MOTT MACDONALD

Cambridgeshire and Peterborough Combined Authority Local Transport Plan

Habitats Regulation Assessment Task 1 Screening

May 2019

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A	08 May 2019	C Williams K Partington A Anderson	J Bates	C Probert	Consultation
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Contents

Executive summary

This Strategic Habitats Regulations Assessment has been prepared to inform of the implications of the proposed Cambridgeshire and Peterborough Combined Authority Local Transport Plan on European Sites, as a requirement of Regulation 63 of the Conservation of Habitats and Species Regulations 2017.

An assessment is required under the Regulations for any proposed plan or project which may have a significant effect on one or more European sites or an impact of the plan which may affect the management of those sites. The purpose of the assessment is to determine whether or not the plan is likely to have significant effects on European sites and to suggest ways in which they could be avoided or if mitigation measures are required to negate or reduce any likely effects that the plan may cause.

13 European sites lie within the zone of influence of the Local Transport Plan have been assessed to determine likely significant effects arising as a result of the implementation of the plan on any designated feature. A significant effect is determined as any deleterious effect on any designated feature which would cause that feature to be degraded to such a degree that the conservation objective of the European site is undermined.

This screening has concluded that there are no likely significant effects on any European site arising through adoption of the Local Transport Plan either alone or in combination with other reasonably foreseeable plans and projects.

1 Introduction

1.1 Background

The Cambridgeshire and Peterborough Devolution Deal gives the Cambridgeshire and Peterborough area greater local control over policy decisions covering transport, skills and business support. In light of this, the Cambridgeshire and Peterborough Combined Authority (CPCA) is responsible for developing a statutory Local Transport Plan (LTP) for the region. This Strategic Habitats Regulations Assessment has been prepared to inform the Natural England ("the Competent Authority") of the implications of the LTP on European Sites, as a requirement of Regulation 63 of the Conservation of Habitats and Species Regulations 2017.

Mott MacDonald Limited has been appointed by CPCA to undertake a Strategic Habitat Regulations Assessment of the LTP. The initial screening has been undertaken and is reported here.

The Transport Act 2000 (as amended by the Local Transport Act 2008) requires local transport authorities to produce an LTP. Under the Cambridgeshire and Peterborough Combined Authority Order, 2017, the CPCA is now the Local Transport Authority with strategic transport powers for the area previously covered by Cambridgeshire County and Peterborough City Councils.

This document has been prepared to assist the Competent Authority to assess the implications of the LTP on European sites or their management. A plan or project cannot be given consent unless it can be determined that it would not have a likely significant effect (adverse) on the integrity of a European site. Where adverse effects are considered likely further assessment is required to determine the scale of the effect and propose mitigation or alternatives that would not have a significant effect. Any plan or project which is not directly connected with or necessary to the management of a European site must be subjected to an assessment. The LTP is regarded to have the potential to impact European sites and therefore this screening has been completed in accordance with the relevant legislation. The legislation and process of the assessment is further explained in Chapter 3 of this report.

1.2 Structure of this report

The findings of this Habitats Regulations Assessment (HRA) Task 1 Screening document is documented in this report. The structure of this report includes the following elements:

Task 1 Screening

- Chapter 2: Description of Local Transport Plan;
- Chapter 3: Methodology;
- Chapter 4: Habitats Regulation Assessment Framework;
- Chapter 5: Identification and Management of European Sites;
- Chapter 6: Characteristics of the European Sites;
- Chapter 7: Assessment of Likely Effects;
- Chapter 8: In-Combination Effects;
- Chapter 9: Consultations; and
- Chapter 10: Conclusion.

1.3 Experience of the authors

The experience of those involved in the production of this assessment is included in Table 1 below.

Table 1: Experience of Authors

Name	Role	Title	Experience
Amy Anderson	Author	BSc Environmental Geoscience, PhD Aquatic Ecology	8 years' experience in academia and environmental consultancy. Assessing impact of anthropogenic activities on natural processes
Clive Williams	Author	BSc (Hons) Applied Geology, MSc Industrial Mineralogy, CGeol, SiLC, SQP	25 years' in environmental consultancy preparing Environmental Impact Assessment (EIA), Strategic Environmental Assessment (SEA) and HRA
Katie Partington	Author	BSc (Hons) Dip Arb L4 (ABC)	8 years working in Local Authority advising on ecology, biodiversity and arboriculture issues. Three years working in the private sector as an Environmental Consultant, specialising in EIA and ecology. Significant experience in assessing schemes for environmental impact, communicating advice and negotiating environmental gains.
Joanne Bates	Checker	BSc (Hons) CEnv MIEEM	19 years across a multitude of sectors. Specific Strategic Habitats Regulations Assessment (sHRA) and Assessment of Implications on European Sites (AIES) highway or linear project experience has been obtained whilst seconded to South Wales Trunk Road Agency, Highways England project schemes and employer's agent on Welsh Government major road schemes.
Caspar Probert	Approver	BEng (Hons), MCIWEM, CWEM	Over 20 years' experience in the field of environmental consultancy and assessment of development impact. Extensive experience in the field of SEA, EIA, ecological assessment and environmental mitigation.

1.4 Limitations

Mott MacDonald Limited has used published data and information gathered from the project team in the production of this Screening Report. In order to produce this sHRA, Mott MacDonald has relied on published data and information provided by CPCA and from third party organisations. This assessment has been undertaken in accordance with information that is in the public domain along with the proposed LTP which is yet to be formally published.

The baseline information collected in this Screening Report is the most up-to-date information currently available at the time of the production of this report. It is possible that conditions described in this report may change over time and the baseline information will be reviewed and up-dated as appropriate throughout the SEA and HRA process. The consultation process aims to address and minimise any gaps in information to ensure all potential environmental and socio-economic effects have been considered.

The authors have used professional judgement to assess the potential impacts and the significance of these on European sites. The precautionary principal has been used where there is reasonable scientific uncertainty.

2 Description of the Local Transport Plan

2.1 Background

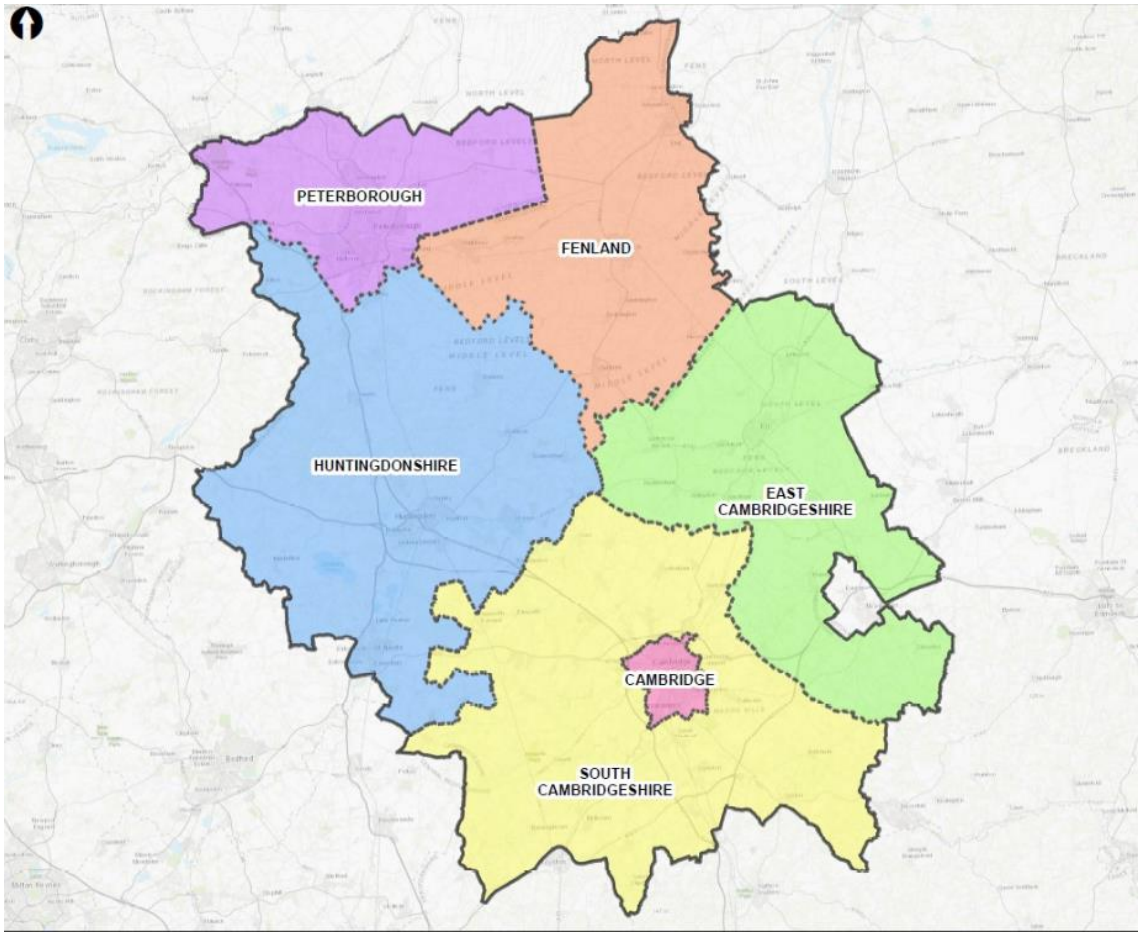
Good transport is a vital factor in building sustainable local communities and one of the United Nations (UN) Sustainable Development Goals (SDG). It contributes to the achievement of stronger, safer and healthier communities, equality and social inclusion, environmental objectives and more successful local economies. The LTP is a vital framework in helping the CPCA work with stakeholders to strengthen its place-shaping role and its delivery of transport services to the community.

The current LTP for the Cambridgeshire and Peterborough area is an amalgamation of the two LTPs previously prepared by both councils. This was necessary to ensure that that the CPCA complied with its statutory duty to produce an LTP following the formation of the CPCA. As a result, the current LTP does not fully reflect the aspirations of the CPCA as set out by the Mayor and in the wider CPCA 2030 Strategy and so a new LTP is being developed. This new LTP covers the geographical areas of Cambridgeshire and Peterborough (see Figure 1), and includes the following Local Authorities:

- Cambridge City Council;
- East Cambridgeshire District Council;
- Fenland District Council;
- Huntingdonshire District Council;
- Peterborough City Council; and
- South Cambridgeshire District Council;

The new Cambridgeshire and Peterborough LTP will include policies and projects, designed to deliver the Plan's objectives. Transport policy and strategy documents (including the previous LTPs) have been reviewed to create a long-list of policies and projects for inclusion within the Plan. The long-list of projects has been reviewed with Local Authority officers to ensure that those taken forward are 'current' and reflect local priorities.

Figure 1: Cambridgeshire and Peterborough Local Transport Plan Area



Source: Mott MacDonald 2019

2.2 Objectives of the Local Transport Plan

The LTP has three goals:

Economic – Deliver economic growth and opportunity for all our communities;

Social – Provide an accessible transport system to ensure everyone can thrive and be healthy; and

Environmental – Protect and enhance our environment and tackle climate change together.

Underpinning these goals are 10 objectives with 76 associated policies (Table 2) and 10 Modal Policies with 31 associated policies (Table 3).

Table 2: LTP Policies

Objective	Policy Theme	Policies
1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Enabling development	Deliver strategic transport and complementary connectivity infrastructure
		Early engagement with developers
		Secure developer contributions for strategic and local infrastructure
2. Connect all new and existing communities sustainably so all residents can easily access a good job, spreading the region's prosperity	Connecting developments sustainably	Support the provision of sustainable connectivity to and within developments
		Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development
		The design of parking
	Expanding labour markets	Support measures to reduce peak demand on the highway network
		Improve the accessibility and connectivity of our public transport links to expand our labour market catchments
		Invest in our highway network to improve accessibility
3. Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Accessing ports and airports	Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail
		Support improved road and rail connectivity to nearby airports, in particular at Stansted
		Support the region's visitor economy through efficient passenger connectivity at Harwich
		Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority
	Supporting the local visitor economy	Improving connectivity to international gateways and larger centres
		Delivering an integrated transport network navigable by passenger who are visiting the region for the first time
		Delivering sustainable transport connectivity to tourist destinations in rural areas
		Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure
	Supporting business clusters	Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad
		Improve local connectivity to bring firms and organisations in our towns and cities closer together
	Freight	Promoting rail freight
		Promoting and enforcing appropriate Heavy Commercial Vehicle routing
		Promoting sustainable urban freight distribution
		Improving road freight facilities
		Supporting efficient air freight and the aviation sector
		Managing the risks to the transport network presented by climate change

Objective	Policy Theme	Policies
4. Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Building a resilient and adaptive transport network to climate change	Sustainable road network maintenance
		Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change
	Maintaining and managing the transport network	Investigating the feasibility of harmonising highways and transport asset maintenance standards and performance indicators
		Supporting highway authorities in minimising the whole life costs of the highway
		Addressing the challenges of climate change and enhancing our communities and environment
5. Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	Safety for all – a safe systems approach	A multi-agency approach to improving road safety
		Continuous and comprehensive monitoring and evaluation of key road safety indicators
		Support improvement in road user behaviour through education, training and publicity programmes
		Adoption of the Safe System Approach into the mainstream of highway engineering
	Ensuring transport security	Addressing personal safety and security issues
		Improving the security of public transport stops, stations and hubs
6. Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Transport accessibility for all	Supporting and promoting demand-responsive community transport services
		Facilitating access to education and wider mobility for vulnerable children
		Improving the accessibility of transport infrastructure
		Promoting the provision of accessible transport information
		Optimise the use of new technologies in improving accessibility
	Transport pricing and affordability	Improve our public transport to provide an affordable alternative to the car
		Improve the affordability of travelling by bus and rail
	Access to education and key services	Access to education
		Access to non-emergency healthcare and other key services
		Digital Inclusion
	The future of mobility	Promote and support research, innovation and engagement work undertaken by Smart Cambridge
		Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies
		Guiding the development of a regulatory framework under which new transport technology providers operate
7. Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles	Public rights of way and waterways	Align policies for Public Rights of Way across Cambridgeshire and Peterborough
		Improve access to the green spaces for all
		Develop a network which is safe and encourages healthy activities
		Ensure new development is integrated into the Public Rights of Way network without damaging the countryside
		Ensure high quality, definitive information, maps and records are available on the network
		Ensure the network is complete to meet the needs of todays’ users and land managers

Objective	Policy Theme	Policies
		Support better land and waterway management
	Promoting and raising awareness of sustainable transport options	Support travel plan development and implementation of travel plan measures within workplaces to ensure healthy, safe, low carbon travel options for commuters are actively encouraged and supported
		Ensure the adoption and enforcement of local travel plan guidance, for new planning applications
		Promote existing and new walking and cycling routes to commuters and residents
		Continue to promote cycle training in schools and for adults
		Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised
	Supporting and promoting health and wellbeing	Reducing physical inactivity through active travel infrastructure, education, training and promotion
		Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure
		Improving street scene / public realm to improve safety
		Increasing ability to access health care and leisure facilities / amenities
		Increasing ability to access to wider opportunities - employment, social activities
8. Ensure transport initiatives improve air quality across the region to exceed good practice standards	Improving air quality	Reducing vehicle emissions
		Keeping emissions low in the future
		Improving public health
9. Deliver a transport network that protects and enhances our natural, historic and built environments	Protecting our natural environment	Protection and enhancement of the natural environment
		Improving sustainable access to the natural environment
		Delivering green infrastructure
	Enhancing our built environment and protecting our historic environment	Support to enhance our built environment and protect our historic environment
10: Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change	Reducing the carbon emissions from travel	Utilising new technologies as they become available to minimise the environmental impacts of transport
		Managing and reducing transport emissions
		Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel

Source: Steer 2019 The Cambridgeshire and Peterborough Local Transport Plan

Table 3: Modal Policies

Policy Theme	Policy
11. Walking	Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns
12. Cycling	Enhance and expand the existing cycle networks in Cambridge and Peterborough and develop or improve cycling links to the surrounding settlements

Policy Theme	Policy
	Enhance the cycle network within market towns with high quality links to key destinations and in rural areas provide cycle routes which connect to public transport hubs as well as key destinations such as major employment sites and secondary schools
	Ensure that cycle parking is secure, conveniently located and meets demand
	Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and new links to key destinations where needed
	Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors
13. Delivering a seamless public transport system	Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators
	Improve journey information to maximise the ease of travelling by public transport
	Support the delivery of new and improved integrated, multi-modal transport hubs
	Support additional Park and Ride provision, in conjunction with CAM, where fully integrated into local transport networks
14. Rural transport services	Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders
	Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network
	Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network
15. Improving public transport in our towns and cities	Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency
	Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility
	Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure
16. Travelling by coach	Providing sufficient space and appropriate infrastructure for coach services
	Integrating coach services with wider public transport and highway networks
17. Travelling by train	Support measures to deliver a more reliable, integrated, passenger-friendly rail network
	Facilitate improvements to our rail stations to improve the experience of travelling by train
	Explore options to expand the rail network to link to new settlements, corridors and growth areas
	Support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity
18. The local road network	Identifying a Key Road Network
	Promoting more efficient use of the existing network
	Aligning approaches to management and maintenance
19. Parking	The design of parking
	Managing parking demand
	Parking technology and implications of disruptive technology
20. Making long-distance journeys by car	Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility
	Develop new road corridors where required to support development and housing growth

Policy Theme	Policy
	Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad

Source: Steer 2019 The Cambridgeshire and Peterborough Local Transport Plan

2.3 LTP Projects

A number of LTP projects have been proposed. In order to assess the potential impacts of the proposed works on key features of designated sites, more information will be required once the initial design of the projects has been completed. Once these details are more developed, we will be able to make a more informed assessment.

2.4 LTP Timetable

The LTP is proposed to cover the period up to 2030.

2.5 Links with Previous and Future Studies

This strategic HRA is being undertaken in parallel with the SEA. The two processes will complement each other. For example, the effects identified in the HRA will be considered primarily under the biodiversity, flora, and fauna SEA objective and indirectly through other SEA objectives such as water quality, air quality, noise and pollution control.

As individual transport projects are developed these will be assessed in accordance with current planning policy. Where projects trigger the relevant thresholds within the Town and Country Planning (Environmental Impact Assessment) Regulations 2016 an environmental impact assessment will be required. Projects will also be screened under the Conservation of Habitats and Species Regulations 2017, and where deemed necessary a project specific HRA will be required. The results of the SEA and this SHRA will inform any subsequent environmental impact assessments and habitat regulation assessments.

3 Methodology

The methodology used for this assessment is broadly based on the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 4 HD44/09 – Assessment of Implications on European sites. The DMRB guidance has been used as it is a comprehensive guidance for large linear schemes and is directly applicable to the types of projects that would be proposed under the LTP.

Statutory European (and European Offshore Marine) sites include:

- Special Protection Areas (SPA) and potential SPAs (pSPA);
- Special Areas of Conservation (SAC) and candidate SAC (cSAC);
- Sites of Community Importance (SCIs) which have been adopted by the European Commission but have not yet been formally designated by the government of the Member State; and
- Sites that are identified or required as compensatory sites for adverse effects on European sites, cSAC, pSPA and proposed or listed Ramsar sites.

Collectively these sites are termed Natura 2000 sites. In the UK, Ramsar sites (as protected under the Ramsar Convention 1971) are afforded the same level of protection as designated Natura 2000 sites as a matter of policy. These sites, which are considered to be 'wetlands of international importance' are designated based on criteria set out in the Ramsar Convention. They are sites that either 'contain representative rare or unique wetland types' or are sites of international importance for conserving biological diversity'. Species and habitats involved in the 'Ramsar Selection Criteria' also require consideration under the Habitats Regulations as if they were designated Natura 2000 features.

3.1 Data Search

A data search of available information has been undertaken of the following websites:

- Natural England (NE)[1]; and
- Joint Nature Conservation Committee (JNCC)[2].

The JNCC designated sites information and Environment Agency (EA) Core Site Management Plans were accessed to obtain data on the key features of the European sites and their management. This information was used to assess the anticipated impact of the Plan on the key species of the designated sites. Relevant sites are those that are defined as having primary reasons and/or qualifying features that may be impacted by the implementation of the LTP.

3.2 Study Area

The Plan has the potential to impact ecological features such a habitats and/or species beyond the confines of the scheme area itself. The territory covered by the LTP is shown in Figure 1. The SHRA study area comprises the geographic area within which the Zone of Influence (ZoI) is likely to occur. A ZoI includes:

- Areas where there is physical disturbance to European sites;

[1] www.gov.uk/government/organisations/natural-england

[2] www.jncc.gov.uk

- Areas where there will be land take and habitat removal which may have a direct or indirect impact on a key feature of a European site;
- Areas where there is a risk of an impact on a watercourse which may result in an impact on a key feature of a European site; and
- Areas where there is a risk of an increase in air, noise and light pollution which may have an impact on a key feature of on a European site.

The following zones have been adopted taking account of mobile species that live in a metapopulation that may occur outside of the LTP territory but may still interact with the territory (as outlined in DMRB HD44/09 Chapter 4.10):

- An area within 30km of the LTP territory for SACs or cSACs that are designated for bats;
- An area within 20km of the LTP territory for SACs or cSACs designated for otters; and
- An area within 2km of the LTP territory for SACs, cSACs, SPAs, pSPAs, and Ramsar Sites where key features do not include bat species or otters.

The above zones account for mobile species such as birds, bats, otters and fish species, which have ranges well outside the boundary of the designated sites. The distances have been taken from the boundary of the LTP territory. This assessment is based on our understanding of the behaviour and requirements of each species on a precautionary basis[3]. European sites outside the territory covered by the LTP have been considered because it is a stated aim of the LTP to "improve inter-regional connectivity and access to key national and international gateways to enhance business connectivity, support tourism, and facilitate trade" and so it is inherent that the LTP might impact on European sites outside its territory.

3.3 Professional Judgement

The use of professional judgement has been used for the assessment of potential impacts of any anticipated effects of the LTP. This professional judgement is based on the ecological principals, scientific evidence and the qualifications and experience of the authors, checkers and approvers of this report.

In undertaking this assessment, the authors have made decisions in accordance with the precautionary principle as included within the Habitats Directive, Habitats Regulations and supported in case law. This principle requires that consent cannot be granted unless it can be ascertained that there will be no adverse effect on the integrity of the designated site and that the conservation objectives should prevail where there is uncertainty or that harmful effects will be assumed in the absence of evidence to the contrary. The precautionary principle will apply when there is;

- Identification of potentially negative effects resulting from a phenomenon, product or procedure; and
- A scientific evaluation of risks which, because of the insufficiency of the data, their inconclusive or imprecise nature, makes it impossible to determine with sufficient certainty the risk in question.

3.4 Assessment of Impacts

The assessment of the impacts of the LTP on European sites will be undertaken using the professional judgement of the authors, the checker and approver. All contributors to this

[3] DMRB Volume 11 Section 4 HD44/09 http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol11/section4/hd4409.pdf

assessment will assess, check and review the potential impacts, the significance of these impacts and the potential impact of the plan on the conservation objectives of the European sites. The assessment of the LTP is based on the interventions and the associated ZoI from those interventions, developed using the authors' professional judgement.

3.5 In-combination Effects

The in-combination effects of other plans or projects have been identified from the following sources:

- UK Government strategies and plans;
- Local and unitary development plans;
- Regional transport plans;
- Statutory environment bodies;
- Projects that are under construction or are planned; and
- Projects that are currently under consideration with the local planning authorities.

3.5.1 UK Government Strategies and Plans

A search of the UK government website on the 22/01/2019 identified the following strategies:

Department for Transport Road Investment Strategy 2015 -2020[4]

"The Strategic Road Network (SRN, or the network) is entering a time of transformation. The management of the SRN is being reformed, with the Highways Agency becoming Highways England, a government owned strategic highways company (the Company). Long term strategic planning and funding of the network is also being introduced through the first Road Investment Strategy (RIS), a suite of documents of which this Strategic Vision is part. These changes are underpinned by a step-change in investment in our strategic roads, worth over £15 billion to 2021. Taken together, this scale of reform and investment has allowed us to dramatically increase our ambitions for the SRN."

3.5.2 Regional Transport Plans

Local transport plans for neighbouring authorities have been consulted to determine any potential trans-regional effects. The LTPs for Rutland, Suffolk and Central Bedfordshire have also published HRA of their LTPs.

Norfolk

Norfolk's 3rd Local Transport Plan, Connecting Norfolk, sets out the strategy and policy framework for transport up to 2026[5]. The policy themes of the plan are:

- Managing and maintaining the transport network;
- Sustainable growth;
- Strategic connections;
- Transport emissions;

[4] https://www.gov.uk/government/publications/road-investment-strategy-for-the-2015-to-2020-road-period

[5] https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-transport/norfolk-transport-plan-for-2026.pdf?la=en&hash=054A0C88BC2D430A37E41FD6ACB1EFA657FC8739

- Road Safety; and
- Accessibility.

Suffolk

Suffolk's 3rd Local Transport Plan[6] sets out the county council's long-term transport strategy to 2031. The accompanying HRA predicts a likely significant effect due to habitat loss, disturbance of birds and pollution. Mitigation measures proposed in the HRA to counter these impacts have been adopted into the LTP. The policy themes of the plan are:

- Maintaining (and in the future improving) our transport networks;
- Tackling congestion;
- Improving access to jobs and markets; and
- Encouraging a shift to more sustainable travel patterns.

Hertfordshire

The plan[7] covers the period up to 2031. The Plan has the following objectives:

- Improve access to international gateways and regional centres outside Hertfordshire;
- Enhance connectivity between urban centres in Hertfordshire;
- Improve accessibility between employers and their labour markets;
- Enhance journey reliability and network resilience across Hertfordshire;
- Enhance the quality and vitality of town centres;
- Preserve the character and quality of the Hertfordshire environment;
- Reduce carbon emissions;
- Make journeys and their impact safer and healthier; and
- Improve access and enable participation in everyday life through transport

Central Bedfordshire

The Local Transport Plan[8] sets out the Council's aims and objectives to 2026. The accompanying HRA does not identify any likely significant effects on European sites. The Plan has the following objectives:

- Increase the ease of access to employment by sustainable modes;
- Reduce the impact of commuting on local communities;
- Increase the number of children travelling to school by sustainable modes of transport;
- Improve access to healthcare provision;
- Ensure access to food stores and other local services particularly in local and district centres;
- Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport;
- Enable the efficient and reliable transportation of freight;
- Encourage the movement of freight by sustainable modes;
- Minimise the negative impacts of freight trips on local communities; and
- Reduce the risk of people being killed or seriously injured.

[6] https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/2011-07-06-Suffolk-Local-Plan-Part-1-lr.pdf

[7] https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf

[8] http://centralbedfordshire.gov.uk/Images/transport-strategy_tcm3-7901.pdf

Bedford

This LTP[9] runs from 2011 to 2021. The plan has the following objectives:

- To provide a reliable and efficient transport system, in order to support a strong local economy and facilitate sustainable growth;
- To deliver improvements that encourage a reduction in transport emissions and greenhouse gases, in order to tackle climate change and develop a low carbon community capable of adapting to the impacts of climate change;
- To promote greater equality of opportunity by providing opportunities for all residents to access key services and facilities;
- To contribute to better safety, security and health by reducing death, injury or illness from transport and promoting travel modes that are beneficial to health;
- To encourage and support a sustainable transport system that contributes to a healthy natural and urban environment; and
- To gain a better understanding of travel behaviour in and out of the Borough, in order to make informed decisions on how people can be encouraged to make “smarter” sustainable travel choices.

Northampton

This LTP[10] runs to 2026. The plan has six strategic aims:

- Fit for the Future – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County;
- Fit for the Community – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live;
- Fit to Choose – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make;
- Fit for Economic Growth – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth;
- Fit for the Environment – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment; and
- Fit for Best Value - being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding.

Rutland

Rutland’s 4th LTP Moving Rutland Forward[11] covers the period to 2036 and is currently in draft. The accompanying HRA does not identify any likely significant effects on European sites. The plan has been developed with the following vision:

[9] http://bbcdevwebfiles.blob.core.windows.net/webfiles/Files/LTP3_Strategy_09_Feb_2011.pdf

[10] https://www3.northamptonshire.gov.uk/councilservices/northamptonshire-highways/transport-plans-and-policies/Documents/Northamptonshire%20Transportation%20Plan%20-%20Fit%20for%20Purpose.pdf

[11] https://www.rutland.gov.uk/_resources/assets/attachment/full/0/72383.pdf

- To facilitate delivery of sustainable population and economic growth;
- To meet the needs of our most vulnerable residents; and
- To support a high level of health and wellbeing (including combating rural isolation).

Lincolnshire

The 4th Lincolnshire LTP[12] runs to 2023. The plan has the following objectives:

- To assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;
- To improve access to employment and key services by widening travel choices, especially for those without access to a car;
- To make travel for all modes safer and, in particular, reduce the number and severity of road casualties;
- To maintain the transport system to standards which allow safe and efficient movement of people and goods;
- To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including Heavy Goods Vehicles (HGVs);
- To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
- To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems; and
- To minimise carbon emissions from transport across the county.

3.5.3 Statutory Environment Bodies

In England statutory environment bodies include Natural England (NE), the Forestry Commission (FC) and the EA sponsored by the Department for Environment, Food and Rural Affairs (Defra). A search of these organisation's websites on the 23/01/2019 identified the following plans and projects.

Great Fen Project Cambridgeshire[13]

"With two of the last fragments of fen - Woodwalton Fen and Holme Fen - under threat, plans to link the two nature reserves began in the late 1990s. The Great Fen was officially born in 2001. It was named after a large area of wild fens shown in the same area on local maps, from the days before the land was drained for farming. In 2001 the Great Fen partner organisations came together, forming a Steering Group Committee and employing the first Great Fen member of staff.

The Great Fen was originally a 50-year vision, but thanks to much hard work and the support of many individuals and organisations, major milestones have already been achieved.

After just over a decade, more than 50% of the land of the Great Fen is now owned by the Great Fen partners with 866ha of land in restoration and 1,519ha managed for nature conservation (including the two National Nature Reserves of Woodwalton Fen and Holme Fen)."

Anglian Water and Cambridge Water Company

[12] https://www.lincolnshire.gov.uk//Download/102928

[13] http://www.greatfen.org.uk/

Anglian Water and Cambridge Water Company cover the areas of Peterborough and Cambridgeshire. A search of the company websites on the 22/01/2019 identified the following strategy documents;

- South Staffs Water incorporating Cambridge Water Company Water Resources Management Plan 2014[14] Cambridge Region; and
- Anglian Water Revised Draft Water Resources Management Plan 2019[15].

3.5.4 Projects Under Construction or Planned

Road Projects

A search of the Highways England website for road projects within the Cambridgeshire and Peterborough Authority boundaries on the 23/01/2019 identified the following projects:

- A47 Wansford to Sutton dualling - The A47 from Wansford to Sutton is a 2.5km section of the A47 between the A1/A47 junction and an existing roundabout at Nene Way. This is to be upgraded to a dual carriageway. Start 2020 End 2021;
- A47 Guyhirn maintenance works - Works will include vegetation clearance, the installation of a safety barrier (VRS) and stabilisation of the westbound slope along the A47;
- A47 Guyhirn junction - This is a scheme to improve the Guyhirn junction. Start date 2020, End date 2022;
- A14 Cambridge to Huntingdon - An upgrade to the A14 between Ellington, west of Huntingdon, to the Milton junction on the Cambridge Northern Bypass. Includes widening the A1 between Brampton and Alconbury. Work officially started in November 2016 and the new road is expected to open to traffic by the end of 2020;
- A428 Black Cat to Caxton Gibbet - Improving the A428 near St Neots. 2020 to 2025 Start of works – if approved, construction is expected to proceed in 2021/22; and
- A1 / A428 junction at Wyboston Flyover repair - A series of overnight closures from 16 July to mid-October 2019 at this junction to repair the flyover.

Rail Projects

A search of the Network Rail website on the 22/01/2019 identified the following project:

- The East West Rail scheme[16] - this scheme will re-establish a rail link between Cambridge and Oxford to improve connections between East Anglia and central, southern and western England. Network Rail have been working to identify a route to extend the Western Section of East West Rail to Cambridge, allowing it to connect with the East Coast Mainline and enable train services to operate between Oxford and Cambridge and onto Norfolk and Suffolk. The geographical corridor of Bedford to Cambridge via Sandy was confirmed in February 2016 as offering the best value for all. A detailed study is underway that will explore options for the eastern section of East West Rail. It will consider ways to enhance the rail services that run from Cambridge to Norwich and Ipswich and will look at the possibility of building a new

14 https://www.cambridge-water.co.uk/about-us/our-strategies-and-plans/our-water-resources-plan

15 https://www.anglianwater.co.uk/about-us/our-strategies-plans-and-reports.aspx

16 https://www.networkrail.co.uk/our-railway-upgrade-plan/key-projects/east-west-rail/

station south of Cambridge – at the new Addenbrookes Hospital campus – to help tackle congestion in Cambridge.

3.5.5 Local and Unitary Development Plans

The Combined Authority is made up of eight founding partners across Cambridgeshire and Peterborough:

- Cambridge City Council;
- Cambridgeshire County Council;
- East Cambridgeshire District Council;
- Fenland District Council;
- Huntingdonshire District Council;
- Peterborough City Council; and
- South Cambridgeshire District Council.

Each authority has published a local development plan.

Cambridge City Council

Adopted Cambridge City Council Local Plan 2018[17]

Cambridge Local Plan Submission Sustainability Appraisal report and Habitats Regulations Screening Assessment (July 2013) and Addendum (2015, revised March 2016)[18]

East Cambridgeshire District Council

Emerging Local Plan - East Cambridgeshire Local Plan (Proposed Submission) November 2017[19]

Emerging Local Plan - East Cambridge District Council Habitats Regulation Assessment June 2018[20]

Adopted - East Cambridgeshire Local Plan April 2015[21]

Fenland District Council

Fenland Local Plan Adopted May 2014[22]

Habitats Regulations Assessment Sept 2013[23]

Huntingdonshire District Council

Emerging Local Plan – Huntingdonshire Local Plan 2036: Proposed Submission (March 2018)[24]

17 https://www.cambridge.gov.uk/local-plan-2018

18 https://www.cambridge.gov.uk/local-plan-2018

19 https://www.eastcambs.gov.uk/sites/default/files/CD05A%20Proposed%20Submission%20Local%20Plan.pdf

20 http://www.eastcambs.gov.uk/sites/default/files/HRA%20Appropriate%20Assessment%20Post%202Subission%20Plan%20-%202published%2022015.6.18.pdf

21 https://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire-local-plan-2015

22 https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan---Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf

23 https://www.fenland.gov.uk/article/7045/The-Planning-Policy-Library

24 http://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/local-plan-document-library/

Habitats Regulations Assessment May 2017 and Addendum (November 2017)[25]

Adopted Local Plan – Huntingdonshire Local Plan adopted 1995 and updated in 2002[26]

The current adopted Development Plan is made up of:

- The Core Strategy (adopted September 2009), which sets the spatial vision, objectives and strategic directions of growth to 2026;
- The Huntingdon West Area Action Plan, which was adopted in February 2011; and
- Saved policies from the Local Plan 1995 and the Local Plan Alteration 2002.

Made neighbourhood plans for:

- St Neots;
- Godmanchester; and
- Houghton and Wyton.

The Development Plan is supported by a series of other planning policy documents.

The Core Strategy, Huntingdon West Area Action Plan, Local Plan 1995 and the Local Plan Alteration 2002 will be replaced by the Local Plan to 2036 after it is adopted.

Peterborough City Council

Emerging Local Development Plans – Peterborough Local Plan (Proposed Submission) January 2018[27].

Peterborough Local Plan – Proposed Submission January 2018 Screening Report for Habitats Regulation Assessment (Update to Further Screening Report December 2016)[28]

Adopted Local Plan – Peterborough Core Strategy Development Plan Document Adopted 23rd February 2011[29].

South Cambridgeshire District Council

Adopted South Cambridgeshire Local Plan 2018[30].

South Cambridgeshire Local Plan Submission Sustainability Appraisal Report and Habitats Regulations Screening Assessment (March 2014)[31].

Sustainability Appraisal Addendum Report incorporating Habitats Regulations Assessment Screening Assessment (2015, revised March 2016)[32].

25 http://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/local-plan-document-library/

26 http://www.huntingdonshire.gov.uk/planning/adopted-development-plans/current-local-plan/

27 https://drive.google.com/file/d/1ZwkIR2mdq3nO-DrOWi5B0U05f_njxYEb/view

28 https://drive.google.com/file/d/1xHXD4pLVphBytddQEq2Mir4f5oGPmcfp/view

29 https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan/

30 https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

31 https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

32 https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/

3.5.6 Projects Currently under Consideration by Local Authorities

A planning application search of local authority planning portals was made using criteria of presence of EIA screening request dated between 16/01/2014 and 16/01/2024 (five years prior to search date and five years post search date). Residential housing sites with under 100 units have been screened out as being insignificant and not requiring major changes to infrastructure. The results of the planning portal search are presented in Appendix B.

3.6 Outcome of the Assessment of the Local Transport Plan

The outcome of the assessment of the LTP will allow those involved in the decision-making process to gain an insight into whether the LTP needs to be changed to avoid likely significant effects on any European site either alone or in-combination with other plans or projects. These likely significant effects may be in the form of direct impact of a key feature or the management of the feature, where mitigation is needed to maintain the key feature or their management and where compensation will be required as a last resort once all of the previous options have been exhausted.

Consultations will be undertaken as part of the assessment process, if any of the consultees consider that a likely significant effect may occur as a result of any of the policies presented in the LTP then there may be a requirement to proceed to Appropriate Assessment. Project specific Habitats Regulations Assessment will be required to determine any likely significant effects on a European site once specific projects have been sufficiently developed. The application of these assessments is regulated through the Town and Country Planning Act.

4 Habitat Regulations Assessment Framework

In accordance with Article 6 (3) of Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive), as transposed into national law under the Conservation of Habitats and Species Regulations 2017, a HRA is required before consent can be given to a plan (or project) not directly connected with, or necessary to the management of a Natura 2000 site which may give rise to significant effects upon that Natura 2000 site.

In accordance with the Habitats Directive, Member States must adopt measures that maintain and restore habitats listed on Annex IVa and IVb and species listed on Annex II at a 'favourable conservation status' (as defined in Articles 1 and 2). Member States are also required to contribute to a coherent European ecological network (referred to as the 'Natura 2000 Network') by designating Ramsar sites, SACs, SPAs and SCIs. This HRA refers to all designated nature conservation sites are referred to as "European sites".

The HRA process consists of four parts and is termed differently dependent upon whether the HRA is considering a plan or project. The term 'Task' is used in reference to a step of a HRA of a plan and the term 'Stage' in reference to a step of a HRA of a project.

A Competent Authority is defined under Regulation 7 within the Habitats Regulations to include any Minister, government department, public or statutory undertaker, public body of any description or person holding a public office. They have a duty to ensure that the requirements of the Habitats Regulations are satisfied prior to giving consent or other authorisation for a plan or project. The Competent Authority must consult with a Statutory Nature Organisation (eg Natural Resources Wales, Natural England or Scottish Natural Heritage) when deciding whether a plan or project will have an adverse effect. For this Strategic HRA, Natural England are anticipated to act as the Competent Authority.

There are five principle tasks in the HRA Process (Table 4), this report and subsequent consultations will aid CPCA in any decision as to whether the next task is required.

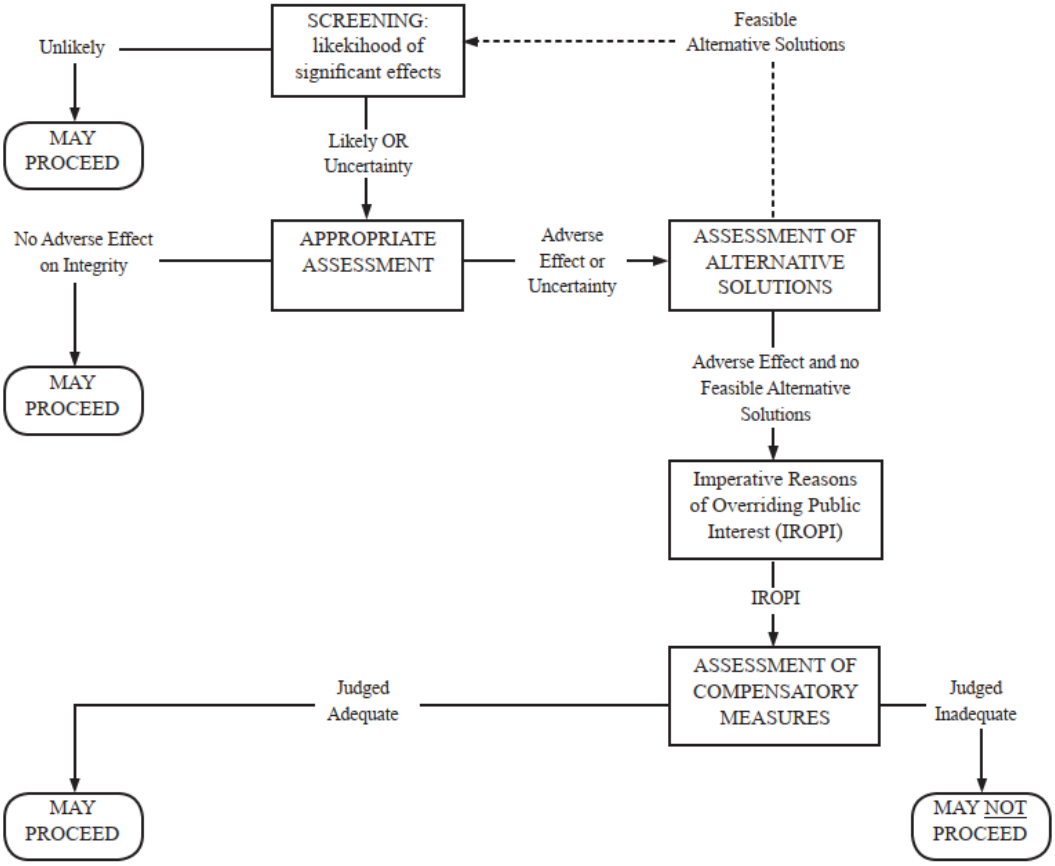
Table 4: HRA Screening Process for a plan

Task	Description
1. Screening	Screening is the determination of whether there are likely significant effects upon the relevant features of European Sites. Screening comprises the identification of designated sites within the Zone of Influence. Following this, an assessment of the conservation objectives for each European site is then completed (based on the management plans or the SSSI objectives as appropriate). In-combination effects (identification of potential increased effects in combination with other plans and projects) are also considered. At the level of a Strategic Habitats Regulations Assessment, this comprises an assessment of other plans and proposals on the wider scale (i.e. national, regional and local development plans or similar scale proposals) which are likely to overlap in terms of spatial and temporal effects. The screening itself comprises identification of whether the proposed scheme / development is a source of likely significant effects on the identified European sites.

Task		Description
		A significant effect on a European site is that which could undermine the conservation objectives and/or management of the site. The likelihood of it occurring is judged on a case-by-case basis, taking account of the precautionary principle and the local circumstances of the site. Proposals to mitigate any significant effects (where effectiveness can be proven), are not considered as part of Task 1 (Screening). If the screening process determines a likely significant effect without mitigation the assessment must proceed to Task 2.
2.	Appropriate Assessment	Appropriate Assessment is triggered if screening identifies the potential for likely significant effects resulting from the proposed development / scheme / plan. Mitigation can be included at this stage to mitigate any likely significant effects and then screened again including the mitigation. This can be either as a standalone effect, or in-combination with other developments / schemes / plans (including alterations to existing proposals).
3.	Assessment of Alternative Solutions	If the further mitigation measures prescribed at Task 2 cannot avoid adverse effects on the integrity of a European site, this process examines alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of the European site. This stage also includes consideration of the effects of there being no scheme at all – the 'do nothing' approach, which serves to identify the likely future environmental baseline in the absence of the scheme.
4.	Imperative Reasons of Overriding Public Interest	If no suitable alternative solutions are identified, Task 4 requires an assessment of compensatory measures where, in the light of an assessment of Imperative Reasons of Overriding Public Interest ("IROPI"), it is deemed that the project or plan should proceed. The IROPI justification may relate to either: • Human health, public safety, or beneficial consequences of primary importance to the environment; or • Any other imperative reasons of overriding public interest, having sought a prior opinion from the European Commission. Consultation with other competent authorities will be required. In making this assessment, it is important to recognise that it will be appropriate to the likely scale, importance and impact of the proposed plan or project. A key outcome of the Appropriate Assessment is to identify whether the integrity of the European site(s) is likely to be adversely affected by the plan/project and whether the conservation status of the primary interest features of the site could be impacted. If it is impossible to avoid or mitigate the adverse impact, it must be demonstrated that there is Imperative Reasons of Overriding Public Interest (IROPI). This is a last resort and should be avoided if possible.
5.	Compensatory Measures	Task 5 would involve the identification of compensatory measures and the assessment of the effects of these measures. The Habitats Directive requires that such measures employed 'ensure the overall coherence of the network of European sites as a whole is protected'. Compensation measures can include (for example and non-exhaustively): • The creation of or re-creation of a comparable habitat which can in time be designated as a European site (and in the meantime is protected as a matter of government policy as if it were a fully designated European site); or • The creation or re-creation of a comparable habitat as an extension to an existing European site. Evidence must be provided to ensure that the compensatory measures are sufficient to offset the likely harm caused by the proposed development.

Each task determines whether further tasks in the process are required. The first task identifies likely significant effects by identifying the presence or absence of significance indicators. If the conclusion of Task 1 is that there will be no significant effects on the European site, there is no requirement to undertake further tasks. All the Tasks in the assessment process, including those beyond appropriate assessment are shown overleaf in Figure 2.

Figure 2: The Habitats Regulations Assessment Process



Source: DMRB HD44/09

4.1 Task 1 Screening Method

This report includes the information required to facilitate the Task 1: Screening. Through this process, the likelihood of significant effects as a result of the LTP are assessed. If it is identified that any of the options is likely to result in a significant effect, then this triggers the next task of the assessment - Task 2: Appropriate Assessment.

Task 1 consists of the following key steps as detailed below:

1. Conducting a desktop study and obtaining background data to identify European site(s) and their qualifying features which occur within the zone of influence of the plan;
2. Identifying the Conservation Objectives of the identified sites;
3. Reviewing and assessing the sensitivity of the qualifying features and the likely significant effects of the implementation of the plan on the conservation objectives of the European site(s); and
4. Assessing in-combination effects of the proposed development with other plans and projects in the area.

5 Identification and Management of the European Sites

5.1 Identification of European Sites

The following European sites are within the ZoI (as outlined in Section 4) and will therefore be assessed. The location of these European sites is shown on Drawing 402819-MMD-XX-00-GIS-Y-0004 in Appendix A.

Table 5: Special Areas of Conservation and their key qualifying features

Special Area of Conservation	Annex I habitats that are a primary reason for selection of this site	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Annex II species that are a primary reason for selection of this site	Annex II species present as a qualifying feature, but not a primary reason for site selection	Distance of the SAC feature to the closest part of the plan
Ouse Washes	-	-	Spined loach (*Cobitis taenia*)	-	Within the territory of the Plan
Nene Washes	-	-	Spined loach (*Cobitis taenia*)	-	Within the territory of the Plan
Orton Pit	Hard oligo-mesotrophic waters with benthic vegetation of *Chara spp*	-	Great Crested Newt (*Triturus cristatus*)	-	Within the territory of the Plan
Fenland	Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*	-	-	Spined loach (*Cobitis taenia*) Great crested newt (*Triturus cristatus*)	Within the territory of the Plan
Portholme	Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis*)	-	-	-	Within the territory of the Plan
Devils Dyke	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)	-	-	-	Forms the boundary of the territory
Eversden and Wimpole Woods	-	-	Barbastelle bats (*Barbastella barbastellus*)	-	Within the territory of the Plan

Special Area of Conservation	Annex I habitats that are a primary reason for selection of this site	Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Annex II species that are a primary reason for selection of this site	Annex II species present as a qualifying feature, but not a primary reason for site selection	Distance of the SAC feature to the closest part of the plan
Barnack Hills and Holes	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)	-	-	-	Within the territory of the Plan

Source: JNCC website (www.JNCC.gov.uk)

Table 6: Special Protection Areas and Ramsar sites and their key qualifying features

Special Protection Area and Ramsar Site	Key Qualifying Features	Distance of the SPA feature to the closest part of the plan
Nene Washes	The site supports an important assemblage of nationally rare breeding birds. In addition, a wide range of raptors occur through the year. The site also supports several nationally scarce plants, and two vulnerable and two rare British Red Data Book invertebrate species have been recorded. Species/populations occurring at levels of international importance. Species with peak counts in winter: Tundra swan (*Cygnus columbianus bewickii*), NW Europe 694 individuals, representing an average of 2.3% of the population (5-year peak mean 1998/9-2002/3)	Within the territory of the Plan
Ouse Washes	The site is one of the most extensive areas of seasonally-flooding washland of its type in Britain. The site supports several nationally scarce plants, including small water pepper (*Polygonum minus*), whorled water-milfoil (*Myriophyllum verticillatum*), greater water parsnip (*Sium latifolium*), river water-dropwort (*Oenanthe fluviatilis*), fringed water-lily (*Nymphoides peltata*), long-stalked pondweed (*Potamogeton praelongus*), hair-like pondweed (*Potamogeton trichoides*), grass-wrack pondweed (*Potamogeton compressus*), tasteless water-pepper (*Polygonum mite*) and marsh dock Rumex palustris. Invertebrate records indicate that the site holds relict fenland fauna, including the British Red Data Book species large darter dragonfly (*Libellula fulva*) and the rifle beetle (*Oulimnius major*). The site also supports a diverse assemblage of nationally rare breeding waterfowl associated with seasonally-flooding wet grassland. Assemblages of international importance: Species with peak counts in winter: 59,133 waterfowl (5-year peak mean 1998/99-2002/2003) Species/populations occurring at levels of international importance Species with peak counts in winter: Tundra swan (*Cygnus columbianus bewickii*), NW Europe 1,140 individuals, representing an average of 3.9% of the population (5-year peak mean 1998/9-2002/3) Whooper swan (*Cygnus cygnus*), Iceland/UK/Ireland 653 individuals, representing an average of 3.1% of the population (5-year peak mean 1998/9-2002/3) Eurasian wigeon (*Anas penelope*), NW Europe 22,630 individuals, representing an average of 1.5% of the population (5-year peak mean	Within the territory of the Plan

Special Protection Area and Ramsar Site	Key Qualifying Features	Distance of the SPA feature to the closest part of the plan
	1998/9-2002/3) Gadwall (*Anas strepera strepera*), NW Europe 438 individuals, representing an average of 2.5% of the GB population (5-year peak mean 1998/9-2002/3) Eurasian teal (*Anas crecca*), NW Europe 3,384 individuals, representing an average of 1.7% of the GB population (5-year peak mean 1998/9-2002/3) Northern pintail (*Anas acuta*), NW Europe 2,108 individuals, representing an average of 3.5% of the population (5-year peak mean 1998/9-2002/3) Northern shoveler (*Anas clypeata*), NW & C Europe 627 individuals, representing an average of 1.5% of the population (5-year peak mean 1998/9-2002/3)	
Upper Nene Valley Gravel Pits	Assemblages of international importance: Species with peak counts in winter: 23,821 individual water birds (5-year peak mean 1999/2000 – 2003/04) Species/populations occurring at levels of international importance Species with peak counts in winter: Mute swan (*Cygnus olor*) 629 individuals – wintering 5-year peak mean 1999/2000 – 2003/04 1.7% Britain Gadwall (*Anas Strepera*) 773 individuals – wintering 5-year peak mean 1999/2000 – 2003/04 2.0% *strepera,* NW Europe (breeding)	Within the territory of the Plan
Wood Walten Fen	The site is within an area that is one of the remaining parts of East Anglia which has not been drained. The fen is near natural and has developed where peat-digging took place in the 19th Century. The site has several types of open fen and swamp communities. The site supports two species of British Red Data Book plants, fen violet, (*Viola persicifolia*) and fen wood-rush (*Luzula pallidula*). Woodwalton also supports a large number of wetland invertebrates including 20 British Red Data Book species. Aquatic beetles, flies and moths are particularly well represented.	Within the territory of the Plan
Chippenham Fen	A spring-fed calcareous basin mire with a long history of management, which is partly reflected in the diversity of present-day vegetation. The invertebrate fauna is very rich, partly due to its transitional position between Fenland and Breckland. The species list is very long, including many rare and scarce invertebrates characteristic of ancient fenland sites in Britain. The site supports diverse vegetation types, rare and scarce plants. The site is the stronghold of Cambridge milk parsley (*Selinum carvifolia*).	Within the territory of the Plan
Wicken Fen	One of the most outstanding remnants of the East Anglian peat fens. The area is one of the few which has not been drained. Traditional management has created a mosaic of habitats from open water to sedge and litter fields. The site supports one species of British Red Data Book plant, fen violet (*Viola persicifolia*), which survives at only two other sites in Britain. It also contains eight nationally scarce plants and 121 British Red Data Book invertebrates.	Within the territory of the Plan
Breckland	The site qualifies under Article 4.1 of t Directive (79/409/EEC) as it is used regularly by 1.0% or more of the Great Britain populations of the following species listed in Annex I in any season: Stone curlew (*Burhinus oedicnemus*) 115 pairs – breeding 5 year mean (1994 – 98) 60.1% GB Nightjar (*Caprimulgus europaeus*) 415 males – breeding Count as at 1998 12.2% GB Woodlark (*Lullula arborea*) 430 pairs – breeding Count as at 1997 28.7% GB	1km east

Source: JNCC

6 Characteristics of the European Sites

Table 7 details the characteristics of the European Sites in terms of the vision, current status and the vulnerabilities of the sites.

Table 7: Vision and Management of the European Sites

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
Ouse Washes SAC, SPA and Ramsar	One of the country's few remaining areas of extensive washland habitat. A long, narrow area of seasonally flooded grassland provides flood storage, set between two channelised rivers. The dykes and rivers hold a great variety of aquatic plants and fauna. The Counter Drain, with its clear water and abundant aquatic plants, is particularly important, and a healthy population of spined loach (*Cobitis taenia*) is known to occur. Wintering water birds regularly exceed 20,000 individuals, including nationally and internationally important numbers of wintering swans and various duck species.	Spined loach Plant assemblage Invertebrate assemblage Tundra swan Whooper swan Eurasian wigeon Gadwall Eurasian teal Northern pintail Northern shoveler	15.0% FAVOURABLE: Areas of improved grassland acta as flood defence. Barriers can act as a refuge for grazing winter ducks and breeding birds. The Hundred Foot River forms a part of the River Great Ouse which runs along the south-eastern boundary of the Ouse Washes. This river supplies water, through slackers, to the internal ditch system during dry, unflooded summers. There is no botanical interest in this river and no evidence that there ever has been. 4.0% UNFAVOURABLE – RECOVERING: A range of actions and timetables have been detailed in the Diffuse Water Pollution Plan agreed by the Environment Agency and Natural England to address pollution of streams and rivers. 81% UNFAVOURABLE - NO CHANGE: Assessment based on the decline of the majority of breeding bird features, some wintering bird features and the loss of extent and quality of neutral grassland feature. Increased flooding and water quality deterioration are identified in the Site Improvement Plan as issues that are currently impacting or threatening the designated features.
Nene Washes SAC, SPA and Ramsar	The Nene Washes is one of the country's few remaining areas of washland habitat. It is an extensive area of seasonally flooded wet grassland along channelised river reaches. The site is notable for the diversity of plant and associated animal life within its network of dykes. The site is important for various species of breeding and wintering water birds. Moreton's Leam, a large drainage channel running along the eastern flank of the washes, contains a high density of spined loach.	Spined loach Plant assemblage Invertebrate assemblage Tundra swan Black-tailed godwit Northern pintail Ruff Spotted crake Bewick's swan	20.0% FAVOURABLE 80.0% UNFAVOURABLE – RECOVERING: The continued international importance of the site is dependent on the maintenance of a winter flooding regime and a high, but controlled, summer water table. There is concern about the long-term sustainability of summer water supplies in a region where demand for water (domestic and agricultural) is rising. Hydrological changes due to flooding and water pollution, specifically elevated phosphate levels, have been identified as issues currently impacting or threatening the condition of the designated features.
Orton Pit SAC	Extensive pond system, occupying the disused ridge-and-furrow created by clay extraction, contains alkaline water low in nutrients. The site supports a total of ten species of charophyte including one of the main English	Hard oligo-mesotrophic waters with benthic vegetation of Chara spp Great Crested Newt	29.0% FAVOURABLE: Standing open water and canals. Broadleaved, mixed and yew woodland 71.0% UNFAVOURABLE – RECOVERING: Standing open water and canals. Broadleaved, mixed and yew woodland.

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
	populations of bearded stonewort (*Chara canescens*). Other nationally scarce stonewort species present include *Chara aspera, C. contraria, C. pedunculata* and *Tolypella glomerata*. The distribution of Chara species across the site varies according to the age and stage of succession of the ponds. Orton Pit supports a large population of great crested newts (*Triturus cristatus*). Areas of grassland and scrub around the ponds provide good conditions for breeding, feeding and sheltering newts.		Disease and predation have been identified as threats to the great crested newt population. Other issues that are currently impacting or threatening the designated features include: Inappropriate scrub control, inappropriate weed control and illegal activity at the site (e.g. off-roading, vandalism, arson).
Fenland SAC	One of the best examples in the United Kingdom of molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*). Calcareous fens with Cladium mariscus and species of the Caricion davallianae, for which this is considered to be one of the best areas in the United Kingdom. The site also supports a significant presence of both spined loach (*Cobitis taenia*) and great crested newt (*Triturus cristatus*).	Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) Spined loach Great Crested Newt	Chippenham Fen and Snailwell Poor's Fen SSSI: 90.0% FAVOURABLE: Fenland, marsh and swamp (lowland) vegetation is as expected. Varied topography with diverse pools provides a range of microhabitats for macroinvertebrates. Large areas dominated by saw sedge. Mosaic of tall herb fen and shorter fen vegetation, with high flora diversity in areas. Broadleaved, mixed and yew woodland is managed with minimal intervention. Developing into interesting wet wood. 10.0% UNFAVOURABLE – RECOVERING: Fen meadows responding well to grazing management. Areas of fen, marsh and swamp undergrazed (2010 season) and hard rush cover increasing. Wicken Fen SSSI: 47.0% FAVOURABLE: Mosaic of reed, water and open wet grassland seems balanced in fen, marsh and swamp areas. Understory and canopy cover within targets ranges. Managed as non-intervention woodland, trees left to grow through maturity and dead wood to be left standing. No non-native species found. 53.0% UNFAVOURABLE – RECOVERING: Areas of Sedge fen and Verrall's fen are gradually becoming too dry. An input of calcareous, low nutrient water is needed to maintain botanical and macroinvertebrate communities. Woodwalton Fen SSSI: 53.0% FAVOURABLE: Broadleaved, mixed and yew woodland (lowland) 45.0% UNFAVOURABLE – RECOVERING: Trend towards coarse grasses dominating sward in fen, marsh and swamp (lowland) areas. Unchecked, this could lead to a decline in species diversity as areas of the fen are changed to reed bed habitat. Drivers of change are prolonged waterlogging during winter and associated phosphate and sediment inputs. Reed growth cover in areas of neutral grassland (lowland) is high. Outside influences, e.g. the timing and duration of flood events and nutrient enrichment, are likely to be the primary drivers of this change. Solutions include revision of the Water Level Management Plan, increased grazing and cutting, and targeted use of herbicides

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
Portholme SAC	Considered one of the best examples of lowland hay meadow in the country. It is the largest surviving traditionally-managed meadow in the UK, with an area of 104 ha of alluvial flood meadow (7.0% of the total UK resource). There has been a long history of favourable management and very little of the site has been subject to agricultural improvement. It supports a small population of fritillary (*Fritillaria meleagris*).	Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis*)	UNFAVOURABLE – RECOVERING: Excessive winter flooding and the associated input of phosphates and sediments are having a detrimental effect upon habitats.
Devils Dyke SAC	Linear earthen barrier thought to be of Anglo-Saxon origin. Hosts the priority habitat type "orchid rich sites". Devil's Dyke consists of a mosaic of *Bromus erectus* and *Bromus erectus – Brachypodium pinnatum* calcareous grasslands. It is the only known UK semi-natural dry grassland site for lizard orchid (*Himantoglossum hircinum*).	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)	50.0% FAVOURABLE Broadleaved, mixed and yew woodland comprises mature trees, young trees, roots covered in mosses, open scrub and plentiful dead wood. Calcareous grassland determined as having acceptable extent of important plant communities, proportion of herbs in the sward, frequency of the characteristic plant species, limited agricultural weeds and other coarse species, as well as having an appropriate sward height and a lack of plant litter. 50.0% UNFAVOURABLE - RECOVERING Low tree and scrub cover, and areas of bare ground caused by rabbit activity are cause for concern in some areas of calcareous grassland. Plant community in areas is not the characteristic chalk grassland that is a notified feature of this SSSI. Continued careful management by appropriate grazing and cutting, combined with rabbit control, should encourage the establishment of chalk grassland in time. Inappropriate scrub control and air pollution (atmospheric nitrogen deposition) have been identified as issues that are currently impacting or threatening the condition of the features.
Eversden and Wimpole Wood SAC	The site comprises a mixture of ancient coppice woodland and high forest woods, likely to be of more recent origin. A colony of barbastelle (*Barbastella barbastellus*) is associated with the trees in Wimpole Woods. These trees are used as a summer maternity roost. Bats also use the site as a foraging area and as a flight path. Considered to be one of the best areas in the UK for this bat species. Other bat species recorded include: Pipistrelles (*Pipistrellus pygmaeus* and *P. pipistrellus*), brown long-eared (*Plecotus auritus*), Natterer's (*Myotis nattereri*) and noctule (*Nyctalus noctule*).	Barbastelle bats	40.0% FAVOURABLE 60.0% UNFAVOURABLE - RECOVERING Issues impacting or threatening the condition of the features: Nearby barbastelle roosts and foraging sites are not protected, bats have limited area in which to roost/forage, woodland management, air pollution (atmospheric nitrogen deposition).

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
Barnack Hill and Holes SAC	An area of Jurassic Limestone grassland which has developed on the site of a disused mineral quarry. The grassland is of a type which is characteristic of eastern England and which is now scarce in Britain because of reclamation for agriculture.	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (*important orchid sites)	FAVOURABLE Area of species-rich grassland has increased from the 1980s baseline due to ongoing scrub removal and grazing management. Average herb cover c. 70.0%; average Brachypodium cover c. 10.0%; bare ground cover low. Small areas with individual ragwort plants but cover falls below the threshold for concern. Varied sward height throughout site. Litter mainly absent. Change in the distribution of Man Orchid (*Aceras anthropophora*), public access/disturbance and air pollution (atmospheric nitrogen deposition) have been identified as issues that are currently impacting or threatening the condition of SAC features.
Upper Nene Valley Gravel Pits SPA and Ramsar	This chain of both active and disused sand and gravel pits form an extensive series of shallow and deep open waters which occur in association with a wide range of marginal features, such as sparsely-vegetated islands, gravel bars and shorelines and habitats including reedswamp, marsh, wet ditches, rush pasture, rough grassland and scattered scrub. This range of habitats and the varied topography of the lagoons provide valuable resting and feeding conditions for concentrations of wintering waterbirds, especially ducks and waders. Species such as golden plover and lapwing also spend time feeding and roosting on surrounding agricultural land outside the Ramsar site.	Mute swan Gadwall	42.0% FAVOURABLE Habitat is managed appropriately in some areas of the site, and key bird species remain in appropriate numbers. Minimum intervention in areas of woodland. Structure is varied and there is no evidence of non-native species encroachment. Ground flora as expected for this site. 58.0% UNFAVOURABLE – RECOVERING Parts of the site are not appropriately managed, which will eventually lead to a loss of bird feeding habitat. There are a number of invasive plants recorded on the site: Floating pennywort (*Hydrocotyle ranunculoides)* New Zealand Pigmy Weed (*Crassula helmsii)* Nuttall's Pondweed (*Elodea nuttallii)* Off site development can cause disturbance. A lack of grazing within the site is leading to succession for short grassland to rank grassland, scrub and woodland, which whilst desirable in some areas can, if left unchecked, lead to loss of suitable habitat for key species. Access by people and dogs both on and off of pubic rights of way is a significant cause of disturbance in some areas. The site is also subject to a variety of recreational activities including fishing & water sports.
Wood Walten Fen Ramsar	The site consists of a range of wetland communities, once characteristic of large areas of the East Anglian fens but now restricted to a few isolated sites. The site includes several types of open fen and swamp communities, a relict area of acid peat, some mixed fen and an important network of ditches. The site supports an appreciable assemblage of wetland plants and invertebrates.	Open fen and swamp Fen violet, fen wood-rush Invertebrate assemblage	53.0% FAVOURABLE: Broadleaved, mixed and yew woodland (lowland) 45.0% UNFAVOURABLE – RECOVERING: Trend towards coarse grasses dominating sward in fen, marsh and swamp (lowland) areas. Unchecked, this could lead to a decline in species diversity as areas of the fen are changed to reed bed habitat. Drivers of change are prolonged waterlogging during winter and associated phosphate and sediment inputs. Reed growth cover in areas of neutral grassland (lowland) is high. Outside influences, e.g. the timing and duration of flood events and nutrient enrichment, are likely to be the primary drivers of this change. Solutions include revision of the

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	**Status and vulnerabilities**
			Water Level Management Plan (WLMP; revised 2014/15), increased grazing and cutting, and targeted use of herbicides. 2.0% UNFAVOURABLE - NO CHANGE: In lowland fen, march and swamp areas cover of large graminoids indicated a longer-term negative trend of larger, coarse dominant grasses taking an increasing proportion of the sward, which could lead to loss of diversity and prolonged water logging. Revision of WLMP and NNR management plan (2015 – 2020) to address issues. Standing open waters and canals are adversely impacted by siltation and pollution via agricultural run-off. Issues impacting or threatening the condition of the features: Water pollution (elevated nutrient levels), hydrological changes (winter flood water introduces high nutrient and silt load) and air pollution (atmospheric nitrogen deposition).
Chippenham Fen Ramsar	A spring-fed calcareous basin mire with a long history of management. The site is notable for its ecological diversity, from characteristic sedge fen to fen meadow, chalk grassland, willow (Alnus/Salix) carr and ancient woodland. More than 300 species of flowering plants have been recorded, including very rare, regionally rare or local species, as have several rare invertebrates (moths). A notable assemblage of breeding birds includes common snipe (*Gallinago gallinago*), Eurasian woodcock (*Scolopax rusticola*), common nightingale (*Luscinia megarhynchos*), reed warbler (*Acrocephalus spp.)* and common grasshopper warbler (*Locustella naevia*). Scrub is periodically removed, and the fen meadows are mown.	A spring-fed calcareous basin mire with a long history of management, which is partly reflected in the diversity of present-day vegetation. The invertebrate fauna is very rich, partly due to its transitional position between Fenland and Breckland. The species list is very long, including many rare and scarce invertebrates characteristic of ancient fenland sites in Britain. The site supports diverse vegetation types, rare and scarce plants. The site is the stronghold of Cambridge milk parsley (*Selinum carvifolia*).	90.0% FAVOURABLE: Fenland, marsh and swamp (lowland) vegetation is as expected. Varied topography with diverse pools provides a range of microhabitats for macroinvertebrates. Large areas dominated by saw sedge. Mosaic of tall herb fen and shorter fen vegetation, with high flora diversity in areas. Broadleaved, mixed and yew woodland is managed with minimal intervention. Developing into interesting wet wood.
Wicken Fen Ramsar	This site is a marginal remnant of the original peat fenland of the East Anglian basin. It has been preserved as a flood catchment area and its water level is controlled by sluice gates. The vegetation has a strongly mosaic character due to extensive peat-cutting and different systems of crop exploitation. Areas of the site subjected to frequent cutting have a greater species diversity including	Mosaic of habitats from open water to sedge and litter fields. Fen violet.	47.0% FAVOURABLE: Woodland passed on all but one target - presence of saplings and young trees. Understory and canopy cover within target ranges. Managed as non-intervention woodland, trees left to grow through maturity and dead wood to be left standing. Dead wood apparent, although mainly fallen. No non-native species found. No evidence of deer damage, but advice given to continue to monitor for deer presence. Ground flora completely referable to NVC community although sparse cover in some dense areas.

European Site	Vision of the site	Current status of species or habitats and vulnerabilities	
		Species or habitats	Status and vulnerabilities
	many sedges, rushes, spike rushes and marsh orchids with corresponding insect associations. Vegetation invasion by bushes resulting in closed Frangula carr, has occurred in the absence of mowing. The dykes, abandoned clay pits and the main lode support many aquatic angiosperms. Wildfowl interests include, mallard, teal, wigeon, shoveler, pochards and tufted duck.		Balance of reed, water and open wet grassland seems balanced in the lowland fen, marsh and swamp areas. Grazing by large herbivores should continue as part of the desired management of the area. It is recommended that any future surveys of this unit should also focus on the more southerly areas which were missed in this assessment, if suitable to do so. 53.0%: UNFAVOURABLE – RECOVERING Areas of Sedge Fen and Verrall's Fen are gradually becoming too dry and an input of calcareous, low nutrient status water is needed to maintain notified botanical communities and invertebrate habitats. A Water Level Management Plan has been implemented to address the problem. Work carried out on the nearby river system to prevent flooding in the 1960s means that the site no longer receives the amount of winter water as it did in the past. This has brought about a lowering of the water table over the past 40 years.
Breckland SPA	The remnants of dry heath and grassland which have not been planted with coniferous plantation support heathland breeding birds, where grazing by rabbits and sheep is sufficiently intense to create short turf and open ground. These breeding birds have also adapted to live in forestry and arable habitats. Woodlark and nightjar breed in clear-fell and open heath areas, whilst stone curlews establish nests on open ground provided by arable cultivation in the spring, as well as on Breckland grass-heath.	Dry heath and grassland	FAVOURABLE The component of the SPA which is close to the CPCA territory is the Breckland Farmland SSSI. This area is noted for stone curlew which use the fields for nesting. Spring sown crops that develop slowly are ideal in providing suitable nesting conditions. Areas of autumn sown crops or those that grow to greater than 10cm in height or cover greater than 10% of the ground surface by late May are generally avoided.

Source: JNCC, Natural England

7 Assessment of Likely Effects

7.1 Screening

Each policy within the LTP has been assessed in terms of whether an adverse impact on European Sites is likely based on the description of that policy's objectives. Table 8 assesses each policy and identifies those policies where an adverse impact is possible (shaded) and also where implementing the policy is considered to lead to beneficial effects.

Table 8: Assessment of Policies and Identification their Potential Impacts

Policy	Potential Impact
Deliver strategic transport and complementary connectivity infrastructure	This policy contains nine projects which have the objective of enabling development across the region. These are explored in detail in Section 7.2. No impact envisaged.
Early engagement with developers	No impact envisaged. This policy will encourage local planning and highway authorities to engage with developers.
Secure developer contributions for strategic and local infrastructure	Potential for beneficial effects through reductions in transport impacts from new developments. This policy encourages sustainable transport systems.
Support the provision of sustainable connectivity to and within developments	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development	No impact envisaged. This policy sets out a number of requirements to be placed on developers to provide sustainable transport infrastructure, mitigate any cumulative impacts arising and make provision for monitoring targets for reducing transport impacts.
The design of parking	No impact envisaged. Parking provision will be targeted at urban centres and this policy encourages use of electric vehicles and requires improved walking and cycling facilities as well as links to public transport which should encourage fewer car journeys...
Support measures to reduce peak demand on the highway network	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will encourage less use of private cars for short journeys and reduce the need to travel.
Improve the accessibility and connectivity of our public transport links to expand our labour market catchments	Potential for beneficial effects through reduced car journeys and improvements in air quality through making public transport more attractive.
Invest in our highway network to improve accessibility	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance to key species.
Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.

Policy	Potential Impact
	Increasing use of rail freight would be expected to have positive effects on air quality across the region. This policy will seek to improve existing rail freight links with the purpose of reducing HGV use of the A14.
Support improved road and rail connectivity to nearby airports, in particular at Stansted	Increasing the capacity of passenger rail and coach services would be expected to have positive effects on air quality across the region. This policy will encourage less reliance on private car journeys.
Support the region's visitor economy through efficient passenger connectivity at Harwich	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance. This policy could lead to an increased number of car journeys from Harwich along the existing road network.
Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will encourage less reliance on single occupant car journeys and encourage for sustainable modes of transport.
Improving connectivity to international gateways and larger centres	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.
	Increasing the capacity of passenger rail and coach services would be expected to have positive effects on air quality across the region. This policy will encourage less reliance on private car journeys.
Delivering an integrated transport network navigable by passengers who are visiting the region for the first time	No impact envisaged, this policy relates to the provision of passenger information.
Delivering sustainable transport connectivity to tourist destinations in rural areas	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy supports the creation of sustainable travel options.
Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will seek to make tourist journeys by coach more attractive.
Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.
	Increasing the capacity of passenger and freight rail services would be expected to have positive effects on air quality across the region. This policy will encourage less reliance on private car journeys and make using rail for freight more attractive.
Improve local connectivity to bring firms and organisations in our towns and cities closer together	No impact envisaged. Any changes to urban transport patterns would not be expected to effect European Sites. This policy will encourage walking, cycling and use of mass transit systems.
Promoting rail freight	Potential for beneficial effects through increasing use of rail freight with positive effects on air quality across the region. This policy will encourage moving freight onto the rail system.

Policy	Potential Impact
Promoting and enforcing appropriate Heavy Commercial Vehicle routing	No impact envisaged. This policy will encourage commercial vehicles to use the strategic road network rather than minor roads.
Promoting sustainable urban freight distribution	No impact envisaged, any changes to freight movements in urban areas would not be expected to have any effect on European Sites.
Improving road freight facilities	No impact envisaged. This policy seeks to improve the provision of driver rest areas and encourage urban edge click and collect as well as freight consolidation to reduce vehicles entering urban areas.
Supporting efficient air freight and the aviation sector	No impact envisaged. This policy will maintain existing access provisions to airports.
Managing the risks to the transport network presented by climate change	No impact. This policy will require any new development to take account of climate change effects.
Sustainable road network maintenance	No impacts envisaged. This policy will encourage use of sustainable materials and promote asset management systems that reduce environmental impacts.
Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change	No impacts envisaged. This policy will encourage the adoption of appropriate technology.
Investigating the feasibility of harmonising highways and transport asset maintenance standards and performance indicators	No impact envisaged. This policy deals with the management of maintenance.
Supporting highway authorities in minimising the whole life costs of the highway	No impact envisaged. This policy deals with cost control.
Addressing the challenges of climate change and enhancing our communities and environment	Measures which address climate change impacts are unlikely to cause significant negative effects on European Sites and may cause improvements through improved air and water quality.
A multi-agency approach to improving road safety	No impact envisaged. This policy covers the management of safety across various responsible organisations.
Continuous and comprehensive monitoring and evaluation of key road safety indicators	No impact envisaged. This policy requires the authority to manage safety across the transport network.
Support improvement in road user behaviour through education, training and publicity programmes	No impact envisaged. This policy deals with education.
Adoption of the Safe System Approach into the mainstream of highway engineering	No impact envisaged. This policy deals with modifying highway infrastructure where safety improvements have been identified.
Addressing personal safety and security issues	No impact envisaged. This policy deals with safety of members of the public.
Improving the security of public transport stops, stations and hubs	No impact envisaged. This policy covers passenger safety.
Supporting and promoting demand-responsive community transport services	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will encourage community transport schemes.
Facilitating access to education and wider mobility for vulnerable children	No impact envisaged. This policy deals with the provision of transport for a small number of people.
Improving the accessibility of transport infrastructure	No impact envisaged. This policy deals with accessibility to transport systems.
Promoting the provision of accessible transport information	No impact envisaged. This policy deals with provision of information.

Policy	Potential Impact
Optimise the use of new technologies in improving accessibility	No impact envisaged. This policy deals with accessibility to transport systems.
Improve our public transport to provide an affordable alternative to the car	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will encourage improved provision of public transport.
Improve the affordability of travelling by bus and rail	Potential for beneficial effects through reduced car journeys and improvements in air quality. This policy will make using public transport more attractive.
Access to education	No impact envisaged. This policy may lead to reduced private car journeys by provision of transport to educational centres, but this is not expected to have any effects on European Sites.
Access to non-emergency healthcare and other key services	No impact envisaged. This policy may lead to reduced private car journeys by provision of transport to healthcare facilities, but this is not expected to have any effects on European Sites.
Digital inclusion	No impact is envisaged. This policy deals with information technology.
Promote and support research, innovation and engagement work undertaken by Smart Cambridge	No impact is envisaged. This policy promotes the use of information technology to manage data.
Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies	Potential for beneficial effects through increased use of electric vehicles reducing emissions and improving air quality. This policy encourages the use of technology to monitor and manage vehicle movements which may increase transport efficiency, reducing vehicle emissions.
Guiding the development of a regulatory framework under which new transport technology providers operate	No impact is envisaged. This policy deals with regulating technology.
Align policies for Public Rights of Way across Cambridgeshire and Peterborough	No impact is envisaged. This policy seeks to promote a common management plan across the combined authority.
Improve access to the green spaces for all	Increased public access to European sites could cause deterioration of habitats and disturbance of species.
Develop a network which is safe and encourages healthy activities	No impact is envisaged. This policy deals with pedestrian safety.
Ensure new development is integrated into the Public Rights of Way network without damaging the countryside	No impact is envisaged. This policy will protect existing right of way from development.
Ensure high quality, definitive information, maps and records are available on the network	No impact is envisaged. This policy deals with the provision of information.
Ensure the network is complete to meet the needs of todays' users and land managers	No impact is envisaged. This policy seeks to enhance the public rights of way network where appropriate.
Support better land and waterway management	No impact is envisaged. This policy considers the management of green spaces.
Support travel plan development and implementation of travel plan measures within workplaces to ensure healthy, safe, low carbon travel options for commuters are actively encouraged and supported	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Ensure the adoption and enforcement of local travel plan guidance, for new planning applications	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Promote existing and new walking and cycling routes to commuters and residents	Potential for beneficial effects through reduced car journeys and improvements in air quality.

Policy	Potential Impact
Continue to promote cycle training in schools and for adults	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Reducing physical inactivity through active travel infrastructure, education, training and promotion	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure	Any measures implemented through this policy would have beneficial effects on European Sites through reduced air pollution.
Improving street scene / public realm to improve safety	No impact envisaged. This policy will have no effects on European Sites.
Increasing ability to access health care and leisure facilities / amenities	No impact envisaged. This policy will have no effects on European Sites.
Increasing ability to access to wider opportunities - employment, social activities	No impact envisaged. This policy will have no effects on European Sites.
Reducing vehicle emissions	Any measures implemented through this policy would have beneficial effects on European Sites through improved air quality.
Keeping emissions low in the future	Any measures implemented through this policy would have beneficial effects on European Sites through improved air quality.
Improving public health	This policy is aimed at encouraging use of sustainable modes of transport and so should lead to improvements in air quality through reduction in car journeys.
Protection and enhancement of the natural environment	Any measures implemented through this policy would have beneficial effects on European Sites.
Improving sustainable access to the natural environment	No impact is envisaged. This policy will make sustainability a key factor in managing access to sensitive sites.
Delivering green infrastructure	No impact is envisaged. This policy focusses on providing non-vehicle transport routes in urban areas.
Support to enhance our built environment and protect our historic environment	No impact envisaged. This policy deals with development in the built environment.
Utilising new technologies as they become available to minimise the environmental impacts of transport	Any measures implemented through this policy would have beneficial effects on European Sites.
Managing and reducing transport emissions	Any measures implemented through this policy would have beneficial effects on European Sites.
Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel	Any measures implemented through this policy would have beneficial effects on European Sites.
Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns	No impact envisaged. This policy will be used in urban areas to increase the number of walking trips made over short distances.
Enhance and expand the existing cycle networks in Cambridge and Peterborough and develop or improve cycling links to the surrounding settlements	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Enhance the cycle network within market towns with high quality links to key destinations and in rural areas provide cycle routes which	Potential for beneficial effects through reduced car journeys and improvements in air quality.

Policy	Potential Impact
connect to public transport hubs as well as key destinations such as major employment sites and secondary schools	
Ensure that cycle parking is secure, conveniently located and meets demand	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and new links to key destinations where needed	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors	Potential for beneficial effects through reduced car journeys and improvements in air quality.
Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Improve journey information to maximise the ease of travelling by public transport	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support the delivery of new and improved integrated, multi-modal transport hubs	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support additional Park & Ride provision, in conjunction with CAM, where fully integrated into local transport networks	No impact is envisaged as there are no designated sites within towns and cities which would be affected by park and ride facilities.
Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Providing sufficient space and appropriate infrastructure for coach services	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Integrating coach services with wider public transport and highway networks	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.

Policy	Potential Impact
Support measures to deliver a more reliable, integrated, passenger-friendly rail network	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Facilitate improvements to our rail stations to improve the experience of travelling by train	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Explore options to expand the rail network to link to new settlements, corridors and growth areas	Potential impact if new railway corridors were placed through or adjacent to European Sites. Any proposed new development would be assessed through the planning system.
Support frequency and journey time enhancements our rural and intercity rail links to improve connectivity and capacity	No impact is envisaged. Increasing use of mass transit would be expected to have positive effects on air quality across the region.
Identifying a Key Road Network	No impact envisaged. This policy will identify the strategic road network to manage its maintenance.
Promoting more efficient use of the existing network	Potential for beneficial effects through improvements in air quality from reduced congestion.
Aligning approaches to management and maintenance	No impact envisaged; this policy deals with ensuring CPCA highway maintenance activities are coordinated with Dept for Transport and Highways England.
The design of parking	No impact envisaged. Parking provision will be targeted at urban centres.
Managing parking demand	No impact envisaged. Parking provision will be targeted at urban centres.
Parking technology and implications of disruptive technology	No impact envisaged. Parking provision will be targeted at urban centres.
Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.
Develop new road corridors where required to support development and housing growth	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.
Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad	Highway development that leads to increases in traffic may cause deterioration of European sites that are sensitive to air pollution. Road runoff may become polluted which could increase pollutant loadings on surface watercourses receiving rainfall run off. New roads located adjacent to European sites may increase disturbance.

Source: Mott MacDonald

The following policies are considered to have the potential for adverse effects on European sites due to the effects of their implementation:

- Invest in our highway network to improve accessibility;
- Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail;
- Support the region's visitor economy through efficient passenger connectivity at Harwich;
- Improving connectivity to international gateways and larger centres;

- Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad;
- To improve access to the green spaces for all;
- Explore options to expand the rail network to link to new settlements, corridors and growth areas;
- Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility;
- Develop new road corridors where required to support development and housing growth; and
- Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad.

7.2 Assessment of Impacts

The individual projects undertaken in accordance with the LTP are likely to involve a variety of construction and operation activities which could potentially result in a significant effect on a European site. Each policy considered to have a potential to cause an adverse effect on a European site is assessed against the direct and indirect impacts in Table 9. Table 10 assesses each policy element against anticipated impacts considered appropriate for the types of projects a transport plan would be expected to promote. Impacts have been split into direct and indirect:

- Direct Impacts
  - Habitat loss (including loss of breeding and resting sites);
  - Habitat fragmentation (including changes to habitat structure and function);
  - Wildlife casualties (due to increased frequency of traffic); and
  - Disturbance and/or displacement of species due to increased frequency of transport.
- Indirect Impacts
  - Air pollution for designated sites within 200m (DMRB Vol 11 Section 3 Part 1);
  - Noise and vibration;
  - Artificial lighting;
  - Water pollution; and
  - Contamination.

Table 9: Policies with Potential Adverse Effects

Policy	Direct Effects		Indirect Effects						
	Habitat loss (including loss of breeding and resting sites);	Habitat fragmentation (including changes to habitat structure and function);	Wildlife casualties (due to increased frequency of traffic)	Disturbance and/or displacement of species due to increased frequency of transport	Air pollution for designated sites within 200m	Noise and vibration;	Artificial lighting;	Water pollution	Contamination
Invest in our highway network to improve accessibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Support the region's visitor economy through efficient passenger connectivity at Harwich	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes
Improving connectivity to international gateways and larger centres;	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes
Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes
To improve access to the green spaces for all	No	No	No	Yes	No	Yes	No	No	No
Explore options to expand the rail network to link to new settlements, corridors and growth areas	Yes	Yes	No	No	No	Yes	No	No	No
Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Develop new road corridors where required to support development and housing growth	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Source: Mott MacDonald

The LTP contains many policies, all of which act in conjunction with each other, rather than in isolation. Where a project is put forward for development it must be assessed against all the policies within the LTP to ensure that the project does not have the potential for significant adverse effects on European Sites. The direct and indirect impacts identified are assessed in terms of whether or not a potential impact would be caused in Table 10.

Table 10: Assessment of potential impacts

Type of impact	Site feature(s) potentially impacted	Activity which may cause impact	Assessment of a potential impact to be caused by the plan?	Explanation/Justification
Habitat loss	All habitats and species	Direct land loss through construction of highway or railway. Loss through increased trampling as a result of promoting walking.	No	One of the policy themes requires that the transport network protects and enhances the natural environment. Any adverse effects on a European site would directly contravene this requirement. Projects put forward to implement the LTP would be required to be located outside the zone of influence of any European site. Breckland is designated for ground nesting birds which could be vulnerable to trampling by walkers. This site is however commercial farmland not open to public access and so no significant effects are anticipated. Any proposed project that was located within the zone of influence of a European site would require project level HRA. It is considered highly unlikely that a project would be proposed that had the potential for a direct impact on a European site
Habitat fragmentation	All habitats	Creation of new transport infrastructure could create barriers between habitats.	No	One of the policy themes requires that the transport network protects and enhances the natural environment. Any adverse effects on a European site would directly contravene this requirement. Projects put forward to implement the LTP would be required to be located outside the zone of influence of any European site. Any proposed project that was located within the zone of influence of a European site would require project level HRA.
Wildlife casualties	Bird species Bats	Policies which could generate increases in traffic.	No	The existing road network will be responsible for causalities amongst birds and those species which search for food along roads are more likely to be killed. European sites designated for birds are designated for species which would not be expected to be searching for food or nesting along roads, such as water fowl, and so these species are considered unlikely to be significantly affected. The only site designated for bats, Eversden and Wimpole Wood, is remote from roads and so it is considered unlikely that a significant effect would be realised. Any proposed project that was located within the zone of influence of a European site would require project level HRA.
Disturbance/ displacement	Bird species	Policies which could generate increases in traffic or increase built environment.	No	Nesting and foraging birds are already conditioned to tolerate road and rail traffic on the existing network. Any increases in traffic density on the existing network will not significantly increase this existing impact. Any new transport infrastructure located within the zone of influence of a European site designated for birds would require project level HRA to assess this potential effect.
Air pollution	Plant assemblages	Policies which lead to increases in nitrogen dioxide emissions.	No	One of the policy themes of the LTP is to conserve and enhance the environment and any projects brought forward will be assessed against this policy objective. Another policy theme is to reduce emissions in order to minimise climate change effects which would have a positive effect on air quality. Most Air Quality Management Areas within the CPCA territory are associated with town and city centres. An AQMA in Peterborough overlaps the Nene Washes SAC, however this site is vulnerable to hydrological effects rather than air quality. An AQMA in Huntingdon overlaps the Portholme SAC, however this site is vulnerable to sedimentation and water pollution from phosphates rather than air quality. The diversion of the A14 to the south of the site is likely to improve air quality in the immediate vicinity of Portholme.

Type of impact	Site feature(s) potentially impacted	Activity which may cause impact	Assessment of a potential impact to be caused by the plan?	Explanation/Justification
Noise/Vibration	Breeding birds Bats	Policies which lead to increases in noise or vibration.	No	One of the policy themes of the LTP is to conserve and enhance the environment and any projects brought forward will be assessed against this policy objective. Sensitive species will be conditioned to accept noise and vibration from the existing road network and any increases in noise through increased traffic density are unlikely to cause a significant effect. Any maintenance of the network or upgrading of infrastructure could have a temporary effect during construction periods, however any construction work would be undertaken in accordance with standard methods to control such operations. Any work undertaken within the zone of influence of any European site would require a project specific HRA.
Artificial lighting	Breeding birds Bats	Policies which lead to increases in light pollution.	No	Nesting birds are already conditioned to tolerate lighting on the existing road network. Any increases in light levels on the existing network will not significantly increase this impact. New lighting schemes will be designed to modern standards limiting the amount of overspill. Any new transport infrastructure located within the zone of influence of a European site designated for birds would require project level HRA.
Water pollution	All species	Policies which could generate increases in road traffic.	No	Portholme and Nene Washes are adjacent to roads and are suffering from phosphate contamination from surface water. Fenland/Wood Walton Fen is also vulnerable to water pollution but is remote from any transport network. The source of phosphates is discharges from sewage treatment works and agricultural run off with a very minor component attributable to road runoff and so it is considered unlikely that there will be any significant effect on any European site from water pollution attributable to the policies within the LTP. Any projects brought forward through the LTP which have the potential to cause water pollution would be subject to project specific HRA.
Contamination	All species	Policies which could generate increases in road traffic.	No	One of the objectives of the LTP is to conserve and enhance the environment and any projects brought forward will be assessed against this policy objective. Contamination arising from the existing transport network is managed to prevent significant effects. Any new transport development will go through the planning process which will examine potential effects. Any potential effects on a European site will be assessed through a project specific HRA.

Source: Mott MacDonald

7.3 Potential for Significant Effects on European Sites

The European sites considered within this study have varying sensitivities based on the features which make up the designation.

Table 11: Screening Table

Site	Qualifying Feature	Assessment of significance	Likely significance of impacts of the plan
Ouse Washes SAC, SPA and Ramsar	Spined loach Plant assemblage Invertebrate assemblage Tundra swan Whooper swan Eurasian wigeon Gadwall Eurasian teal Northern pintail Northern shoveler	This site is mostly in unfavourable condition due to the decline in features supporting breeding birds and loss of extent and quality of grassland. The site is suffering from diffuse pollution from sewage treatment works and agricultural run-off. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Nene Washes SAC, SPA and Ramsar	Spined loach Plant assemblage Invertebrate assemblage Tundra swan Black-tailed godwit Northern pintail Ruff Spotted crake Bewick's swan	This site is mostly in unfavourable condition due to increased spring flooding and winter flood depths causing a decline in features supporting breeding birds. The site is suffering from diffuse pollution from sewage treatment works and agricultural run-off. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Orton Pit SAC	Hard oligo-mesotrophic waters with benthic vegetation of *Chara spp* Great Crested Newt	This site is mostly in unfavourable condition due to disease and predation of great crested newts, inappropriate scrub control, inappropriate weed control and illegal activity at the site. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Fenland SAC	Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*) Spined loach Great Crested Newt	This site is generally in unfavourable condition with pressures from grazing management and water level causing unfavourable conditions. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT

Site	Qualifying Feature	Assessment of significance	Likely significance of impacts of the plan
Portholme SAC	Lowland hay meadows (*Alopecurus pratensis, Sanguisorba officinalis*)	This site is in unfavourable condition due to excessive winter flooding with phosphate diffuse pollution and sedimentation. The current upgrading of the A14 project will remove a major trunk road from the boundary of this site which will reduce pollutant loading from highway runoff and vehicle emissions. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Devils Dyke SAC	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)	50.0% of the woodland and grassland habitat in this site is considered to be in favourable condition with the other 50.0% in unfavourable condition though recovering due to low tree and scrub cover and areas of bare ground caused by over grazing of rabbits. The grassland species present are also not characteristic of the chalk grassland which forms the notifiable feature. The management plan for the site sets out a regime of appropriate grazing and cutting combined with control of the rabbit population to encourage the establishment of chalk grassland. Inappropriate scrub control and air pollution (atmospheric nitrogen deposition) have been identified as issues that are currently impacting or threatening the condition of the features. The published site improvement plan has an action on Natural England to investigate causes of nitrogen deposition. The site is adjacent to the A14/A11, a strategic trunk road connecting the ports of Harwich and Felixstowe with the Midlands and Norwich with London. The LTP will advance policies to protect the existing environment and reduce emissions from vehicles which will have beneficial effects on air quality. The cause of the unfavourable condition of the site is not related to impacts associated with traffic and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Eversden and Wimpole Wood SAC	Barbastelle bats	This site is generally in unfavourable condition due to poor protection of nearby roosting and foraging sites. The supporting habitat is sensitive to changes in air quality, particularly nitrogen and acidity. The site is isolated from any major trunk roads in the region and is some 650m at closest approach to the nearest A class road (A1198). This separation is considered sufficient to reduce any possible impacts from traffic emissions to an insignificant level and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable. Furthermore, the LTP has a policy to reduce emissions from vehicles which will have beneficial effects on air quality.	NO LIKELY SIGNIFICANT EFFECT
Barnack Hill and Holes SAC	Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (*important orchid sites)	This site is currently in favourable condition due to grazing management. Atmospheric nitrogen deposition has been identified as threatening the condition of the site. The site is located 2.2km from the nearest trunk road (A1M) and 1.7km from the nearest railway line with only minor roads approaching the site. This separation is	NO LIKELY SIGNIFICANT EFFECT

Site	Qualifying Feature	Assessment of significance	Likely significance of impacts of the plan
		considered sufficient to reduce any possible impacts from traffic emissions to an insignificant level and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable. Furthermore, the LTP ha a policy to reduce emissions from vehicles which will have beneficial effects on air quality.	
Upper Nene Valley Gravel Pits SPA and Ramsar	Mute swan Gadwall	This site is generally in unfavourable condition due to inappropriate grazing management with invasive species present. The site is located outside the territory of the LPA and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Wood Walten Fen Ramsar	Open fen and swamp Fen violet, fen wood-rush Invertebrate assemblage	This site is generally in favourable condition. Habitat succession from grassland to reeds due to poor water management is being countered by revision to the water level management plan with increased grazing and cutting. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Chippenham Fen Ramsar	A spring-fed calcareous basin mire with a long history of management, which is partly reflected in the diversity of present-day vegetation. The invertebrate fauna is very rich, partly due to its transitional position between Fenland and Breckland. The species list is very long, including many rare and scarce invertebrates characteristic of ancient fenland sites in Britain. The site supports diverse vegetation types, rare and scarce plants. The site is the stronghold of Cambridge milk parsley (*Selinum carvifolia*).	The site is almost entirely in favourable condition. The site is isolated from the trunk road network being over 2km from the nearest (A14). It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Wicken Fen Ramsar	Mosaic of habitats from open water to sedge and litter fields. Fen violet.	This site is generally in unfavourable condition with pressures from grazing management and water level causing unfavourable conditions. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	NO LIKELY SIGNIFICANT EFFECT
Breckland SPA	Dry heath and grassland	The site is in favourable condition and is managed farmland. As long as the land continues to be used sensitively with crop rotation	NO LIKELY SIGNIFICANT EFFECT

Site	Qualifying Feature	Assessment of significance	Likely significance of impacts of the plan
		patterns that favour ground nesting birds the condition of the site is not expected to deteriorate. It is considered that this site is not sensitive to any effects that might be caused by implementation of the policies within the LTP and so NO LIKELY SIGNIFICANT EFFECT is reasonably foreseeable.	

Source: Mott MacDonald Limited

7.4 Projects

Various projects will be taken forward in order to implement the LTP. Each proposed project is assessed by the local planning authority in terms of its potential for environmental impacts and effects on European sites. Appendix B lists various projects that have gone through the planning system, many of which have undergone screening in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations. The established planning mechanisms take account of in-combination effects a proposed development would have, and these are assessed before the proposal achieves consent.

It is considered reasonable to assume that there will be no likely significant effects arising from adoption of the LTP in combination with projects that have been already consented.

The LTP refers to projects that are currently being planned or developed. These are discussed below.

Cambridgeshire Autonomous Metro

This system will operate on key corridors connecting Cambridge with outlying settlements such as Waterbeach, St Ives, Cambourne, Trumpington, Mildenhall and Granta Park. It is envisaged that it will operate with electrically powered vehicles on existing highway or segregated routes. When this system is operational it is envisaged that there will be fewer car journeys leading to improvements in air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Smart Cambridge and Peterborough Smart City

These initiatives re studying ways in which adopting new technologies and data analysis can be used to improve transport provision amongst other areas. They have already trialled autonomous transport systems, developed web-based applications to allow passengers to access services, supported shared and on-demand mobility services operating in the area, worked with operators towards shared ticketing systems and worked with Cambridge City Council to develop an electric charging network. All of these initiatives are geared towards increasing the use of mass transit and reducing single occupancy car journeys as well as encouraging the transition to electrically powered vehicles. It is considered reasonable to assume no likely significant effect on any European site from these projects.

Alconbury Travel Hub

Creating hubs where existing and new mass transit systems converge will make travelling by mass transit easier and more attractive, reducing car journeys and so reducing air pollution. Alconbury is not located within the ZoI of any European site and therefore no significant effect is reasonably predicted.

Rail Services

The LTP includes new railway stations at Soham, Waterbeach and south Cambridge and is exploring the feasibility of providing new stations south of Peterborough as well as connecting Wisbech. The east-west rail arc between Cambridge and Oxford will connect communities along this route with direct rail services. Improvements to the existing rail system will encourage fewer car journeys, improving air quality. It is considered reasonable to assume no likely significant effect on any European site from this project.

Network Rail have a number of projects aimed at increasing freight capacity from Felixstowe and are planning to dual the single track from Ely to Soham and make network improvements to increase train speeds and lengths. All of these measure swill lead to improvements in air quality and reduce road traffic.

Road Schemes

A number of road schemes are being developed.

A10 – dualling this road between Milton (north Cambridge) and Waterbeach in conjunction with a new segregated public transport link is designed to reduce congestion and reduce journey times. An extension of the dualling to Ely is also being considered. Implementation of this project should reduce car journeys and lead to improvements in air quality along the road corridor. There are no European Sites close to the A10, the nearest being Wicken Fen 4.5km away. It is considered reasonable to assume no likely significant effect on any European site from this project.

A47 – completion of the dualling between Wisbech and the A1(M) west of Peterborough along with improvements at the A141 junction. This road lies adjacent to the Nene Washes SAC/Ramsar site at its eastern end. As noted previously this site is in unfavourable condition due to increased spring flooding and winter flood depths causing a decline in features supporting breeding birds. The site is suffering from diffuse pollution from sewage treatment works and agricultural run-off. The dualling of the A47 and junction improvements will reduce congestion along the single-track sections of road and it is considered no likely significant effect is reasonably predicted.

A505 – there is a long term aim to dual this road from its junction with the A11 and Royston to the south. The A505 is not located within the ZoI of any European Site and so no significant effect is reasonably predicted.

M11 - there is a long term aim to upgrade this road to a 3-lane smart motorway between Stansted airport and the Girton interchange north of Cambridge. The M11 is not located within the ZoI of any European Site and so no significant effect is reasonably predicted.

A428 – dualling the last section of this road between Caxton Gibbet and St Neots. This road is not located within the ZoI of any European Site and so no significant effect is reasonably predicted.

A1 – upgrading to motorway standard. This road is not located within the ZoI of any European Site and so no significant effect is reasonably predicted.

A605 King's Dyke Level Crossing Bypass – the existing level crossing causes traffic congestion on the A605. A new bridge over the railway will prevent this congestion. The site is 1.1km from the Nene Washes Ramsar/SAC. Reducing stationary traffic on the road should improve air quality and so no significant effect is reasonably predicted.

Huntingdon 3rd River Crossing – this project in feasibility stage will consider linking the A141 with the A14 east of Huntingdon with a new crossing of the River Great Ouse. The nearest European site is Portholme SAC, over 2.0km away. No significant effect is reasonably predicted.

8 In Combination Effects

Where the LTP interacts with other plans or projects there is a potential for in-combination effects.

8.1 Plans

The Local Plan for each local authority forms the main policy document for delivering development within each area. The Habitat Regulations Assessments of these Local Plans conclude that there are no likely significant effects on any European sites reasonably anticipated through adoption of the Local Plans; except for Huntingdon District Council where an Appropriate Assessment (Task 2 of the assessment process) has determined potential effects relating to recreational use and flooding of Portholme SAC and the Ouse Washes SAC/SPA/Ramsar site. It is considered reasonable to conclude that the Local Transport Plan will not have any in-combination effects on these impact pathways at these two European sites.

Local transport plans for the surrounding local authorities have been reviewed; all propose similar policies to CPCA. Three of the adjoining local authorities, Suffolk County Council, Rutland County Council and Central Bedfordshire Council have published HRA of their Local Transport Plans. Each of these three HRAs also conclude no likely significant effects on European sites following adoption of the LTPs.

It is considered reasonable to assume that there will be no likely significant effects arising from adoption of the LTP in combination with other plans.

8.2 Projects

The planning portals for each planning authority have been searched for projects being progressed in the region. Any potential effects on European sites in combination with the policy and projects have been assessed in Table 12.

Table 12: Screening Table

Project	Site	Assessment of significance	Likely significance of impacts of the plan
Former Ridgeons site, Cromwell Road, Cambridge	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Old Press/Mill Lane (University of Cambridge)	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Plots 1 To 21 Cambridge Science Park Cambridge Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Cambridge City Council Mill Road Depot Mill Road Cambridge Cambridgeshire CB1 2AZ	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Lot S3 North West Development Site Madingley Road Cambridge Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
ARM 100 Peterhouse Technology Park Fulbourn Road Cambridge Cambridgeshire CB1 9PT	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
West Cambridge Site Madingley Road Cambridge Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project
Scotsdales Garden Centre 41 Market Street Fordham Ely Cambridgeshire CB7 5LH	Chippenham Fen (Ramsar) and Fenland SAC	This project is within 2.0km of the Chippenham Fen (Ramsar) and Fenland SAC designated for calcareous basin mire and great crested newts. The site is a disused garden centre which has been intensively managed. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project

Project	Site	Assessment of significance	Likely significance of impacts of the plan
Site of Former Eastfield Nursery Eastrea Road Whittlesey Cambridgeshire	Nene Washes Ramsar and SPA	This project is within 2.0km of the Nene Washes Ramsar and SPA designated for rare bird assemblages and the three spined loach. The site is a disused garden centre which is being redeveloped into housing. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land East of 18 To 52 And Including 28 And 30 Peterborough Road Farcet	Eversden, SAC, Wimpole Wood SAC, Orton Pit SAC and Nene Washes SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. There are no impact pathways to Orton Pit or Nene Washes SACs which are 2.0km from the site. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land North of Mill Road Buckden	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land East of Houghton Hill Farm Houghton Road St Ives	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land North of The Memorial Hall School Lane Alconbury	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land West of Park Road and The Malting On Biggin Lane Ramsey	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land North of Wyton Piggery Cottage Sawtry Way Wyton	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Cambridge Research Park, Beach Drive, Off Ely Road (A10),	Eversden and	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.

Project	Site	Assessment of significance	Likely significance of impacts of the plan
Landbeach, Cambridge, CB25 9TL	Wimpole Wood SAC	It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	
Land at Site H 1/B, Babraham Road, Sawston, Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land north of Melbourn Science Park, East of the Moor, Melbourn, Royston, Herts	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land To The East Of Ridgeway, Papworth Everard, Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Barrington Cement Plant, Haslingfield Road, Barrington, Cambridge, Cambridgeshire, CB22 7RQ	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Relocated Railway Station, Bannold Road, Waterbeach, Cambs	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Plots 1 to 21, Cambridge Science Park	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land at Chesterton Sidings, Cowley Road, Milton	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Screening opinion for land off Teversham Road, Fulbourn	Eversden and	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.

Project	Site	Assessment of significance	Likely significance of impacts of the plan
	Wimpole Wood SAC	It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	
Land at Rampton Road, Cottenham	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Eternit UK, Whaddon Road, Meldreth, Royston, Cambridgeshire, SG8 5RL Land to west of Hall Drive, Hardwick, Cambridge	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land at The Ridgeway, Papworth Everard	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land to the south west of Rampton Road, Cottenham, Cambridgeshire	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
land east of New Road, Melbourn	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Land off Teversham Road, Fulbourn, Cambridge.	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.
Northstowe Primary School	Eversden and Wimpole Wood SAC	This project is within 30.0km of the Eversden and Wimpole Wood SAC designated for Barbastelle bats. There is limited vegetation clearance and the project is in an urban setting. It is considered that there are NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.	NO LIKELY IN-COMBINATION EFFECTS from the plan in combination with this project.

Source: Mott MacDonald

9 Consultations

Consultations will be undertaken and will be reported in this section.

10 Conclusion

An assessment of likely significant effects on European sites within 2.0km (20.0km for otter SAC's and 30.0km for bat SAC's) of the Local Transport Plan was undertaken. 13 European sites were identified as being within the Zone of Influence of the Plan.

The proposed Plan is not directly connected with or necessary to the management of any of the European Sites, and consequently a screening assessment has been completed.

This screening concludes that the Local Transport Plan as a standalone plan is unlikely to result in a likely significant effect on any European site or their associated features.

Further, the assessment of in-combination effects of the plan and other plans or projects identified no likely in-combination effects.

The potential impacts of projects brought through under the terms of the Local Transport Plan will be assessed as their design progresses. Any likely significant effects arising from individual projects will be assessed and where required mitigation identified during the appropriate assessment implemented.

This HRA Task 1 screening considers that the proposed Local Transport Plan, either alone or in-combination, is not likely to have a significant effect on any European site or their associated features.

11 References

Chapman, C. & Tyldesley, D. 2016. Functional linkage: How areas that are functionally linked to European sites have been considered when they may be affected by plans and projects - a review of authoritative decisions. Natural England Commissioned Reports, Number207.

Department for Communities and Local Government, 2006. Planning for the Protection of European Sites: Appropriate Assessment Under The Conservation (Natural Habitats, &C) (Amendment) (England and Wales) Regulations 2006 Guidance For Regional Spatial Strategies. [pdf] Available at: http://webarchive.nationalarchives.gov.uk/20120919132719/http://www.communities.gov.uk/documents/planningandbuilding/pdf/160442.pdf

European Commission (2000) Managing Natura 2000 sites: the provisions of Article 6 of the Habitats Directive 92.43.EEC

European Commission (2002) Methodological guidance on the provisions of article 6.3 and 6.4 of the Habitats Directive 92.43.EEC

Highways Agency 2009, Design Manual for Roads and Bridges (DMRB) Volume 11 HD 44/09. Assessment of Implications on European Sites.

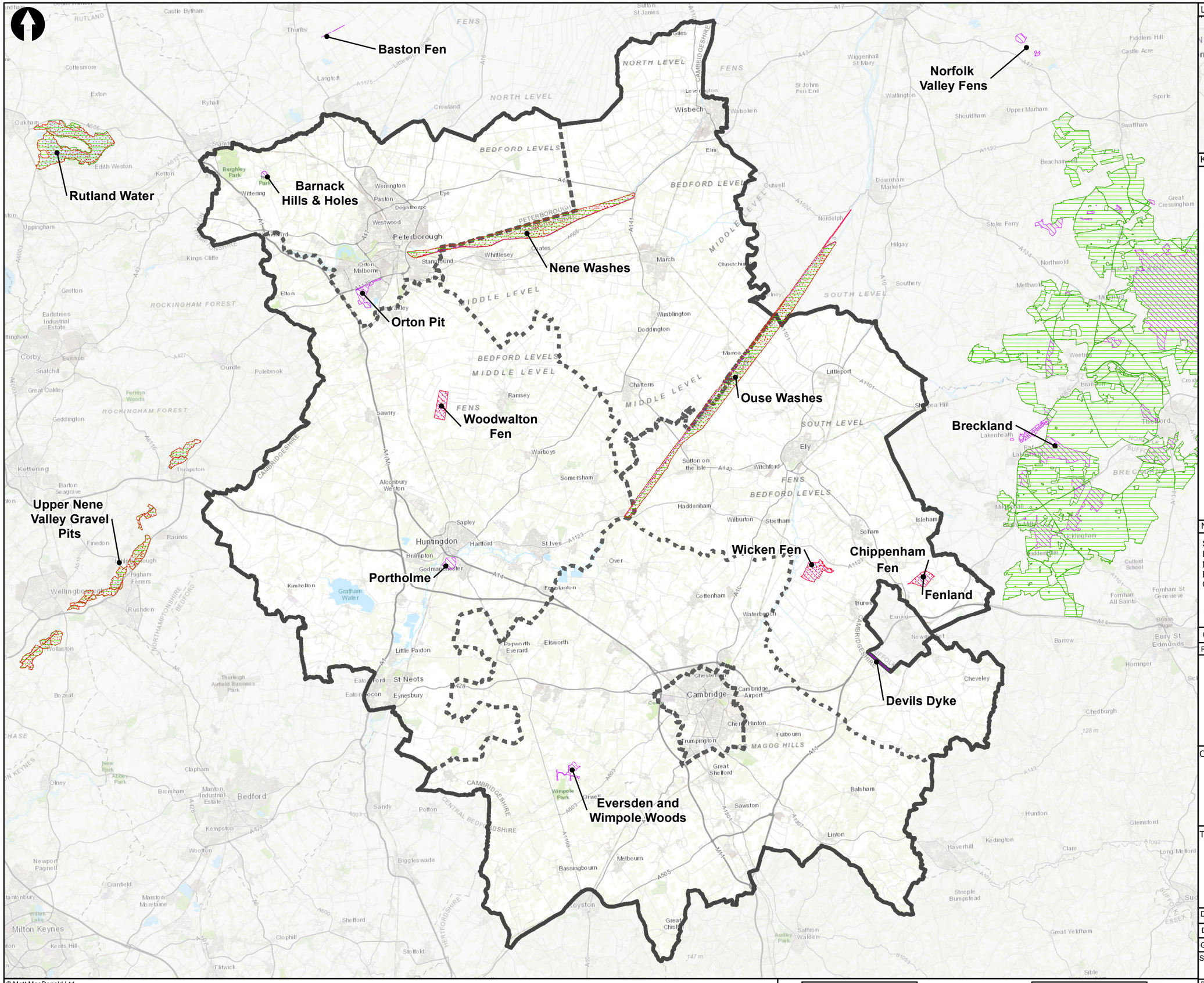
European Commission, 2001. Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC. [pdf] Office for Official Publications of the European Communities. Available at: http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura_2000_assess_en.pdf

JNCC website - www.JNCC.gov.uk (All data was accessed during week commencing 25th May 2017)

Natural England, 2017. Designated Sites View. [online] Available at: https://designatedsites.naturalengland.org.uk/

Appendices

A. Drawings



Location Map

Key to Symbols

- Ramsar
- Special Protection Area (SPA)
- Special Areas of Conservation (SAC)
- Local Authority Boundary
- CPCA Boundary

Notes

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Rev	Date	Drawn	Description	Ch'k'd	App'd
01	09/05/19	NC	Local Transport Plan SEA	JB	SP

MOTT MACDONALD

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Client

CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

Title

CPCA Local Transport Plan
Strategic Environmental Assessment
Designated Sites

Designed	N/A		Eng Check	J Bates	
Drawn	N Critten		Coordination	J Bates	
GIS Check	E Bacon		Approved	S Price	

Scale at A3	Status	Rev	Security
1:310,000	PRE	P1	STD

Drawing Number

402819-MMD-XX-00-GIS-Y-0004

B. Planning Portal Search

Cambridge City Council

Request for EIA Screening Opinion in respect of the proposed development of the former Ridgeons site, Cromwell Road, Cambridge for the development of up to 295 dwellings, a basement car park and approximately 272m² nursery and community facility.

Ridgeons 75 Cromwell Road Cambridge Cambridgeshire CB1 3EB

Ref. No: 18/5332/SCRE | Validated: Fri 19 Oct 2018 | Status: Awaiting decision

Request for EIA Screening Opinion in respect of Old Press/Mill Lane (University of Cambridge). Redevelopment of Old Press/Mill Lane site comprising re-purposing of existing buildings, demolition and erection of new buildings for a mix of uses comprising student residential, A1,A2,A3,A4 retail floorspace, B1 office space floorspace, D1 university and teaching space, D2 leisure floorspace, landscaping, public realm and highways improvements and associated works..

Old Press Site Mill Lane Cambridge Cambridgeshire CB2 1RX

Ref. No: 18/5154/SCRE | Validated: Wed 25 Apr 2018 | Status: Awaiting decision

Request for screening opinion: Plots 1 to 21, Cambridge Science Park Demolition of existing buildings and erection of two four story buildings for B1 use and multi-storey car park, including access and landscaping.

Plots 1 To 21 Cambridge Science Park Cambridge Cambridgeshire

Ref. No: 17/1553/SCRE | Validated: Fri 01 Sep 2017 | Status: Awaiting decision

Request for EIA Screening Opinion in respect of the proposed redevelopment of the site comprising the erection of 183 dwellings together with ancillary floorspace for Community / retail use (A1, A2, A3, D1 - 72sq m), a basement car park (100 spaces), surface water pumping station, and associated open space and landscaping following demolition of all buildings at Mill Road Depot.

Cambridge City Council Mill Road Depot Mill Road Cambridge Cambridgeshire CB1 2AZ

Ref. No: 17/2057/SCRE | Validated: Mon 27 Nov 2017 | Status: Awaiting decision

Environmental Impact Assessment Screening for Lot S3 of Phase 1 of the North West Cambridge Development Construction of 184 residential units, access road, cycle parking, landscaping, utilities and associated ancillary structures

Lot S3 North West Development Site Madingley Road Cambridge Cambridgeshire

Ref. No: 17/1111/SCRE | Validated: Fri 16 Jun 2017 | Decision EIA Screening not required

This is part of the wider North West Cambridge site which was granted planning permission in February 2013 (11/1114/OUT and SS/1886/11). Subsequently superseded by the Section 73 consent (S/2036/13/VC and 13/1402/s73). The wider approved development comprises up to 3,000 dwellings, up to 2,000 student bed spaces; 100,000m² employment floorspace, of which up to 40,000m² commercial floorspace and at least 60,000m². academic floor space, up to 5,300m² gross retail floorspace; senior living, up to 6,500m²; community centre; indoor sports

provision; police; primary health care, primary school, nurseries, hotel, energy centre; and associated infrastructure including roads, pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.

Request for EIA Screening Opinion in respect of the proposed development of 'ARM C', approx. 11,695m² (Class B1 Use) and associated parking, at Peterhouse Technology Park. Open for comment icon

ARM 100 Peterhouse Technology Park Fulbourn Road Cambridge Cambridgeshire CB1 9PT

Ref. No: 17/0868/SCRE | Validated: Fri 12 May 2017 | Decision: EIA Screening required

Request for EIA Screening Opinion in respect of proposed shared facilities hub for University of Cambridge, West Cambridge Site, Madingley Road.

West Cambridge Site Madingley Road Cambridge Cambridgeshire

Ref. No: 17/0735/SCRE | Validated: Mon 24 Apr 2017 | Status: Awaiting decision

East Cambridgeshire District Council

SCREENING OPINION - for the erection of 200 dwellings

Site Between Cherrytree Lane And Orchard Row Fordham Road Soham Cambridgeshire

Ref. No: 19/00067/SCREEN | Received: Thu 10 Jan 2019 | Validated: Thu 10 Jan 2019 | Status: Pending Consideration

SCREENING OPINION - Erection of 168 dwellings (8 self build plots) and associated access, Parking and Open space.

Land South Of Blackberry Lane Soham Cambridgeshire

Ref. No: 17/00926/SCREEN | Received: Tue 23 May 2017 | Validated: Tue 23 May 2017 | Status: Unknown

SCREENING OPINION - outline planning application for 150 new homes, a 75-bed care home and a retail unit along with public open space and associated infrastructure on approximately 9 hectares of the site.

Scotsdales Garden Centre 41 Market Street Fordham Ely Cambridgeshire CB7 5LH

Ref. No: 17/00572/SCREEN | Received: Thu 30 Mar 2017 | Validated: Thu 30 Mar 2017 | Status: Unknown

SCREENING OPINION Erection of 300 Dwellings and Associated Works

Site Northwest of Kingfisher Drive Soham Cambridgeshire

Ref. No: 16/00164/SCREEN | Received: Wed 03 Feb 2016 | Validated: Wed 03 Feb 2016 | Status: Unknown

SCREENING OPINION 126 Residential Dwellings, Open Space and Cemetery

Land West of The Cherry Tree Public House Cherrytree Lane Soham Cambridgeshire

Ref. No: 15/01569/SCREEN | Received: Thu 03 Dec 2015 | Validated: Thu 03 Dec 2015 | Status: Unknown

SCREENING OPINION 300 Dwellings

Site Northwest of Kingfisher Drive Soham Cambridgeshire

Ref. No: 15/01565/SCREEN | Received: Wed 25 Nov 2015 | Validated: Mon 21 Dec 2015 | Status: Unknown

SCREENING OPINION Food Superstore and Petrol Filling Station. Six Retail Warehouse Units. A Pub Restaurant and Associated Landscaping and Highway Enhancements.

Downham Road Playing Fields Downham Road Ely Cambridgeshire

Ref. No: 14/00434/SCREEN | Received: Tue 15 Apr 2014 | Validated: Tue 15 Apr 2014 | Status: Unknown

SCREENING OPINION Proposed Leisure Development

Land Adjacent to Ely Rugby Club Downham Road Ely Cambridgeshire

Ref. No: 14/00215/SCREEN | Received: Tue 25 Feb 2014 | Validated: Tue 25 Feb 2014 | Status: Unknown

SCREENING OPINION Development of 100 Houses and Associated Landscaping

Land South 0f 18 Wilburton Road Haddenham Cambridgeshire

Ref. No: 14/00092/SCREEN | Received: Tue 28 Jan 2014 | Validated: Tue 28 Jan 2014 | Status: Unknown

Fenland District Council

Screening Opinion: Construction Plant and Logistics site (workshop, office/welfare building, car park, trailer park and storage and drainage areas)

Lattersey Field Benwick Road Whittlesey Cambridgeshire

Ref. No: F/YR18/0201/SC | Received: Mon 26 Feb 2018 | Validated: Mon 26 Feb 2018 | Status: Further information not required

Screening Opinion: Residential Development (up to 600 dwellings)

Land to the South Of Barkers Lane March Cambridgeshire

Ref. No: F/YR16/0345/SC | Received: Thu 12 May 2016 | Validated: Thu 12 May 2016 | Status: Further information not required

Screening Opinion: Residential development (139 dwellings max) with associated landscaping

The College of West Anglia Elm High Road Wisbech Cambridgeshire PE13 2SJ

Ref. No: F/YR16/0319/SC | Received: Mon 09 May 2016 | Validated: Mon 09 May 2016 | Status: Further information not required

Screening Opinion: Residential development (350 dwellings max) with associated landscaping, open space and infrastructure

Land East of Wenny Road Chatteris Cambridgeshire

Ref. No: F/YR16/0093/SC | Received: Wed 10 Feb 2016 | Validated: Wed 10 Feb 2016 | Status: Further information not required

Screening Opinion and Scoping Opinion: Residential and associated development (14.37 hectares)

Land East of Halfpenny Lane Wisbech Cambridgeshire

Ref. No: F/YR15/1125/SC | Received: Wed 23 Dec 2015 | Validated: Wed 23 Dec 2015 | Status: Further information required

Screening/Scoping Opinion: Erection of 169 dwellings with associated infrastructure and landscaping

Site of Former Eastfield Nursery Eastrea Road Whittlesey Cambridgeshire

Ref. No: F/YR15/0505/SC | Received: Wed 17 Jun 2015 | Validated: Wed 17 Jun 2015 | Status: Further information not required

Huntingdonshire District Council

SCREENING OPINION - Outline planning application for the demolition of two existing dwellings and erection of up to 185 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point and separate pedestrian access from Peterborough Road and St Mary's Street. All matters reserved except for means of access

Land East Of 18 To 52 And Including 28 And 30 Peterborough Road Farcet

Ref. No: 18/70188/SCRE | Received: Wed 15 Aug 2018 | Validated: Wed 15 Aug 2018 | Status: Unknown

Screening Opinion: Up to 250 residential dwellings including 40% Affordable Housing

Land North of Mill Road Buckden

Ref. No: 18/70136/SCRE | Received: Tue 29 May 2018 | Validated: Tue 29 May 2018 | Status: Unknown

Screening Opinion: Outline planning (with all matters reserved except for means of site access) for the erection of up to 350 dwellings, provision of new internal access roads and footpaths, public open space and landscaping, surface water attenuation and associated infrastructure

Land East of Houghton Hill Farm Houghton Road St Ives

Ref. No: 18/70137/SCRE | Received: Tue 22 May 2018 | Validated: Wed 30 May 2018 | Status: Unknown

Screening Opinion: development of up to 140 residential units, open space, access and associated infrastructure.

Land North of The Memorial Hall School Lane Alconbury

Ref. No: 18/70074/SCRE | Received: Mon 26 Mar 2018 | Validated: Mon 26 Mar 2018 | Status: Unknown

Screening Opinion: Railway Track Between Woodwalton And Huntingdon Station Approach Huntingdon

Ref. No: 17/70105/SCRE | Received: Fri 19 May 2017 | Validated: Fri 19 May 2017 | Status: Unknown

Proposed Residential Development involving the Erection of 141 Dwellings, proposed access arrangements, and associated works at land to the north and south of Biggin Lane.

Land West of Park Road nd The Malting On Biggin Lane Ramsey a

Ref. No: 16/70147/SCRE | Received: Fri 09 Sep 2016 | Validated: Fri 09 Sep 2016 | Status: Unknown

Crematorium - SCREENING

Land North of Wyton Piggery Cottage Sawtry Way Wyton

Ref. No: 16/70145/SCRE | Received: Wed 31 Aug 2016 | Validated: Wed 31 Aug 2016 | Status: Unknown

South Cambridgeshire District Council

S/3825/18/E1 EIA screening opinion Plots 4,000 (formerly Zone X), 500 (formerly Zone W) and, 6200/6300 (formerly Part Zone Y), Cambridge Research Park, Beach Drive, Off Ely Road (A10), Landbeach, Cambridge, CB25 9TL

S/3078/18/E1 EIA Screening Opinion: Land at Site H 1/B, Babraham Road, Sawston, Cambridgeshire (160 residential units)

S/2652/18/E1 EIA Screening Opinion: Land north of Melbourn Science Park, East of The moor, Melbourn, Royston, Herts (11477 sqm GEA of office and research accommodation)

S/1026/18/E1 EIA Screening Opinion: Land To The East Of Ridgeway, Papworth Everard, Cambridgeshire (175 residential dwellings)

S/1097/18/E1 EIA Screening Opinion: for reserved matters application for 220 residential units Barrington Cement Plant, Haslingfield Road, Barrington, Cambridge, Cambridgeshire, CB22 7RQ

S/4177/17/E1 EIA Screening Opinion: Relocated Railway Station, Bannold Road, Waterbeach, Cambs

S/3156/17/E1 EIA Screening Opinion: Relocated Railway Station, Bannold Road, Waterbeach, Cambs

S/3051/17/E1 Screening Opinion: request Plots 1 to 21, Cambridge Science Park

S/1245/17/E1 Screening Opinion: Land at Chesterton Sidings, Cowley Road, Milton (Up to 1,000 residential units, up to 3,000m² of ancillary communal space, up to 1,500 m² of retail space, associated landscaping, public space, car and cycle parking, sustainable drainage and other infrastructure).

S/0626/17/E1 Screening Opinion: for land off Teversham Road, Fulbourn (110 new residential dwellings)

S/2828/16/E1 Screening Opinion: for land at Rampton Road, Cottenham (154 dwellings)

S/2228/16/E1 EIA Screening Opinion: for mixed use development (up to 150 dwellings) Eternit UK, Whaddon Road, Meldreth, Royston, Cambridgeshire, SG8 5RL

S/0113/16/E1 EIA Screening Opinion: for up to 200 dwellings, associated Land to west of Hall Drive, Hardwick, Cambridge.

S/2636/15/E1 EIA Screening Opinion: Land at The Ridgeway, Papworth Everard (215 dwellings)

S/1816/15/E1 Proposed residential development screening opinion Land to the south west of Rampton Road, Cottenham, Cambridgeshire (225 residential dwellings and 70 apartments with care)

S/2749/14/E1 Request for EIA Screening Opinion: in respect of proposed development on land east of New Road, Melbourn (199 dwellings with care home of up to 75 beds)

S/1642/14/E1 Request for Screening Opinion for Residential Development Land off Teversham Road, Fulbourn, Cambridge. 100 - 125 new residential dwellings)

S/0847/14/E1 Screening Opinion carried out by Cambridgeshire County Council for Northstowe Pr' off B1050 in the parish of Longstanton' (Primary school and pre-school)

Peterborough City Council

Planning application lists are online, but associated documents are not, so there is insufficient details to screen projects in or out. Various residential applications listed but number of units are not detailed, all applications currently screened out based on lack of available information.

mottmac.com