recommendation at section C.6.3 when making its final changes to the plan.

Avoidance measures specifically for the PFI's Bouldnor Road element

5.4.5 More specifically, in relation to the Bouldnor Road element of the PFI referred to at paragraph 2.19.10 of the Outline Business Case (*Interventions 1b and 2a* of the LTP3), the supporting text to section C.6 should be further strengthened again with the use of the following words:

- a) *Any development that would be likely to have a significant effect on a European site either alone or in combination with other plans or projects would not be in accordance with the development plan and would not, therefore, have the benefit of the presumption in favour of development; and*
- b) *Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under the Habitats Regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of Regulation 62, in which case any necessary compensatory measures will need to be secured in accordance with Regulation 66.*

5.4.6 The Council has taken on board this recommendation at section C.6.3 when making its final changes to the plan.

Conclusion

5.4.7 It is considered that, with the above measures now incorporated into the LTP3, any potential effects associated with the plan can be satisfactorily avoided. **Table 5.1** below presents a re-screening of the proposals discussed in **Section 5.3**, following the application of avoidance measures.

Table 5.1: Summary of likely significant effects associated with the LTP3 after incorporation of avoidance measures

Elements of the LTP3		Bridleford Copses SAC	Isle of Wight Downs SAC	Solent & loW Lagoons SAC	Solent Maritime SAC	South Wight Maritime SAC	Solent and Southampton Water SPA	Solent and Southampton Water Ramsar
Island Transport Plan (2011-2038) - Interventions								
Goal 1: Improve and maintain our highway assets								
1b	Long term - develop Highway PFI to secure major funding to upgrade and maintain network	A4	A4	A4	B	A4	B	B
Goal 2: Increase accessibility								
2a	Improve highway condition (PFI) (journey times & congestion)	A4	A4	A4	B	A4	B	B
2l	Ensure residents and visitors have good access to services, employment and countryside	B	B	B	B	B	B	B
Goal 3: Improve road safety and health								
3d	Treat any problem locations, routes and areas with appropriate engineering measures (infrastructure improvements)	B	B	B	B	B	B	B
Goal 4: Support economic growth								
4e	Consider additional pressure on transport network & possible mitigation (eg network improvements, accessibility contributions) (housing)	B	B	B	B	B	B	B
4g	Ensure good access to transport links (eg walking & cycling routes, public transport links & infrastructure) (housing)	B	B	B	B	B	B	B
4k	Access to ports	B	A4	B	B	A4	B	B
Goal 5: Improve quality of life								
5j	Ensure residents and visitors have good access to services, employment and countryside	B	B	B	B	B	B	B
Implementation Plan (2011-2013)								
IP2	Help deliver our local priorities and achieve our Island Transport Plan targets.	B	B	B	B	B	B	B
IP3	Support regeneration through the Island Plan and other strategies	B	B	B	B	B	B	B

6 Screening Statement and Next Steps

6.1 Screening Statement

6.1.1 This document sets out Isle of Wight Council's statement on Habitats Regulations Assessment for the proposed LTP3. It shows that, while there is potential for certain elements of the plan to lead to effects at European sites, the nature of effects depends upon the way in which the plan is implemented.

6.1.2 It is considered that, with the recommendations outlined in **section 5.4** now incorporated into the LTP3, effects associated with the plan can be satisfactorily avoided. Consequently, the plan is not likely to lead to significant effects at any European site, either alone or in combination with other plans and projects. A stage 2 Appropriate Assessment is not required for the Isle of Wight LTP3.

6.2 Consultation Arrangements

6.2.1 Consultation with Natural England and other stakeholders on the LTP3's HRA took place alongside consultation on the plan itself.

6.2.2 The Council received 35 formal responses on the plan, some of which related to the HRA, and has used these comments to help refine the final plan.

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Appendix I: LTP3 Initial Screening Matrix

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Screening Matrix



		SAC							SPA							Ramsar						
		Bridlesford Copses	Dorset Heaths	Isle of Wight Downs	River Avon	River Itchen	Solent and Isle of Wight Lagoons	Solent Maritime	South Wight Maritime	The New Forest	Avon Valley	Chichester and Langstone Harbours	Dorset Heathlands	Portsmouth Harbour	Solent and Southampton Water	The New Forest	Avon Valley	Chichester and Langstone Harbours	Dorset Heathlands	Portsmouth Harbour	Solent and Southampton Water	The New Forest
Island Transport Plan (2011-2038) - Interventions																						
Goal 1: Improve and maintain our highway assets																						
1a	Short term - prioritise limited funding available	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5	A5
1b	Long term - develop Highway PFI to secure major funding to upgrade and maintain network	C4	A4	C4	A4	A4	C4	C6	C4	A4	A4	A4	A4	A4	C6	A4	A4	A4	A4	A4	C6	A4
Goal 2: Increase accessibility																						
2a	Improve highway condition (PFI) (journey times & congestion)	C4	A4	C4	A4	A4	C4	C6	C4	A4	A4	A4	A4	A4	C6	A4	A4	A4	A4	A4	C6	A4
2b	Best use of highway space (journey times & congestion)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2c	Network management (journey times & congestion)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2d	Traffic management techniques (journey times & congestion)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2e	Reduce reliance on car by increasing travel choice (walking, cycling, public transport) (journey times & congestion)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2f	Travel plans (journey times & congestion)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2g	Parking strategy	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2h	Parking enforcement	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2i	Highway and traffic management (ports)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2j	Work with operators & stakeholders (ports)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2k	Work with neighbouring authorities (ports)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
2l	Ensure residents and visitors have good access to services, employment and countryside	C2	A4	C2	A4	A4	C2	C2	C2	A4	A4	A4	A4	A4	C2	A4	A4	A4	A4	A4	C2	A4
Goal 3: Improve road safety and health																						
3a	Compilation and delivery of Road Safety Plan	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3b	Take a data led approach to monitor accident and casualty trends and identify appropriate action	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3c	Work in partnership with others on road safety training, awareness and travel initiatives	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3d	Treat any problem locations, routes and areas with appropriate engineering measures (infrastructure improvements)	C4	A4	C4	A4	A4	C4	C4	C4	A4	A4	A4	A4	A4	C4	A4	A4	A4	A4	A4	C4	A4
3e	Provide safer walking and cycling routes and facilities	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3f	Introduce speed management measures where considered appropriate	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3g	Continue to undertake safety audits on all new and improved schemes	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3h	Work in partnership with others to promote health and lifestyle benefits of active travel	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3i	Encourage children to walk or cycle to school as part of School Travel Plans and Healthy Schools initiatives	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3j	Work in partnership with others to identify crime (and fear of crime) on transport network	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
3k	Consider crime and fear of crime when designing new highways infrastructure including lighting and CCTV	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
Goal 4: Support economic growth																						
4a	Work with Planning colleagues on development and implementation of Local Development Framework (sustainable locations)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
4b	Ensure infrastructure to support development (eg secure Section 106, Community Infrastructure Fund, accessibility contributions)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
4c	Located close to workforce (industrial land)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
4d	Travel plans (industrial land)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
4e	Consider additional pressure on transport network & possible mitigation (eg network improvements, accessibility contributions) (housing)	C4	A4	C4	A4	A4	C4	C4	C4	A4	A4	A4	A4	A4	C4	A4	A4	A4	A4	A4	C4	A4
4f	Located close to employment, schools, shopping and services (housing)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
4g	Ensure good access to transport links (eg walking & cycling routes, public transport links & infrastructure) (housing)	C4	A4	C4	A4	A4	C4	C4	C4	A4	A4	A4	A4	A4	C4	A4	A4	A4	A4	A4	C4	A4
4h	Network management (summer congestion)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
4i	Improve highways and associated areas as part of PFI (public realm)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
4j	Encourage car free tourism (cross Solent accessibility)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
4k	Access to ports	C2	A4	A4	A4	A4	C2	C2	A4	A4	A4	A4	A4	A4	C2	A4	A4	A4	A4	A4	C2	A4
4l	Encourage walking, cycling, public transport to accommodation, attractions and events	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1

		SAC										SPA					Ramsar					
		Bridlesford Copses	Dorset Heaths	Isle of Wight Downs	River Avon	River Itchen	Solent and Isle of Wight Lagoons	Solent Maritime	South Wight Maritime	The New Forest	Avon Valley	Chichester and Langstone Harbours	Dorset Heathlands	Portsmouth Harbour	Solent and Southampton Water	The New Forest	Avon Valley	Chichester and Langstone Harbours	Dorset Heathlands	Portsmouth Harbour	Solent and Southampton Water	The New Forest
Goal 5: Improve quality of life																						
5a	Work with in partnership with operators in service and infrastructure provision (transport availability to all)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5b	Support of student rider scheme	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5c	Support of over 60 bus scheme	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5d	Work with operators to increase access to key locations and promote national and local initiatives (eg Wight Wheels)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5e	Seek to ensure travel information is widely available in a range of languages and formats	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5f	Support operators with introduction of suitable vehicles (eg installation of 'kassel' kerbing at bus stops).	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5g	Installation of dropped crossings at appropriate locations	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5h	Installation of appropriate infrastructure (eg 'tactile cones' on controlled crossings) (visually impaired)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5i	Consideration of transport barriers to those living in areas of multiple deprivation.	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	
5j	Ensure residents and visitors have good access to services, employment and countryside	C2	A4	C2	A4	A4	C2	C2	C2	A4	A4	A4	A4	A4	C2	A4	A4	A4	A4	A4	C2	A4
5k	Consider noise reducing surfacing and landscaping as part of highway schemes (including PFI)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
5l	Consider development of a Noise Action Plan including management of transport noise.	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
Goal 6: Respect the local environment																						
6a	Ensure developments in keeping with environment including design and materials including visual screening and landscaping where appropriate	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6b	Appropriate location of new signs and street furniture to avoid street clutter	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6c	Respect settings of listed buildings, scheduled monuments and conservation areas	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6d	Ensure sensitively placed to strike balance between safety and townscape preservation	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6e	Ensure respect habitats with mitigation where necessary	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2
6f	Vulnerability of habitats considered during scheme/site selection	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2
6g	Timing of delivery (habitats and biodiversity)	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2	A2
6h	Re-use of construction materials in Highway schemes where possible	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6i	Consider use of local materials where possible	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6j	Minimise risk of pollution of groundwater and surface water during construction	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3
6k	Work with others on the development of local climate change report including likelihood of occurrence, severity, risk, threats and actions	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6l	Consider impact of sea level rises, storm surges, flooding and increased temperatures when designing highways infrastructure	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3
6m	Incorporate SUDS and balancing ponds into new infrastructure where appropriate	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3
6n	Work on emergency travel plans (climate related disruption)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6o	Increased mean temperatures may result in an increase in tourism and therefore seasonal congestion (see above)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6p	Improve highway network (PFI) (reduce congestion to improve air quality)	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3	A3
6q	Offer travel choice – walking, cycling, public transport, car sharing	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6r	Promote travel plans and home working	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6s	Work with planners and service providers on reducing the need to travel	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6t	Air quality monitoring and input into annual Air Quality Management Report	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
6u	Encourage use of environmentally friendly vehicles (eg provision of electric car charging points, low emission buses)	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
Implementation Plan (2011-2013)																						
IP1	Help maintain our transport infrastructure.	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1	A1
IP2	Help deliver our local priorities and achieve our Island Transport Plan targets.	C4	A4	C4	A4	A4	C4	C4	C4	A4	A4	A4	A4	A4	C4	A4	A4	A4	A4	A4	C4	A4
IP3	Support regeneration through the Island Plan and other strategies	C4	A4	C4	A4	A4	C4	C4	C4	A4	A4	A4	A4	A4	C4	A4	A4	A4	A4	A4	C4	A4

Appendix II: Atmospheric Pollution Maps

Please see following pages.

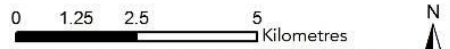
Major Road Corridors within 200m of Isle of Wight Downs SAC

-  200m buffer
-  Isle of Wight Downs SAC




A3055

A3055



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 <p>UE ASSOCIATES Eagle Tower, Montpellier Drive, Cheltenham, GL50 1TA</p>	<p>Scale 1:182,500</p>	<p>Date June '10</p>
	<p>Created by HLG</p>	<p>Reviewed by ND</p>
	<p>Drawing Number UE-0076_IOWS Downs Buffer_1_150610HG</p>	

Major Road Corridors within 200m of Solent Maritime SAC

 200m buffer from Solent Maritime SAC
 Special Area of Conservation (SAC)



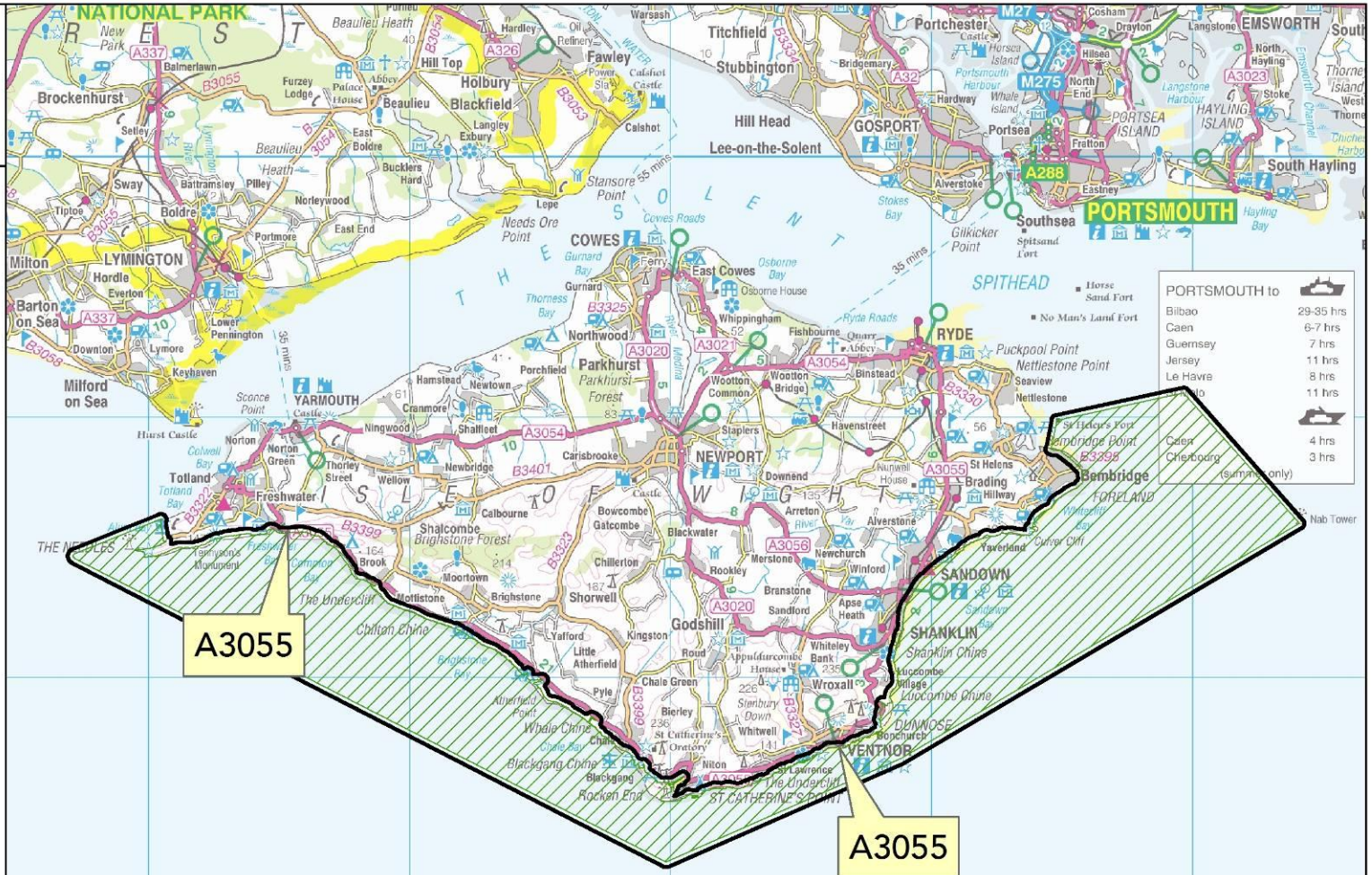
0 3 6 12 Kilometres

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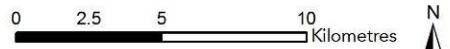
 ASSOCIATES Eagle Tower, Montpellier Drive, Cheltenham, GL50 1TA	Scale 1:182,500	Date June '10
	Created by HLG	Reviewed by NJD
Drawing Number UE-0072_Solent Maritime 200_m_1_080610HG		

Major Road Corridors within 200m of South Wight Maritime SAC


-  200m Buffer
-  South Wight Maritime SAC



PORTSMOUTH to	
Bilbao	29-35 hrs
Caen	6-7 hrs
Guernsey	7 hrs
Jersey	11 hrs
Le Havre	8 hrs
London	11 hrs
Colchester	4 hrs
Cherbourg	3 hrs
(summer only)	

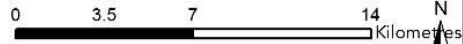


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 Eagle Tower, Montpellier Drive, Cheltenham, GL50 1TA	Scale 1:182,500	Date June '10
	Created by HLG	Reviewed by ND
Drawing Number UE-0076_South Wight 200m_1_160610HG		

Major Road Corridors within 200m of Solent and Southampton Water SPA and Ramsar

-  200m buffer
-  Solent and Southampton Water SPA
-  Solent and Southampton Water Ramsar



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	Created by HLG	Reviewed by ND
Drawing Number UE-0076_Solent & Southampton Water Buffer_1_150610HG		

PORTSMOUTH to	
Bilbao	29-35 hrs
Caen	6-7 hrs
Guernsey	7 hrs
Jersey	11 hrs
Le Havre	8 hrs
St Malo	11 hrs
Caen	4 hrs
Cherbourg	3 hrs
(summer only)	

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Appendix III: Briddlesford Copses SAC


Please see following page.

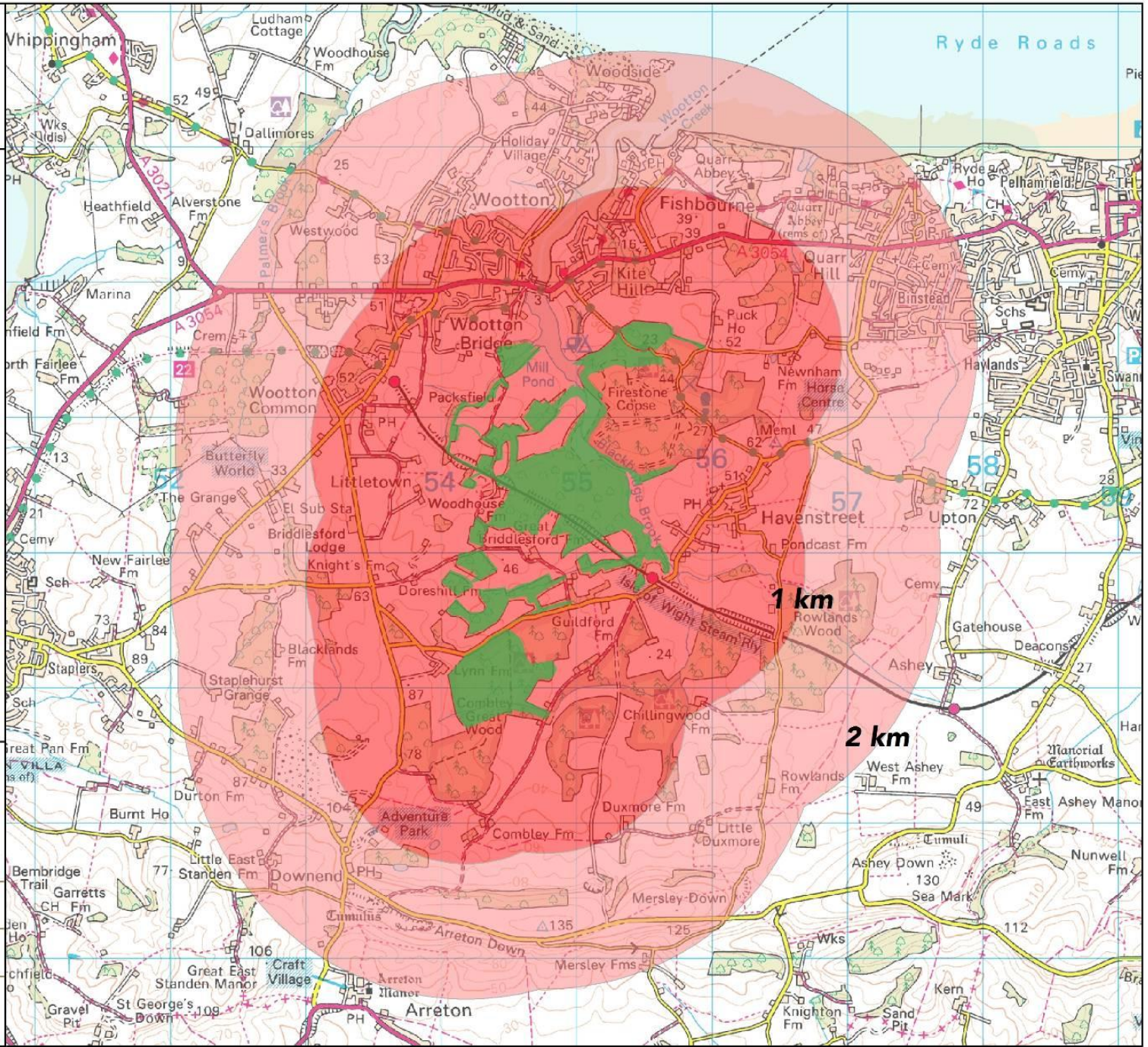
Briddlesford Copses SAC: Zones of influence for fragmentation of foraging areas

- Briddlesford Copses SAC
- 1 km from Briddlesford Copses SAC
- 2 km from Briddlesford Copses SAC

0 0.35 0.7 1.4 Kilometres

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	Drawing Number UE-0076_Briddlesford Copses_2_140610HG	



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