

Habitats Regulation Assessment - Screening Report

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Portsmouth City Council

Habitats Regulations Assessment - screening of Local Plan Issues and Options, and identified potential sites for residential and employment development

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1 Introduction

- 1.1 The Conservation of Habitats and Species Regulations 2010 (as amended), commonly referred to as the 'Habitats Regulations' transpose two pieces of European law – Directive 2009/147/EC on the conservation of wild birds (the Birds Directive) and Directive 92/43/EEC on the conservation of natural habitats and of wild fauna (the Habitats Directive) – into domestic law.
- 1.2 Article 6(3) of the Habitats Directive requires that any plan, which is not directly connected with or necessary to the management of a European site, but would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, shall be subject to an 'appropriate assessment' of its implications for the European site in view of the site's conservation objectives.
- 1.3 The plan-making body shall agree to the plan only after having ascertained that it will not adversely affect the integrity of the site concerned, unless in exceptional circumstances, the provisions of Article 6(4) are met.
- 1.4 This report provides information to inform the first stage of this process – the 'screening stage' – i.e. whether the Local Plan would have a likely significant effect on any International site. The document accompanies the Issues and Options document prepared at the start of the Plan-making process for the new Portsmouth City Local Plan. That document identifies a number of strategic sites and areas of opportunity within the city and seeks views on their suitability and deliverability.
- 1.5 In addition, this document considers a number of individual sites which have been identified in the Strategic Land Availability Assessment as having potential to deliver development in the city. The purpose of including those assessments of individual sites in this document is to provide an early indication of the HRA issues to be considered through the Plan process.

2 Methodology

- 2.1 There is no fully defined way in which HRA must be carried out. Each land use plan is different and requires a decision about how to undertake the HRA of that plan – for example, the information required and any assumptions that need to be made. The method and level of detail will vary with the scale and geographic area of the plan, the nature of its policies, and how sites may be affected. The Department for Communities and Local Government (DCLG) (2006)¹ does however set out a methodology, DTA Publications (2015)² sets out to complement that guidance. The Council has used these documents in carrying out the HRA of the Local Plan.
- 2.2 Additionally, the Council has referred to and used where necessary, guidance produced by the European Commission³. The steps followed by the Council in carrying out the HRA thus far are as follows:

Table 1 – Stages of the HRA process

HRA Stage (DCLG)	Elements of that stage (adapted from Tyldesley / Natural England)
Stage 1 (AA1) – <u>Screening</u> for likely significant effect	<p>1) Gather the evidence base about international sites, their vulnerabilities and the effects that could act upon International sites (Sections 4 and 5).</p> <p>2) Screen the allocations in the Plan for likelihood of significant effect on International sites (Section 6).</p> <p>3) Consider recommendations for measures to avoid likely significant effect or guide further studies for Stages 2 and 3 (below).</p>
Stage 2 (AA2) – <u>Appropriate Assessment</u> , and ascertaining the effects on the integrity of International sites	<p>5) Appropriate Assessment of allocations identified in AA1 as being likely to have significant effects on an International site and where those effects could not be removed at AA1 (screening) stage.</p> <p>6) Amend the plan / option or take other action to avoid any</p>

¹DCLG (2006) Planning for the protection of European Sites: Appropriate Assessment

² DTA Publications (2015). *The Habitats Regulations Assessment Handbook*. DTA Publications, Finchampstead.

³ European Commission (2001) Assessment of plans and projects significantly affecting Natura 2000 sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC

Stage 3 (AA3) – Mitigation measures and alternative solutions	adverse effect on integrity of International site(s). 7) Assess additions and changes to the plan and prepare draft HRA record 8) Complete the draft Appropriate Assessment and draft HRA record
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2.3 This report deals with **Stage 1** of this process.

The screening stage of the HRA for the potential site allocations comprises:

A) Identification of geographic scope of the HRA and those sites potentially affected by the plan, giving a description of the International sites identified based on the following characteristics:

- Summary description of the International interest features;
- Current condition of the qualifying features;
- Conservation objectives and management proposals for these sites and current and planned nature conservation activities.

This is dealt with in Section 4.

B) Identification of the vulnerabilities of and hazards to the special interest features identified, detailing:

- Impact identification (i.e. identifying what impacts might arise from new housing that could affect the International sites);
- Impact pathway identification (i.e. identifying how these impacts might affect the International sites);
- Consideration of zones of influence / boundaries

This is dealt with in Section 5.

C) Identification of potential changes to baseline condition in the International sites from either pursuing particular options, or of delivering development on proposed allocation sites for residential or employment use.

2.4 If this identifies that the effects of a particular option or allocation could potentially undermine a site's conservation objectives along one or more identified pathways, then the likelihood of those effects occurring from pursuing an option or delivering an allocation were considered.

2.5 The Issues and Options are presented in Section 6, with a commentary on the nature of any potential changes and subsequent effects on the designated sites, and whether particular options would result in a likely significant effect. Some of the options relate to specific residential and employment allocation sites or broad areas, and where necessary, the commentary on particular relevant options of this nature signposts to the subsequent screening of individual allocation sites set out in Section 7.

- 2.6 With respect to the effects potentially arising from the housing and employment allocations as identified in Section 4, these can be arranged in categories to help better understand and show how each specific allocation site (or sites) would potentially affect a designated site.
- 2.7 The results of this analysis are presented in a Screening Matrix, set out in Section 7.
- 2.8 The 'screening categories' are taken from Part F6.3 of The HRA Handbook, and are listed below:

Table 2 - HRA screening categories

A. General statements of policy/general aspirations
B. Policies listing general criteria for testing the acceptability/sustainability of proposals
C. Proposal referred to but not proposed by the plan
D. Environmental protection/site safeguarding policies
E. Policies or proposals that steer change in such a way as to protect European sites from adverse effects
F. Policies or proposals that cannot lead to development or other change
G. Policies or proposals that could not have any conceivable adverse effect on a site
H. Policies or proposals the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in combination with other aspects of this or other plans or projects)
I. Policies or proposals with a likely significant effect on a site alone
J. Policies or proposals not likely to have a significant effect alone
K. Policies or proposals not likely to have a significant effect either alone or in combination
L. Policies or proposals likely to have a significant effect in combination

- 2.9 Any policies or proposals falling within categories A to H are deemed not to have an effect on a European site and can be screened out from further assessment. Those falling within categories I and L will require further assessment as significant effects are likely. For policies or proposals falling into category J there may still be potential for in-combination effects whereas for category K there is no potential for impacts alone or in combination.

2.10 Maps of the sites proposed for residential and broad areas of growth are shown next:

Figure 1 – Map of potential residential sites

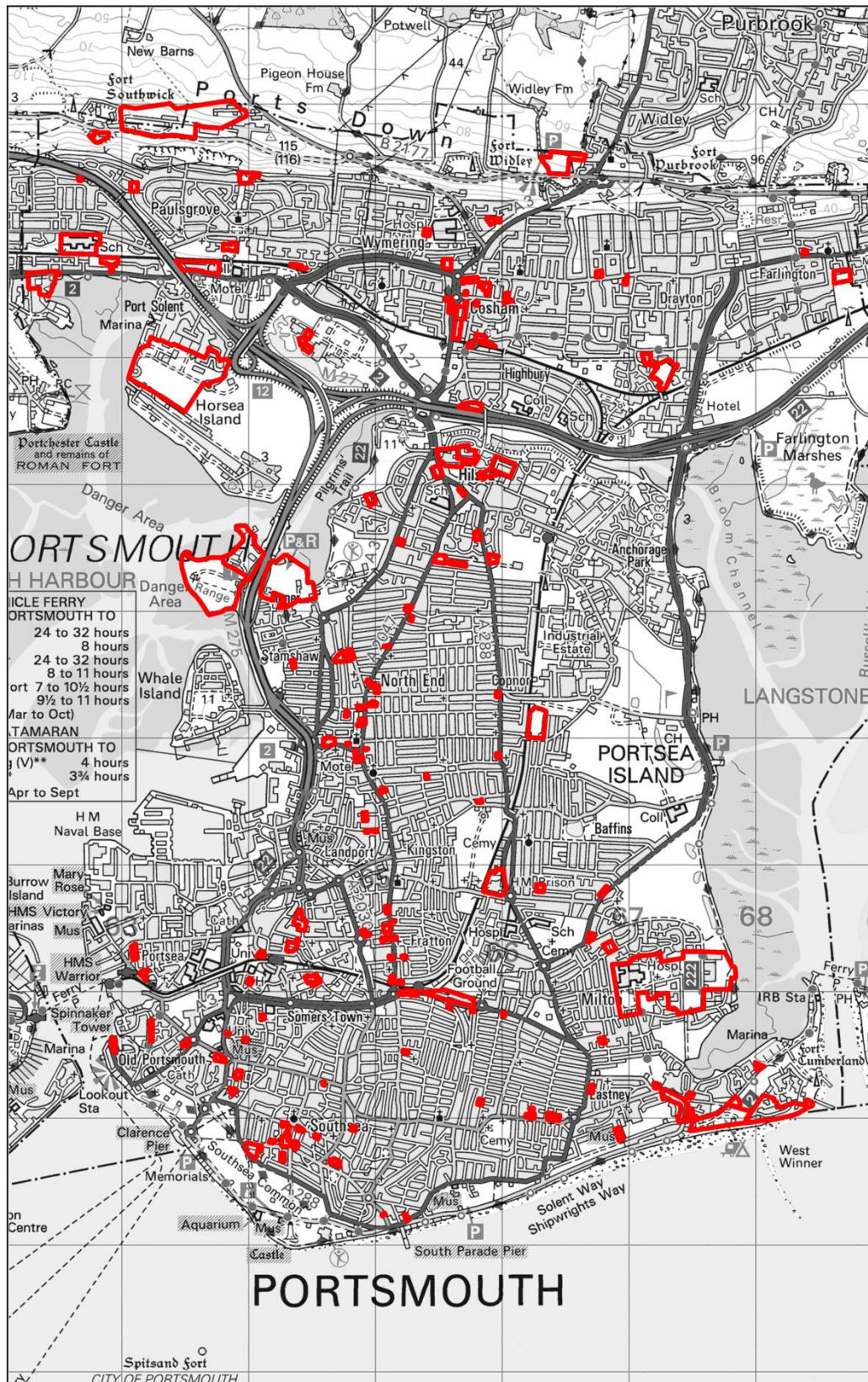
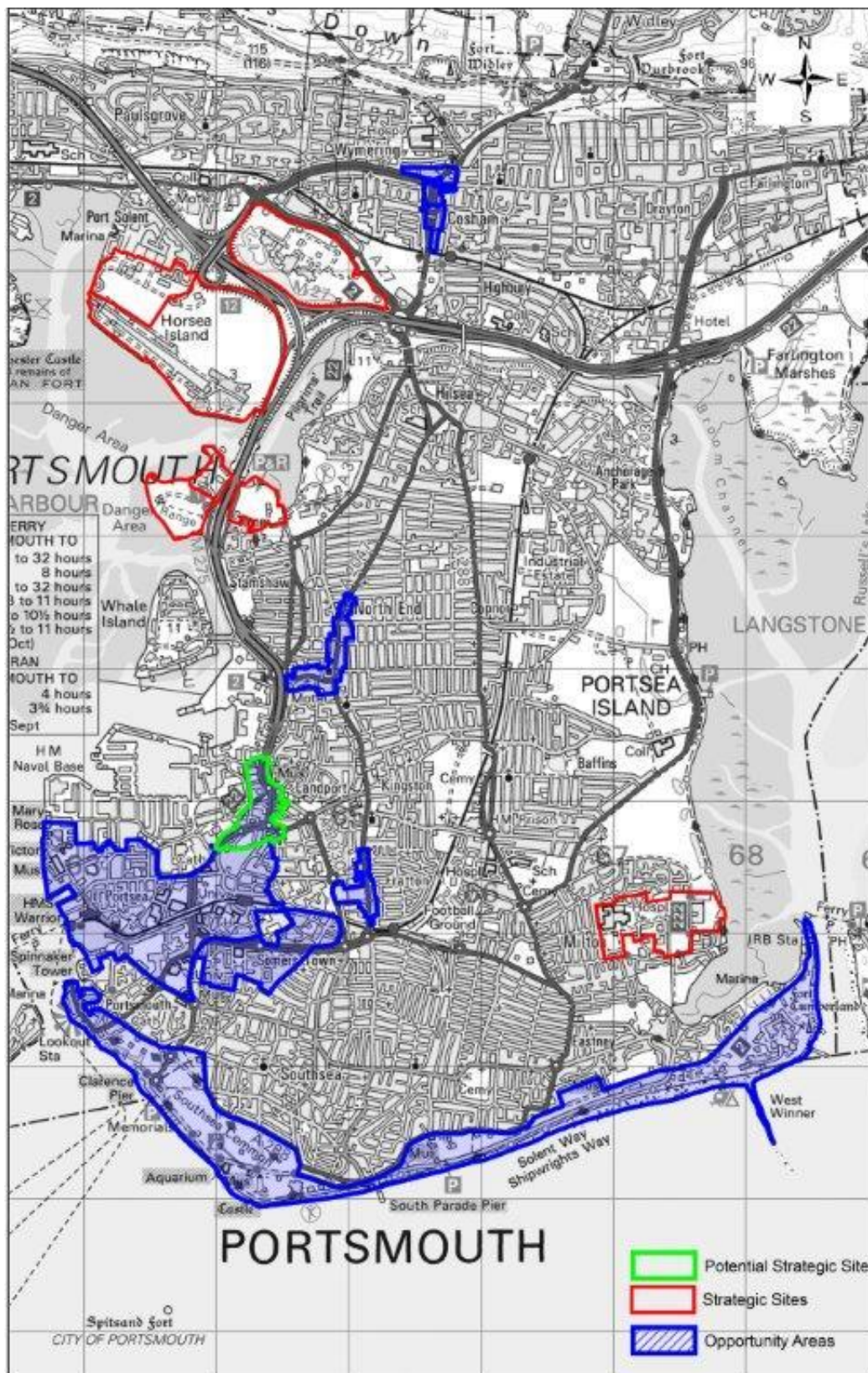


Figure 2 – Strategic Sites and Opportunity Areas Map



3 Consideration of Likely Significant Effect

- 3.1 Once the relevant International sites and their characteristics (designated and notable features and processes, vulnerabilities and threats) have been established, it is then necessary to identify whether a plan (either as a whole, or any of its component parts such as specific allocations) is *likely* to have a *significant* effect on any such site.

Likelihood

- 3.2 With respect to likelihood, a 'likely' effect is one that cannot be ruled out on the basis of objective information. Ordinarily, '*likely*' might be considered to mean that an effect is *probable* or *might well happen*. However, the Waddenzee case (ECJC-127/02) in the European Court ruled that a project should be the subject of an appropriate assessment:

'if it cannot be excluded, on the basis of objective information that it will have a significant effect on the site either individually or in combination with other plans and projects'.

- 3.3 While this definition was given in relation to a specific case regarding a 'project' rather than a 'plan', the legislation covers both plans and projects and thus the definition should be seen as being relevant to all assessments undertaken under the Habitats Regulations with respect to 'likelihood'.

Alone or in-combination

- 3.4 With respect to both employment and housing allocations, at screening stage these need to be considered either on their own (i.e. would delivery of a given number of dwellings at a given location have a likely significant effect on an International site regardless of any other site being delivered within the plan period) or, in combination with some or all other housing and / or employment sites in the Plan – in some cases, the effects of smaller allocations on their own would be either unlikely or insignificant, but that may be likely to have a significant effect if the individual effects of all or several smaller sites were to be added together, by them all coming forward over time.

Significance

- 3.5 When considering significance of these effects, where a delivery of the allocated site could undermine the site's *conservation objectives* (see above) (either alone or in combination with other plans or projects), the effects on the site must be considered to be significant. The relevant consideration is the potential effect on the ecological functioning of the site, rather than consideration solely on proportion or area of the habitats or species affected on a site.

Effects

- 3.6 In general, these important coastal sites typically comprise large, sheltered estuarine basins with extensive exposed sand- and mud-flats at low tide and / or discreet saline lagoons. These habitats are rich in invertebrates and plant life – for example many mudflat areas support extensive beds of algae, especially *Enteromorpha* species, and eelgrasses. Many of these sites are of particular importance for supporting overwintering bird species including brent geese and a range of wader species and in some instances breeding birds.
- 3.7 Thus there is a range of habitats and species that could be affected and how these effects might arise from a particular source – in this case new residential development.
- 3.8 A thorough review of vulnerabilities and threats to each of these sites (and their qualifying habitats and species) allows an understanding of the ways in which the International sites can be adversely affected – i.e. the potential impact pathways that may result in effects being experienced by or on the qualifying features of the International sites.

4 Identification of International sites

- 4.1 These sites comprise a network (the 'Natura 2000' network) of Special Areas of Conservation (SACs), designated under the Habitats Directive, and Special Protection Areas (SPAs), designated under the Birds Directive. In addition, Government policy (The National Planning Policy Framework (CLG, 2012), paragraph 118 and Circular 06/05 (ODPM, 2005) advises that Ramsar sites as designated under the Convention on Wetlands of International Importance (UNESCO, 1971), are treated as if they are fully designated European sites for the purposes of considering development proposals that may affect them.
- 4.2 These International sites provide ecological infrastructure for the protection of rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union.

International sites

- 4.3 Table 3, below, lists the International sites within 10km of Portsmouth.

Table 3 - International sites within 10km of Portsmouth

Nature conservation site	Designation			
	SAC	SPA	Ramsar	pSPA
<i>- Sites within or partially within Portsmouth</i>				
Portsmouth Harbour		✓	✓	
Chichester and Langstone Harbours		✓	✓	
Solent and Isle of Wight Lagoons	✓			
Solent Maritime	✓			
Solent and Dorset Coast				✓
<i>- Sites wholly outside the City but within 10 kilometres</i>				
Solent and Southampton Water		✓	✓	
South Wight Maritime	✓			
Briddlesford Copses	✓			

Two of these sites – *South Wight Maritime* and *Briddlesford Copses* are wholly within the Isle of Wight.

- 4.4 Briddlesford Copses SAC is in excess of 10km from the main urban area of Portsmouth (although it is within 10km of the Solent sea forts within the

Portsmouth City administrative area) and so can justifiably be removed from further consideration.

- 4.5 This document deals only with new residential development and given the Solent is between any new housing and the South Wight Maritime SAC, it is justifiable to remove this site from further consideration at this stage (although may need to be considered for other aspects of the revised Local Plan).
- 4.6 The Solent Maritime SAC is a complex site encompassing a major estuarine system on the south coast of England. The SAC includes sixteen Sites of Special Scientific Interest (SSSI) spread out along the Solent. It is designated for its estuary habitats, swards of *Spartina* cord-grass, and Atlantic salt meadows.
- 4.7 The Solent and Isle of Wight Lagoons SAC is a collection of small saline coastal lagoons across various areas of the Solent coast, supporting rare and threatened habitats, species and assemblages of species.
- 4.8 The coastal SPAs (Portsmouth Harbour, Solent and Southampton Water, and Chichester and Langstone Harbours and the contiguous Ramsar sites typically comprise tidal estuaries and / or harbours, together with extensive mudflats and saltmarshes as well as associated other habitats such as saline lagoons, shingle beaches and more typical terrestrial habitats such as grasslands and woodlands.
- 4.9 They are designated for the range of over-wintering waders and brent geese. The Ramsar site designations include the relevant bird populations as well as the wetland habitats present.
- 4.10 The Solent and Dorset Coast potential SPA is proposed to protect important foraging areas at sea used by common tern, sandwich tern and little tern. The site extends from the Isle of Purbeck in the West to Bognor Regis in the East, following the coastline on either side to the Isle of Wight and into Southampton Water.
- 4.11 In addition to these, it became apparent during assessment of this screening stage that the River Itchen SAC needed to be initially 'screened in' due to potential water resource impacts on the SAC from an increased population in Portsmouth (discussed in more detail in Section 5.2).
- 4.12 The River Itchen SAC is a classic chalk stream presenting a high quality example of this habitat, along with species that also qualify this site as a SAC – southern damselfly and bullhead.

Vulnerabilities

- 4.13 Factors and processes acting as threats to the International sites have been taken from the Standard Data Sheets for each International site as provided by the Joint Nature Conservation Committee (JNCC). These set out specific 'threat codes' for each site, and identify whether a particular threat is from within or outside the International site.

- 4.14 In addition, Natural England has produced detailed information on some marine protected areas (which include coastal SPAs and SACs). This information is provided for Portsmouth Harbour SPA and Solent Maritime SAC only. This information includes detailed tables showing where human activities can cause pressures that may affect the designated features of the site. The assessments in these tables give a confidence score and text explaining how the pressure(s) is or could be caused by a given activity.
- 4.15 There is further information on Site Improvement Plans produced by Natural England for the International sites.

Coastal SPAs

- 4.16 The summary information from JNCC^{4, 5, 6} identifies that the three coastal SPAs are vulnerable to threats from:
- Pollution to groundwater (point sources and diffuse sources), both inside and outside the SPA;
 - Changes to both biotic (relating to living organisms) and abiotic (physical, non-living) systems, both inside and outside the SPA (Natural England⁷ have advised that these refer to coastal squeeze/climate change (abiotic conditions) and changes in species distributions (biotic conditions));
 - Fishing and harvesting aquatic resources within the SPA; and
 - Outdoor sports and leisure activities and recreational activities within the SPA
- 4.17 The detailed Marine Conservation Advice for Portsmouth Harbour SPA⁸ identifies that the following works that could stem from residential development under consideration in this report could have a medium to high risk of adversely affecting the SPA:
- Coastal development and flood and erosion risk management schemes; and
 - Recreation
- 4.18 The combined Solent Site Improvement Plan also identifies recreational disturbance as a pressure on these sites. This is not fully reflected in the Standard Data Sheets or the Marine Conservation Advice (where present).

⁴ Portsmouth Harbour SPA - <http://jncc.defra.gov.uk/pdf/SPA/UK9011051.pdf>

⁵ Solent and Southampton Water SPA - <http://jncc.defra.gov.uk/pdf/SPA/UK9011061.pdf>

⁶ Chichester and Langstone Harbours SPA - <http://jncc.defra.gov.uk/pdf/SPA/UK9011011.pdf>

⁷ Natural England, 14/09/2016 pers comm – email from Francesca Sanchez, Lead Land Use Adviser - Dorset, Hampshire and Isle of Wight Area Team.

⁸ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/485361/portsmouth-harbour-spa-advice-on-operations.pdf

pSPA

- 4.19 Detailed information on the factors and processes acting as threats facing the Solent and Dorset Coast pSPA have not yet been published. However, the site is proposed as it provides an important foraging resource for tern colonies using existing coastal sites. Therefore, it is likely that the key vulnerabilities would be related to actions that affect the availability of the foraging resource (e.g. abundance of prey or extent of area) or the birds' ability to exploit that prey (such as marine activities potentially preventing terns accessing an area).

SACs

- 4.20 With respect to the two coastal SACs in question, the summary information from JNCC identifies these are vulnerable to:

Solent Maritime SAC

- Pollution to groundwater (point sources and diffuse sources), both inside and outside the SAC;
 - Changes to both biotic and abiotic systems, both inside and outside the SAC;
 - Fishing and harvesting aquatic resources within the SAC; and
 - Outdoor sports and leisure activities and recreational activities within the SAC.
- 4.21 In addition, the detailed information for the Solent Maritime SAC⁹ identifies that the works that could stem from residential development under consideration in this report that could have a medium to high risk of adversely affecting the SAC are identical to those identified for Portsmouth Harbour SPA (see Section 4.2.1), so are not reproduced here.

Solent and Isle of Wight Lagoons SAC:

- Changes to abiotic systems, both inside and outside the SAC;
- Air pollution, air-borne pollutants both inside and outside the SAC;
- Human induced changes in hydraulic conditions both inside and outside the SAC; and
- Invasive non-native species both inside and outside the SAC;

River Itchen SAC

- 4.22 With respect to the River Itchen SAC, the summary information from JNCC identifies this site is vulnerable to
- Human induced changes in hydraulic conditions both inside and outside the SAC;
 - Grazing (inside the SAC only);

⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/521270/solent-maritime-sac-aoo.xlsx

- Pollution to groundwater (point sources and diffuse sources) both inside and outside the SAC

Ramsar sites

4.23 The summary information from JNCC ^{10, 11, 12} identifies that the Ramsar sites are vulnerable to threats from the factor shown in Table 4, below.

Table 4 – Potential threats to Ramsar sites

Threat (factors (past, present or potential) adversely affecting the site's ecological character)	Ramsar Site		
	Portsmouth Harbour	Chichester and Langstone Harbours	Solent and Southampton Water
<i>Eutrophication</i>	On site	On site	-
<i>Offsite pollution from domestic sewage</i>	-	On and off site	-
<i>Disturbance and land-take pressures from urban and industrial development</i>	On and off site	-	-
<i>Coastal squeeze arising from coastal defences</i>	On site	-	-
<i>Erosion</i>	-	On site	On site

Conservation objectives

4.24 Natural England has set out objectives for each European site, which define what constitutes favourable conservation status (see below) of each feature that qualifies the site as a SAC or SPA (included in the designation as a 'primary feature') and describes broad targets which should be met if the feature is to be judged favourable. These vary across the sites but typically state that the objectives are to avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving Favourable Conservation Status of each of the qualifying features. The aims (subject to natural change) are generally to maintain or restore:

¹⁰ Portsmouth Harbour Ramsar site - <http://jncc.defra.gov.uk/pdf/RIS/UK11055.pdf>

¹¹ Solent and Southampton Water Ramsar site - <http://jncc.defra.gov.uk/pdf/RIS/UK11063.pdf>

¹² Chichester and Langstone Harbours Ramsar site - <http://jncc.defra.gov.uk/pdf/RIS/UK11013.pdf>

- The extent and distribution of qualifying natural habitats and habitats of qualifying species,
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species,
- The supporting processes on which qualifying natural habitats and habitats of qualifying species rely,
- The populations of qualifying species; and
- The distribution of qualifying species within the site

4.25 Ramsar sites in themselves do not have defined conservation objectives. However, there is strong correlation between Ramsar qualifying criteria and SAC / SPA qualifying features. Where there is an overlap between designations, the conservation objectives for the European designations are designed to incorporate the Ramsar features.

Conservation status

4.26 Conservation status is defined as ;

‘the sum of the influences acting on a natural habitat and its typical species that may affect its long-term natural distribution, structure and functions as well as the long-term survival of its typical species’. The conservation status of a site is favourable when ‘its natural range and areas it covers within that range are stable or increasing; the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future; and the conservation status of its typical species is favourable’.

4.27 It is important to consider the relationship between International sites and Sites of Special Scientific Interest (SSSIs). International site boundaries typically overlie component SSSIs. The underlying SSSIs are assessed on the basis of their *condition*, whereas SACs are assessed on the basis of their *conservation status*. The condition of a SSSI (or component unit) is an assessment of the site at a fixed moment in time, for instance based on quadrat surveys¹³ of plant species present to determine if the SSSI designation is meeting its conservation objectives, typically based on extent and composition of habitats and species. The final assessment is made reference to historic condition assessments, which therefore sometimes lead to assessments of ‘recovering’ or ‘declining’.

4.28 Assessment of conservation status for International sites does also require this type of assessment; however, conservation status needs to go further and include an assessment of *the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to*

¹³ A quadrat is essentially a 1m² square collapsible and portable frame used by botanists to carry out survey work to repeatable and established standards.

exist for the foreseeable future. These structures and functions will not and cannot be identified during a SSSI condition assessment.

Impacts

- 5.1 This section provides a more detailed analysis of the nature of the potential impacts on the identified International sites that could flow from delivery of new residential and employment development as a result of the site allocations aspect of the Local Plan.
- 5.2 Each sub-section will present the current evidence regarding each type of impact and conclude whether such an impact can be screened out from the further assessment, or should remain, or should only be seen as relevant to certain International sites

Recreational impacts

- 5.3 Recreational impacts are associated with residential developments rather than employment use. There are two distinct types of effect that are associated with recreational use of important biodiversity conservation sites:

Deterioration of habitats

- 5.4 Deterioration of habitats can be caused by activities that physically degrade a habitat. Deterioration becomes significant where it has an effect on changing the natural characteristics of the habitat (such as damage to mudflats resulting in loss of plant / algae cover), to the extent that it undermines the conservation objectives. Recreational activities can also result in habitat deterioration where the level or type of activity compromises the effectiveness of any on-site conservation management measures.
- 5.5 Degradation of habitats is a concern for all the coastal SPAs and the Solent Maritime SAC.
- 5.6 The detailed Natural England advice sets out a wide range of activities associated with people carrying out recreational activities with Portsmouth Harbour SPA. Those that are considered to have a medium to high risk of causing an adverse effect on the International sites through degradation of habitats are mooring and / or anchoring activities associated with powerboating, or sailing with or without an engine. These are considered to result in:
 - Abrasion/disturbance of the substrate on the surface of the seabed
 - Penetration and/or disturbance of the substrate below the surface of the seabed, including abrasion
 - Physical change (to another seabed type)
- 5.7 These impacts occur when, for example, when anchors may cause damage to the seabed upon deploying subsequent dragging and locking in and also through the chain causing abrasion and scour whilst at anchor and upon recovery. Mooring chains from swinging moorings may scour the seabed as the mooring slackens and rotates with the tide. Small vessel anchors have been found to cause surface scars while scouring around moorings has been recorded on intertidal mudflats caused by anchor chains.

- 5.8 Although detailed marine conservation advice of this nature is not available for the other coastal SPAs, it is considered that due to the similarities between these sites, the same conclusions can be drawn for each.
- 5.9 It is considered any population increase arising from delivery of the housing allocation sites would not result in a significant increase in boat use on the SPAs / SAC and given that any increase in moorings on the SPAs / SAC would in any event need to be supported by a planning application and project-specific HRA (or policy-specific assessment in the HRA of the wider Local Plan), **degradation of habitats resulting from increasing residential development can be screened out from further consideration** in the screening of residential allocations.

Disturbance of species

- 5.10 Residential development can increase the recreational use of the coast due to the increased population. This has the potential to cause detrimental impacts on qualifying bird assemblages¹⁴ through disturbance.
- 5.11 The following sections set out how this impact has been addressed over recent years in order to develop a consistent and Solent-wide approach to properly dealing with the issue.

The Solent Wader and Brent Goose Strategy

- 5.12 Birds are clearly highly mobile species, and some resources essential to their survival – such as important foraging areas like playing fields, arable land and golf courses – lie outside designated site boundaries.
- 5.13 During high tide periods, where primary food sources such as eelgrass and marine algae beds are submerged, brent geese use terrestrial grassland and arable sites to feed, as do several wader species. Many wader species also form periodic high tide roosts on such sites as well as on maritime habitats such as saltmarsh, shingle and artificial features such as jetties and wrecks. Maritime habitats used as wader roosts are often those that are the last parts to be submerged as the tide rises, and may have elements that are never fully submerged.
- 5.14 The Solent Wader and Brent Goose Strategy (SWBGS) was initiated approximately 15 years ago in recognition of the potential conflicts between human activities (particularly built development and recreation) in and around the Solent coastal plain and the distribution and population status of various migratory bird species. The purpose of the strategy is *'to inform decisions relating to strategic planning as well as individual development proposals, to ensure that sufficient feeding and roosting resources continue to be available*

¹⁴ An 'assemblage' is essentially all the birds of all relevant species – for example, SPAs may be designated for an assemblage that simply includes 'all migratory waders'.

*and the integrity of the network of sites is restored and maintained, in order to ensure the survival of these coastal bird populations'*¹⁵.

- 5.15 At present, the SWBGS provides a framework for identifying sites which are, or may be, used by bird species associated with the European sites. Once identified, each site should be subject to sufficient survey effort – counting birds and ideally mapping their distribution across the site (particularly larger sites) and noting their behaviours, as well as assessing human factors such as current potential disturbance activity levels, to enable its importance to be determined with the ultimate aim of identifying a coherent network of sites across the wider Solent area, comprising important sites plus others which provide secondary/additional habitat. The current strategy identifies three levels of bird use: '*Important*' (where birds are definitely present regularly or in significant numbers); '*No recorded use*' (where birds are definitely not present) and '*Uncertain*' (where it is not known whether, or to what extent, birds use the site). The '*Uncertain*' category is applied in instances where insufficient survey effort has been expended (i.e. too few visits to allow confidence in results).
- 5.16 One of the unforeseen consequences of the strategy has been the extent to which uncertainty over birds' use of a site has impacted both planning decisions (strategic and site-specific) and the expenditure of survey effort and other resources. SWBGS sites remain uncertain due to an absence of sufficient field survey effort and so effort and resources (from both LPAs and developers) are channelled into plugging gaps in existing data. This may not be the most effective approach to conserving a network of sites, particularly where effort is spent on less-favourable sites.
- 5.17 The lack of adequate field survey data has resulted in a large number of SWBGS sites being classified as '*Uncertain*', meaning that bird use is essentially unclear. However, for many of these sites there have been field surveys over several years with no, or very few, positive records of any birds and, on balance taking into account the characteristics of the site and the requirements of the SPA species, it is highly likely that they are unsuitable for use. Nevertheless, as they are included within the strategy, the presumption is that birds do or could use them (for example if the habitat becomes suitable at some future time) and so further survey effort is required to determine this.
- 5.18 The clear limitations of the strategy influence any assessment of likely impacts, especially so for high-level or strategic plans where site-specific development proposals (and thus specific impacts) are unknown. In most cases it is at the detailed site proposals stage where impacts can be robustly assessed and suitable mitigation devised. To this end, many Solent LPAs have formulated policies which require sufficient field survey effort to be expended prior to planning determination. The current Portsmouth Plan does

¹⁵ Solent Waders and Brent Goose Project Steering Group (2010). Solent Waders and Brent Goose Strategy. Accessed June 2016 from http://www.solentforum.org/forum/sub_groups/Natural_Environment_Group/Waders%20and%20Brent%20Goose%20Strategy/Solent%20Waders%20and%20Brent%20Goose%20Strategy.pdf

not explicitly require this; however, where there is insufficient SPA bird survey data available for a site subject to a planning application, Natural England typically advise that ideally three years' worth of survey work is required on an 'Uncertain' site, with no SPA birds having been recorded using it in that three-year period, before it can be concluded that it is not an important site.

- 5.19 There is increasing recognition that for many sites identified within the strategy the potential for bird use (either at all or at a significant level) is very limited. As a result, resources would be better applied to securing meaningful protection of key sites and identifying with a high degree of confidence the network of sites used by SPA birds.
- 5.20 For this HRA screening document therefore, in the absence of robust bird data for most SWBGS sites, the assessment has largely made determinations based on the available evidence in respect to the various development sites and the extent to which their development would be likely to result in impacts to SWBGS sites and, by proxy, the European sites for which they provide supporting habitat. However, it may be the case that for some sites an element of additional survey work to properly consider the likely effects and design any counteracting measures, may be needed as part of the HRA process.
- 5.21 The SWBGS contains an analysis of which sites are currently important for these species and which need further data to conclude whether they are important or not: as noted above there are significant limitations to the existing knowledge base and an update to the strategy is underway – at the time of writing, it is understood that this will be complete by January 2017. These SWBGS sites are treated as being effectively part of the SPA / Ramsar and development proposals should not reduce the effectiveness of these sites for feeding and / or roosting.

The Solent Disturbance and Mitigation Project

- 5.22 Research into the impact of recreation on birds has been carried out on a Solent-wide scale under the Solent Disturbance and Mitigation Project (SDMP). This concluded that there is an overall likely significant effect occurring on the SPA / Ramsar sites due to recreational disturbance. It was concluded that given the overall high need for new housing across the Solent area, any net increase in residential development within 5.6km of the coastal SPAs would have a likely significant effect on those SPAs when considered in combination with all other housing developments required to meet that overall identified need. A peer review process has confirmed this, and Natural England subsequently adopted this approach.
- 5.23 The research was taken forward through the Solent Recreation Mitigation Partnership (SRMP) and an interim mitigation strategy¹⁶ has been produced and adopted by the Solent authorities, including Portsmouth City Council. This includes practical measures to encourage sustainable visitor use. Building on

¹⁶ <https://www.portsmouth.gov.uk/ext/community-and-environment/environment/solent-recreation-mitigationstrategy.aspx>

this work, a definitive mitigation strategy is currently being put together with an aim of finalising it in 2017.

- 5.24 As part of the SRMP, a financial levy of £176 is provided for each new dwelling situated within 5.6km of the Solent SPAs. This levy then funds a project manager, wardening team and other projects i.e. funds off-site measures to counteract these individually-small but in-combination significant recreational impacts.
- 5.25 The SRMP Interim Mitigation Strategy has received the backing of Natural England and, in essence, provides sufficient measures to offset any recreational pressure from new development within the City. There may be situations however where on-site mitigation, in addition to the SRMP mitigation, is deemed necessary. It is expected that any increase in dwellings in the City over the lifetime of any future Local Plan can continue to contribute towards the SRMP and thus any recreational impacts are already mitigated to a large degree. The definitive mitigation strategy will specifically assess the level of house building which is proposed in the PUSH Spatial Position Statement, which the Local Plan and its housing allocations will be developed from.
- 5.26 The SRMP Interim Mitigation Strategy was devised at a particular point in time and does not therefore take full account of potential increases in housing development, and by inference recreational pressure. This effect must be viewed in combination with other pressures e.g. coastal squeeze.
- 5.27 For the purposes of this HRA screening exercise it is concluded that any net increase in residential development as a result of the residential site allocations would lead to a likely significant effect from recreational disturbance, in combination with other development taking place along the Solent. Nonetheless, the SRMP Interim Strategy provides a scale of mitigation which will ensure that this likely significant effect is eliminated. The production of the definitive strategy will ensure that this continues in the future.

Current advice from Natural England

- 5.28 Natural England has been key stakeholders in the SDMP and now the SRMP. Their advice on the impacts of new residential development close to coastal SPAs remains¹⁷ that recreational disturbance commonly associated with an increase in new residential development (such as walking, dog walking etc.) either within a SPA or adjacent to it, would have a likely significant effect on such sites; and these types of typical recreational activities are also concern in relation to off-site supporting habitat.

¹⁷ Natural England, 12/10/2016 pers comm – email from Graham Horton, Senior Adviser - Dorset, Hampshire and Isle of Wight Area Team.

- 5.29 Natural England's formal advice¹⁸ (response to early draft of the screening document) is also that:

"For all housing allocation sites, Natural England advises that a developable mitigation option needs to be available that will avoid likely significant effects on International nature conservation sites. This option must also be viable for the development and based on available evidence, or the worst case scenario. Commitments to deliver this need to be included in the assessment."

Approach to recreational disturbance in the Screening Statement

- 5.30 In view of the extensive research into this issue through the Solent Disturbance and Mitigation Project (SDMP) that demonstrates that increasing recreational pressure stemming from new residential development would have a likely significant effect on the SPAs, which has been endorsed by Natural England and is applied by them when commenting on planning applications.
- 5.31 Therefore, for the purposes of this screening statement, detailed conclusions of the SDMP work will be taken as the most robust and up to date research and evidence.
- 5.32 As set out in Section 4.2.1, the Standard Data Sheets and Natural England Marine Conservation Advice information do not identify disturbance of qualifying species outside the International site boundaries as a particular threat or vulnerability. However, research (via the SDMP) plus Natural England responses to planning applications since the adoption of the SRMP Interim Strategy has raised this as a concern.
- 5.33 Therefore, recreational disturbance of qualifying bird species and populations for the coastal SPAs and Ramsar sites remain screened in to this assessment.

Wildfowling

- 5.34 As described above, the detailed Natural England advice sets out a wide range of activities associated with people carrying out recreational activities with Portsmouth Harbour SPA. The Natural England Marine Conservation Advice identifies that wildfowling is a medium to high risk activity, which is considered to result in recreational disturbance through:
- Above water noise
 - Removal of target species (i.e. shooting / killing of SPA birds)
 - Visual disturbance
- 5.35 That said, it is not believed that waterfowling currently takes place within Portsmouth Harbour (and certainly not to a significant level), largely because of the highly urban nature of the coastline, lack of large areas of marshland,

¹⁸ Natural England, 27/03/2017 – consultation response on Portsmouth Local Plan Site Allocations – HRA Screening, Rachel Jones, Lead Advisor Solent - Dorset, Hampshire and Isle of Wight Area Team.

and high levels of public access. Therefore, it is difficult to see how noise and visual disturbance within Portsmouth Harbour SPA can occur at significant levels (if at all) from wildfowling. (It should also be noted that arguably greater impacts from the use of firearms at Portsmouth Harbour occurs as a result of the regular and sustained use of the Navy's Tipner firing range. This is not considered a pressure on the SPA in the formal sources).

- 5.36 However, while the Marine Conservation Advice explicitly refer to activities within the SPA boundaries, there is perhaps a case to be made that wildfowling in both Chichester and Langstone Harbours could result in loss of species associated with Portsmouth Harbour, due to the highly mobile nature of the birds.
- 5.37 It is however considered that any population increase arising from delivery of the housing allocation sites would not result in a significant increase in wildfowling within Portsmouth Harbour SAC. **Wildfowling impacts are therefore screened out** from further consideration in the screening of residential allocations.

Water resources

- 5.38 This has been highlighted as a potential concern for the River Itchen SAC and the Solent and Isle of Wight Lagoons SAC.

River Itchen SAC

- 5.39 Portsmouth's water supply is principally from Havant and Bedhampton Springs, although a substantial element is sourced from Gaters Mill on the River Itchen, draining water directly from the river. An increase in development therefore has the potential to result in greater abstraction from the SAC.
- 5.40 However, by drawing on the water companies Water Resource Management Plans and their agreement with the Environment Agency on implementing reductions required to maintain favourable conservation status at European sites in the area, it is considered that there would be no adverse effects on the River Itchen from water abstraction stemming from development flowing from implementation of the site allocations within the Local Plan. At this time, **water resource impacts to the River Itchen SAC are screened out** from further assessment.
- 5.41 The HRA process needs to be an iterative one; therefore, as the Local Plan develops and as the HRA process starts to include the emerging Local Plan, this aspect of the screening assessment will need to be re-run.

Solent and Isle of Wight Lagoons SAC

- 5.42 The Site Improvement Plan for this SAC¹⁹ identifies that the hydrology and water resource of the Solent and Isle of Wight Lagoons is largely governed by sluices around the lagoons. These sluices – particularly in East Hampshire and the Isle of Wight – are in poor condition and potentially not functioning fully. This causes water quality issues and changes in the hydrology of the lagoons, for example, a poor condition outfall at Gilkicker Lagoon has caused an inappropriate salinity regime which threatens its ability to support lagoonal specialist communities.
- 5.43 Management of sluices into the lagoons is clearly not something that would be affected by new residential development, and therefore **water resource impacts to this SAC are screened out from further assessment.**

Water quality

- 5.44 Water quality concerns have so far been screened in for the following sites and pathways:
- 5.45 All SPAs and Solent Maritime SAC:
- Pollution to groundwater (point sources and diffuse sources), both inside and outside the SAC
- 5.46 Portsmouth Harbour and Chichester and Langstone Harbours Ramsar sites:
- Offsite pollution from domestic sewage; and
 - Eutrophication
- 5.47 The combined Site Improvement Plan for the Solent SPAs and the Solent Maritime SAC²⁰ identifies that water pollution affects a range of habitat and bird species at the site through eutrophication and toxicity. Sources include both point source discharges (including flood alleviation / storm discharges) and diffuse water pollution from agriculture / road runoff, as well as historic contamination of marine sediments.
- 5.48 Impacts from marine sediments and agricultural pollution are not related to increasing residential or employment development within the City and therefore can be screened out from further consideration.
- 5.49 However, storm discharges from sewage treatment works and road runoff (from new hard surfaces within new residential and commercial developments) can be seen to potentially increase (or current levels less likely to be alleviated) as a result of new development.

¹⁹ <http://publications.naturalengland.org.uk/publication/5670639268528128>

²⁰ <http://publications.naturalengland.org.uk/file/5319610920337408>

- 5.50 As with concerns over water resources (Section 5.2), water companies are required to maintain favourable conservation status at European sites in the area and they work closely with the Environment Agency to achieve this. Additionally, in line with the Flood and Water Management Act and the Water Framework Directive, the Local Plan will require all new developments to ensure that runoff from development sites is properly controlled and managed.
- 5.51 However, the Partnership for Urban South Hampshire (PUSH) has currently commissioned an assessment of the impacts of worsening water quality on the Solent and Itchen Natura 2000 sites arising from new housing to 2034/36 and to inform an Integrated Water Management Strategy. The aim of this study is, in conjunction with the water companies, to develop a strategic solution to mitigate for any additional nutrients arising from housing growth. The outcome of this study is due in 2017 and subsequent iterations and stages of the plan process and HRA will respond to these findings.
- 5.52 With respect to construction-related runoff and pollution impacts, Natural England have advised that while these can typically be avoided through the use of a Construction Environmental Management Plan they have recommended that these issues are included in the screening report at this stage.
- 5.53 Therefore, in view of these factors, a likely significant effect on the European sites from changes to water quality remain screened in to the assessment.**

Air quality

- 5.54 The only International site that is identified as being under threat from air pollution impacts in the Standard Data Sheets is the Solent and Isle of Wight Lagoons SAC.
- 5.55 However, the combined Site Improvement Plan for Portsmouth Harbour SPA, Chichester and Langstone Harbour SPA, Solent and Southampton Water SPA and the Solent Maritime SAC also identify that the impact of atmospheric nitrogen is a pressure on these sites (via vehicle exhaust and other similar emissions).
- 5.56 The effects of air quality (primarily the deposition of nitrogenous materials) is most obvious on sensitive vegetation communities and therefore most concern has been focussed on impacts to those sites nearest main roads. It is reasonable to assume that any increase in vehicles within the City and adjacent areas may result in increased traffic movements on the strategic road network. The Core Strategy AA concluded that there was potential for both road corridors to result in impacts to European sites.
- 5.57 The assessment of air quality issues is complex and must take account of existing and future patterns of road use (itself a result of population rise and rise in car use from existing population), road type, vehicle type, fuel efficiency, weather and climate. In addition, until detailed designs for specific

sites come forward the likely transport network requirements for serving new developments is unknown.

- 5.58 For the purposes of this HRA Screening it is necessary to initially assume under the precautionary principal that there will be an increase in air quality issues within the city and therefore a significant effect is considered possible until further information is made available.
- 5.59 This issue was explored in the Portsmouth Plan HRA, which was able to conclude that the overall level of development would not lead to adverse effects on International sites.
- 5.60 However, PUSH has recently commissioned a joint assessment to establish whether the new development proposed under the PUSH Spatial Position Statement is likely to exceed air quality limits at European Sites within or close to the PUSH area.
- 5.61 If breaches are predicted to be caused by new development, the study will determine whether these would adversely affect the interest features of the designated sites.
- 5.62 Until such time as the findings of this new study are available, and given the increase in traffic that would potentially be caused by implementation of plan policies (explored further, below, in the screening of Issues and Options), **air quality impacts are screened in** for further assessment.

Habitat loss

- 5.63 Habitat loss has been identified as a potential threat to all the coastal SPAs in question as well as the Solent Maritime SAC and the Portsmouth Harbour Ramsar site.
- 5.64 Habitat loss can be either direct or indirect.

Direct habitat loss – on site

- 5.65 Habitat loss affecting the International sites resulting from new residential development has been identified as potentially resulting from direct land take within the designated sites where a particular development lies on the coast and can only be delivered if the development provides new coastal defences.
- 5.66 A range of activities are within this broad category (as identified in the Marine Conservation Advice from Natural England), many of which are not considered to stem directly from provision of allocated housing. However, depending on the nature, scale and location of the particular allocation, the following activities are considered to require screening in to this assessment:
- Construction of coastal flood and erosion risk management schemes
 - Piling
 - Reclaim and land take

5.67 Specific impacts associated with these activities are as follows, although it should be recognised that not all these impacts may equally affect all species (if at all). Those impacts that are more relevant to the International sites under consideration within this screening assessment are highlighted in bold.

- **Above water noise**
- Abrasion/disturbance of the substrate on the surface of the seabed
- Barrier to species movement
- Changes in suspended solids (water clarity)
- Penetration and/or disturbance of the substrate below the surface of the seabed, including abrasion
- **Physical change (to another seabed type)**
- **Physical loss (to land or freshwater habitat)**
- **Siltation rate changes including smothering (depth of vertical sediment overburden)**
- Underwater noise changes
- **Visual disturbance**
- Water flow (tidal current) changes – local, including sediment transport considerations
- Wave exposure changes – local

5.68 Of particular note in respect of direct on-site habitat loss would be any works required that are associated with specific allocation sites that lie adjacent to the coastline, or that require or result in the provision of new or improved wider infrastructure. For example, if a coastal development outside (but adjacent to) a designated site requires additional sea defences that would fall within the designation, or that are part of a larger regeneration scheme that would involve additional transport elements within, adjacent to or across the designation.

Direct habitat loss: off site

5.69 Habitat loss can also occur where new development takes place on off-site supporting habitat used as brent goose foraging habitat or high tide wader roosts.

Indirect habitat loss: on- and off site

5.70 In addition to this, habitat (both on-site and off-site) can indirectly be lost through disturbance. Disturbance impacts specifically related to increasing recreational use of coastal areas is discussed in detail in Section 5.1. However, activities associated with both the construction and operational phases of residential and commercial developments can cause disturbance impacts not directly related to recreational activities.

5.71 While disturbing activities do not physically remove habitat, the disturbing activity prevents birds from using that habitat to the extent that it is lost as a viable resource.

- 5.72 Disturbing activities resulting in habitat loss may be found during either the construction phase of the development, or the operational phase.
- 5.73 With respect to residential development, operational phase impacts would be those already discussed in depth in Section 5.1 regarding recreational disturbance.
- 5.74 Operations at employment sites may result in indirect habitat loss through disturbance as a result of particular activities carried out at the employment site where that site is adjacent to either the SPA itself or supporting habitat. Effects could arise through, for example, noisy manufacturing processes, high levels of visual disturbance from vehicle movements or similar.
- 5.75 An additional source may be where the employment is specifically related to the marine environment and the activity would result in or promote additional activity in the harbour SPAs (or pSPA), for example engineering works involving repairing or making marine craft that need testing on the open water.
- 5.76 During construction, impacts are likely to be only temporary – however they can be significant, for example through the use of particularly noisy plant or working methods (especially demolition).
- 5.77 Each allocation site is different – some sites, particularly smaller and / or inland sites (particularly inland sites on previously developed land) will not result in any direct or indirect habitat loss. Others – for example larger coastal development sites, and those on areas of green space / open land (particularly closer to the coast) are likely to result in some level of direct or indirect habitat loss.
- 5.78 It is also important to recognise that due to the birds' behaviour, they will often range of considerable distances. Therefore, an effect on an area seemingly more geographically close to one SPA may affect a designated site much further afield. For example, a flock of waders feeding on the intertidal mud in Portsmouth Harbour (and potentially disturbed by construction activity on adjacent coastal areas) may in fact be part of the population more associated with Southampton Water. Thus, the disturbance impacts from a development on the western coast of Portsea Island may result in a likely significant effect on Solent and Southampton Water SPA.
- 5.79 The screening matrix in the following section has taken all these site-specific issues into consideration.

6 Screening of Issues and Options

Table 5 – Screening of Issues and Options

Issue	Options
Local Plan Objectives (O)	<p>O1. To provide a range of housing in locations where people want to live</p> <p>O2. To develop a successful and diverse economy with employment opportunities for all</p> <p>O3. To promote the viability and vitality of the city centre, Southsea town centre and other smaller centres in the city</p> <p>O4. To protect and enhance the historic character, arts and culture of Portsmouth</p> <p>O5. To provide supporting infrastructure for Portsmouth's residents, businesses and visitors</p> <p>O6. To support the health and wellbeing of residents by providing access to health care, protecting/ enhancing open spaces, providing sports and leisure opportunities, reducing air pollution and providing for biodiversity</p> <p>O7. To make Portsmouth accessible with a range of sustainable and integrated travel options</p> <p>O8. To provide high quality design and an attractive, sustainable and safe city</p>
<p><i>These are general statements of policy and general aspirations of the Local Plan. In and of themselves, these cannot cause change and thus cannot result in a likely significant effect on a European site.</i></p>	
Affordable Housing (AH)	<p>AH1a. Follow NPPF policy and seek affordable housing on sites of 10 or more dwellings</p> <p>AH1b. Follow NPPF policy with levels and types of affordable housing depending on housing need and viability of development</p>
<p><i>These are options relating to the appropriate delivery of Affordable Housing within or provided by new residential development. In themselves, these options do not provide or steer a quantum or type of development that would cause change of a</i></p>	

Issue	Options
<i>type that would result in a likely significant effect on a European site.</i>	
Specific Housing Needs (SH)	<p>SH1a. Require strategic development sites to include a range of housing including starter homes, self build, housing for older people and supported housing.</p> <p>SH1b. Allocate individual smaller sites for specific housing needs</p> <p>SH1c. A criteria based policy for meeting specific housing needs</p>
<i>These are options relating to specific types of housing on any given site. In themselves, these options do not provide or steer a quantum or type of development that would cause change of a type that would result in a likely significant effect on a European site.</i>	
Sites for Travelling Communities (TC)	<p>TC1a. Allocate a specific site where a need is identified</p> <p>TC1b. Include a criteria based policy in the Local Plan</p>
<i>These are options relating to housing for a particular community. In themselves, these options do not provide or steer a quantum or type of development that would cause change of a type that would result in a likely significant effect on a European site.</i>	
Houses in Multiple Occupation (HMO)	<p>HMO1a. Continue the approach of restricting houses in multiple occupation</p> <p>HMO1b. Remove restrictions to houses in multiple occupation to maximise accommodation in the city</p> <p>HMO1c. Increase restrictions on new HMOs in all or parts of the city.</p>
<i>These are options relating to multi-occupancy housing. In themselves, these options do not provide or steer a quantum or type of development that would cause change of a type that would result in a likely significant effect on a European site.</i>	
Student Accommodation	<p>SU1a. Continue the current monitored but unrestricted approach to the quantity of student accommodation.</p>

Issue	Options
(SU)	
<p><i>This option relates to housing for a particular group of residents rather than resulting in an increase in new accommodation. In itself, this option does not provide or steer a quantum or type of development that would cause change of a type that would result in a likely significant effect on a European site.</i></p>	
<p>Local Economy (LE)</p>	<p>LE1. Continue to protect land for employment use and seek redevelopment and renewal of the employment sites to provide additional floorspace or a higher quality accommodation.</p> <p>LE2. Focus significant new employment opportunities on:</p> <ul style="list-style-type: none"> • Portsmouth City Centre for new office uses • Tipner and Horsea island for marine related activities. <ul style="list-style-type: none"> • BAR Racing - The Camber, Port Solent Quay, Trafalgar Wharf and the city port as waterfront sites of sub regional significance to be protected for continued employment use, particularly for activities supporting the marine and maritime sector. • Lakeside North Harbour for future office uses. • The Naval Base may provide further employment provision over the Plan period but further discussion is needed with the Ministry of Defence to identify the scale and location of potential future opportunities
<p><i>Option LE1 does not provide or steer a quantum or type of development that would cause change and thus cannot result in a likely significant effect on a European site.</i></p> <p><i>However, Option LE2, and specifically in relation to Tipner, Horsea, Port Solent Quay, Trafalgar Wharf, the city port and possibly the Naval Base (depending on future MoD decisions), does specifically provide a steer for particular employment types related to coastal areas. Employment that specifically provides for marine use would potentially give rise to a number of effects:</i></p> <p><i>These employment sites are all adjacent or very close to Portsmouth Harbour SPA / Ramsar site. Activities stemming from the employment use of these sites are aimed</i></p>	

Issue	Options
	<p><i>at the marine environment and thus would be likely to result in an increase in the use of the harbour areas used by SPA bird species resulting in disturbance impacts and thus indirect habitat loss (see Section 5.5.3).</i></p> <p><i>Any requirement for additional management or maintenance of the SPA / Ramsar to facilitate these new industries such as dredging, coastal infrastructure such as moorings etc. would also appear to potentially cause further habitat loss and deterioration. There appears also to be a risk of increase pollution entering the designated sites, for example runoff and fuel spills.</i></p> <p><i>Portsmouth Harbour and the marine areas outside the Harbour are all within the Solent and Dorset Coast pSPA, to be designated for its population of terns. An increase in marine use may have a likely significant effect on this pSPA through impacts to the foraging behaviour of the important tern colonies.</i></p> <p><i>Option LE2 is therefore screened as having a likely significant effect on Portsmouth Harbour SPA and Ramsar site, and the Solent and Dorset Coast pSPA.</i></p>
Retail (R)	<p>R1. Maintain the structure and/ or centres in the existing retail hierarchy</p> <p>R2a. Relax existing policy on city, town, district centres to provide greater diversity in secondary frontages including residential, employment, cultural and leisure activities and review centre boundaries</p> <p>R2b. Keep current boundaries for city, town, district and local centres and retain existing primary and secondary retail frontages</p>
	<p><i>These are options relating to how retail provision will be delivered to best meet the needs of the City. In themselves, these options do not provide or steer a quantum or type of development that would cause change of a type that would result in a likely significant effect on a European site.</i></p>
Natural Environment (Natural England)	<p>NE1. Define the different levels of protection that will be given to spaces depending on their importance for biodiversity</p>
	<p><i>This is a general option relating to identifying and defining the appropriate level of protection for areas of biodiversity value in Portsmouth. In itself, this option will not result in physical change and therefore would not have a likely significant effect on any designated site.</i></p>

Issue	Options
<i>However, care will be needed in identifying and drawing up these different levels of protection to ensure that areas of supporting habitat outside but functionally linked to SPAs are not identified as being of 'lower value'.</i>	
Heritage (H)	H1. No change to the approach to protect and enhance the historic townscape and archaeological sites and monuments
<i>This option would not result in change of a type that would result in a likely significant effect on any designated site.</i>	
Transport (TR)	<p>TR1a. Transport Infrastructure provision</p> <p>Seek transport schemes to support the development planned to take place.</p> <ol style="list-style-type: none"> i. South East Hampshire Bus Rapid Transit future phases including; <ul style="list-style-type: none"> • Fareham to Queen Alexandra Hospital in Portsmouth (three routes); • Clanfield/Waterlooville to Portsmouth/Southsea (two routes); • Havant to Portsmouth (three routes); ii. Tipner to Horsea Island Bridge linking sites in Tipner and Horsea Island allowing buses, cyclists and pedestrians access between Tipner West and Horsea Island East, the new country park, Port Solent and beyond. Cars could only access the business space created in Horsea Island East. iii. City centre road improvements to improve capacity. iv. Park and ride expansion to create additional capacity. v. Improved rail service to London. vi. Improved rail journey time between Portsmouth and Southampton. vii. Smart Motorways to improve the M27 links to Southampton and intermediate towns <p><u>TR1b</u>. Supplement transport infrastructure with transport</p>

Issue	Options
	<p>congestion measures</p> <ul style="list-style-type: none"> i. Supplement with other measures to address transport congestion in Portsmouth including: ii. A comprehensive electric vehicle charging network across the city for residents, businesses and visitors iii. Marketing and behaviour change activity to support infrastructure schemes and generate mode shift iv. Public realm improvements to improve the environment and quality of place for those travel through areas giving priority to pedestrians and cyclists over motorised vehicles v. Road safety education and enforcement campaigns and activities at targeted modes and groups vi. Working with stakeholders to identify the best solutions and for collaborative delivery where appropriate vii. A network of continuous cycle infrastructure throughout the city for both strategic and local journeys, confident and beginner cyclists viii. Redevelopment of Portsmouth and Southsea, and the Harbour Stations
<p><i>Many elements of TR1a require levels of construction of new infrastructure and these may affect designated sites. In particular, the option for the new bridge link between Tipner and Horsea Island would of necessity take place over Portsmouth Harbour SPA, likely to result in some on-site and / or off-site habitat loss and / or habitat deterioration.</i></p> <p><i>While it is not the transport links and infrastructure themselves that would result in these impacts – which are driven more by options that promote growth in residential and employment use within the city – they are a necessary part of the growth process.</i></p> <p><i>As discussed above in Section 5.4, PUSH is undertaking a detailed sub-regional air quality study to inform the HRA of the PUSH Spatial Position Statement, and this will provide more clarity on this issue as the plan develops. However, on the basis of the current information, air quality issues resulting from this option should remain screened in, along with the habitat impact concerns,</i></p>	

Issue	Options
	<p><i>Conversely, the elements of Option TR1b are all designed to reduce the level of vehicle use within and into the city – for example through improvements to pedestrian / cycle networks, public transport improvements, education / awareness and promotion of electric vehicle use.</i></p> <p><i>Consequently, this option would appear to have no likely significant effect on designated sites with respect to impacts associated with air quality, and may result in a slight benefit if policies pursued under this option result in a reduction in air quality emissions.</i></p> <p><i>However, there is a risk that improvements to non-vehicular transport infrastructure affect designated sites if, for example, physical improvement works (new / improved pedestrian and cycle routes) directly or indirectly affect designated sites, such as encouraging access nearer the coast or, in the case of City Deal, the new bus, cycle and pedestrian bridge across Portsmouth Harbour SPA / Ramsar site.</i></p> <p><i>Therefore, both these options are screened in for further assessment. TR1a on the basis of likely significant effect due to air quality impacts, and both TR1a and b on the basis of potential direct and indirect habitat loss or deterioration.</i></p>
<i>Health and Well Being (HW)</i>	HW1. Seek to enhance health and well being through new development in Portsmouth
	<i>This option would not result in change of a type that would result in a likely significant effect on any designated site.</i>
<i>Open space, sports and playing pitches (OS)</i>	<p>OS1a. Retain current approach to retain green infrastructure, including the Fratton Park/southern Rodney Road for use as a football stadium</p> <p>OS1b. Seek to extend the green infrastructure network in Portsmouth</p> <p>OS2. Provide additional capacity for built sports facilities in the city</p>
	<p><i>In general, these options do not initially appear to result in a change that would have a likely significant effect on any designated sites. However, Portsmouth is tightly constrained, and green infrastructure is inherently a multifunctional feature, providing for a range of uses including formal and informal recreation and biodiversity.</i></p> <p><i>Extending green infrastructure by providing new and increased space for the city's residents (Option OS1b) may result in conflicts where this impacts on areas of</i></p>

Issue	Options
	<p>green or open space that are currently less utilised by residents. These areas could potentially be SPA supporting habitat (such as playing fields). This would be considered an indirect habitat loss as the extension of the green infrastructure network would potentially limit the use of the site by SPA birds.</p> <p>If the GI network extends to further utilise coastal areas on or adjacent to the SPA (or supporting habitat) – for example through the implementation of the Coastal Path – then this would potentially also be an indirect habitat loss or deterioration.</p> <p>Conversely – and depending on the nature and location of any GI extension – this option may have the effect of providing positive impacts to the designated sites if it provides for new areas of open green space.</p> <p>Providing additional capacity for built sports facilities (Option OS2) may result in existing open spaces such as playing fields being built over to provide more intensity and diversity of sports provision, or converting existing grass pitches to all-weather pitches or multi-use games areas. There may also be further formalisation of sports provision such as provision of new stands, changing areas or other facilities, fencing and floodlighting. If these developments occur on areas of supporting habitat then they would be considered to have a likely significant effect though direct off-site habitat loss (see Section 5.5.2).</p> <p>It is therefore considered that these options are screened in as having a likely significant effect on Portsmouth Harbour SPA and Ramsar site and Chichester and Langstone Harbours SPA and Ramsar site</p>
Tourism (T)	T1. Retain current approach to enhance the tourist and cultural sector
	<p><i>This option would not result in change of a type that would result in a likely significant effect on any designated site.</i></p>
Tall Buildings (TB)	<p>TB1a. Continue the current approach to discourage tall buildings outside of defined locations</p> <p>TB1b. Actively encourage tall buildings in new locations across the city</p>
	<p>The existing approach to tall buildings has been developed to avoid impacts to SPA bird species. Therefore Option TB1a can be concluded to have no likely significant effect.</p> <p>However, tall buildings can interrupt key SPA bird flightlines, result in collision impacts to birds, and cause shading impacts on sensitive Ramsar / SAC habitats. At this stage it is not known where the potential location of the lifting of existing</p>

Issue	Options
<p>restrictions would occur. Therefore, given the need to apply the Precautionary Principle, it must be concluded that Option TB1b would have a likely significant effect on the coastal suite of SACs and SPA / Ramsar sites.</p> <p>Option TB1b is therefore screened in as having a likely significant effect on Portsmouth Harbour SPA and Ramsar site and Chichester and Langstone Harbours SPA and Ramsar site</p>	
<p>Density of Development (DD)</p>	<p>DD1. Follow NPPF and seek higher residential densities in areas of high accessibility</p>
<p><i>While in a general sense, this option would not appear to result in change of a type that would result in a likely significant effect on any designated site, as it relates to residential density and accessibility. However, the existing and potential future transport infrastructure of the city and the location of areas of potential new development and regeneration are such that more accessible areas of the city may also be those areas closer to coastal designations and associated support habitat.</i></p> <p><i>Therefore, any option that seeks to provide higher density of residential accommodation closer to these sensitive areas would appear to have a likely significant effect on designations that include sensitive wintering bird populations.</i></p> <p><i>In view of the potential increases in recreational use of coastal areas and supporting habitat and consequent disturbance impacts on qualifying bird populations for Portsmouth Harbour SPA and Ramsar site and for Chichester and Langstone Harbours SPA and Ramsar site over and above levels typically associated with 'average' residential densities, this option is screened in for further assessment. However, it should be noted that many such sites are included in the residential allocation sites, given further detailed consideration in the following Section 7.</i></p>	
<p>Space and Environmental standards (SES)</p>	<p>SES1. Pursue nationally prescribed internal space standards</p> <p>SES2. Seek to deliver a significant proportion of homes which can be adapted to meet different accessibility standards</p> <p>SES3. Seek higher standards for water efficiency than the minimum building regulation requirements</p>
<p><i>These options would not result in change of a type that would result in a likely significant effect on any designated site. Option SES3, relating to water efficiency may result in a minor reduction in impacts to designated sites at current baseline levels through a reduction in current pressures on water treatment plants.</i></p>	

Issue	Options
Strategic Growth: Housing Targets (HT)	<p>HT1a. PUSH Spatial Strategy: Position Statement to 2034 - 14,560</p> <p>HT1b. Objectively Assessed Housing need to 2034 - 17,020</p>
<p><i>Provision of new residential development can cause a range of potential impacts to designated sites, as described previously in this report, particularly impacts arising from increased recreational disturbance (indirect habitat loss), as well as direct on- and off-site habitat loss and deterioration associated with construction activity.. These particular options provide for varying amounts of new development, although do not specify any particular locations at this level.</i></p> <p><i>Specific strategic locations for housing are provided elsewhere in the Issues and Options (see Options SG1-4 and OA1-6). Options SG1-4 are screened in as having a likely significant effect on the designated sites on their own, while Options OA1-6 are screened in as having a likely significant effect on the designated sites when considered in combination with other plans and projects.</i></p> <p><i>However, housing provision will be provided across a range of sites across the city, some of which will be in these identified areas, others on a range of other sites. Detailed consideration of the full range of current housing allocation sites is provided in Section 7 of this report.</i></p> <p><i>Given the acknowledged impacts of the potential for increased levels of housing provision near coastal SPAs to have a likely significant effect on those designations, these options are currently screened in as requiring further assessment.</i></p> <p><i>However, following further detailed screening (Section 7), specific sites that would fall within these broad options may be screened out from further assessment.</i></p>	
Strategic Growth: Employment Targets (ET)	<p>ET1a. PUSH Spatial Strategy: Position Statement to 2034 - 120,000 sqm</p> <p>ET1b. Selective release of employment sites for residential development - 100,000sqm</p>
<p><i>Provision of new employment-use development can cause a range of potential impacts to designated sites, as described previously in this report, particularly impacts associated with construction activity such as direct and indirect on- and off-site habitat loss and deterioration, disturbance, and pollution impacts. These particular options provide for varying amounts of new development, although do not</i></p>	

Issue	Options
	<p><i>specify any particular locations at this level.</i></p> <p><i>Specific strategic locations for employment are provided elsewhere in the Issues and Options (see Options LE1 and LE2). Option LE2 has been screened in as having a likely significant effect on the designated sites on their own.</i></p> <p><i>However, employment provision will be provided across a range of sites across the city, some of which will be in these identified areas, others on a range of other sites. Detailed consideration of the full range of current employment allocation sites is provided in subsequent sections of this report (Section 7).</i></p> <p><i>Given the acknowledged impacts of the potential for increased levels of employment provision near coastal SPAs and SACs to have a likely significant effect on those designations, Option ET1a is screened in as requiring further assessment.</i></p> <p><i>However, following further detailed screening (Section 7, below), specific sites may be screened out from further assessment.</i></p> <p><i>Option ET1b does not specify any particular location or amount of new residential development. Issues relating to potential impacts of new residential development are addressed elsewhere in the report, but this particular option would not in itself result in further change of a type that would result in a likely significant effect on any designated site. The potential release of employment sites for residential development is driven by other options, notably Options HT1a-c and, in a more general and aspirational sense, Option O1.</i></p>
Strategic Growth: Retail Targets	<u>RT1</u> . Focus new comparison (non-convenience goods) retail floorspace requirement in the city centre
	<i>This option would not result in change of a type that would result in a likely significant effect on any designated site.</i>
Strategic Growth Sites (SG)	<p>SG1. Tipner</p> <p>SG2. Solent and Horsea Island</p> <p>SG3. St James Hospital and Langstone Campus</p> <p>SG4. Lakeside North Harbour</p>
	<i>As discussed in Section 5, urban development can have a range of impacts on designated sites. The nature of any growth for these options is not considered here, and thus it must be assumed that each site could provide for a mix of residential and</i>

Issue	Options
	<p>employment use.</p> <p>However, these options include sites that include both residential and employment allocations, given further assessment in Section 7. This further screening has identified that Options SG1, SG2 and SG3 would have a likely significant effect on the two harbour SPAs, while residential development at SG1 would have a likely significant effect on the Solent Maritime SAC.</p> <p>Development at Lakeside North Harbour is currently only proposed as employment use and therefore can be screened out from further assessment.</p> <p>Therefore Options SG1, SG2 and SG3 are all screened in for further assessment.</p>
<p>Opportunity Areas for Growth (OA)</p>	<p>OA1. Portsmouth City Centre</p> <p>OA2. Cosham</p> <p>OA3. North End</p> <p>OA4. Fratton</p> <p>OA5. Somerstown</p> <p>OA6. The Seafront</p>
	<p>As discussed in Section 5, urban development can have a range of impacts on designated sites. The nature of any growth for these options is not considered here, and thus it must be assumed that each site could provide for a mix of residential and employment use.</p> <p>An amount of development is not set out in these options. The locations of OA1-6 are some distance from coastal designations and are already built up urban areas. On their own, pursuing growth in these areas would not have a likely significant effect.</p> <p>However, when considered in combination with other options – such as other housing areas, related new infrastructure provision – it would be considered that these options would have a likely significant effect on coastal SPAs / Ramsar sites through increases in recreational use of the coast and SPA supporting habitat.</p> <p>The seafront is clearly on the coast, and is more intimately linked to the harbour SPAs to the east and west of Portsmouth. Additionally, the Solent and Dorset Coast pSPA covers the marine areas up to the mean high water mark along the south coast of Portsmouth. Any option for growth along the seafront that would potentially result in an increase in the use of the pSPA (such as provision of watersports facilities as a driver for economic growth and tourism / recreation) would therefore be</p>

Issue	Options
	<p><i>considered to have a likely significant effect on this pSPA.</i></p> <p><i>All these options are therefore screened in for further assessment, although individual allocation sites within these broader areas are given individual assessments in Section 7.</i></p>




7 Screening of potential sites

The screening matrix

- 7.1 Potential sites have been assessed according to the conclusions of the preceding discussions.
- 7.2 They have been scored according to the categories set out in Table 2 (Section 2) depending on how they are considered to affect the identified International sites, and whether these effects would occur as a result of the delivery of any particular scheme on its own, or only when it was delivered in combination with other plans or projects.
- 7.3 As Table 6a and b (below) shows, and following the preceding discussion, it is concluded that the Portsmouth housing and employment allocations would not have a likely significant effect on the Solent and Isle of Wight Lagoons SAC.
- 7.4 The majority of sites are not considered to have a likely significant effect on their own on any of the coastal SPAs or Ramsar sites.
- 7.5 In the absence of any counteracting measures, all the residential allocation sites are considered to have a likely significant effect on the SPAs / Ramsar sites due to the in-combination effects of increasing recreational pressure arising from all the planned new housing across the wider Solent area. However, as discussed above, all new residential development is required to contribute to the SRMP Interim Strategy. This is already in place and operating with money already being secured and collected. This continued requirement will be integrated into new policy in the new Local Plan. Therefore, these smaller site allocations or those more distant from the coast that are not identified as having a likely significant effect on their own can be seen to not have a likely significant effect on the identified International sites.
- 7.6 Some of the housing allocations have been screened in as having a likely significant effect on the Solent Maritime SAC.
- 7.7 Employment sites are not considered to have a likely significant effect on the SPAs / Ramsar sites from the effects of increasing recreational pressure.
- 7.8 However, a number of sites have been assessed as having a likely significant effect on the International sites on their own merits. These are discussed individually, below.
- 7.9 Additionally, many of these residential and employment sites are covered by one or more Options that have been assessed in Section 6, and where relevant, these should be cross-referenced.

Table 6a – Screening Matrix (Residential)

Key:

	Likely Significant Effect alone
	No Likely Significant Effect
	Likely significant effect in combination with other plans or projects

(NB – please also refer to Table 2 HRA Screening Categories for explanations of the letter codes used in this screening matrix)

Site reference	Site address	Portsmouth Harbour SPA	Portsmouth Harbour Ramsar	Chichester and Langstone Harbours SPA	Chichester and Langstone Harbours Ramsar
1	Tipner West	I	I	I	I
2	Tipner Firing Range	I	I	I	I
4	Port Solent	I	I	I	I
6	St James Hospital	I	I	I	I
7	Land at Newdown Lane/ Repeater Station, Portsdown Hill	I	I	I	I
8	The News and TA Centre, Peronne Road	I	I	I	I
9	Kingston Prison	K	K	K	K
11	Eastney Caravan Park	I	I	I	I
14	Trafalgar Wharf	I	I	I	I
16	Drayton Dairy	K	K	K	K
18	Building Complex 9000	K	K	K	K
19	Goldsmith Avenue (Former UPA)	K	K	K	K
23	East of Northern Road (Health and Community Centres)	K	K	K	K
24	Jewsons Knowsley Road	K	K	K	K
25	Southampton Road (west of future Aldi)	K	K	K	K
26	City Records Office	K	K	K	K
27	Qinetiq - Fraser Battery	I	I	I	I
28	University of Portsmouth - Langstone Campus	I	I	I	I
29	Royal British Legion, Lucknow Street/ Fratton Road	K	K	K	K
30	Skills Centre, Limberline Spur	K	K	K	K
31	Unity Hall and Deaf Centre	K	K	K	K
33	Cosham Bingo Hall, High street	K	K	K	K
34	Nightclub & Queens Hotel, Osborne Road	K	K	K	K
37	Land Bounded By Queen Street, Havant Street. Wickham Street	K	K	K	K
38	Southsea Debenhams, Palmerston Road	K	K	K	K

Site reference	Site address	Portsmouth Harbour SPA	Portsmouth Harbour Ramsar	Chichester and Langstone Harbours SPA	Chichester and Langstone Harbours Ramsar
39	Corner of Arundel St and Fratton Road (Farmfoods Etc)	K	K	K	K
41	Southern corner of Northern Road and Medina Road	K	K	K	K
43	Co-op Store, 55- 73 London Road	K	K	K	K
44	Land at Halliday Crescent	K	K	K	K
45	The Royal Beach Hotel (East Wing) St Helens Parade	K	K	K	K
46	Vauxhall Showroom (London Road)	K	K	K	K
49	Stamshaw and Tipner Leisure Centre, Wilson Road	K	K	K	K
50	Eastney Health Centre	K	K	K	K
51	TA Centre at Tudor Crescent	K	K	K	K
52	Land at Point, east of Broad Street	K	K	K	K
54	Land North of Southampton Road	K	K	K	K
56	Edinburgh House	K	K	K	K
57	Gladys Avenue Laundry, North End	K	K	K	K
58	Hilsea Lodge	K	K	K	K
59	Land North of Goldsmith Avenue (Venture Sidings)	K	K	K	K
60	Open Space at Leominster Road	K	K	K	K
61	St George's Building - University of Portsmouth	K	K	K	K
62	Surgery, 92 Kingston Crescent	K	K	K	K
63	White Heather Garage	K	K	K	K
65	Corner of Spur Road and Northern Road, Cosham	K	K	K	K
66	Longdean Lodge	K	K	K	K
69	164-168 Haslemere Road, Southsea (Kitchen & carpet shop)	K	K	K	K
71	Burrell House - University of Portsmouth	K	K	K	K
72	Halfords, Fratton Road	K	K	K	K
73	Land South of Horsea Lane, (Matapan Road open space)	K	K	K	K
74	TA centre at Peronne Close	K	K	K	K
75	115-127 Fratton Road (Former Fratton Cinema)	K	K	K	K
76	Car Park at Fort Cumberland Open Space	K	K	K	K
77	140-142 Kingston Road Bingo Hall	K	K	K	K
80	Southsea Police Station	K	K	K	K
82	Church Hall 151 Fawcett Road & 3 Heyward Road	K	K	K	K
84	Alfa Romeo showroom, 111-113 Havant Road	K	K	K	K
85	Bransbury Park, Car Park	K	K	K	K
86	Exmouth Road	K	K	K	K
87	Former Aquatics Centre, 201 Highland Road and 197 and land at rear	K	K	K	K

Site reference	Site address	Portsmouth Harbour SPA	Portsmouth Harbour Ramsar	Chichester and Langstone Harbours SPA	Chichester and Langstone Harbours Ramsar
88	Land South of Marina Keep	K	K	K	K
89	Portsdown Main	K	K	K	K
90	Waitrose Car Park, Marmion Road	K	K	K	K
91	North End Kwiksave	K	K	K	K
92	Venture Tower, Fratton Road	K	K	K	K
93	Corner of Derby Road and London Road, North End	K	K	K	K
94	Henderson Road, Fort Cumberland Road Day Centre	K	K	K	K
95	Office 47-51 Kingston Crescent	K	K	K	K
99	Cockleshell Community Centre	K	K	K	K
102	Knight & Lee, Palmerston Road, Southsea	K	K	K	K
103	Land at Marsden Road	K	K	K	K
104	Land at the end of Browning Avenue, Paulsgrove	K	K	K	K
105	The Stacey Centre, Walsall road	K	K	K	K
106	Cosham Masonic Hall, Park Lane/Albert Road	K	K	K	K
107	297-305 London Road (Tesco, Car Park and properties to South)	K	K	K	K
108	106a-112 Eastney Road	K	K	K	K
109	Clinic south of Alexandra Lodge	K	K	K	K
110	Museum Store, Copnor Road	K	K	K	K
111	Open Space at ROKO, Copnor Road	K	K	K	K
112	111 Copnor Road (Dr's surgery)	K	K	K	K
113	139-141 Goldsmith Avenue	K	K	K	K
114	140 - 146 Fratton Road	K	K	K	K
115	189-195 Fratton Road	K	K	K	K
117	Brynwell Builder's Yard, 207-217 Copnor Road	K	K	K	K
119	Portland Hotel, 38 Kent Road	K	K	K	K
120	Portsmouth Adoption Centre	K	K	K	K
122	Seymour Close Parking Area	K	K	K	K
128	116-118 Clarendon Road Southsea PO4 0SE	K	K	K	K
129	163 Goldsmith Avenue	K	K	K	K
130	18-24 Wayte Street	K	K	K	K
131	55-61 High Street (shops east side; Magdala Rd/The Droke)	K	K	K	K
132	Blue Anchor PH, 2 London Road	K	K	K	K
134	Garages south of Copper Beech Drive, Drayton	K	K	K	K
136	Walden Studios, 128-136 London Road	K	K	K	K
137	106 Queens Road	K	K	K	K

Site reference	Site address	Portsmouth Harbour SPA	Portsmouth Harbour Ramsar	Chichester and Langstone Harbours SPA	Chichester and Langstone Harbours Ramsar
139	29-31 Hampshire Terrace	K	K	K	K
142	Car Sales, Cornwell Road	K	K	K	K
143	Crescent Snooker Club 136 - 138 Kingston Road	K	K	K	K
144	Francis Avenue car sales, Fratton	K	K	K	K
145	Garages Adjacent to 1A St Chads Avenue	K	K	K	K
148	1-11 Portsmouth Road	K	K	K	K
151	4-13 Selbourne Terrace	K	K	K	K
155	Land to Rear of 192 Havant Road	K	K	K	K
156	Serpentine Road Southsea, r/o 67 Osborne	K	K	K	K
157	Walberant Buildings Copnor Road	K	K	K	K
158	Building 003 Fort Southwick James Callaghan Drive	K	K	K	K
159	Garages at Dursley Crescent	K	K	K	K
161	North Street Play Area, North Street	K	K	K	K
162	Land to west of Gatcombe Gardens	K	K	K	K
164	Land at Stone Street	K	K	K	K
165	Wightlink car park	K	K	K	K
168	Brunel House	K	K	K	K
169	East Lodge	K	K	K	K
172	Ambulance Station, Eastern Road	K	K	K	K

Table 6b – Screening Matrix (Employment)

Site reference	Site address	Portsmouth Harbour SPA	Portsmouth Harbour Ramsar	Chichester and Langstone Harbours SPA	Chichester and Langstone Harbours Ramsar
1	Tipner West	I	I	I	I
2	Teardrop Site, Portway	K	K	K	K
3	City Centre area	K	K	K	K
4	Rear of Broad Oak Works	I	I	I	I
5	Horsea Island	I	I	I	I
6	Wightlink Ferry Terminal Main Office	K	K	K	K
7	Portsdown Main	K	K	K	K
8	Lakeside Business Park	K	K	K	K
9	Lynx House, Cosham	K	K	K	K
10	Interchange Park	K	K	K	K
11	53-55 Burrfields Road	K	K	K	K
12	Hilsea Bus Depot	K	K	K	K
13	Former Saacke, Marshlands Spur	I	I	I	I
14	Claybank Spur	K	K	K	K
15	HM Naval Base	I	I	I	I
16	BT Offices	K	K	K	K
17	Cosham Sorting Office	K	K	K	K
18	Site West, Walton Road	I	I	I	I
19	Sidings, Goldsmith Avenue	K	K	K	K

Specific sites identified as having a likely significant effect

- 7.10 Table 6a identified eleven potential residential allocation sites as having a likely significant effect alone on one or more International sites (i.e. regardless of whether other housing sites come forward). Table 6b identified six potential employment allocation sites as having a likely significant effect alone, and a further site as having a likely significant effect when considered in combination with an adjacent site.
- 7.11 Table 7 (below) sets out the likely effects associated with these allocations and – where possible – identifies recommendations and / or areas for further study to inform subsequent stages of the HRA process.
- 7.12 This table identifies that in some cases, further studies are advised to further explore the identified issues to assess whether in fact there would be a likely significant effect, or to guide more detailed measures to ensure that any likely significant effect is successfully counteracted / avoided.
- 7.13 In some cases (such as where the conclusions of a study are dependent on the final scheme layout / design), it is likely to be more appropriate to signpost these studies down to a lower-tier level – i.e. ensure that any relevant policy for a specific housing site in the Local Plan includes a requirement for the applicant to carry out the necessary studies.
- 7.14 In other cases, it may be more appropriate for the City Council to proceed with more strategic City-wide studies in advance of this. Such studies may include looking at local visitor usage of the City's coastal and associated spaces and conducting any further site-specific winter bird survey work to fill in any data gaps. It is however likely that the nature of any City Council-led studies would best be informed only following the release of the updated Solent Wader and Brent Goose Strategy in 2017.

Table 7 – Likely significant effects from residential allocations screened in as requiring further assessment

Tipner West
<p>Lies adjacent to Portsmouth Harbour SPA. Development of the site itself is likely to result in:</p> <ul style="list-style-type: none"> • Habitat loss (coastal squeeze) through the need to construct new sea defences • Construction-phase disturbance to qualifying bird species • Operational phase recreational disturbance to qualifying bird species through increased numbers of people accessing the coastline around the development and further afield <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> • Explore options for compensatory habitat creation. May be linkages to

wider Portsea Island sea defence works that have provided compensation through coastal realignment works at Medmerry²¹.

- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- Provision of nearby bespoke new areas of recreational open space; appropriate design of walkways / paths along the coastline to reduce visual disturbance

This site is part of the larger 'City Deal' and ecological survey and assessment work is currently underway across the site. The results of this will help subsequent HRA stages and clarify any recommended measures to counteract any adverse effects on International sites.

However, as part of the wider City Deal, a range of local and strategic infrastructure improvements are required, including the construction of a new bridge across Portsmouth Harbour SPA alongside the existing motorway bridge. Therefore, there would also be a likely significant effect on the SPA through habitat loss, construction-related disturbance, and potentially air quality impacts as a result of this.

Tipner Firing Range

Lies adjacent to Portsmouth Harbour SPA and part of the SPA lies within the allocation site boundary. Development of the site itself is likely to result in:

- Habitat loss (coastal squeeze) through the need to construct new sea defences
- Potential for direct and permanent loss of SPA habitat from development within the allocation site boundary and within the SPA
- Permanent loss of Important brent goose and wader site (off site supporting habitat)
- Construction-phase disturbance to qualifying bird species.
- Operational phase recreational disturbance to qualifying bird species through increased numbers of people accessing the coastline around the development and further afield

Recommendations:

- Explore options for compensatory habitat creation. May be linkages to wider Portsea Island sea defence works that have provided compensation through coastal realignment works at Medmerry.
- Ensure development parameters are set such that development footprint does not encroach upon SPA areas within allocation site boundary.
- Provision of compensatory habitat of equal or greater value to that being lost on the supporting habitat.

²¹ See https://www.rspb.org.uk/Images/medmerry_tcm9-405348.pdf - this is a large coastal realignment scheme near Chichester that is delivering a large expanse of new SPA bird habitat

- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- Provision of nearby bespoke new areas of recreational open space; appropriate design of walkways / paths along the coastline to reduce visual disturbance

This site is part of the larger 'City Deal' and ecological survey and assessment work is currently underway across the site. The results of this will help subsequent HRA stages and clarify any recommended measures to counteract any adverse effects on International sites.

However, as part of the wider City Deal, a range of local and strategic infrastructure improvements are required, including the construction of a new bridge across Portsmouth Harbour SPA alongside the existing motorway bridge. Therefore, there would also be a likely significant effect on the SPA through habitat loss, construction-related disturbance, and potentially air quality impacts as a result of this.

Port Solent

Lies adjacent to Portsmouth Harbour SPA. Development of the site itself is likely to result in:

- Habitat loss (coastal squeeze) through the need to construct new sea defences (possibly less likely as most of the site is further from the coast and only the western 'tip' of the allocation is close to the coast.)
- Construction-phase disturbance to qualifying bird species
- Operational phase recreational disturbance to qualifying bird species (all SPAs) through increased numbers of people accessing the coastline around the development

Recommendations:

- Explore options for compensatory habitat creation. May be linkages to wider Portsea Island sea defence works that have provided compensation through coastal realignment works at Medmerry
- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- Provision of nearby bespoke new areas of recreational open space
- Appropriate design of walkways / paths along the coastline to reduce visual disturbance

This site is part of the larger 'City Deal' and ecological survey and assessment work is currently underway across the site. The results of this will help subsequent HRA stages and clarify any recommended measures to counteract any adverse effects on International sites.

However, as part of the wider City Deal, a range of local and strategic infrastructure improvements are required, including the construction of a new bridge across Portsmouth Harbour SPA alongside the existing motorway bridge. Therefore, there would also be a likely significant effect on the SPA through habitat

loss, construction-related disturbance, and potentially air quality impacts as a result of this.

St James Hospital

Lies approximately 420m from Chichester and Langstone Harbours SPA / Ramsar and immediately adjacent to an Important brent goose site. Large number of dwellings. Likely to result in:

- Construction-phase disturbance to qualifying bird species using the adjacent brent goose site
- Operational phase recreational disturbance to qualifying bird species through increased numbers of people accessing the coastline around the development – particularly the coastal path alongside the nearby Langstone Harbour

The site also lies close to the Solent Maritime SAC. Advice from Natural England is that impacts to the SAC are screened in to the SAC at this stage. Development of this site may result in:

- Pollution to groundwater (point sources and diffuse sources), both inside and outside the SAC
- Changes to both biotic and abiotic systems, both inside and outside the SAC
- Outdoor sports and leisure activities and recreational activities within the SAC
- It is considered that the development will not result in impacts to the SAC from fishing and harvesting aquatic resources within the SAC

Recommendations:

- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- Ensure development proposals contribute to the Milton Common access and recreation project

Land at Newdown Lane/ Repeater Station, Portsdown Hill

Lies wholly within an Uncertain brent goose and wader site (P51E) on Portsdown Hill. Likely to result in:

- Permanent loss of brent goose feeding area / high tide wader roost
- Construction-phase disturbance to qualifying bird species using the adjacent brent goose site

Recommendations:

- Conduct formal detailed bird survey work of allocation site and adjacent sites; If found to support qualifying bird species, compensatory high tide habitat will need to be provided
- Timing of noise-generating works; acoustic and visual barriers may help

reduce impacts
The News and TA Centre, Peronne Road
<p>This is a larger site (250 dwellings) approximately 500m from Portsmouth Harbour SPA, with good pedestrian links. Likely to result in:</p> <ul style="list-style-type: none"> Operational phase recreational disturbance to qualifying bird species through increased numbers of people accessing the coastline around the development – particularly the coastal path alongside the nearby Langstone Harbour <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> Development proposals to be supported by formal visitor survey work to either demonstrate no likely significant effect alone (only in-combination as with other smaller sites) or to help guide any measures to provide bespoke counteracting measures – for example, enhanced contributions to nearby recreational open spaces (e.g. Horsea Island Country Park) or other similar strategic sites that may need to be provided to support other larger residential developments
Eastney Caravan Park
<p>Lies approximately 440m from Chichester and Langstone Harbours SPA / Ramsar. Reasonably large development of 170 dwellings. This site also lies adjacent Eastney Beach, which has an identified brent goose and wader site (SWBGS site P78). (It is also adjacent to P20, but that site has been ruled out of being likely to support SPA birds through previous survey work). Likely to result in:</p> <ul style="list-style-type: none"> Construction-phase disturbance to qualifying bird species using Eastney Beach. Operational phase recreational disturbance to qualifying bird species through increased numbers of people accessing the coastline around the development – particularly at Eastney Beach, and also the coastal path alongside the nearby Langstone Harbour <p>The site also lies close to the Solent Maritime SAC. Advice from Natural England is that impacts to the SAC are screened in to the SAC at this stage. Development of this site may result in:</p> <ul style="list-style-type: none"> Pollution to groundwater (point sources and diffuse sources), both inside and outside the SAC Changes to both biotic and abiotic systems, both inside and outside the SAC Outdoor sports and leisure activities and recreational activities within the SAC (It is considered that the development will not result in impacts to the SAC from fishing and harvesting aquatic resources within the SAC)

Recommendations:

- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- May need site-specific / bespoke measures to counteract recreational disturbance concerns

Trafalgar Wharf

Adjacent to Portsmouth Harbour SPA / Ramsar site. Likely to result in:

- Habitat loss (coastal squeeze) through the need to construct new sea defences (possibly less likely as most of the site is further from the coast and only the western 'tip' of the allocation is close to the coast.)
- Construction-phase disturbance to qualifying bird species (all SPAs)
- Operational phase recreational disturbance to qualifying bird species (all SPAs) through increased numbers of people accessing the coastline around the development

(NB proposals here may be substantively similar to previous planning application)

Recommendations:

- Refer to previous planning application for agreed measures

Qinetiq - Fraser Battery

Adjacent to Chichester and Langstone Harbours SPA / Ramsar site and Solent Maritime SAC. Likely to result in:

- Habitat loss (coastal squeeze) through the need to construct new sea defences (possibly less likely as most of the site is further from the coast and only the eastern 'tip' of the allocation is close to the coast, and the site is somewhat elevated)
- Construction-phase disturbance to qualifying bird species
- Operational phase recreational disturbance to qualifying bird species through increased numbers of people accessing the coastline around the development

The site also lies adjacent to the Solent Maritime SAC. Advice from Natural England is that impacts to the SAC are screened in to the SAC at this stage. Development of this site may result in:

- Pollution to groundwater (point sources and diffuse sources), both inside and outside the SAC
- Changes to both biotic and abiotic systems, both inside and outside the SAC
- Outdoor sports and leisure activities and recreational activities within the SAC

(It is considered that the development will not result in impacts to the SAC from

fishing and harvesting aquatic resources within the SAC)

Recommendations:

- Explore options for compensatory habitat creation. May be linkages to wider Portsea Island sea defence works that have provided compensation through coastal realignment works at Medmerry
- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- Provision of nearby bespoke new areas of recreational open space; appropriate design of walkways / paths along the coastline to reduce visual disturbance

University of Portsmouth - Langstone Campus

Lies adjacent to Chichester and Langstone Harbours SPA / Ramsar. Allocation site wholly includes two important SWBGS sites – P25 and P23B. Development is likely to result in:

- Permanent loss of Important brent goose and wader site (off site supporting habitat)
- Construction-phase disturbance to qualifying bird species
- Operational phase recreational disturbance to qualifying bird species (all SPAs) through increased numbers of people accessing the coastline around the development and further afield

The site also lies adjacent to the Solent Maritime SAC. Advice from Natural England is that impacts to the SAC are screened in to the SAC at this stage. Development of this site may result in:

- Pollution to groundwater (point sources and diffuse sources), both inside and outside the SAC
- Changes to both biotic and abiotic systems, both inside and outside the SAC
- Outdoor sports and leisure activities and recreational activities within the SAC

(It is considered that the development will not result in impacts to the SAC from fishing and harvesting aquatic resources within the SAC).

Recommendations:

- Provision of compensatory habitat of equal or greater value to that being lost on the supporting habitat
- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- Provision of nearby bespoke new areas of recreational open space; appropriate design of walkways / paths along the coastline to reduce visual disturbance; Ensure development contributes to Milton Common

Table 7 – Likely significant effects from employment allocations screened in as requiring further assessment

Tipner West
<p>Lies adjacent to Portsmouth Harbour SPA. Likely to result in:</p> <ul style="list-style-type: none"> • Habitat loss (coastal squeeze) through the need to construct new sea defences • Construction-phase disturbance to qualifying bird species. • Operational phase disturbance to qualifying bird species from on-site operational activities (dependent on employment use) • Potential air quality impacts on adjacent SPA / Ramsar habitats (dependent on traffic volumes / modes generated from employment use type) <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> • Explore options for compensatory habitat creation. May be linkages to wider Portsea Island sea defence works that have provided compensation through coastal realignment works at Medmerry • Timing of noise-generating works; acoustic and visual barriers may help reduce impacts • Design of site layout to avoid encouraging disturbing activities close to the seaward edge of the development • Comprehensive transport strategy as part of development <p>This site is part of the larger 'City Deal' and ecological survey and assessment work is currently underway across the site. The results of this will help subsequent HRA stages and clarify any recommended measures to counteract any adverse effects on International sites.</p>
Rear of Broad Oak Works
<p>Lies approximately 50m from brent goose feeding area alongside Port Creek. Although there is some intervening habitat, there may be potential construction-phase disturbance impacts that would prevent the use of this area.</p> <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> • Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
Horsea Island
<p>Site lies adjacent to Portsmouth Harbour SPA / Ramsar site. Likely to result in:</p> <ul style="list-style-type: none"> • Habitat loss (coastal squeeze) through the need to construct new sea

<p>defences</p> <ul style="list-style-type: none"> • Construction-phase disturbance to qualifying bird species • Operational phase disturbance to qualifying bird species from on-site operational activities (dependent on employment use). • Potential air quality impacts on adjacent SPA / Ramsar habitats (dependent on traffic volumes / modes generated from employment use type) <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> • Explore options for compensatory habitat creation. May be linkages to wider Portsea Island sea defence works that have provided compensation through coastal realignment works at Medmerry • Timing of noise-generating works; acoustic and visual barriers may help reduce impacts • Design of site layout to avoid encouraging disturbing activities close to the seaward edge of the development • Comprehensive transport strategy as part of development <p>This site is part of the larger 'City Deal' and ecological survey and assessment work is currently underway across the site. The results of this will help subsequent HRA stages and clarify any recommended measures to counteract any adverse effects on International sites.</p>
<p>Former Saacke, Marshlands Spur</p> <p>Site is approximately 30m from St. John's College Playing Fields, which is an important and well-used brent goose feeding area. Likely to result in:</p> <ul style="list-style-type: none"> • Construction-phase disturbance to qualifying bird species <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> • Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
<p>HM Naval Base</p> <p>Site is approximately 275m from Portsmouth Harbour SPA. While this is a considerable distance, the site is large and the scale and nature of the potential use of the site is not known in either construction or operational terms.</p> <p>The site is adjacent to the Solent and Dorset Coast pSPA.</p> <p>Likely to result in:</p> <ul style="list-style-type: none"> • Habitat loss from the pSPA (coastal squeeze) through the need to construct new sea defences • Construction-phase disturbance to qualifying bird species • Operational phase disturbance to qualifying bird species from on-site operational activities (dependent on employment use) • Potential air quality impacts on Portsmouth Harbour SPA / Ramsar habitats

(dependent on traffic volumes / modes generated from employment use type)

Recommendations:

- Explore options for compensatory habitat creation. May be linkages to wider Portsea Island sea defence works that have provided compensation through coastal realignment works at Medmerry
- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- Design of site layout to avoid encouraging disturbing activities close to the seaward edge of the development
- Comprehensive transport strategy as part of development

Site West, Walton Road

Site is approximately 80m from Chichester and Langstone Harbours SPA / Ramsar site (to the south) and the Farlington playing fields to the east. Likely to result in:

- Construction-phase disturbance to qualifying bird species
- Operational phase disturbance to qualifying bird species from on-site operational activities (dependent on employment use)
- Potential air quality impacts on Chichester and Langstone Harbours SPA / Ramsar site habitats (dependent on traffic volumes / modes generated from employment use type)

Recommendations:

- Timing of noise-generating works; acoustic and visual barriers may help reduce impacts
- Comprehensive transport strategy as part of development

8 Conclusions

- 8.1 This draft HRA screening assessment of the Issues and Options for the local plan and the potential residential and employment site allocations for Portsmouth City Council has concluded that many of the Options currently presented would have a likely significant effect on a range of European designated sites.
- 8.2 It has also concluded that the majority of potential allocations would not have a likely significant effect on any Internationally-designated sites as mechanisms already in place and to be continued forward into the new Local Plan. With particular respect to residential allocations, these existing measures would ensure that any such impacts from increases in recreational use of the coastal areas associated with designated sites are counteracted through engagement with the Solent Recreation Mitigation Partnership.
- 8.3 However, there are a number of larger allocation sites closer to the coastal SPA / Ramsar sites that have been 'screened in' as having a likely significant effect on International sites in view of a range of potential impacts, including:
- Direct and permanent loss of supporting habitat (and potentially SPA habitat)
 - Recreational pressure on the SPA / Ramsar and supporting habitats (residential allocations only)
 - Disturbance impacts during construction
 - Disturbance impacts during operation, and
 - Air quality impacts during construction and operation (mainly employment allocations)
- 8.4 A range of measures are proposed to address these impacts. It may be possible to specify some measures within relevant specific policies in the Local Plan.
- 8.5 In order to further understand the nature, scale and likelihood of potential impacts, further technical studies are likely to be needed. Many such studies would need to be carried out by the organisations promoting developments on these sites, although some studies may potentially be better conducted at a strategic level by the City Council.
- 8.6 The next stage of the HRA process will be to examine in more detail the sites where it has not been possible to demonstrate no likely significant effect, through the formal Appropriate Assessment process.

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