Figure List

NTS1 Site location

NTS2 Site layout

NTS3 Schematic of road network

1. Introduction

Figure 1.1 Site location plan

2. Alternatives

Figure 2.1: Potential development sites considered

Figure 2.2: Field verified additional sites

Figure 2.3: Alternatives sites summary matrix

3. Site description

Figure 3.1: Physical constraints map

4. Proposals

Figure 4.1: Site layout

Figure 4.2: likely electrical and communication cabling routes

5. Environmental issues and methodology

Figure 5.1 Generic significance matrix of environmental effects

6. Birds

Figure 6.1: Sensitivity of receptor, bird species

Figure 6.2: Magnitude of change, bird species

Figure 6.3: Significance matrix, bird species

7. Cultural heritage

Figure 7.1: Sensitivity of receptors, cultural heritage

Figure 7.2: Magnitude of change, cultural heritage

Figure 7.3: Significance matrix, cultural heritage

Figure 7.4: Archaeological features and findspots within the study area (1.5km radius)

Figure 7.5: Listed buildings, conservation areas and registered parks and gardens within

3.5km radius

Figure 7.6: 1793 Ordnance Survey

Figure 7.7: 1844 Tithe map of Shalfleet parish

Figure 7.8: 1844 Tithe map of Thorley parish

Figure 7.9: 1866 Ordnance Survey 1st edition

8. Landscape and visual effects

Figure 8.1 Study area

Figure 8.2: Topographic map of study area

Figure 8.3: Vegetation

Figure 8.4a: Character plan (West Wight)

Figure 8.4b: Character plan (Isle of Wight)

Figure 8.4c: Character plan (30km study area)

Figure 8.5 Landscape designations

Figure 8.6a: Public rights of way

Terence O'Rourke 1735.02E

- Figure 8.6b: Access to the countryside
- Figure 8.7a: ZVI and viewpoint locations (tip height, 30km radius)
- Figure 8.7b: ZVI and viewpoint locations (tip height, 20km radius)
- Figure 8.8: Viewpoints 1-18 (summer and photomontages)
- Figure 8.9: Viewpoints 1-18 (Winter/Spring)
- Figure 8.10: ZVI of Cheverton Down
- Figure 8.11: Seascape viewpoints 1-5
- Figure 8.12: Sensitivity / Importance Landscape
- Figure 8.13: Magnitude of change Landscape

9. Land use, community and social effects

- Figure 9.1 Sensitivity of receptors land use
- Figure 9.2: Magnitude of change land use
- Figure 9.3: Significance matrix land use
- Figure 9.4: Sensitivity of receptors community and social
- Figure 9.5: Magnitude of change community and social
- Figure 9.6: Significance matrix community and social
- Figure 9.7: Land uses in the study area
- Figure 9.8: Public rights of way within development boundary

10. Noise and vibration

- Figure 10.1 Baseline noise measurement locations
- Figure 10.2 Noise prediction contours
- Figure 10.3 Predicted turbine noise and background noise vs wind speed: Hartshole Cottage and Dodpits House
- Figure 10.4 Predicted turbine noise and background noise vs wind speed: Churchills Farmhouse and No. 8 Tapnell Cottages
- Figure 10.5 Predicted turbine noise and backgroun d noise vs wind speed: Dog Kennel Cottage and Chessell Pottery
- Figure 10.6 Predicted turbine noise and background noise vs wind speed: Shalcombe Cottage and Prospect Cottage

11. Air quality and climate

- Figure 11.1: Receptor sensitivity, air quality
- Figure 11.2: Impact magnitude, air quality
- Figure 11.3: Significance matrix
- Figure 11.4: Location of sensitive receptors
- Figure 11.5: Quadrant and corresponding background pollutant concentration
- Figure 11.6: Fugitive dust deposition zone

12. Habitats and wildlife

- Figure 12.1: Sensitivity of receptor habitats and wildlife
- Figure 12.2: Magnitude of change, habitats and wildlife
- Figure 12.3: Significance matrix, habitats and wildlife
- Figure 12.4: Statutory sites
- Figure 12.5: Phase 1 habitat survey
- Figure 12.6:a Location of Brown Hare sightings summer
- Figure 12.6b: Location of Brown Hare sightings winter

Terence O'Rourke 1735.02E

13. Traffic and transport

Figure 13.1: Sensitivity of receptors, traffic

Figure 13.2: Magnitude of change, traffic

Figure 13.3: Significance matrix, traffic

Figure 13.4: Schematic of road network

Figure 13.5: Artic Road mini roundabout junction with the Medina Wharf facility access.

Figure 13.6: Forest Road roundabout, southbound approach.

Figure 13.7: Dodnor Lane roundabout adjacent to B&Q Superstore

Figure 13.8: Right hand bend from Forest Road roundabout

Figure 13.9: Left hand bend from Forest Road roundabout

Figure 13.10: Forest Road (eastern end) local traffic calming and site frontages

Figure 13.11: A3054 junction with the B3401 at Yarmouth

Figure 13.12: Main Road junction with Broad Lane

Figure 13.13: River Caul Bourne bridge in Newbridge

Figure 13.14: Route section 7 horizontal deviations in carriageway alignment #1

Figure 13.15: Route section 7 horizontal deviations in carriageway alignment #2

Figure 13.16: Route section 8 vertical and horizontal deviations

Figure 13.17: Elm Lane junction with the A3054

Figure 13.18: Elm Lane junction with the B3401

Figure 13.19 to 13.24 - sketches of traffic flow distribution – months 1-6

14. Water environment

Figure 14.1: Onsite hydrology

Figure 14.2 Flood map

Figure 14.3 Ground water vulnerability map

15. Shadow flicker, aviation and communication

Figure 15.1: Shadow flicker zone of influence

Figure 15.2: Communication corridors across the proposed site

16. EIA summary tables

Terence O'Rourke 1735.02E