

Appendix B: Ecology Report

1. Background

- 1.1. This report will form part of the baseline data for the assessment of the location of part of the Hayling Billy Cycle Trail between Langstone and Haying Island. It was requested that a Phase 1 survey with target notes be completed with a Phase 2 survey of any vegetation of interest.
- 1.2. The survey took place on 19th July 2002 by Claire Leech accompanied by Tim Barton. The surveyors walked the entire area where there was a possibility of the cycle way being constructed. This included areas to the North and South of Langstone Bridge as shown on the attached map. The different habitats in the immediate vicinity of the possible cycle way were mapped and target notes written for each area. A more detailed species list was written for areas of interest, although this was limited by the time available for the survey. Any areas suitable for protected species were noted.

2. Target Notes to accompany Phase 1 map

2.1. Area 1

This section consists of a mown footpath in the north leading to an unmown track through the area of the old railway. Trees and scrub line the edge of the path. The trees include hazel, ash, sycamore, grey willow and wild plum. The scrub layer includes hawthorn, elder, budleia and bramble which is dense in places. The ground flora along the northern section is rank and includes, hogweed, common nettle, oxeye daisy, ragwort, cleavers, greater plantain and spear thistle. False oat grass dominates the grasses although perennial rye grass, Yorkshire fog and cock'sfoot are also present. A small clump of Japanese knotweed is present at the southern end of the track. The trees are all relatively young and have a low potential of supporting bats. As a habitat this area is dominated by species that are nationally common and has relatively low diversity.

2.2. Area 2

This section consists of an area of coastal grassland dominated by sea couch and false oat grass. This area was fairly species rich and a full species list is given in Appendix A 1. To the west of the proposed cycle way is an area of salt marsh; a species list for this is included in Appendix A1. There are also areas of scrub as marked on the map consisting mainly of bramble and planted species of low diversity, backing onto gardens.

2.3. Area 3

This section of the cycle way appears to pass through a boat yard of little conservation value. However, there are small patches of scrub, coastal grassland and an area of ruderal weeds. Ruderal species are listed in Appendix A 2. This area is of higher conservation value and also has the potential to support reptiles due to its mosaic of vegetation, rubble and debris. No reptiles were observed on the day of the survey. There is a broad dense scrub including species such as elder, hawthorn, tamarisk, bramble, ivy and clematis as well non-native species. There are some salt marsh species in the depression, including sea purslane.

2.4. Area 4

This section consists of mown amenity grassland of low conservation value.

2.5. Area 5

This area to the west of the A3023 consists of trees including ash, hazel, hawthorn and sycamore. The scrub consists mainly of bramble.

2.6. Area 6

The majority of the area immediately adjacent to the A3023 consists of planted trees, garden shrubs, hedgerows, fences, walls and driveways adjacent to the existing pavement. This has low conservation value. Most of the trees have a very low potential of supporting bats, however the mature holm oak as marked on the map does have potential and would need to be checked for bats if it was to be felled.

2.7. Area 7

This is a very narrow section to the east of the A3023. There is only about one metre of scrub and grassland before dropping down to the mud and sand flats. The vegetation is dominated by false oat-grass with abundant sea couch. Towards the bottom of the slope golden samphire is abundant, and red valerian and sea beet are frequent. A species list is given in Appendix A 3.

2.8. Area 8

This is an area of relatively short mown grassland with an area of unmown vegetation to the south. Perennial rye-grass, cocksfoot, false oat-grass and Yorkshire fog dominate the grasses. The northern part of this area has a very short sward and consists of abundant red fescue, yarrow and buck's-horn plantain. A full species list is given in Appendix A 4.

2.9. Area 9

This area is a very narrow strip between the A3023 and the mud and sand flats. Sea couch dominates at the top of the bank, golden samphire is abundant along the bottom with sea purslane and sea beet also present. A full species list is given in Appendix A 5.

2.10. Area 10

This area of coastal and semi-improved grassland is dominated by sea couch and false oat-grass. Sea purslane is abundant, particularly in the deep gully beside the road, which may be inundated by saltwater at extreme high tides. A number of mature Monterey pines are present as marked on the map. These could potentially be used by bats. There are also scrub consisting of hawthorn, bramble, elder and a shrub ragwort. A full species list is given in Appendix A 6.

3. Impacts and Mitigation

3.1. Loss of habitat and impacts on designated areas

- 3.1.1. Should the cycle path be built through areas 4 or 6 as shown on the map in drawing **5008944/024** and **5008944/025**, the impact on habitats will be negligible.
- 3.1.2. If the cycle path were to run through area 1, a loss of a small area of rank semi-improved grassland would occur. This would only be of minor significance. The trees and scrub either side would be unlikely to be affected.
- 3.1.3. If the path was built through area 5, trees and scrub would need to be cleared. This would be of minor significance as the area consists of nationally common species, but would result in a loss of habitat for birds.
- 3.1.4. Locating the cycle path through area 2 would result in the loss of fairly species rich grassland and scrub. This would be of medium significance and could be minimised by running the path through the area of scrub to the east rather than through the grassland. This would also help minimise any resulting impacts on the adjacent saltmarsh.
- 3.1.5. Running the cycle path through area 3 would only have a minor impact. The only area of interest within this section was the patch of ruderals. This area could easily be avoided by the cycle path.
- 3.1.6. To the south of Langstone Bridge, areas 7, 8, 9 and 10 all fall within a number of UK and European designated areas as follows: -
 - 'Chichester Harbour' Site of Special Scientific Interest (SSSI)
 - 'Chichester and Langstone Harbours' Special Protection Area (SPA/Ramsar)
 - 'Solent Maritime' candidate Special Area of Conservation (cSAC)
- 3.1.7. Any work which took place within these areas would affect these designated sites and therefore would require an 'Appropriate Assessment' under

Regulation 48 of The Conservation (Natural Habitats &c.) Regulations 1994 before planning permission could be granted. If the cycle path were to pass through these areas it would have a major impact as habitat within the designated sites would be lost.

- 3.1.8. It will be important that if any work takes place in areas 2, 3 and 4, the adjacent designated areas are not negatively impacted. Mitigation could include: - carrying out the work at a time least likely to affect wintering wildfowl (March – Aug), preventing machinery and stored materials on the designated areas, preventing contamination of the estuarine water.

3.2. Protected Species

- 3.2.1. Impacts of a possible cycle path on protected species within the areas surveyed would appear to be minimal.

3.2.2. Bats

A very small number of trees as marked on the map and described in the text have potential for bats. If any felling is to take place these trees should be checked for bats first; if it appears to contain a bat roost, English Nature must be consulted before any work is done.

3.2.3. Reptiles

Only one area has been identified as having a high potential for reptiles. Should the cycle path pass through this area, it should be cleared of any reptiles before any work commences.

3.2.4. Breeding Birds

Clearance of any trees or scrub should avoid the bird breeding season (March – July inclusive) unless it has been established by a competent ornithologist that no breeding birds are present.

- 3.2.5. No signs of other protected species were observed during the survey.

Appendix B 1

Species list for area 2

Abundance graded using DAFOR scale; D: Dominant, A: Abundant, F: Frequent, O: Occasional, R: Rare. L: Locally e.g. LD: Locally dominant

Scientific Name	Common Name	Abundance
<i>Achillea millefolium</i>	Yarrow	F
<i>Agrostis stolonifera</i>	Creeping Bent	F
<i>Allium vineale</i>	Wild Onion	R
<i>Arrhenatherum elatius</i>	False Oat-grass	D
<i>Artemisia vulgaris</i>	Mugwort	R
<i>Bromus horeaceus</i>	Soft Brome	R
<i>Anisantha sterilis</i>	Barren Brome	R
<i>Centaurea nigra</i>	Black Knapweed	F
<i>Tanacetum vulgare</i>	Tansy	R
<i>Cirsium arvense</i>	Creeping Thistle	F
<i>Convolvulus arvensis</i>	Field Bindweed	F
<i>Crepis capillaris</i>	Smooth Hawk's-beard	R
<i>Dactylis glomerata</i>	Cock'sfoot	F
<i>Daucus carota</i>	Wild Carrot	R
<i>Elytrigia atherica</i>	Sea Couch	D
<i>Euphorbia peplus</i>	Petty Spurge	R
<i>Festuca rubra</i>	Red Fescue	O
<i>Galium mollugo</i>	Hedge Bedstraw	R - LA
<i>Glechoma hederacea</i>	Ground Ivy	R
<i>Hedera helix</i>	Ivy	O
<i>Holcus lanatus</i>	Yorkshire-fog	A
<i>Hypericum perforatum</i>	Perforate St John's-wort	O
<i>Lolium perenne</i>	Perennial Rye-grass	O
<i>Malva sylvestris</i>	Common Mallow	R
<i>Medicago arabica</i>	Spotted Medick	O
<i>Medicago lupulina</i>	Black Medick	O
<i>Picris echioides</i>	Bristly Oxtongue	R
<i>Plantago coronopus</i>	Buck's-horn Plantain	R
<i>Poa trivialis</i>	Rough Meadow-grass	O
<i>Potentilla reptans</i>	Creeping Cinquefoil	F
<i>Pulicaria dysenterica</i>	Common Fleabane	R
<i>Rubus fruticosus agg</i>	Bramble	O - LA
<i>Rumex crispus</i>	Curled Dock	R
<i>Senecio jacobaea</i>	Common Ragwort	R
<i>Trifolium pratense</i>	Red Clover	O
<i>Trifolium repens</i>	White Clover	F
<i>Urtica dioica</i>	Common Nettle	O

Saltmarsh adjacent to maritime grassland in Area 2

There is a large depression situated to the north and west of the Langstone Sailing club which is inundated at high tide, and supports saltmarsh vegetation dominated by sea purslane (*Halimione portulacoides*). A preliminary species list is given below. The saltmarsh is predominately NVC SM14, *Halimione portulacoides* saltmarsh community. The drier fringes of the depression support a sea couch dominated sward characteristic of *Elymus pycnanthus* saltmarsh community (SM 24). This then grades into neutral to basic maritime grassland.

<i>Halimione portulacoides</i> <i>Puccinellia maritima</i> <i>Limonium vulgare</i> <i>Suaeda maritima</i> <i>Anthrocnemum perenne</i> <i>Spartina anglica</i> <i>Inula crithmoides</i> <i>Beta maritima</i> <i>Salicornia ramosissima</i> <i>Elymus pycnanthus</i> <i>Festuca rubra</i>	Sea purslane Common saltmarsh grass Sea lavender Sea blite Perennial glasswort Common cord-grass Golden samphire Sea beet Glasswort Sea couch Red fescue	
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Mark Callaghan
Project Manager
WS Atkins Highways and Transportation
Anglo St James House
39A Southgate Street
Winchester
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SO23 9EH

Your Ref:50008944/20

Our Ref:SU70.2

13 May 2003

Dear Mark

**CHICHESTER HARBOUR SSSI
CHICHESTER AND LANGSTONE HARBOURS SPA AND WETLAND OF
INTERNATIONAL IMPORTANCE DESIGNATED UNDER THE RAMSAR
CONVENTION, SOLENT MARITIME CSAC**

Langstone Bridge Cycleway, part of the Langstone Cycleway

Thank you for your letter of 9 May and the note from our site meeting of 18 March 2003. I'm sorry that I did not reply to your earlier letter of 11 March and thank you for extending the deadline for comments. I see from your note of our site visit that you were to send me some revised drawings but I have not received anything yet. I was wondering if the maps that you sent with your letter of 11 March are still valid, they are dated 31.01.03, 3.12.02 and other dates in December 02. Can you please confirm which maps we should be working from.

As to the detail of the plans and our site visit, we agreed that the work would need to be limited to the spring and autumn period to avoid disturbance to wintering waterfowl using the protected mudflat below.

We also agreed that light pollution from overhead light would be reduced as much as possible, again to avoid disturbance to wintering birds feeding at night.

As your note describes, I asked that where possible, lines of scrub should be left on the top of the seawall as this provides screening, though we would not wish to see additional screening planted as this would shade coastal grassland communities.

I also asked that the working area be fenced off to prevent contractors storing materials or spreading damage. I agreed that where necessary, a strip of no more than 0.5metres could be used for the cycleway but the working area should be no more than 1.5metres. This is because along the eastern side of the road the grassland is less species rich, probably because of run off from the road. Along the bottom of the seawall nationally scarce plants like golden samphire had colonised the old brickwork and these areas should be left undisturbed.

I remember from our discussion that in some areas there would be no encroachment onto the SSSI as the road was wide enough to accommodate the cycleway. This occurred more towards the Hayling end of the bridge. We also agreed that the cycleway would be routed through existing improved grassland opposite the garage, utilising the existing green verge triangle.

We also discussed the wider issue of protecting the cycleway from long-term constraints such as sea level rise. I pointed out that further along the Hayling Billy trail we have asked the County Council to relocate the cycleway back from the coast which is rapidly eroding and not sustainable to defend. Although we are happy to support all green transport measures we would not wish them to influence decisions about coastal defences, particularly in terms of the cost benefit analysis.

I hope that these comments reflect our discussions. Thank you once again for seeking our views.

Yours sincerely



Conservation officer

Cc Carrie Temple RSPB
Louise Jackson HWT

W. S. ATKINS			
Job No.		Proj Dir	
	1372	File No.	
Date of Reply			
Reply Ref			
14 MAY 2003			
Action		T.B	
Sc	MD		
Initia			
Date	15/5		
Copy to			

Person spoken to:	Philip Couchman	Date & Time:	9 April 2003
Representing:	Chichester Harbour Conservancy	Phone:	
Subject:	Langstone-Hayling Island PEd Cycle Needs Study		
Atkins Representative:	MC		
This is a record of:	☐ Telecon	☐ Meeting	☐ File Note ☐ Visit

Details:

Philip Couchman (AONB officer) called. Had just received the consultation material, and due to annual leave was unable to comment in writing but called to give comments verbally.

Is supportive of the proposals in principle, regarding them as long overdue. Would be concerned for impacts on salt marsh, although cannot see the proposals as impacting on this. MC acknowledged that any possible impacts on salt marsh would be the subject of assessment by English Nature, and that Atkins/HCC were in discussion with English Nature on this aspect.

Mr Couchman confirmed that the Conservancy would be a formal consultee if applying for works licences which affected navigation or which would be located below the mean water line, including any mitigation works.

Action Required:

Distribute to:	PS, TF	cc:
File Ref:	5008944	

Our Ref: CD/PL/HaBC/PL
Your ref: 5008944/20

Mr M Callaghan
Atkins Highways and Transportation
Anglo St James House
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Dear Mr Callaghan

A3023 Corridor and Hayling Billy Cycling and Pedestrian Needs Study (Langstone to Hayling Island)

Thank you for consulting the Trust on the above named proposals.

The proposed site lies in the vicinity of Langstone Harbour SSSI which forms part of the Chichester and Langstone Harbour SPA.

The proposals may therefore be subject to an Appropriate Assessment under the Conservation (Natural Habitats &c.) Regulations 1994. English Nature should be formally consulted as to whether the proposals are likely to have a significant effect on the interest features of the European site. If this is the case then a Appropriate Assessment will be required.

Other potential ecological effects should also be considered.

Yours sincerely,


Conservation Officer (Planning)

Direct Dial: 023 8068 8938
Email: LouiseJ@hwt.org.uk

W. S. ATKINS			
Job No.			
Date of Reply			
Reply Ref			
23 APR 2003			
Action			
Sec			
Initial			
Date			
Copy to:			



**ENVIRONMENT
AGENCY**

Our Ref : HA/2003/006187-1/1
Your Ref : 5008944/20

Date : 01 April 2003

Mark Callaghan
Atkins Highways & Transportation
Anglo St James House
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SO23 9EH

Dear Sir

CYCLING AND PEDESTRIAN ROUTE A3023 CORRIDOR AND HAYLING BILLY TRAIL, LANGSTONE TO HAYLING ISLAND

Under the terms of the Water Resources Act 1991, the Land Drainage Act 1991 and byelaws the prior written consent of the Agency is required for any proposed works or structures in, under, over or within 15 metres of a tidal flood defence. Before development commences.

At present clear statements are made that the Environmental issues are of concern and that they will be addressed (with English Nature, HCC and HBC) in the near future. Without work to assess the potential impact on 'sensitive habitats' and then mitigation proposals approved, if impacts are detected, the Agency will object to a planning application to the proposals as they currently stand.

The proposal itself can be supported in principle as a good idea with excellent potential to provide a valuable amenity which has potential to protect and enhance the equally valuable habitats and species of the Solent Maritime cSAC, Chichester and Langstone Harbour SPA / Ramsar and Langstone Harbour SSSI. The local and county councils have every opportunity to mitigate potential disturbance to habitat and species to provide a wholly sustainable cycle path. Any failure to fully protect these habitats would be inexcusable.

If you wish to discuss our Environmental concerns further please contact the Conservation team at the offices below.



JIM GARLAND
Development Control Engineer

W. S. ATKINS			
Job No.		Proj Dir	
	1255	File No.	
Date of Reply			
Reply			
04 APR 2003			
Action			
Case			
Initial			
Date			
Copy to:			



for birds
for people
for ever



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Job No.		Proj Dir	
		File No.	
Date of Reply			
Reply Ref			
28 APR 2003			
Action			
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Initial			
Date			
Copy to:			

25 April 2003

Dear Mr Callaghan

RE A3023 CORRIDOR AND HAYLING BILLY TRAIL CYCLING AND PEDESTRIAN NEEDS STUDY
LANGSTONE TO HAYLING ISLAND

Thank you for consulting the RSPB on the above study.

We have considered the proposed options for pedestrian and cycle routes, as outlined in the Executive Summary and detailed on the associated maps. We have given greatest consideration to the two stretches of the proposed routes which are in closest proximity to the Chichester and Langstone Harbours SPA/Ramsar site, and have the most potential to impact on the birds for which these sites are designated. Our comments of these are as follows.

Hayling Billy Trail, shared cycle route (Option 1).

Our concerns with this part of the route relate to increased levels of disturbance to the SPA/Ramsar site, and the likely effects that this would have on wintering waterfowl for which the harbours are internationally designated.

I note from Drawing No: 5008944/fig/001 that the area in closest proximity to the shore has been identified as a sensitive area 'to be considered during construction'. While consideration will certainly be necessary to minimise disturbance during construction, significant disturbance may also arise post-construction, as a result of noise and visual disturbance from increased pedestrian and cycle usage. It is possible, however, that by erecting some form of visual screening these impacts could be overcome.

Although there is no mention of lighting in the documents that we have received, we would have concerns if there were proposals to place artificial lighting along this part of the route. Whilst there is no consensus on the effects that artificial lighting might have on waterfowl, we believe that the establishment of high intensity,



artificial lighting at close proximity to the harbour would be likely to cause disorientation and disturbance to night-time feeding and roosting birds.

Option 2 would avoid the likelihood of the above impacts on the SPA/Ramsar site, however we appreciate that this would also present some safety issues, and understandably option 1 is the current preferred option.

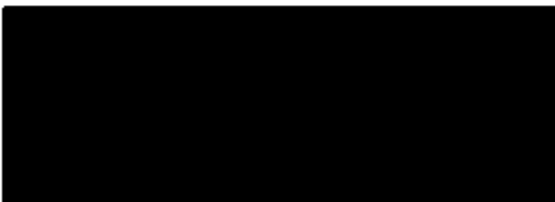
Options 1 & 2 Northney Road area.

We have significant concerns regarding this stretch of the route, due to the direct loss of part of the SPA/Ramsar site, and the increased disturbance to the surrounding area of the designated site.

Given the ecological importance of Chichester and Langstone Harbours, the RSPB would likely object to a planning application of this design. Nevertheless, I note from your letter that this part of the route may be revised to avoid such impacts on the designated sites. We hope that an alternative route for this stretch of the cycleway and footpath can be found that would not threaten the interests of the SPA and Ramsar site.

I hope that these comments are helpful. Please do get in touch if you wish to discuss any of the above points further, and I would be grateful if you would keep us informed of the progress of these proposals.

Yours sincerely



Carrie Temple
Conservation Officer

cc Helen Davies, English Nature, Lyndhurst
Louise Jackson, Hampshire and Isle of Wight Wildlife Trust