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1.0 Introduction

- 1.1 Environmental Planning & Assessment Ltd. (EPAL) has been appointed by Ms Luisa Ingram to produce a Construction Environment Management Plan (CEMP) in relation to a planning application (reference: APP/21/00521) to Havant Borough Council (HBC).
- 1.2 The CEMP has been requested by HBC in response to comments received from Natural England (NE) and the HBC ecologist with regard to potential impact on the internationally important Chichester and Langstone Harbours Special Protection Area (SPA)for Birds. The CEMP will inform the appropriate assessment to be carried out with reference to the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 No. 579.
- 1.3 This CEMP report comprise the following sections:
 - Section 2 sets out the general context of the site, surroundings and the proposed development;
 - Section 3 sets out the potential sources of impact and environmental risks to species and habitats relevant to the SPA arising from this one storey extension, which largely replaces and existing conservatory, to the existing bungalow at Havant ;
 - Section 4 sets out the mitigation measures proposed to avoid impacts and the means by which these will be managed ;
 - Section 5 provides a brief summary and conclusions

2.0 General Context

The Proposed Development

- 2.1 The Current owners of 24 Havant Road ('the property') intend to demolish an existing conservatory. This comprises a largely a glazed structure with a brick plinth. It is lightweight and stretches from close to the front of the property along the south-facing wall, wrapping around the building along the east-facing wall. A small brick walled bathroom/utility room on the east-facing elevation would also be reconstructed. The conservatory would be replaced by a single storey brick-built structure on the existing built footprint. The replacement extension would be slightly taller than then existing conservatory and would have flat roof. In addition to the dormer on the front elevation and the rear skylight would be enlarged (see Appendix 1).
- 2.2 The works for the dormer window and rear skylight would be of a trivial scale and can be completed with periods of days. The new extension would require the excavation of soil to a depth of about 1m to form trench foundations(see detail 22 on submitted Existing and Proposed Plans –see Appendix 1) then the placing of concrete footings . This relatively light structure will not require piled foundations. The foundations and the flooring will require concrete/cement pouring; the detail of the floor formation is provided in detail 21 of the submitted Existing and Proposed Plans –see Appendix 1. The main structure would be cavity walled - of block or brick (external wall) - with double-glazed window and French door units. The timescale of construction of the external structure would be anticipated to be matter of 4-5 weeks. The completion of works, such as flooring, plastering and decorating would take place with the sealed and completed building.
- 2.3 Waste material from demolition would be removed by skip. Toilet facilities will provided by a sealed on-site unit or use of the existing facilities of the house.

Environmental Context

- 2.4 The property lies to the immediate east of the major road serving Hayling Island – Havant Road (A3203). According to Department of Transport traffic statistics¹, this road had a mean annual average daily flow (AADF) for the period of 2000-2019 of 18,993 vehicles of which HGVs comprised 415 vehicles (2.1%). These figures are indicative of a moderately heavily trafficked road. Based on traffic flows and an average speed of 40mph, the noise level at 10m from the road is estimated to be of the order of 70-70.3dBA (L_{10, 18 hr}).
- 2.5 The property is located close to the Chichester and Langstone Harbours SPA and Ramsar Sites (see Appendix 2 showing an extract from UK Magic mapping). These internationally important designated areas are also Sites of Scientific Interest (SSSI) – the Langstone Harbour SSSI and the Chichester Harbour SSSI, respectively.

¹ <https://roadtraffic.dft.gov.uk/manualcountpoints/78209> obtained 9th July 2021. Note that the 2020 figures of 13,675 total with 276 HGVs is likely to be highly unrepresentative as a consequence of the known effect of Covid 19 restrictions on traffic flows throughout the UK. The peak flows were in 2017 with 20294 total vehicles and 492 HGVs (2.4%).

- 2.6 To the south of the property Mill Rythe Lane leads to a light industrial estate adjacent to Chichester Harbour (see Figure 1), which includes yacht repair, storage and marina facilities as well as a variety of light industrial and warehouse units abutting the designated areas.
- 2.7 To the west of the property and Havant Road are two arable fields (see Figure 1) that are identified on the Solent Waders and Brent Goose Strategy (SWBGS) website as secondary support areas² (Area H49D with an area 6.02 ha and Area H49F with an area of 5.81 ha). These two fields are separated from the property by Havant Road, whilst on the western edge of the road is a high deciduous hedge-line.
- 2.8 The Havant Biodiversity Strategy (2019)³ refers to these support areas at Appendix 1- Potential SPA Bird Refuge Sites. It is noted that, *“this series of large arable fields along West Lane support large numbers of birds and are ideally suited to become permanent refuges. The sites are disturbed both during farming operations and by recreational visitors along the Hayling Billy Trail along their western boundary”*. Core area H51 (Area -19.86ha) is described as a large area of improved grassland at Verner Common. As a core area, this has greater overall importance than the secondary support areas.
- 2.9 Brent geese, other waterfowl and waders are principally present as overwintering species during the period October to March. The SPA, Ramsar site and SSSIs are also designated for breeding *Sterna sandvicensis* Sandwich tern, *Sterna hirundo* common tern and *Sterna albifrons* little tern (Breeding). However, the relevant nesting locations are well removed from the property.
- 2.10 The Havant Biodiversity Strategy³ notes in relation to Hayling Island that, *“most wader and Brent Goose sites are under rotational cropping patterns and therefore bird use is highly complex”*. However, the review considered that a network of sites on Hayling Island must be maintained, with effort made to secure suitable crop management to allow a continuum of available habitat within and between years. Round (1982)⁴ reported that at Chichester Harbour brent geese remained inland for most of the day, regardless of tidal state, unless disturbed. The birds then returned to roost overnight on intertidal areas.
- 2.11 Whilst not forming part of the SPA/Ramsar sites, this non-SPA land is termed ‘Functionally Linked Land’ (FLL)³. These FLL habitats provide bird species with feeding and resting opportunities. The use of inland sites by wintering brent geese was originally noted in 1970s⁵, and has increased since this time. The increasing importance of feeding on agricultural and amenity land has been ascribed to population increase and the depletion of preferred intertidal food sources such as eelgrass (*Zostera* spp.)⁶. It is considered that the nutritional value of agricultural habitats is also advantageous for birds as opposed to

² <https://solentwbgs.wordpress.com/page-2/> obtained 9th July 2021. Whitfield, D (2020) *Solent Waders and Brent Goose Strategy* Hampshire and Isle of Wight Wildlife Trust. Curdridge 43pp

³ Havant Borough Council (2019) *Havant Borough Biodiversity Strategy*, January 2019 page 73

⁴ Round P (1982) *Inland feeding by brent geese Branta bernicula in Sussex, England*, Biological Conservation 23 (1), 15-32.

⁵ Salman, D. G. Fox, A. D. (1991) *Dark-bellied brent geese Branta bernicula bernicula in Britain 1976-1987*, Ardea, 79(2), 327-330.

⁶ Rowcliffe, J. M. Mitchell, C. (1996) *The Conservation Management of Brent Geese in the UK*, WWT, Slimbridge

intertidal areas. The high protein and carbohydrate intake from agricultural produce is required by the geese in the immediate post-migration period to replenish depleted levels⁷.

- 2.12 Under the Habitats Regulations 2017, FLL is viewed as analogous to a designated site (e.g. an SPA) due to the role it plays in maintaining species' populations at a favourable conservation status. Advice from Natural England confirms that potential impacts upon FLL require a project-level Habitats Regulations Assessment (HRA).
- 2.13 The most recent wetland bird survey data for Chichester and Langston Harbour indicated 5 year averages (2015/16-2019/20) for total wetland birds of 41881 and 27923, respectively⁸. Table 1 summarises the breakdown for nationally and internationally important species at both locations. During the wintering period, brent goose numbers tend to be lowest in October as birds arrive to feed on mudflats, increasing to peaks between November and February, decreasing in March as birds depart for their breeding areas⁹.

Table 1: Internationally and Nationally Important Waterbird Species⁸

Species	Chichester Harbour	Langstone Harbour	Threshold
Dark-bellied brent goose	12795	5154	International both sites
Shelduck	481	>national	National Chichester Harbour
Pintail	>national	211	National Langstone Harbour
Red-breasted merganser	105	143	National both sites
Grey Plover	1299	697	National both sites
Curlew	1273	>national	National Chichester Harbour
Bar-tailed godwit	576	>national	National Chichester Harbour
Black-tailed godwit	702	517	National both sites
Dunlin	11386	12611	National both sites
Redshank	1654	>national	National Chichester Harbour
Greenshank	78	19	National both sites
Mediterranean gull	365	49	National both sites
Little egret	168	>national	National Chichester Harbour

⁷ McKay, H. V. Bishop, J. D. Ennis, D. C. (1994) *The possible importance of nutritional requirements for dark-bellied brent geese in the seasonal shift from winter cereals to pasture*, Ardea, 82(1), 123-132

⁸ Frost, T.M., Calbrade, N.A., Birtles, G.A., Hall, C., Robinson, A.E., Wotton, S.R., Balmer, D.E. and Austin, G.E. (2021) *Waterbirds in the UK 2019/20: The Wetland Bird Survey*. BTO/RSPB/JNCC.

Thetford

⁹

Figure 1: Site Context, showing support areas; approximate property boundary in red-line (Source; <https://solentwbgs.wordpress.com>)



3.0 Environmental Risk and Potential Impacts of Construction

- 3.1 The Havant Borough Council Habitat Regulations Assessment¹⁰ states the following:

An intrinsic factor in the assessment of ecological impacts is the inclusion of mitigation measures, or measures to avoid or reduce an identified impact and the HRA process should of course be guided by this principle. The 'mitigation hierarchy' of 'avoid-mitigate-compensate' is a common thread running through good ecological practice.

Sources of Impact and Risk

- 3.2 The proposed one-story extension will involve barely any change in the footprint of development at the property at 24 Havant Road. During construction, there will be no encroachment or land-take at any of the sensitive sites identified in the SWBGS³ (see Figure 1). On completion there will be no new bedrooms and thus recreational pressure will not be increased with regard to relevant designated nature conservation areas (see Appendix1) or on undesignated support areas (see Figure 1) identified in the SWBGS¹¹.
- 3.3 The principal impacts that may be expected from these modestly scaled construction works are briefly reviewed below.

Disturbance (Visual)

- 3.4 Visual disturbance (or other impacts) could be a potential risk during the over-wintering period when dark-bellied brent goose and waders are likely to be present (October-March).
- 3.5 With regard to core area H51 within to the north east of the property, the building and the proposed construction works are screened by dense vegetation at the rear of the property and by intervening buildings and vegetation. The presence of construction personnel at the site is highly unlikely to be visible to birds from within this area.
- 3.6 Secondary support areas H49D and H49F, which comprise arable land, are used for grazing by brent geese. Some use by waders may also occur; lapwing and curlew are indicated in the Natural England response of 4th June 2021 to this planning application. Visual disturbance will be conditioned by two factors – the presence of traffic on the intervening Havant Road and the hedge screening on the western edge of the road. The main works would be undertaken to the rear of the building (eastern flank) and along a narrow corridor on southern flank wall.
- 3.7 Since the new structure and the scaffolding required for the construction this extension will be lower than the roofline of the existing building it is contended that the obstruction of flight-lines and sightlines will not be a consideration. This is notwithstanding the high hedge on the western edge of Havant Road that currently screens the property when viewed from the secondary support areas H49D and 49F.

¹⁰ Havant Borough Council (2020) *Havant Borough Local Plan Habitats Regulations Assessment* page 12 paragraph 2.24.

¹¹ Whitfield, D. (2020) *Solent Waders and Brent Goose Strategy* Hampshire and Isle of Wight Wildlife Trust. Curdridge 43pp

Noise

- 3.8 Construction noise could arise from the various activities, including:
- demolition of the existing conservatory and placing of demolished material (largely glazed panels) in skips for subsequent lorry collection;
 - excavation of the trench (by a mini-excavator) for the foundations and pouring of concrete/cement for foundations and the new floor;
 - construction of new walls and roofs for the replacement extension, which is likely to require a small cement mixer on site;
 - deliveries of raw materials (bricks, cement, glazed units) by lorry and necessary scaffolding.
- 3.9 These impacts need to be viewed in the context of the reasonably high background noise level in the vicinity of Havant Road with noise levels within the 10m of the road within the secondary support areas 70-70.3dBA (L_{10, 18 hr}).
- 3.10 In their response of June 2021 Natural England advised that percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) should be avoided during the bird overwintering period (i.e. October to March inclusive). As noted earlier no percussive or other piling (e.g. auger) is required or proposed. Wright *et al.* (2010)¹² reported that noise levels above 72.2 dB(A) resulted in flight away from the site becoming the most likely outcome of the disturbance; note that this noise was experimentally generated with an air horn. They further stated that, “*If non-response and non-flight response were taken to be relatively harmless, and flight responses potentially costly (in terms of energy expenditure), then for those species studied at the site a costly outcome becomes more likely at = 69.9 dB (A)*”. The study included curlew, lapwing, golden plover and common gull; of which the curlew was the most tolerant. Evidently, responses are species dependent and often involve a combination of visual and auditory stimuli.

Pollution, Waste and Drainage

- 3.11 Run-off or spillage has the potential to affect Chichester Harbour if proper prevention measures are not adopted. It is recommended that electrical plant is used (e.g. for cement mixers, saws etc.) in preference to combustion-fuelled plant. This would obviate the need for longer term fuel storage on-site and the risks this entails. This will also reduce the potential for air quality impact.

Dust and Air Emissions

- 3.12 The small scale of the construction works will preclude likely significant impacts on air quality or dust emissions. The largely glazed character of the structure to be demolished will reduce the potential for dust emissions during its dismantling. The construction works will

¹² Wright, M. D., Goodman, P. and Cameron, T. C. (2010). *Exploring Behavioural Responses of Shorebirds to Impulsive Noise*. Wildfowl 60: pp150-167

also be of small-scale. However, particular care should be taken to reduce possible dust emissions from brick cutting and during excavation. Fires will not be permitted.

4.0 Construction Management and Mitigation

Use of CEMP

- 4.1 This CEMP will be provided to potential contractors as part of the process of securing a contract for the construction works. Contractors will be required to confirm that their proposals for the works have taken account of the content of this CEMP.
- 4.2 All contractors and personnel involved in works will be required to avail themselves of the content of this CEMP. They will be required to confirm that they will comply with its provisions and that they have understood the sensitivities surrounding the Site.

Disturbance

- 4.3 Whilst the high deciduous hedge on the western side of Havant Road may provide reduced screening in winter, its presence (in combination with moving vehicles on the road) is likely to partially obscure the visibility of ground-level construction personnel or deliveries to site.
- 4.4 It is proposed that the scaffolding for the new structure be partially clad with monarflex (or tarpaulin or similar material) to a height of 1.8m above the scaffolding board level on the west-facing scaffolding on the southern flank wall. This would create a visual barrier from the areas to the west, and ensure that movements of personnel on the upper stage are obscured from view. In particular, the aim will be to prevent the moving silhouettes of personal working behind the screen being visible on the skyline, which can cause birds to become alert and reduce feeding effort or cause flight. Monarflex (or similar) sheeting would also provide a small degree of noise and dust reduction to the west of the property. This measure will not be required for work undertaken in the period from the end of March to the end of September.

Noise

- 4.5 The aim, regardless of using low noise equipment (see below), will be to carry out works for the demolition of the existing conservatory and the formation of the trench foundations outside of the period October to March (inclusive). Noise levels at the secondary support areas (H49D at 25m and H49F at 30m from the property, respectively) have been estimated.

Demolition

- 4.6 Demolition of the existing conservatory will be undertaken by hand tools and will involve dismantling the glazed roof and window units, followed by the demolition of the low brick wall and flooring. The existing floor will be broken out. A low noise breaker (e.g. Hilti 2000 series¹³) with a sound power level of 97dB(A) would have a source noise level of 69 dB(L_{Aeq}) at 10m, giving a level of 61-63dB (L_{Aeq}) at the secondary support areas H49D and H49F (assuming no noise screening by the house).

13

https://www.hilti.co.uk/content/dam/documents/e1/2021_April_Tool_Selector_V23_landscape.pdf

- 4.7 Glazed panels removed from the existing conservatory should as far as possible be placed in skips to reduce risks of breakage on site. Bricks and other materials should not be dropped into skips but lowered.

Construction

- 4.8 The following mitigation measures should be taken to reduce overall noise and the potential for sudden loud noises that may specifically disturb grazing or roosting birds on adjacent land.

- Material deliveries will be by standard medium sized lorry for bricks and blocks, glazing units and general construction and
- The excavation for the foundation footings should be undertaken by a mini-excavator (typically 1.5 tonne). A machine (e.g. Kubota K, KX and U series) achieving 79dB at the operator cabin will lead to noise levels (assuming no screening by the house) of 61dB (L_{Aeq}) at 10m from the source. At locations within secondary support areas H49D and H49F noise levels would be of the order of 52-55dB (L_{Aeq}).
- Material introduced to skips should be placed rather than dropped to avoid sudden and loud noise.
- Electrical machinery and hand tools should be used wherever feasible to reduce noise levels. Brick-cutting by circular saw should be undertaken only to the rear of the existing building to take advantage of noise shielding.
- Cement-mixing should be undertaken to the rear of the property. An electrically-powered cement mixer would be expected to have a source noise level of 61 dB (L_{Aeq})¹⁴ at 10m, giving a level of about 52-55dB (L_{Aeq}) at the secondary support areas H49D and H49F. This takes no account of noise screening by the house, which would be expected to reduce noise levels substantially below this level.
- Waste skips should be used to efficiently use volume to minimise the number of lifts in order to reduce the numbers of deliveries and collections required. This will reduce potential for related noise disturbance. For logistical reasons skips will be placed in the front of the property, this will minimise delivery and collection times and associated potential disturbance.

Pollution Prevention, Waste and Drainage Management

- 4.9 Limited quantities of construction materials are expected to be stored on Site. These will comprise largely bricks, sand and cement. It is recommended that a storage zone is formed in the rear garden. This will be surrounded by staked silt fence to intercept silt in drainage from the storage area and prevent run-off of particulate matter towards Chichester Harbour. This could be easily opened to gain access. This would only need to be in place whilst

¹⁴ British Standards Institute Code of Practice for Noise & Vibration Control on Construction and Open Sites BS 5228 Part 1, 2009 +A1 2014, Noise BSI, London, 156 pp Amended February 2014 Appendix C reference 22

external works for the main structure are underway. After completion of the external structure, storage can be internal.

- 4.10 Fuel should only be stored on site when the mini-excavator is in use. Typically a fully-fuelled mini-excavator delivered to the Site will have sufficient fuel for 10 hours (30-40l). A double-bunded mobile fuel dispenser of 100 litre would be anticipated to suffice¹⁵ in the event that temporary storage of fuel is required during excavation work.
- 4.11 Cleaning of equipment should not use detergents or solvents. A dedicated wash-down area with a staked silt fence should be provided in the rear garden close to the house.
- 4.12 Waste skips should be used only for demolition waste, excavation arisings and construction waste (e.g. broken bricks, dry-lining materials or material packaging). The contractor will be required to only place waste in skips that complies with the Waste (England and Wales) Regulations (as amended)¹⁶ and applicable Code of Practice. Material disposed will accord with the waste hierarchy by Regulation 12 of the Waste (England and Wales) Regulations 2011, as amended. The skip(s) will be sheeted overnight and when not in active use. The waste contractor supplying skips will be expected to sheet these for lifting and removal, depending on weather conditions. Only appropriately licenced waste contractors will be contracted, in line with Duty of Care requirements.
- 4.13 All non-construction waste (e.g. food waste, drink cans or materials used in relation to personal hygiene that may cause littering etc.) will be collected with the property's domestic waste streams rather than collected to skip.

Dust and Air Quality

- 4.14 Measures taken to reduce noise impact, such as a preference for the use of electrical plant, will also assist in minimising air quality impact by reducing potential combustion emissions. Lorry deliveries, skip removal and mini-excavator will use internal combustion engines but all other plant can be either electrically powered or involve manual tools.
- 4.15 Tools used for sawing, cutting (especially brick cutting), planing or sanding will be equipped with local extraction and filtration fittings. Scabbling (roughening of concrete surfaces) should be avoided.
- 4.16 Stockpiles of dust-forming materials within the silt-fenced storage area (see paragraph 4.7 above) should be sheeted and during prolonged dry periods gently damped down with a garden water spray.
- 4.17 No fires will be allowed on Site.

Records

- 4.18 A diary file (electronic or hard copy) will be maintained of the following:

¹⁵ See e.g. <https://www.hss.com/hire/p/mobile-bunded-diesel-tank> which has 10% overspill capacity.

¹⁶ TSO (2011) Environmental Protection, England and Wales: The Waste (England and Wales) Regulations 2011 SI 2011/988

- Deliveries of materials and equipment , with date and time, along with any observations of events (e.g. traffic issues, incidents)
- Waste collections and skip deliveries, with date and time, filed with duty of care notes;
- Recording of potentially noisy operations - specifically the dates and durations of foundation trenching, concrete pumping for foundations and breaking out of existing floors/foundations and any unusual noise events
- Assembly and dismantling of scaffolding (dates and times)
- Dates and times of equipment washing.

5.0 Summary

- 5.1 This CEMP sets out mitigation measures and a framework for implementation to reduce and prevent impacts that could otherwise affect the internationally important Chichester and Langstone Harbours SPA and related secondary support areas.
- 5.2 The measures take account of the environmental context of the local, including the heavily trafficked Havant Road between the property and the secondary support areas. Moreover, the measures proposed are proportionate to the modest scale of required construction work at the property.
- 5.3 The CEMP will be adopted by individuals and contractors carrying out the necessary demolition and construction activities. A commitment to compliance will be required by personnel.

Appendix 1 Proposed and Existing Plans



1 EXISTING SIDE ELEVATION
1:100



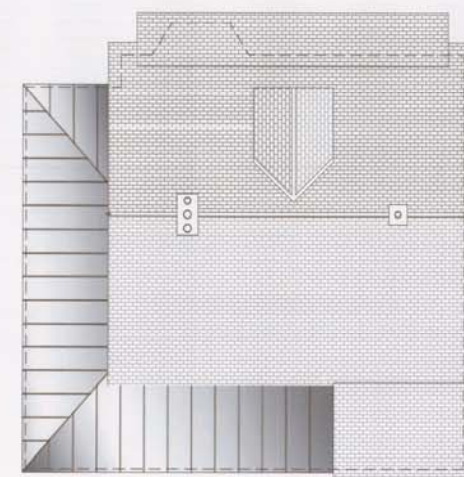
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1:100



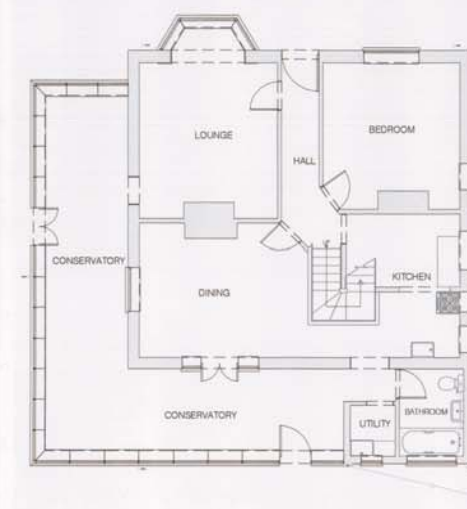
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1:100



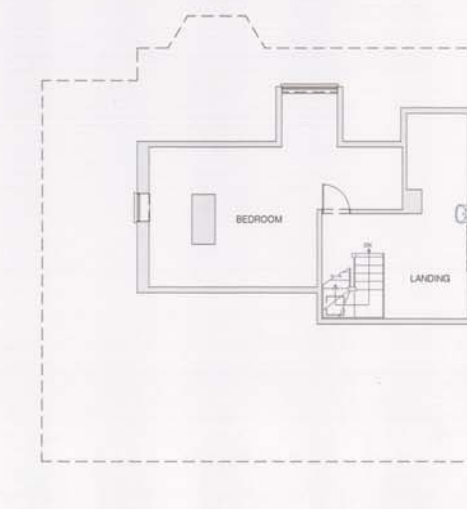
4 EXISTING REAR ELEVATION
1:100



5 EXISTING ROOF PLAN
1:100



6 EXISTING GRD FLOOR PLAN
1:100



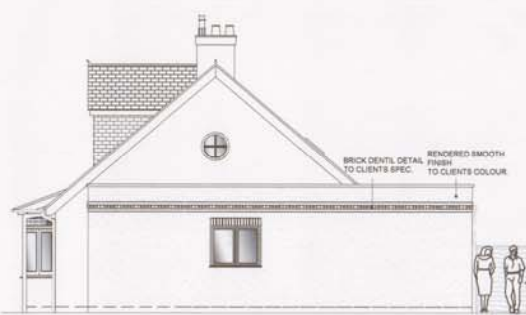
7 EXISTING FIRST FLOOR PLAN
1:100



8 PROPOSED SIDE ELEVATION
1:100



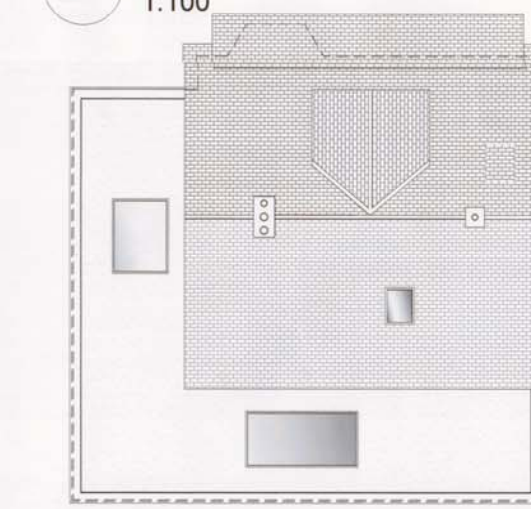
9 PROPOSED FRONT ELEVATION
1:100



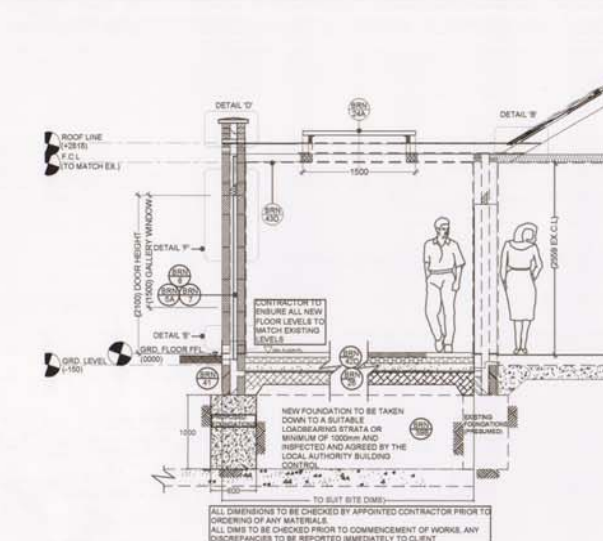
10 PROPOSED SIDE ELEVATION
1:100



11 PROPOSED REAR ELEVATION
1:100



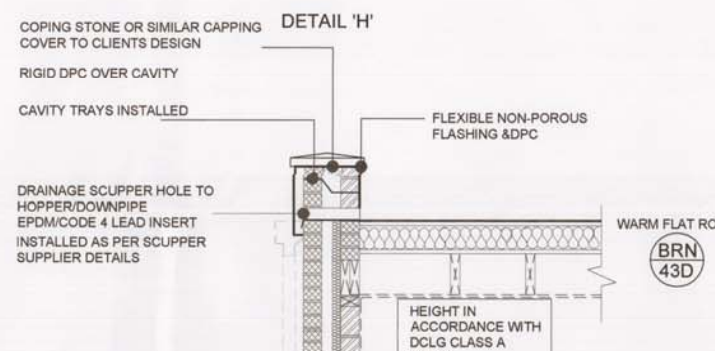
12 PROPOSED ROOF PLAN
1:100



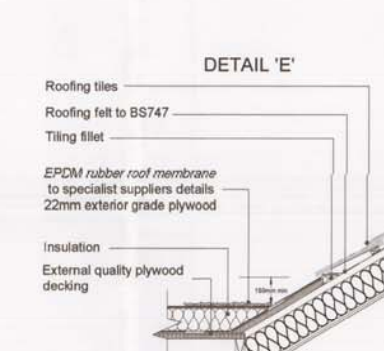
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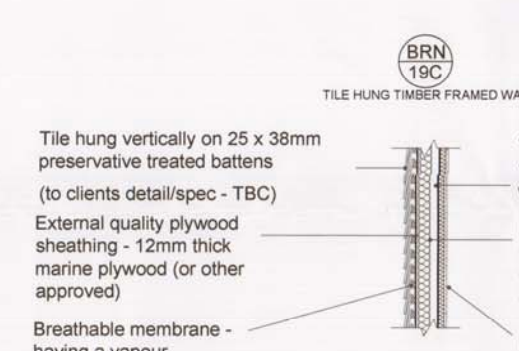
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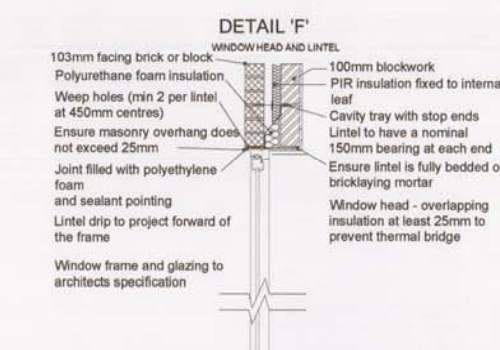
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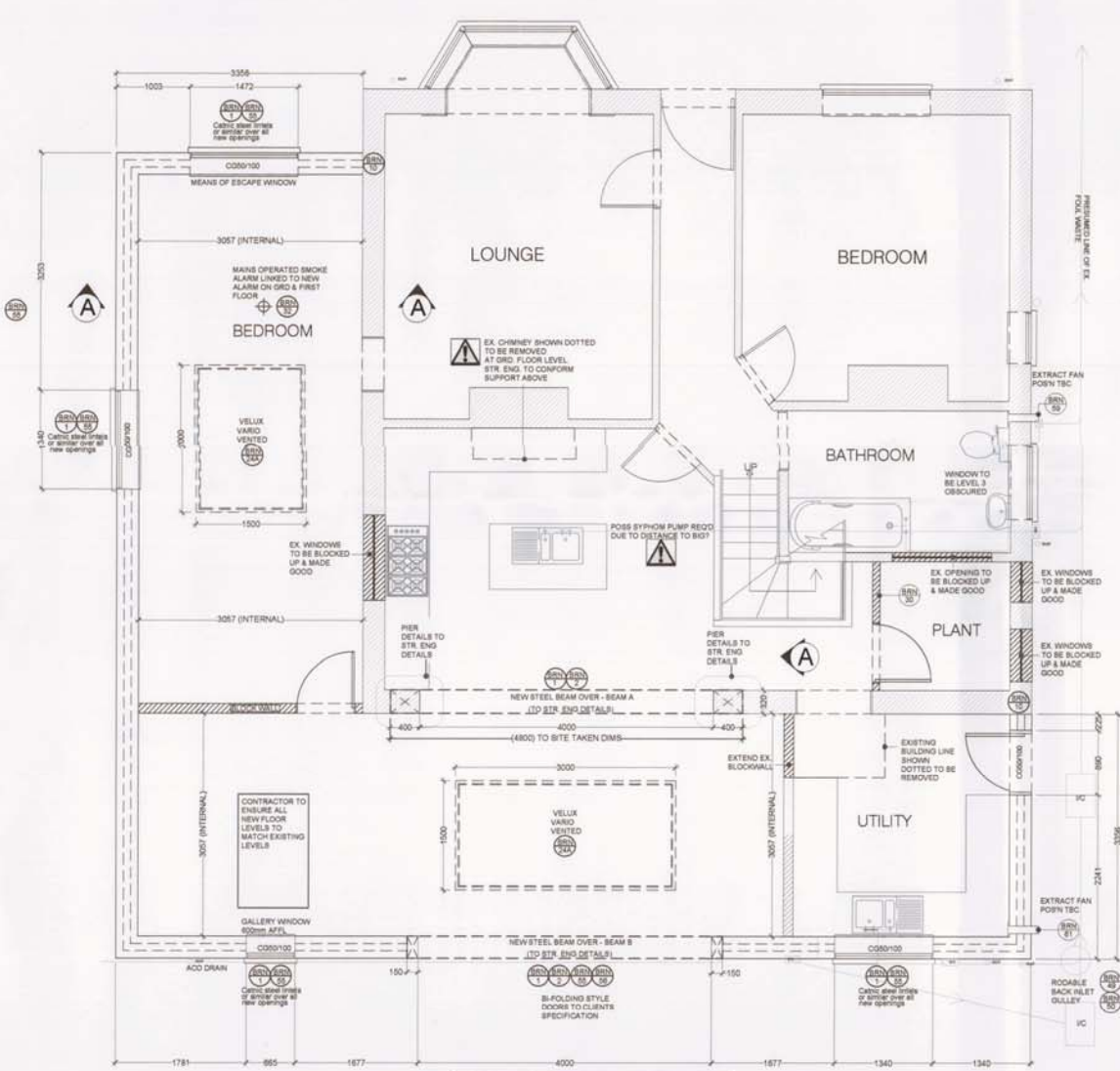
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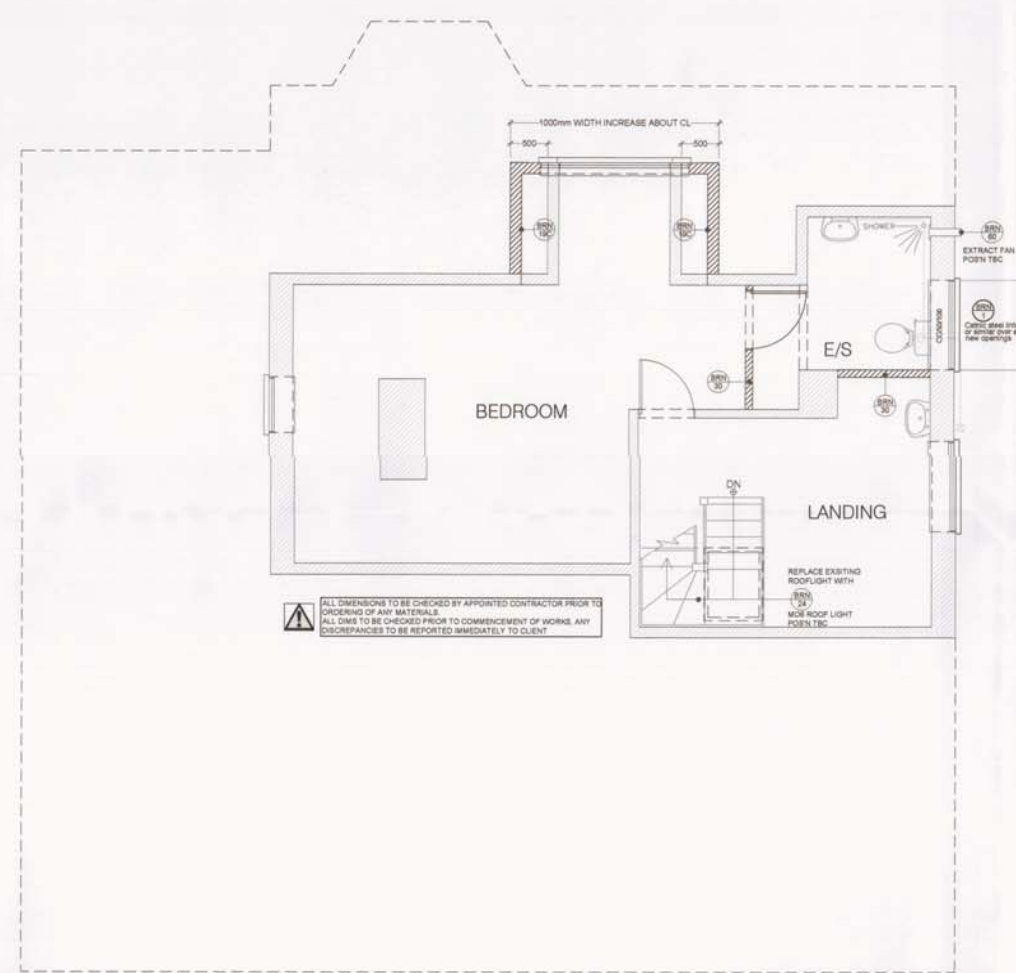
17 PROPOSED DORMER WALLS
1:20



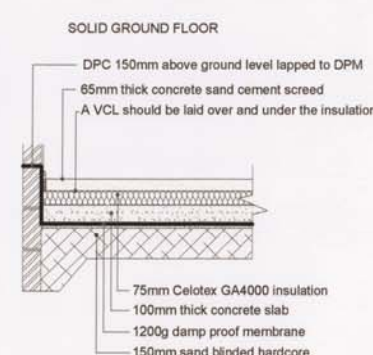
18 PROPOSED DETAIL 'F'
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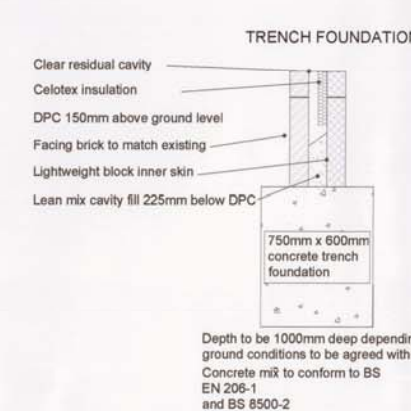
19 PROPOSED GRD FLOOR PLAN
1:50



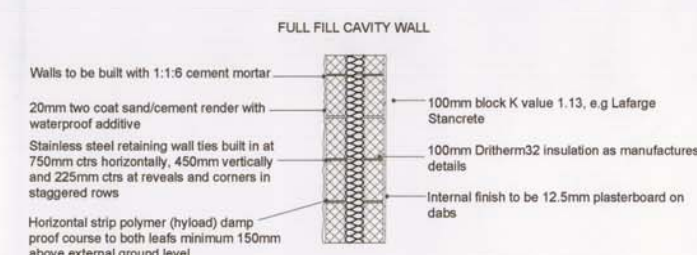
20 PROPOSED FIRST FLOOR PLAN
1:50



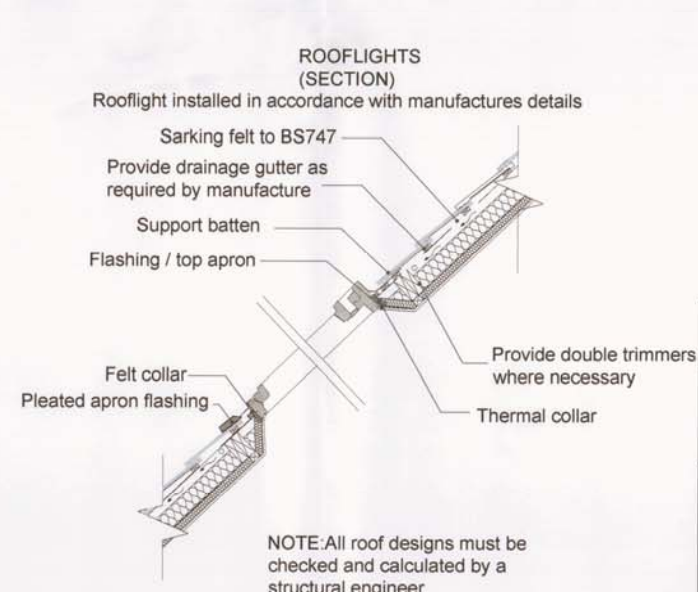
21 PROPOSED FLOOR SECTION
1:20



22 PROPOSED FOUNDATION DETAIL
1:20



23 PROPOSED WALL SECTION THRU
1:20



24 PROPOSED ROOFLIGHT SECTION
1:20

NOTE:
DRAWING: INGRAM_01A TO BE USED IN CONJUNCTION WITH
ASSOCIATED BUILDING REGULATIONS NOTES INGRAM/BRN
DIRECTIONAL NORTH ARROW SHOWN ON BLOCK &
LOCATION INGRAM/BLP.

DETAILS AND DIMENSIONS OF ALL LEVELS OF PROPOSED
PLANS TO BE CHECKED ON SITE BY APPOINTED
CONTRACTOR PRIOR TO ANY
COMMENCEMENT/ORDERING OF MATERIALS OF WORK.
ANY QUERIES, VARIATIONS OR DISCREPANCIES
DIRECTED TO CLIENT - DM DESIGNS ACCEPTS NO
RESPONSIBILITY IN ANY PART ON DRAWINGS UNLESS
OTHERWISE AGREED PRIOR.

NOTES ATTACHED BUILDING REGULATION NOTES
DENOTES ITEM NO.

1:100
1:50

BRN
1

MODIFICATIONS

ISSUE:

TITLE
SINGLE STOREY SIDE & REAR EXTENSION
FRONT ELEVATION DORMER INCREASED WIDTH

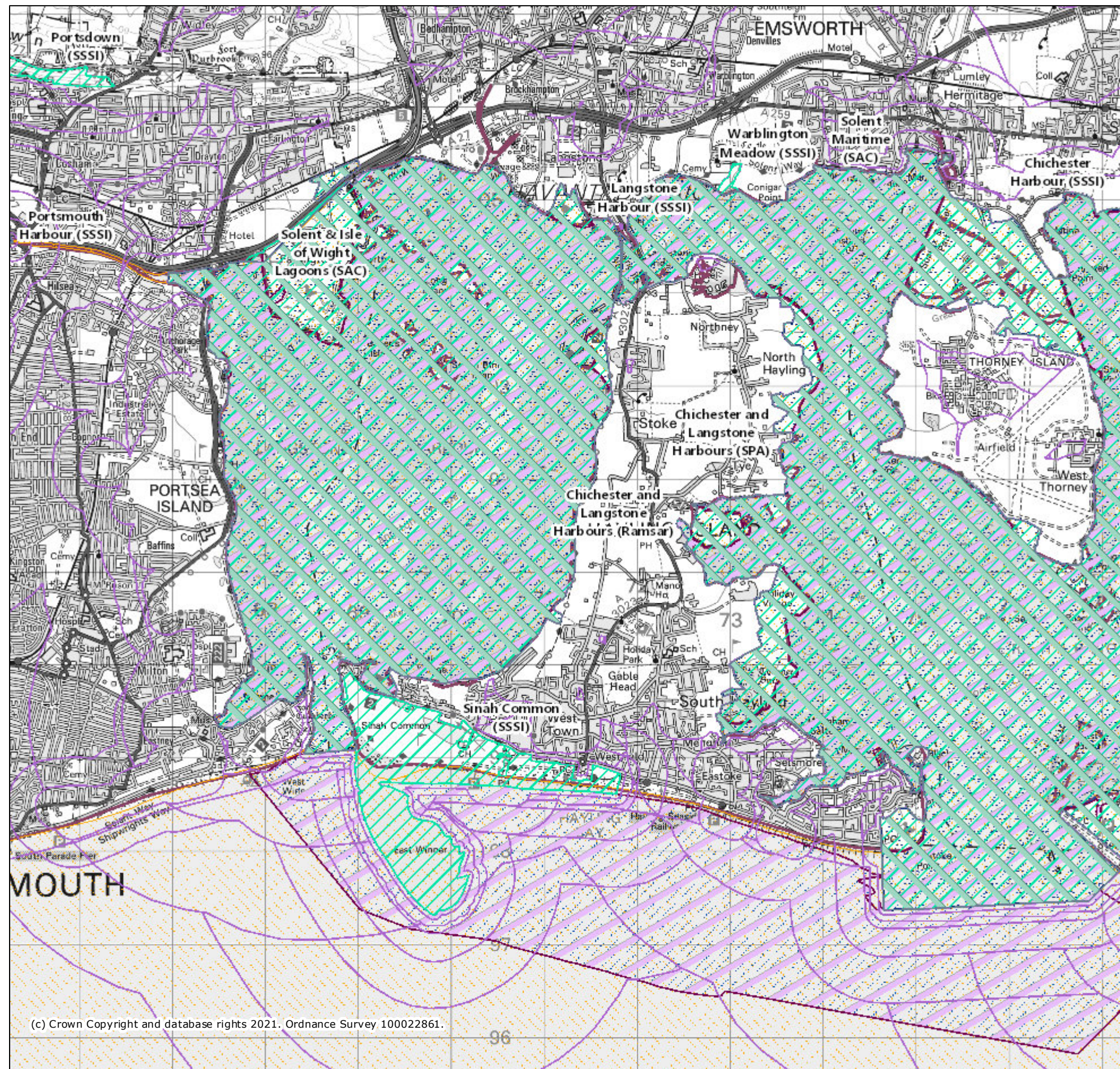
CUSTOMER
24 HAVANT ROAD, HAYLING
ISLAND, PO11 0PX

HAVANT BOROUGH COUNCIL
05 MAY 2021
RECEIVED

DM designs

DRAWING NO: 1 OF 1
INGRAM_01A
SCALE: VARIES:
DATE: 28.04.2021
REVISION: A A0

Appendix 2: Chichester and Langstone Harbours Nature Conservation Designations



Legend

- Moorland Line (England)
- National Nature Reserves (England)
- Ramsar Sites (England)
- Sites of Special Scientific Interest (England)
- SSSI Impact Risk Zones - to assess planning applications for likely impacts on SSSIs/SACs/SPAs & Ramsar sites (England)

- Special Areas of Conservation (England)
- Special Protection Areas (England)
- Biosphere Reserves (England)
- Biosphere Reserves (Scotland)
- Biosphere Reserves (Wales)

Less Favoured Areas (England)

- Disadvantaged
- Severely Disadvantaged

Marine Conservation Zones (England)

- Designated

Special Areas of Conservation (Marine Components GB)

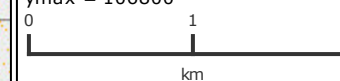
- Candidate
- Designated
- Possible

Special Protection Areas (Marine Components GB)

- Classified
- Potential

Projection = OSGB36

xmin = 461700
ymin = 95880
xmax = 480900
ymax = 106800



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