

Combined impacts (recreational disturbance)	The risk that If other projects result in recreational impacts, these may be greater than the sum of their individual parts when combined with other LPA-wide planning applications near to the SAC, particularly at weekends when people are most likely to visit the site recreationally.	Likely effect foreseen	The projects net increase in people in combination with other developments in the locale could increase recreational pressure upon Solent Maritime and Chichester Harbour and Lagoons synergistically, particularly where visitor pressure is concentrated in periods of good weather and holidays. However significant effects are only anticipated within the 0-3m zone of influence and the impacts are likely to be nugatory for Solent and Isle of Wight Lagoons.
Air pollution (traffic)	The risk that the development may lead to adverse impacts upon habitats and species communities as well as overall air quality within the SAC via emissions generated by increased volume of traffic, which could negatively impact air quality and lead to deposition of nitrogenous and other substances on habitats.	No effect foreseen (but may require traffic modelling to quantify)	Traffic pollutants from cars traveling through the roads in and around the European Sites are likely to be increased from the baseline, as there will be a net increase of 11 cars. The risk of recreational traffic impacting the SPA is relatively low as in this urbanised area residents are more likely to walk or use public transport than pay for parking facilities. There is a risk of the development contributing to commuting traffic travelling to workplaces around this part of the south coast. However, again as the development is in an area already subject to a high traffic burden, it is unlikely that these changes will equate to more than the threshold value

			of 1%/1000 Annual Average Daily Traffic AADT or equal to/more than 200 HGV's. As such there is unlikely to be any appreciable effect.
Combined impacts (air pollution - traffic)	The risk that if other projects result in increased traffic, these may be greater than the sum of their individual parts when combined with other LPA-wide planning applications near to the SAC, particularly at weekends or commuting periods.	No effect foreseen (but may require traffic modelling to quantify)	There may be increases in overall air pollution levels in combination with other LPA-wide planning applications near to the SAC. However, this must reach threshold emissions levels (1000 AADT or equal to/more than 200 HGV's, to qualify for combined assessment) and this is considered unlikely. However traffic modelling may be required to quantify this.

4.0 Consideration of Need to Progress to Stage 2: Appropriate Assessment

Following the HRA Stage 1: Screening outlined above, it is considered that risks from the proposed development (alone or in conjunction with other development) to the nearby European Sites cannot be dismissed, as pathways (recreational pressure increases both in isolation and in combination) exist which could lead to harmful effects on the European site. Whilst the impacts of traffic increases are anticipated to have no appreciable effect, traffic modelling may be required to quantify this.

Accordingly, an “Appropriate Assessment” may be considered necessary under Regulations 48, 49 and 54 of the Conservation (Natural Habitats & c.) Regulations before the Competent Authority (Havant District Council) decides to undertake, or give any consent, permission or other authorisation for this plan.

The possibility of adverse impacts upon the Conservation Features of the Solent European Sites can be mainly mitigated within Havant District Council’s existing HRA mechanisms (as the competent authority) as outlined below:

- a. A financial contribution; or
- b. A developer provided package of measures associated with the proposed development designed to avoid or mitigate any likely significant effect on the SPAs; or
- c. A combination of measures in (a) and (b) above. Where these measures cannot be provided development proposals will be refused, unless the applicant can show, subject to meeting the tests of the Habitats Regulations, that there would not be a likely significant effect on the Solent SPAs.

The scale of the financial contribution will be based on the number of net additional dwellings, varied by dwelling size. The need for mitigation for the recreational impact of other types of residential accommodation, such as accommodation specifically for the elderly, will be assessed on a case-by-case basis by the local planning authority. Some housing schemes, particularly very large ones or those located close to the boundary of a SPA, may need to provide mitigation measures in addition to making the financial contribution to ensure effective avoidance/mitigation of impacts on the SPA. A very large scheme could have a disproportionate impact on particular sections of coast compared to the dispersed impact of smaller schemes providing the same overall number of new homes. Similarly, mitigation in addition to the developer contribution may be needed for new dwellings which are close to the SPA because the occupants are much more likely to visit the coast with the potential for a greater impact. The Council, with advice from Natural England, will consider the mitigation requirements for such housing proposals on a case-by-case basis. Developers are encouraged to hold early discussions with the Council on the mitigation which will be needed for such schemes.

Appendix 1: Proposed Development Plan



Appendix 2: landscape view

