

**CONNECTING CORNWALL:
IMPLEMENTATION PLAN 2015-2019
HABITATS REGULATIONS
ASSESSMENT SCREENING REPORT**

Cornwall Council

Final

CONNECTING CORNWALL: IMPLEMENTATION PLAN 2015- 2019

Habitats Regulations Assessment Screening Report

Prepared for
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Report Title	:	Habitats Regulations Assessment Screening Report
Report Status	:	Final
Job No	:	3513000EZ-HLV
Date	:	April 2015

DOCUMENT HISTORY AND STATUS

Document control			
Prepared by	Ursula Digby	Checked by <i>(technical)</i>	Charles Morrison
Approved by	Ursula Stevenson	Checked by <i>(quality assurance)</i>	Charles Morrison
Revision details			
Version	Date	Pages affected	Comments
1.0			
2.0	31.03.15	Cumulative - throughout	Updated report addressing NE comments
3.0	29.04.15	throughout	Updated report addressing NE comments
4.0	14.05.15	Various	Updates following confirmation of list of schemes

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1 INTRODUCTION**1.1 Background**

1.1.1 The Transport Act (2000)¹ as amended by the Local Transport Act (2008)² requires Cornwall Council to produce a Local Transport Plan (LTP). The 2008 Act requires that LTPs contain policies and implementation plans.

1.1.2 The third Cornwall Local Transport Plan; Connecting Cornwall: 2030 (Cornwall LTP3) comprised a 20 year strategy containing policies supported by a 4 year Implementation Plan for the period 2011-2015. Cornwall Council has now prepared the next implementation plan for the period 2015-2019, which contains a number of schemes ranging from large and small highway schemes; to pedestrian and cycleways and provision of travel information.

1.1.3 Under the requirements of the European Council Directive 92/43/EEC 'The Habitats Directive'³ and the Council Directive 79/409/EEC 'The Wild Birds Directive'⁴ it is necessary to consider whether the 2015-2019 Cornwall Implementation Plan may have significant impacts upon areas of nature conservation importance designated/classified under the Directives. Should significant impacts be identified it would be necessary to further consider the impacts of the 2015 – 2019 Cornwall Implementation Plan by way of an 'Appropriate Assessment'. This process of assessment under the requirements of the Habitats Directive (as transposed into UK legislation by The Conservation of Habitats and Species Regulations 2010⁵: 'The Habitat Regulations') is described within this document as Habitat Regulations Assessment (HRA).

1.2 Report Framework

1.2.1 This HRA screening assessment has been produced as part of a Strategic Environmental Assessment (SEA) for the 2015 – 2019 Cornwall Implementation Plan. This screening assessment, and any subsequent Appropriate Assessment that may be required, will sit within the SEA and will ensure that all HRA-related considerations are fully integrated into the Cornwall Implementation Plan as it is developed.

1.2.2 This report details:

- The HRA process and methodology for assessment;
- The Schemes comprising of the 2015 – 2019 Cornwall Implementation Plan and the relevant Natura 2000 and Ramsar sites within their zone of influence;
- The potential impacts upon relevant Natura 2000 and Ramsar sites arising from the 2015 – 2019 Cornwall Implementation Plan Schemes;
- The likely significant effects of the 2015 – 2019 Cornwall Implementation Schemes; and

¹ Transport Act (2000): <http://www.legislation.gov.uk/ukpga/2000/38/contents>

² Local Transport Act (2008): <http://www.legislation.gov.uk/ukpga/2008/26/contents>

³ Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31992L0043:EN:NOT>

⁴ Council Directive 79/409/EEC on the conservation of wild birds: http://europa.eu/legislation_summaries/environment/nature_and_biodiversity/ev0024_en.htm

⁵ The Conservation of Habitats and Species Regulations 2010/490: <http://www.legislation.gov.uk/uksi/2010/490/contents/made>

- Further considerations for the 2015 – 2019 Cornwall Implementation Plan.

1.2.3 It should be noted that this HRA screening assessment has been based solely upon preliminary information provided by Cornwall Council on the Schemes comprising the 2015 – 2019 Cornwall Implementation Plan.

1.3 Consultation on the Screening Assessment

1.3.1 Consultation forms an essential part of an HRA screening exercise. Natural England will be formally consulted on the findings of this screening exercise and due regard must be given to their representations within an agreed timeframe.

2 HABITATS DIRECTIVE AND HABITATS REGULATIONS**2.1 Habitats Regulations Assessment**

2.1.1 Under Article 6 of the Habitats Directive an assessment is required where a plan or project, not directly connected with or necessary to the management of a Natura 2000 site, either individually or in combination with other plans or projects, is likely to have a significant effect upon that site. Natura 2000 is a network of areas designated to conserve natural habitats and species that are rare, endangered, vulnerable or endemic within the European Community. This includes Special Areas of Conservation (SAC) designated under the Habitats Directive for their habitats and/or species of European importance and Special Protection Areas (SPA) classified under the Conservation of Wild Birds Directive for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands. In addition, it is a matter of law that candidate SAC (cSAC) are considered in this process, although pSACs, sites which are proposed in the UK but which are yet to be submitted to the European Commission are not included. It is a matter of Government policy that sites designated under the 1971 Ramsar Convention for their internationally important wetlands (commonly known as Ramsar sites) and potential SPAs (pSPA) are considered.

2.1.2 The requirements of the Habitats Directive are transposed into English law out to territorial water limits (12 nautical miles) by means of the Conservation of Habitats and Species Regulations 2010. The Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007⁶ transpose the Habitats Directive in the UK offshore marine area (beyond 12 nautical miles). European offshore marine sites require consideration in the HRA process.

2.1.3 Paragraph 3, Article 6 of the Habitats Directive states that:

'any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives...the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.'

2.1.4 Paragraph 4, Article 6 of the Habitats Directive states that:

'If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest... the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected...'

2.1.5 These requirements are implemented in the UK through Regulations 61, 62, 66 and 67 of the Habitat Regulations.

⁶ SI 2007/1842 - http://www.opsi.gov.uk/si/si2007/uksi_20071842_en_1

2.2 Stages of the Habitats Regulations Assessment

- 2.2.1 The commission guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive⁷:
- Stage 1: Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant.
 - Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site. Specific guidance on this stage is provided in Habitat Regulations Guidance Note 1⁸.
 - Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site.
 - Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the Natura 2000 network.
- 2.2.2 This report presents the findings of the screening assessment undertaken as part of Stage 1 of the HRA process to establish whether or not the likely impacts of the 2015 – 2019 Cornwall Implementation Plan will have significant effects upon Natura 2000 and Ramsar sites.
- 2.2.3 Where the Schemes comprising the 2015 – 2019 Cornwall Implementation Plan are of a broad plan level (rather than specific projects), the information presented within this assessment is high-level and does not contain the level of detail typically presented for HRA screening exercises. As a result of this, these Schemes may still require their own HRA assessment at a later stage.

2.3 Steps in Stage 1: Screening

- 2.3.1 The European Commission guidance recommends that screening should fulfil the following steps:
- Step 1: Determine whether the plan is directly connected with or necessary for the management of Natura 2000 sites;
 - Step 2: Describe the project/plan that has the potential for significant effects on Natura 2000 sites;
 - Step 3: Undertake an initial scoping for potential direct and indirect impacts on Natura 2000 sites;
 - Step 4: Assess the likely significance of any effects on Natura 2000 sites.

⁷ Assessment of plans and projects significantly affecting Natura 2000 sites (European Commission, 2001)

⁸ English Nature (2004). Habitat Regulations Guidance Note #1: The Appropriate Assessment (Regulation 48), The Conservation (Natural Habitats &c.) Regulations, 1994.

3 DESCRIPTION OF THE 2015 – 2019 CORNWALL IMPLEMENTATION PLAN**3.1 Plan Objectives**

3.1.1 The Implementation Plan sets out the programme of transport schemes to be delivered in Cornwall between 2015 and 2019 and shows how these schemes will be funded.

3.1.2 The overarching objectives are based on the LTP's vision and goals:

“Transport in Cornwall will be excellent. Our transport system will connect people, communities, businesses and services in a way that is reliable, efficient, safe, inclusive and enjoyable”.

Schemes

3.1.3 Schemes included within the Plan are assessed and prioritised by the Cornwall Assessment Tool (CAT) according to criteria including tackling climate change; supporting economic prosperity; respecting and enhancing the environment; encouraging healthy active lifestyles; community safety and individual wellbeing; supporting equality and opportunity. These are aligned with the objectives for Connecting Cornwall.

3.1.4 The Implementation Plan comprises a number of schemes. The schemes comprise:

- Walking and pedestrian schemes – infrastructure provision: new walkways and improvements to existing walkways, pedestrian crossings.
- Cycling schemes – infrastructure provision: new cycle ways, improvements to existing cycleways.
- Bus schemes – infrastructure provision: bus priority measures, bus gates, waiting facilities and bus stop upgrades; additional park and ride buses.
- Community transport – infrastructure and service provision for communities and businesses.
- Highways – infrastructure provision (junction improvements, roundabout, new highways, road widening, parking); information provision (signage); road safety (improving visibility, speed restrictions); traffic management (signalling, traffic restrictions).
- Rail – Infrastructure provision such as improving station facilities, signalling.
- Multi-modal schemes – infrastructure provision for a range of transport modes such as walking/ cycling routes, park and ride; traffic management – traffic calming and speed restrictions; road safety.
- Other – information provision, congestion schemes, ticketing, behavioural change.

3.1.5 A full list of the schemes contained within the Implementation Plan is included in Table 3.1 below and central locations for these schemes in relation to Natura 2000 Sites are shown on Figure 3.1.

Table 3.1: Schemes Comprising 2015 – 2019 Cornwall Implementation Plan and Locations in Relation to Natura 2000 Sites

Scheme Number	Scheme Name	Scheme Description	Distance from Natura 2000 Site (m)	Natura 2000 Site for Consideration in Screening Assessment
3	Quintrell Downs Footpath extension and crossing	Minor infrastructure provision - footpath extension, outside Quintrell Inn and new crossing facility on East Road.	> 2000	Not considered further (outside of Zol*)
6	Chacewater School, footway provision	Minor infrastructure provision - provision of a footway area outside of the school gates to provide a safe waiting area.	> 2000	Not considered further (outside of Zol*)
8	West Cornwall Transport Interchange (WCTI St Erth)	Infrastructure provision - provision of a park & ride facility at St Erth to serve West Penwith.	> 2000	Not considered further (outside of Zol*)
9	Larcombe Road Pedestrian Crossing and cycle way	Infrastructure provision - provision of walking/cycle route. Additional link to the A391 Walking/cycle route through area of St Austell. Pedestrian Crossing.	1429	St Austell Clay Pits SAC
10	Glenthorne	Infrastructure provision - provision of an improved walking/cycle link, linking Truro to Threemilestone industrial estate.	1944	Carrine Common SAC
11	Wheels to Work - County Wide	Schemes which provide affordable transport to individuals who are unable to access training, employment or education, due to a lack of suitable public or private transport.	> 2000	Not considered further (outside of Zol*/ scale)
12	Work Place Travel Plans	Grant system supporting businesses in encouraging sustainable travel for its employees e.g. cycle stands, showers, car share spaces, EV charging points.	> 2000	Not considered further (outside of Zol*/scale)
13	Community Transport Toolkit	Funding to support new and existing community based transport schemes to facilitate access to services e.g. community buses, voluntary car schemes.	> 2000	Not considered further (outside of Zol*/ scale)
14	Bodmin Camel Trail	Walking and cycling link between the Camel Trail and	> 2000 but extent of	Considered further.

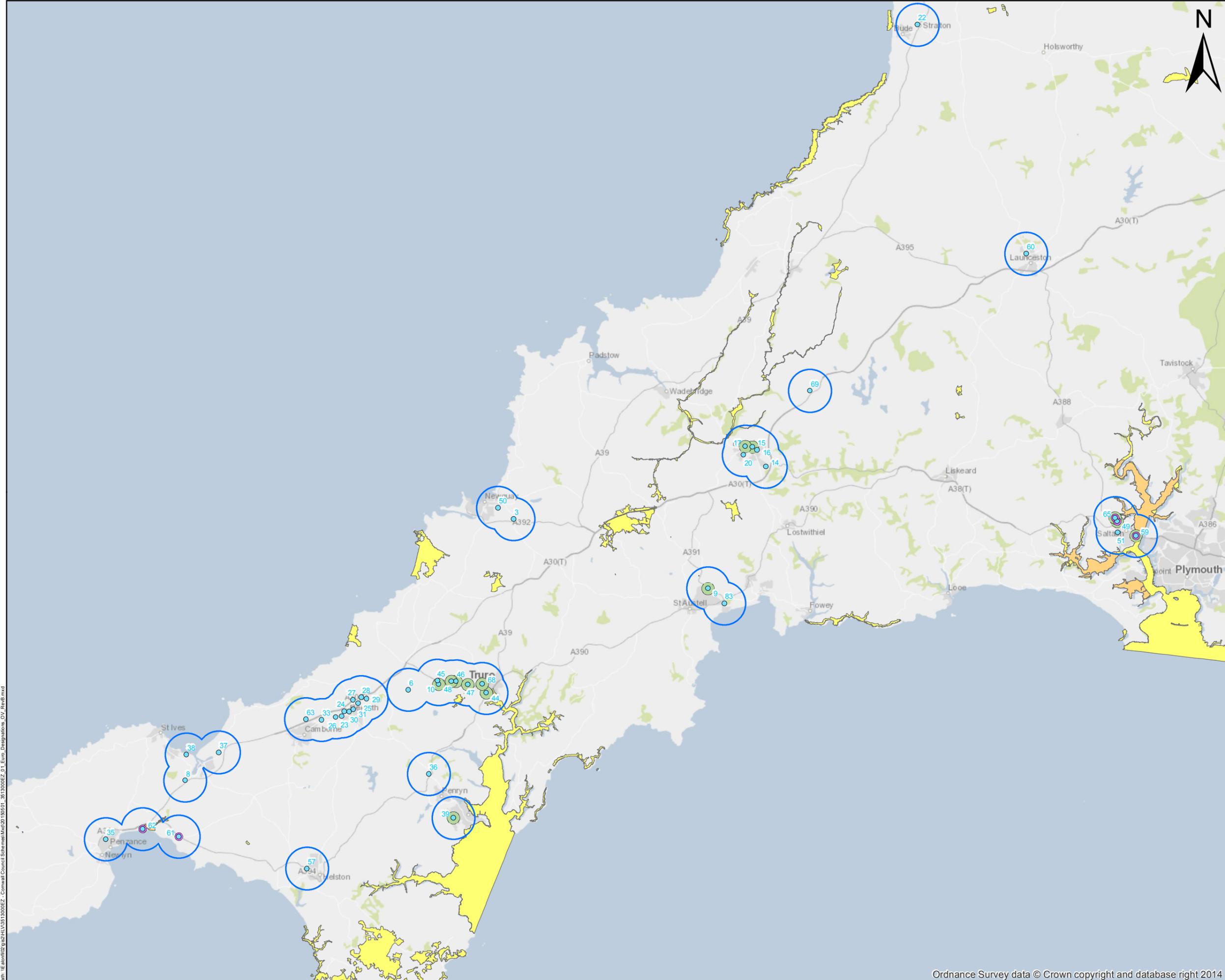
	extension	Lanhydrock to create a town wide network.	Scheme adjacent to SAC	
15	Church Square	Remove roundabout and provide left in left out junction.	1776	River Camel SAC
16	Launceston Road/Priory Road	New roundabout to improve safety/capacity and to provide crossing for pedestrians/cycles	> 2000	Not considered further (outside of Zol*)
17	TWCN network	Walking and cycling link to Camel Trail. To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles.	1705 but extent of Scheme adjacent to SAC	River Camel SAC
20	Town based traffic management	Traffic management on Rock Lane and Crabtree Lane to support Fiveways.	> 2000	Not considered further (outside of Zol*)
22	Skitches corner junction and improved pedestrian access	Pedestrian crossing.	> 2000	Not considered further (outside of Zol*)
23	Junction 2A A3047 Redruth-Blowinghouse Hill roundabout	The scheme utilises the existing footways to create a widened off carriageway shared use path around the whole roundabout. The two roundabout exits on the A3047, in addition to the entries, are signalised to provide a cycle/pedestrian crossing in one phase.	> 2000	Not considered further (outside of Zol*)
24	Redruth Gateway (Tolgus) A3047	Downgrading of the A3047 near Redruth School, from dual carriageway to single carriageway, which will enable the Tolgus urban expansion to be delivered as the road improvement will integrate the development with the town by improving accessibility through the delivery of walking and cycling links and crossings. This scheme will also provide a new gateway into Redruth town.	> 2000	Not considered further (outside of Zol*)
25	Redruth: Cardrew Industrial Estate	Cycle access to industrial estates from residential areas. Within the Cardrew estate install a two way shared use sealed path along the whole length of the north side of the estate road (Cardrew Way).	> 2000	Not considered further (outside of Zol*)
26	A3047 Redruth-Barncoose Terrace	This scheme provides an uninterrupted cycle route to link with '25' above, and access to Barncoose industrial estate.	> 2000	Not considered further (outside of Zol*)
27-31	Long List – Cycle Network	The network requires a joined up cycle to and from industrial estates from the central residential areas of Redruth.	> 2000	Not considered further (outside of Zol*)

33	A3047 bus priority measures	To reallocate priority for buses along the A3047 through Pool.	> 2000	Not considered further (outside of Zol*)
34	Cornwall Bus Network	This scheme type includes measures to encourage a modal shift (cycle to work schemes), improve accessibility where there isn't currently a suitable mode of transport (provision of mopeds or scooters, community buses, bicycle hire) and more sustainable use of transport (car shares). Schemes will not generally require development, focussing on behavioural changes.	> 2000 but full extent not known. However, Scheme will not require new development and as such is not considered further.	Not considered further.
35	Penzance TWCN	To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles.	> 2000 but full extent not known.	Considered further.
36	Falmouth Gateway - Treluswell Roundabout	Removal of double mini and replacement with single large roundabout with enhancement to Ponsanooth arm to improve capacity.	> 2000	Not considered further (outside of Zol*)
37	Carwin Rise	Improvement to existing double mini roundabout layout.	> 2000	Not considered further (outside of Zol*)
38	Rail Enhancements	To provide upgrade to station waiting facilities along the St Ives Branch line (3 stops).	> 2000	Not considered further (outside of Zol*)
39	St Marys School	At this location, the improvement and or provision of infrastructure for highway/pedestrian safety.	1485	Fal & Helford SAC
44	Arch Hill	Signalisation of the A390/A39 junction at Arch Hill to manage cumulative growth and directly unlock houses.	621	Fal & Helford SAC
45	Threemilestone Junction	Capacity improvements at Threemilestone roundabout to manage cumulative growth and directly unlock houses and employment space.	> 2000	Not considered further (outside of Zol*)
46	Treliske Junction	Signalisation and widening of the junction to improve capacity.	1262	Carrine Common SAC
47	Walking and Cycling network (phase 1)	Delivery of critical walking and cycle links along the western corridor, giving priority to buses, reducing public transport journey time and supporting modal shift for new developments.	906	Carrine Common SAC
48	Chyvelah Road - Bus	Delivery of a bus gate at Threemilestone and inbound bus lanes along the corridor giving priority to buses,	1388	Carrine Common SAC

	Gate	reducing public transport journey time and supporting modal shift for new developments.		
49	A38 Cornwall Gateway (Carkeel)	Growth Deal scheme to deliver improvement to the Carkeel roundabout. The roundabout provides access to the north of Saltash and suffers from significant congestion and delay during peak periods. It is therefore necessary to improve the junction's capacity in order to reduce congestion and encourage investment and growth.	630	Plymouth Sound & Estuaries SAC
			766	Tamar Estuaries Complex SPA
50	Newquay Growth Area (NSR 1)	Delivery of Phase 1 NSR. Provides southern access to Growth Area (before bridge). Unlocks employment space.	> 2000 but central location only provided	Considered further.
51	Saltash cycle network	To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles. New cycle stands and possible improvements to links onto Tamar. To enhance facilities for local residents to secure bikes securely and encouraging green travel across Tamar.	1336	Plymouth Sound & Estuaries SAC
			1384	Tamar Estuaries Complex SPA
57	Penhellaz Hill Traffic Mgmt Restriction	A traffic restriction measure.	> 2000	Not considered further (outside of Zol*)
59	Saltash Station Enhancements	Provision of better facilities for pedestrians and passengers.	200	Plymouth Sound & Estuaries SAC
			391	Tamar Estuaries Complex SPA
60	Newport Bridge (Ridgegrove)	Removal of footway and widening of carriageway on newport bridge and replacement of footway with a new pedestrian/cycle bridge (in addition to TRAC bridge).	> 2000	Not considered further (outside of Zol*)
61	Goldsmithney to Marazion B3302	Off road walking/cycle route.	1800	Marazion Marsh SPA
62	Mounts Bay to Marazion cycle path	Provide cycle/shared use path across dunes and car park with associated cycle parking	102	Marazion Marsh SPA
63	A3047 Camborne Link to Roskear (Phase 2)	Off/on road walking/cycle route widening existing urban footpaths and footways into shared use paths and Provide new street lighting.	> 2000	Not considered further (outside of Zol*)
65	Carkeel Village to Tamar View	Footway Provision.	534	Plymouth Sound & Estuaries SAC

			638	Tamar Estuaries Complex SPA
68	Truro Station & St Francis Street	Wheeling channels within station and on-highway pedestrian improvements between the Station and Truro City Centre (feasibility progressing).	1056	Fal & Helford SAC
69	A30 Temple	Dualing of the A30.	> 2000 but central location only provided – however, no Likely Significant Effects concluded within Scheme HRA ⁹ .	Not considered further.
83	St. Austell Traffic Management Scheme	Traffic Management - This will not generally require land take; where it does, it will be negligible and within existing highway verge. Very small scale of works unlikely to have significant effects on natural or built environment.	1400 but central location only	Considered further.
Community safety and information schemes (90), WiFi provision at train stations and provision of sleeper lounges and facilities (81, 89, 92) are not considered further due to lack of identifiable impact pathways.				
* Zol	(Zone of Influence – see Section 4), if within 2 km or located adjacent to or upstream/downstream of Natura 2000 Site			

⁹ A30 Temple to Carblake Habitats Regulations Assessment: No Significant Effects Report: March 2015, Parsons Brinckerhoff for Cornwall Council.



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

- Notes
- SEA Sites - All
 - SEA Sites within 2km of SPA
 - SEA Sites within 2km of SAC
 - 2km Study Area
 - SPA
 - SAC

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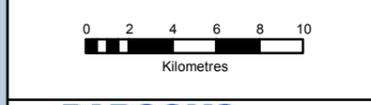
Drawing Status: **FINAL**

Job Title: **Cornwall Council Schemes**

Drawing Title: **Figure 3.1. Location of 2015 – 2019 Cornwall Implementation Plan Schemes in relation to Natura 2000 Sites**

Scale at A3: **1:325,000**

Drawn	JL		
Stage 1 check UD	Stage 2 check CM	Originated JL	Date 01/05/2015



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Drawing Number	3513000EZ_01	Rev	-
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4 NATURA 2000 AND RAMSAR SITES

4.1 Plan Objectives

- 4.1.1 The Zol is defined by the potential effects arising from the project or plan and the available pathways for those effects to reach and affect interest features of Natura 2000 and Ramsar sites.
- 4.1.2 In order to identify all sites where potential direct, indirect and in-combination impacts to Natura 2000 and Ramsar sites could reasonably be considered possible, an initial buffer of 2 km around each Scheme was established. This 2 km buffer follows Highways Agency (HA) Design Manual for Roads and Bridges¹⁰ (DMRB) guidance and provides a contextual framework for the consideration of impacts.
- 4.1.3 Where a given Scheme was located within 2 km of a Natura 2000 site, it has been 'scoped in' for further consideration in this screening assessment. If located outside of this 2 km buffer, in accordance with the HA DMRB guidance, additional consideration was given to the footprint of the Scheme. Schemes were 'scoped in' where located adjacent to, or upstream / downstream, of a watercourse designated in part or wholly as a Natura 2000 Site.
- 4.1.4 Table 3.1 identifies where it has been possible to scope out Schemes from further assessment on this basis.

4.2 Natura 2000 Sites within Zone of Influence

- 4.2.1 31 of the 2015 – 2019 Cornwall Implementation Plan Schemes were found to fall within 2 km of Natura 2000 Sites or were located upstream/downstream of a Natura 2000 site (refer to Table 3.1 and Figure 3.1).
- 4.2.2 Two SPAs and six SACs were found within the Zol for the 31 Schemes:
- Carrine Common SAC;
 - St Austell Clay Pits SAC;
 - Plymouth Sound and Estuaries SAC;
 - Penhale Dunes SAC;
 - River Camel SAC;
 - Fal and Helford SAC;
 - Tamar Estuaries Complex SPA; and
 - Marazion Marsh SPA.
- 4.2.3 Site data is summarised in Table 4.1. Data were collated using information contained within Natura 2000 data forms held by the Joint Nature Conservation Council (JNCC)¹¹. Site vulnerability statements were informed by site Conservation

¹⁰ Standards for Highways, DMRB, Volume 11, Section 4, HD4409

¹¹ Joint Nature Conservation Committee (JNCC): www.jncc.gov.uk accessed September 2010

Objectives¹², Site of Special Scientific Interest (SSSI) condition reviews and Natural England's 'Views about Management' (VAM)¹³.

¹² Natural England Conservation Objectives compiled September 2010

¹³ Natural England Condition of SSSI Units, compiled 01 August 2010:
<https://designatedsites.naturalengland.org.uk/SearchCounty.aspx>

Table 4.1: Natura 200 Sites within Zol of 2015 – 2019 Cornwall Implementation Plan Schemes

Site Name, Designation and Code	Qualifying Feature / Interest Feature		Conservation Objectives	Current Conditions	Key Issues and Threats
	Habitat	Species			
Carrine Common SAC, UK0012795	<i>Primary:</i> Temperate Atlantic wet heaths with Dorset heath (<i>Erica ciliaris</i>) and cross-leaved heath; and	N/a	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> -The extent and distribution of qualifying natural habitats; -The structure and function (including typical species) of qualifying natural habitats; and -The supporting processes on which qualifying natural habitats rely. 	SSSI heathland components (relevant to this assessment) - unfavourable, recovering.	Maintenance of habitat mosaic and structural diversity is important for overall functioning. There should be no decline in overall area of habitat or extent of heathland components.
	<i>Secondary:</i> European dry heaths.				<p>Succession: scrub invasion is a key threat.</p> <p>Maintenance of hydrological regime is a key issue.</p> <p>Public access to this site that results in disturbance, fly tipping, and uncontrolled fire are identified as key issues.</p>

St Austell Clay Pits SAC, SX022549	Not listed.	Western rustwort (<i>Marsupella profunda</i>).	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: The extent and distribution of the habitats of the qualifying features; The structure and function of the habitats of the qualifying features; -The supporting processes on which the habitats of the qualifying features rely; The population of each of the qualifying features; and, The distribution of the qualifying features within the site.	SSSI – unfavourable, declining.	Maintenance of adjacent, open habitats free of over-shading vegetation is required to ensure existing Western rustwort population has opportunity to colonise new sites. Western rustwort is reliant on the availability and proximity of good habitat patches in appropriate condition.
Plymouth Sound and Estuaries SAC, SX472506	<i>Primary:</i> Sandbanks which are slightly covered by sea water all the time;	<i>Primary:</i> Shore dock (<i>Rumex rupestris</i>); <i>and</i>	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: The extent and distribution of qualifying natural habitats and habitats of qualifying species; The structure and function (including typical species) of qualifying natural habitats; The structure and function of the habitats of qualifying species; The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely; The populations of qualifying species; and The distribution of qualifying species within the site.	SSSI – favourable.	Recreation; port development; maintenance dredging are all identified as key threats.
	<i>Primary:</i> Estuaries;	<i>Secondary:</i> Allis shad (<i>Alosa alosa</i>)			Shore dock specifically, requires available habitat for erosion and slumping.
	<i>Primary:</i> Large shallow inlets and bays;				Maintenance of hydrological balance and in particular 'good water quality' is a key issue.
	<i>Primary:</i> Reefs;				The loss of natural coastal processes and dynamics is a key threat.

	<p><i>Primary:</i> Atlantic salt meadows (<i>Glaucopuccinellietalia maritimae</i>).</p> <p><i>Secondary:</i> Mudflats and sand-flats not covered by seawater at low tide.</p>				
Penhale Dunes SAC, UK0012559	<p><i>Primary:</i> Fixed dunes with herbaceous vegetation;</p> <p><i>Primary:</i> Humid dune slacks.</p>	<p>Petalwort (<i>Petalophyllum ralfsii</i>); Shore dock (<i>Rumex rupestris</i>); and Early gentian (<i>Gentianella anglica</i>).</p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <p>The extent and distribution of qualifying natural habitats and habitats of qualifying species; The structure and function (including typical species) of qualifying natural habitats;</p> <p>The structure and function of the habitats of qualifying species; The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely; The populations of qualifying species; and The distribution of qualifying species within the site.</p>	<p>SSSI – currently favourable however nutrient enrichment; intensive rabbit grazing; invasive species and scrub encroachment identified as potential future issues to site boundaries.</p>	<p>Impedance of natural dune processes; visitor pressure (e.g. sand extraction, visitor trampling impacts, ploughing or conversion to improved grassland); hydrological balance; grazing; uncontrolled fires; mechanical beach clearing or 'tidying-up'; and scrub invasion are key threats.</p> <p>Shore dock specifically, requires available habitat for coastal erosion and slumping.</p>

	<p><i>Secondary:</i> Shifting dunes along the shoreline with <i>Ammophila arenaria</i>; and</p> <p><i>Secondary:</i> Dunes with (<i>Salix repens ssp argentea Salicion arenariae</i>).</p>				<p>Early gentian vulnerable to competition (therefore change in dynamics from for example, increased nutrients).</p>
River Camel SAC, UK0030056	<p><i>Primary:</i> European dry heaths;</p> <p><i>Primary:</i> Old sessile oak woods (<i>Ilex Blechnum</i>) in the British Isles; and <i>Primary:</i> Alluvial forests (<i>Alnus glutinosa</i>, <i>Fraxinus excelsior</i>) (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>)</p>	<p><i>Primary:</i> Bullhead (<i>Cottus gobio</i>); Otter (<i>Lutra lutra</i>); and</p> <p><i>Secondary:</i> Atlantic salmon (<i>Salmo salar</i>).</p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <p>The extent and distribution of qualifying natural habitats and habitats of qualifying species; The structure and function (including typical species) of qualifying natural habitats;</p> <p>The structure and function of the habitats of qualifying species; The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;</p> <p>The populations of qualifying species; and The distribution of qualifying species within the site.</p>	<p>Most relevant SSSI components - unfavourable, declining or unfavourable no change.</p>	<p>Maintenance of natural structure; flow regime; and conservation of water quality for fish spawning and access for migration are key issues. Changes in coastal levels, water flow, water abstraction, water pollution, agricultural run-off and tourism impacts associated with the River Camel Trail, and over fishing are key sensitivities.</p>

	<i>Primary: Alluvial forests (Alnus glutinosa, Fraxinus excelsior) (Alno-Padion, Alnion incanae, Salicion albae)</i>				
Tamar Estuaries Complex, SPA, UK9010141		<p><i>Over-winter: Avocet (Recurvirostra avosetta) (Western Europe/Western Mediterranean - breeding) - 15.8% of the GB population</i></p> <p><i>On-passage Little Egret: (Egretta garzetta) at least 9.3% of the GB population</i></p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <p>The extent and distribution of the habitats of the qualifying features;</p> <p>The structure and function of the habitats of the qualifying features;</p> <p>The supporting processes on which the habitats of the qualifying features rely;</p> <p>The population of each of the qualifying features;</p> <p>and, The distribution of the qualifying features within the site.</p>	<p>SSSI – favourable, for the most part. Unfavourable, recovering for several components.</p>	<p>Maintenance of good water and sediment quality are key issues. Maintenance of transition habitats required. Disturbance as a result of recreational pressure is identified as a key threat. Loss of natural estuarine processes; port development, dredging and mooring and coastal erosion are identified as key threats.</p>
Marazion Marsh SPA, UK9020289		<p><i>Over-winter: Bittern (Botaurus stellaris) 2% of the GB population</i></p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <p>The extent and distribution of the habitats of the qualifying features;</p> <p>The structure and function of the habitats of the qualifying features;</p> <p>The supporting processes on which the habitats of the qualifying features rely;</p> <p>The population of each of the qualifying features;</p> <p>and, The distribution of the qualifying features within the site.</p>	<p>SSSI – two units favourable, one unit unfavourable, recovering.</p>	<p>Succession: scrub invasion / succession is a key threat. Maintenance of appropriate water levels (according to the requirements of the plant and bird species present) is a key issue. Eutrophication through diffuse pollution, probably from agricultural sources is a key threat.</p>

		<i>On-passage: Aquatic Warbler (Acrocephalus paludicola) 9% of the GB population</i>			
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5 SCREENING ASSESSMENT

5.1 Step 1: The Strategy and Management of International Sites

5.1.1 This stage considers whether the 2015 – 2019 Cornwall Implementation Plan is directly connected with or necessary to the management of the Natura 2000 sites listed. Within this context ‘directly’ means that the plan is solely conceived for the conservation management of a site or group of sites and ‘management’ refers to the management measures required in order to maintain in favourable condition the features for which the Natura 2000 site has been designated.

5.1.2 The Schemes comprising the 2015 – 2019 Cornwall Implementation Plan are neither directly connected with, nor necessary for, the management of any of the Natura 2000 sites listed. As such it is clear that further consideration of the plan by way of a HRA screening assessment is required.

5.2 Step 2: Description of Project or Plan

5.2.1 A description of the 2015 – 2019 Cornwall Implementation Plan Schemes is provided in Section 3 of this document.

5.3 Step 3: Initial Scoping for Impacts and Effects on Natura 2000 Sites

2015 – 2019 Cornwall Implementation Plan Schemes Potential Impacts and Effects on Natura 2000 and Ramsar Sites

5.3.1 Infrastructure development in proximity to Natura 2000 or Ramsar sites has the potential to result in a number of short- and long-term impacts, as detailed in Table 5.1 below.

Table 5.1: Potential Impacts and Effects on Natura 2000 and Ramsar Sites as a Result of 2015 – 2019 Implementation Schemes

Effects	Development actions and activities
Water Resources and quality	<ul style="list-style-type: none"> • Pollution from accidental spills and run off
Air quality	<ul style="list-style-type: none"> • increase in atmospheric pollutants during construction and operation (nitrogen deposition, dust)
Recreational Pressure and Disturbance	<ul style="list-style-type: none"> • construction and operation of new developments (noise, air, visual disturbance) • recreational pressures during operation including improved access (for example, national coastal footpaths)
Supporting Habitat (and species) loss and fragmentation	<ul style="list-style-type: none"> • direct land take during construction • barriers to migration during operation (for example bridge construction)

5.3.2 Taking into account the specific vulnerabilities, issues and threats for each Natura 2000 and Ramsar site within the ZoI, an assessment has been made as to whether any of the impacts described in Table 5.1 might arise as a result of the implementation of the 2015 – 2019 Cornwall Implementation Plan. The results of this assessment are summarised in Table 5.2. Where insufficient detail is available,

potential development requirements are described and considered assumptions are made regarding likely impacts.

In Combination Impacts and Effects on Natura 2000 and Ramsar Sites)

5.3.3 Given the uncertainties surrounding the timing and effects of other county level plans and projects, it is not practicable at this stage to identify all the possible plans and projects that may act 'in-combination' or to consider the specific nature of likely effects arising.

5.3.4 It is recognised that there is potential for cumulative effects between transportation schemes proposed in the 2015 – 2019 Cornwall Implementation Plan and other transport schemes, particularly schemes currently under construction from the previous IP and schemes being progressed under different funding packages. Schemes comprising traffic management measures, bus improvements (stops, services, and information), and pedestrian crossings were not considered likely to give rise to cumulative effects and are not considered further. However, the major Schemes detailed in Table 5.3 below, have been specifically considered for their potential to give rise to cumulative effects.

Table 5.3: Schemes Considered for Cumulative Effects (refer to Figure 5.1)

Scheme	Short Description and Assumptions	Stage of Project Development	Potential Cumulative Effects
Scheme 69 - A30 Higher Carblake to Temple Improvement	Online upgrade of the existing 4.5km single lane carriageway to dual carriageway.	Construction starting early 2015. EIA Undertaken as part of DCO. HRA undertaken concluded no Likely Significant Effects with the incorporation of best-construction practice.	This scheme was identified in the first Implementation Plan (2011-2015), however, is being delivered during the 2015 -2019 Implementation Plan and is already covered by this HRA. Refer to Table 3.1. Not considered further for cumulative effects.
Scheme 85 Camborne - Pool - Redruth (East - West Link)	A new single lane carriageway and shared use footway across the Red River Valley, Camborne to provide strategic east-west transport infrastructure.	Currently in construction, due to be completed end of 2015/ early 2016. EIA undertaken as part of original planning permission.	This scheme is linked to many of the 2015 - 2019 Implementation Plan schemes as it helps improve traffic flow (schemes 25, 26, 27, 28, 29, 31, 63); bus priority measures (33) and schemes to improve travel for non-car users (23 & 24). However, all of these schemes have been scoped out of further assessment in this HRA (refer to Table 3.1). Not considered further for cumulative effects.
Scheme 86 St	In order to safeguard the	Dredging at Penzance	This is considered

Mary's and Penzance Harbour Improvements	<p>future of the sea link between Cornwall and the Isles of Scilly, both harbours will be improved to provide deeper water berths</p> <p>At St Mary's the fund is supporting the extension and widening of the quay, together with enhancements to passenger facilities. The project's funding partner (DfT) is also supporting complementary capital dredging and highway improvements at Penzance.</p>	<p>has commenced.</p> <p>Works to St Mary's Harbour due to be completed in 2015.</p> <p>EIA and HRA undertaken as part of MMO Licence.</p>	<p>further in Table 5.2 with regard to the potential for in-combination effects with Scheme 35 Penzance TWCN, Scheme 61 and Scheme 62 (cycle paths in proximity to Marazion Marshes).</p>
Scheme 87 Truro Eastern Park and Ride (P&R)	<p>Complementing Langarth Park and Ride, allows an extension to the Truro service that will intercept trips from the east and north of Truro, thus reducing the existing traffic demand along the A39 and A390 corridor. Comprises a 1370 space car park.</p>	<p>Delivery of the project is underway with completion for Summer 2015.</p> <p>EIA undertaken as part of original planning permission.</p>	<p>Scheme is on the eastern side of Truro whereas schemes proposed within the 2015 -2019 Implementation Plan are on the western side so spatially separate and are all minor improvement schemes. Not considered further for cumulative effects.</p>
Scheme 88 A391 Carluddon	<p>Involves construction of approximately 1.6km of new 40mph carriageway, which will tie into the existing A391 at either end. The road improvement will bypass the settlement of Carluddon and the double mini roundabouts that provide access to Penwithick and the Eden Project. The road improvement includes a new roundabout at the northern end of the scheme and two bridges, whilst also providing a number of new cycle and pedestrian links</p>	<p>Delivery of the project is underway with completion for Summer 2015.</p> <p>EIA undertaken as part of original planning permission.</p>	<p>No cumulative impacts with minor improvement scheme in proximity: Scheme 9, Larcombe Road pedestrian crossing improvement.</p>
Scheme 84 A30 Carland to Chiverton Cross	<p>Proposals to upgrade the 8.7 mile section of single carriageway on the A30 between Carland Cross and Chiverton Cross roundabouts from single to dual, two lane carriageway.</p>	<p>EIA has yet to be carried out as the scheme is in very early stages of feasibility.</p>	<p>Spatially isolated from other schemes so cumulative effects are considered unlikely. Not considered further for cumulative effects.</p>

- 5.3.5 In addition, it is possible to outline at a strategic level the broad types of effects that may arise from the implementation of other plans and projects. Some of the effects may occur as a result of a given Scheme, but may also occur or be magnified as a result of a wider range of development actions and activities arising from the implementation of other plan and projects. Where appropriate, a strategic assessment of the potential for cumulative effects to arise has been provided in Table 5.2.

Table 5.2: Potential Impacts and Likely Significant Effects

Scheme Name and Detail	Scheme Location in relation to Nature 2000 Site(s) in Zol	Possible Impacts Arising from Scheme ¹⁴					In-Combination Assessment
		Direct Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Hydrological Changes (Quality/ Flow)	Air Quality Changes (Emissions /Dust)	Visual Impacts	
<p><u>9. Larcombe Road:</u> Provision of upgraded Pedestrian Crossing and section of cycle link to join Larcombe Road to existing cycle way alongside A391.</p> <p><u>83. St. Austell</u> Traffic Management Scheme</p>	St. Austell Clay pits SAC is located > 900 m.	No direct habitat loss will occur at the SAC. Schemes are not located within former china clay workings which may provide suitable substrate for Marsupella and it is therefore considered unlikely that areas containing Marsupella colonies (which may provide metapopulation support to the SAC) will be lost. However, in recognition of that Marsupella can be found on recently disturbed	N/A (qualifying species are not affected by noise or vibration impacts). No Likely Significant Effects.	It is considered unlikely that significant effects will arise if construction best-practice measures are employed (refer to Table 5.4, Mitigation Principles 26, 04). However, in recognition of that Marsupella can be found on recently disturbed ground, and the timescales for delivery are not currently known, an assessment of the construction footprint for Marsupella will be required at the detailed design stage. It is therefore not possible to conclude No Likely Significant Effects at this stage.	N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.	Recreation is not identified as an impact pathway for the SAC ¹⁵ . No direct habitat loss will occur. No Likely Significant Effects.	It is not considered that the Schemes, at this distance, could act in-combination to result in Likely Significant Effects upon St. Austell Clay Pits SAC.

¹⁴ Taking into account the incorporation of mitigation principles as provided in Table 5.4 and summarised in Table 5.5

¹⁵ Cornwall Local Plan: Habitats Regulations Assessment, March 2013, URS for Cornwall Council

		ground, and the timescales for delivery are not currently known, an assessment of the footprint for Marsupella will be required at the detailed design stage. It is therefore not possible to conclude No Likely Significant Effects at this stage.					
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<p><u>10. Glenthorne:</u> Improved walking/cycle link, linking Truro to Threemilestone Industrial Estate. There may be small scale and short term construction impacts associated with land take and noise emissions. The scheme will encourage non-vehicular commutes, which is likely to improve air quality and road safety.</p>	<p>Carrine Common SAC is situated to the South of the A390. Truro and Threemilestone Industrial Estate (the location of development) are located to the north of the A390 > 1700 m distant.</p>	<p>No direct habitat loss will occur. Given location and spatial separation from SAC, degradation and fragmentation also considered unlikely. No Likely Significant Effects.</p>	<p>N/A</p>	<p>It is considered unlikely that significant effects will arise on the basis that the current footprint is situated > 1700 m distant and location of development currently separated from direct links to SAC by A390. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.</p>	<p>N/A</p>	<p>It is considered unlikely that there will be an increase in the number of visitors to the SAC as a result of the NMU in this location to serve an existing Industrial Estate. No Likely Significant Effects.</p>	<p>It is not considered that this single-purpose Scheme, at this distance, could act in combination to result in Likely Significant Effects upon Carrine Common SAC.</p>
<p><u>14. Bodmin Camel Trail Extension and 17. TWCN:</u> Walking and cycling link between the Camel Trail and Lanhydrock to create a town wide network.</p>	<p>River Camel SAC is situated to the west of Bodmin. The extension of the Camel Trail and TWCN is to connect to the existing trail further into Bodmin and extend the cycle network within Bodmin, > 1000 m from the SAC.</p>	<p>No direct habitat loss will occur. Given location, and Mitigatino Principles 02, 03 (Table 5.4), degradation and fragmentation also considered unlikely. No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures, in particular, prevention of pollution events during construction at the River Camel or tributaries (refer to Table 5.4, Mitigation Principles 26, 04). In addition, taking into account that the current footprint is situated > 1000 m from SAC, No Likely Significant Effects are identified.</p>	<p>N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.</p>	<p>It is possible that there will be an increase in the number of visitors to the SAC as a result of a new section of NMU trail providing better access from Bodmin to the SAC. However SAC is not identified as being vulnerable to recreational disturbance</p>	<p>Table 5.3 has scoped out other major transport Schemes that may act in combination with Bodmin Cycle Networks.</p>	

					on the basis that the interest features that may be vulnerable are largely inaccessible ¹⁶ .	
<u>15. Church Square:</u> Remove roundabout and provide left in left out junction.	River Camel SAC is situated to the west > 1500 m.	No direct habitat loss will occur. Given scale and distance, degradation and fragmentation also considered unlikely. No Likely Significant Effects.	It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures taking into consideration that the current footprint is situated > 1500 m from SAC. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.	N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.	It is not considered likely that this Scheme will lead to increased access and recreation at the SAC. No Likely Significant Effects.	It is not considered that this minor and localised improvement Scheme, at this distance from the River Camel SAC, could act in-combination to result in Likely Significant Effects.
<u>39. St Marys School:</u> The improvement and or provision of infrastructure for highway/pedestrian safety at this specific location.	Fal and Helford SAC is situated > 1400 m distant.	No direct habitat loss will occur. Given scale and distance, degradation and fragmentation also considered unlikely. No Likely Significant Effects.	It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures taking into consideration that the current footprint is situated > 1400 m from SAC. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.	N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.	It is not considered likely that this Scheme will lead to increased access and recreation at the SAC.	It is not considered that this minor and localised improvement Scheme, at this distance from the Fal and Helford SAC, could act in-combination to result in Likely Significant Effects.

¹⁶ Cornwall Local Plan: Habitats Regulations Assessment, March 2013, URS for Cornwall Council

<p><u>44. Arch Hill:</u> Signalisation of the A390/A39 junction at Arch Hill to manage cumulative growth and directly unlock houses.</p>	<p>Fal and Helford SAC is situated > 600 m distant.</p>	<p>No direct habitat loss will occur. At 600 m distant, degradation and fragmentation also considered unlikely taking into account scale of Scheme. No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures taking into consideration that the current footprint is situated > 600 m from SAC. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.</p>	<p>N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.</p>	<p>It is not considered likely that this Scheme will lead to increased access and recreation at the SAC. No Likely Significant Effects.</p>	<p>It is not considered that this minor and localised improvement Scheme, at this distance from the Fal and Helford SAC, could act in-combination to result in Likely Significant Effects.</p>
<p><u>46. Treliske Junction:</u> Signalisation and widening of the junction to improve capacity.</p>	<p>Carrine Common SAC is situated > 1200 m distant.</p>	<p>No direct habitat loss will occur. Given scale and distance, degradation and fragmentation also considered unlikely. No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures taking into consideration that the current footprint is situated > 1200 m from SAC. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.</p>	<p>N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.</p>	<p>It is not considered likely that this Scheme will lead to increased access and recreation at the SAC. No Likely Significant Effects.</p>	<p>It is not considered that this minor and localised improvement Scheme, at this distance from Carrine Common SAC, could act in-combination to result in Likely Significant Effects.</p>

<p><u>47. Walking and Cycling network (phase 1):</u> Delivery of critical walking and cycle links along the western corridor, giving priority to buses, reducing public transport journey time and supporting modal shift from new developments. Improvement schemes.</p>	<p>Details of Schemes not available; however, this has been identified as a network improvement with small-scale land-take only. It is not possible to identify the route in its entirety. The western corridor falls within proximity of Carrine Common SAC.</p>	<p>This Scheme will update the existing network. There will be a presumption against land-take within designated sites (refer to Table 5.4, Mitigation Principles 01, 02, 03). No Likely Significant Effects as a result of habitat loss, degradation, fragmentation.</p>	<p>N/A (qualifying species are not affected by noise or vibration impacts). No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures (refer to Table 5.4, Mitigation Principles, 26, 04). No Likely Significant Effects are identified.</p>	<p>N/A</p>	<p>Human disturbance is identified as an existing pressure at the SAC. However, the upgrading and improvement of an existing network is unlikely to result in additional pressure. No Likely Significant Effects.</p>	<p>It is not considered that this improvement Scheme on an existing network could act in-combination to result in Likely Significant Effects.</p>
<p><u>48. Chyvelah Road - Bus Gate:</u> Delivery of a bus gate at Threemilestone and inbound bus lanes along the corridor giving priority to buses.</p>	<p>Carrine Common SAC is situated > 1300 m distant.</p>	<p>No direct habitat loss will occur. Given scale and distance, degradation and fragmentation also considered unlikely. No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures taking into consideration that the current footprint is situated > 1300 m from SAC. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.</p>	<p>N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.</p>	<p>N/A</p>	<p>It is not considered likely that this Scheme will lead to increased access and recreation at the SAC. No Likely Significant Effects.</p>	<p>It is not considered that this minor and localised improvement Scheme, at this distance from Carrine Common SAC, could act in-combination to result in Likely Significant Effects.</p>

<p><u>49. A38 Cornwall Gateway (Carkeel):</u> Improvement to the Carkeel roundabout. The roundabout provides access to the north of Saltash and suffers from significant congestion and delay during peak periods. It is therefore necessary to improve the junction's capacity in order to reduce congestion.</p>	<p>Plymouth Sound Estuaries SAC is situated > 600 m to the east and west. SPA is located > 700 m to the east.</p>	<p>No direct habitat loss will occur. Given scale and distance, degradation and fragmentation also considered unlikely. No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures taking into consideration that the current footprint is situated > 600 m from SAC/SPA. Measures in particular, those necessary to prevent water pollution events will be required, (refer to Table 5.4, Mitigation Principles 26, 04). No Likely Significant Effects are identified.</p>	<p>SAC: N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.</p>	<p>It is not considered likely that this Scheme will lead to increased access and recreation at the SAC.</p>	<p>It is not considered that this localised improvement Scheme, at this distance from Carrine Common SAC, could act in-combination to result in Likely Significant Effects.</p>
<p><u>50. Newquay Growth area:</u> Delivery of Phase 1 NSR. Provides southern access to Growth Area (before bridge). Unlocks employment space.</p>	<p>Plymouth Sound and Estuaries SAC is situated > 2000 m from the central location of Phase 1.</p>	<p>No direct habitat loss will occur. Given location and distance of scheme from SAC, degradation and fragmentation also considered unlikely. No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures considering that the current footprint is situated > 2000 m from SAC/SPA. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.</p>	<p>N/A</p>	<p>It is not considered likely that this infrastructure Scheme will lead any additional recreation pressures at the SAC.</p>	<p>Table 5.3 has scoped out other major transport Schemes that may act in combination with Phase 1.</p>

<p>51. Saltash cycle network: To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles. New cycle stands and possible improvements to links onto Tamar. Details of Schemes not available. It is not possible to identify the route in its entirety and its proximity to Plymouth Sound Estuaries SAC and Tamar Estuaries SPA. It is therefore not possible to conclude no Likely Significant Effects at this strategic level.</p> <p>Notwithstanding the need for a project-level HRA, there are a number of mitigation measures that can be exploited at the detailed design stage to ensure that LSE are avoided at the SPA. Specifically, that there will be a presumption against land-take within designated sites (refer to Table 5.4, Mitigation Principles 01, 02, 03) and in addition, construction best-practice measures will be integrated into the Scheme design (refer to Table 5.4, Mitigation Measures 26, 04) to avoid indirect impacts. It is also considered likely that LSE as a result of disturbance can be avoided with the use of carefully designed mitigation measures which will be based on evidence acquired through survey (refer to Table 5.4, Mitigation Principles 1,14). The preferred location will ensure that disturbance impacts do not arise and/or that engineering solutions are exploited at the detailed design stage to avoid visual impacts and direct users away from sensitive areas by use of landscape design or artificial screening (Table 5.4, Mitigation principle 05).</p>						
<p>59. Saltash Station Enhancements: Station facility provision. No land take required.</p>	<p>Plymouth Sound SAC is situated > 200 m to the east and west. Tamar Estuaries SPA is located > 350 m to the east.</p>	<p>No direct habitat degradation or fragmentation will occur. No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures (refer to Table 5.4, Mitigation Principles 26, 04) on the basis that the current footprint is situated > 200 m from SAC/SPA. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.</p>	<p>SAC: N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.</p>	<p>It is not considered likely that this Scheme will lead to increased access and recreation at the SAC. No Likely Significant Effects.</p>	<p>It is not considered that this minor and localised improvement Scheme, at this distance from Plymouth Sound Estuaries SAC and Tamar Estuaries SPA could act in-combination to result in Likely Significant Effects.</p>
				<p>SPA: Impacts are not considered likely to arise at this distance at an existing station. No Likely Significant Effects.</p>		
<p>35: Penzance TWCN: To implement town</p>	<p>Limited preliminary design has been undertaken and as such full details of these Schemes are not available. It is not possible to identify the routes /construction footprints in their entirety. However, these Schemes are proposed in close proximity to Marazion Marsh SPA. It</p>					

<p>wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles.</p> <p><u>61. Goldsithney to Marazion B3302:</u> Off road walking/cycle route, partly on existing highway, partly off-line on third party land.</p> <p>and</p> <p><u>62. Mounts Bay to Marazion cycle path:</u> Provide cycle/shared use path across dunes and car park with associated cycle parking</p>	<p>is therefore not possible to conclude no Likely Significant Effects at this strategic level.</p> <p>Notwithstanding the need for a project-level HRA, there are a number of mitigation measures that can be exploited at the detailed design stage to ensure that LSE are avoided at the SPA. Specifically, that there will be a presumption against land-take within designated sites (refer to Table 5.4, Mitigation Principles 01, 02, 03) and in addition, construction best-practice measures will be integrated into the Scheme design (refer to Table 5.4, Mitigation Measures 26, 04) to avoid indirect impacts. It is also considered likely that LSE as a result of disturbance can be avoided with the use of carefully designed mitigation measures which will be based on evidence acquired through survey (refer to Table 5.4, Mitigation Principles 1,14). The preferred location will ensure that disturbance impacts do not arise and/or that engineering solutions are exploited at the detailed design stage to avoid visual impacts and direct users away from sensitive areas by use of landscape design or artificial screening (Table 5.4, Mitigation principle 05).</p>					
<p><u>65. Carkeel Village to Tamar View:</u> Footway provision. This does not require new land take, comprising improvement to existing resources rather than</p>	<p>Full details of Scheme not available. It is not possible to identify the route in its entirety and its proximity to Plymouth Sound SAC</p>	<p>No direct habitat loss, fragmentation or degradation will occur. No Likely Significant Effects.</p>	<p>It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures (refer to table 5.4, Mitigation Principles 26, 04) on the basis that the current footprint is likely to be situated > 200 m from SAC/SPA.</p>	<p>SAC: N/A (qualifying species are not affected by visual impacts). No Likely Significant Effects.</p>	<p>It is considered that improvements to an existing footpath would be unlikely to change the volume of use in any</p>	<p>It is not considered that this minor and localised improvement Scheme, at this distance could act in-combination to result in Likely</p>

construction of new ones.	and Tamar Estuaries SPA. However, Carkeel is situated > 200 m distant at its closest point.			SPA: Likely Significant Effects are considered unlikely as a result of improvement works to an existing footpath > 200 m distant.	significant way. No Likely Significant Effects.	Significant Effects.
<u>68. Truro Station & St Francis Street:</u> Wheeling channels within station and on-highway pedestrian improvements	Fal and Helford SAC is situated > 1000 m distant.	No direct habitat loss will occur. Given scale and distance, degradation and fragmentation also considered unlikely. No Likely Significant Effects.	It is considered unlikely that significant effects will arise with the incorporation of construction best-practice measures considering that the current footprint is situated > 1000 m from SAC. Therefore on the basis of the location provided for the Scheme, No Likely Significant Effects are identified.	N/A	Impacts are not considered likely to arise for this localised Scheme type at this distance.	It is not considered that this minor and localised improvement Scheme, at this distance from St. Fal and Helford SAC could act in-combination to result in Likely Significant Effects.

5.4 Step 4: Assessment of the Significance of Effects on Natura 2000 Sites

5.4.1 Table 5.2 identifies the likelihood of occurrence of significant effects as a result of the impacts identified. It is considered that Likely Significant Effects can be avoided for the majority of the Schemes listed in the 2015 – 2019 Cornwall Implementation Plan.

5.4.2 There are a number of environmental control measures that it will be necessary to employ to ensure adverse impacts upon the environment are avoided (in the first instance) or minimised. These will include the reduction of air quality emissions to below critical threshold levels as identified by Air Pollution Information System (APIS) and others. The control of water abstraction and discharge of water is required via the Water Framework Directive¹⁷, the consideration of impacts on designated sites is covered under the Habitats Regulations, Wildlife and Countryside Act 1981 (as amended), and national and location planning policy. These control measures will ensure that impacts are avoided or minimised.

5.4.3 In addition to the environmental control measures, a number of Mitigation Principles have been developed within the Implementation Plan (individually referenced against each Scheme in Table 5.2) and these are listed in Table 5.4 below. Table 5.5 summarises which Schemes the Mitigation Principles are particularly relevant to for the avoidance of Likely Significant Effects (for example, as a result of location and scale). It will be necessary for each Mitigation Principle to be developed within each project-level HRA and become embedded in the project design as further details become available.

Table 5.4: Relevant Mitigation Principles Embedded in SEA and LTP

	Proposed Mitigation Principle
1	Appropriate environmental assessment should be undertaken on an individual project level where appropriate. Note that for some of the larger schemes in the Implementation Plan, statutory or non-statutory EIA has already been undertaken.
5	Any new land take required should be kept to the absolute minimum for practical operation of the scheme; where possible existing in-use land and infrastructure should be used to achieve this.
11	Detailed design of any new infrastructure should avoid or minimise impacts on both designated and undesignated environmental features such as trees and hedgerows. Landscape appraisal should be used where necessary.
14	Appropriate ecological surveys and mitigation should be undertaken as part scheme design and prior to construction.
23	Drainage schemes should include SuDS wherever possible.
25	Collaboration with environmental organisations should be considered, particularly where schemes are close to areas of environmental interest e.g. designated sites, habitat, to ensure opportunities for study and conservation are explored.
26	Construction should be undertaken in line with a Construction Management Plan which should include measures to manage construction traffic, reduce environmental impacts and make the most of opportunities for enhancement such as landscape and habitat planting. CMPs should also encourage the use of best practice construction methods and equipment.

¹⁷ Water Framework Directive (2000): <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32000L0060:EN:HTML>

01	Development will not be located within any Natura 2000 site (or supporting habitat) so that no direct habitat loss will occur
02	Wherever possible works will be avoided where there are direct transmission pathways to Natura 2000 or Ramsar sites (such as downstream of a new road).
03	Buffer zones will be provided between construction/improvement works and Natura 2000 and Ramsar sites (the size and extent of which should be dependent upon the nature of impact and the sensitivity of receptors).
04	The CEMP will detail control measures required to avoid impacts on Natura 2000 or Ramsar sites as a result of noise and visual disturbance and air and water quality.
05	Detailed design of projects in proximity to Natura 2000 or Ramsar sites that are vulnerable to disturbance impacts will, if deemed necessary on the basis of survey information and consultation with Natural England, ensure that the location avoids impacts or that screening is designed in to the scheme to avoid impacts.

5.4.4 It has not been possible to conclude no Likely Significant Effects for the following Schemes due to insufficient detail at this time to enable a more in-depth analysis to the degree required for appropriate assessment. It will only be possible to undertake this level of assessment once specific projects are proposed and/or once sufficient detail is available at the plan level to enable a thorough and robust analysis to be carried out.

- 9. Larcombe Road
- 51. Saltash Cycle Network
- 62. Mounts Bay to Marazion cycle path
- 61. Goldsithney to Marazion cycle path
- 35: Penzance TWCN

5.4.5 As a result, the HRA for these Schemes is deferred to project level under these particular circumstances:

- The HRA of the IP cannot reasonably assess the effects on a European site in a meaningful way.
- The HRA of any projects will be required as a matter of law or Government policy; and
- The results of the project level HRA will be able to inform changes in a proposal (including rejecting it outright) if necessary.

5.4.6 An assessment of any likely significant effects will be made and full recommendations for mitigation will be provided within each project/plan-level HRA. These will provide measures to reduce the potential for any development to result in impacts upon the Natura 2000 network or Ramsar sites. The following over-arching mitigating statements apply:

(a) Any development that would be likely to have a significant effect on a European site either alone or in combination with other plans or projects would not be in accordance with the Local Transport Plan and would not, therefore, have the benefit of the presumption in favour accorded via S.38 of the 2004 Act at application stage;

And

(b) Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under Part 6 of the Habitats Regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of Regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with Regulation 66.

Table 5.5: Relevant Mitigation Principles for Implementation Plan Schemes (highlighted measures 01 – 05 are those particularly relevant to a given Scheme due to Scheme’s location and scale).

Mitigation Principle	1	5	11	14	23	25	26	01	02	03	04	05
	Appropriate environmental assessment should be undertaken on an individual project level where appropriate. Note that for some of the larger schemes in the Implementation Plan, statutory or non-statutory EIA has already been undertaken.	Any new land take required should be kept to the absolute minimum for practical operation of the scheme; where possible existing in-use land and infrastructure should be used to achieve this.	Detailed design of any new infrastructure should avoid or minimise impacts on both designated and undesignated environmental features such as trees and hedgerows. Landscape appraisal should be used where necessary.	Appropriate ecological surveys and mitigation should be undertaken as part of scheme design and prior to construction.	Drainage schemes should include SuDS wherever possible.	Collaboration with environmental organisations should be considered, particularly where schemes are close to areas of environmental interest e.g. designated sites, habitat, to ensure opportunities for study and conservation are explored.	Construction should be undertaken in line with a Construction Management Plan which should include measures to manage construction traffic, reduce environmental impacts and make the most of opportunities for enhancement such as landscape and habitat planting. CMPs should also encourage the use of best practice construction methods and equipment.	Development will not be located within any Natura 2000 site (or supporting habitat) so that no direct habitat loss will occur	Wherever possible works will be avoided where there are direct transmission pathways to Natura 2000 or Ramsar sites (such as downstream of a new road).	Buffer zones will be provided between construction/improvement works and Natura 2000 and Ramsar sites (the size and extent of which should be dependent upon the nature of impact and the sensitivity of receptors)	The CEMP will detail control measures required to avoid impacts on Natura 2000 or Ramsar sites as a result of noise and visual disturbance and air and water quality.	Detailed design of projects in proximity to Natura 2000 or Ramsar sites that are vulnerable to disturbance impacts will, if deemed necessary on the basis of survey information and consultation with Natural England, ensure that screening is designed in to the scheme to avoid impacts.
All Schemes	X	X	X	X	X	X	X	X	X	X	X	X
9. Larcombe Road								X	X	X	X	
14. Bodmin Camel Trail Extension									X	X	X	
17. TWCN									X	X	X	

Network:												
35. Penzance TWCN:								X	X	X	X	X
47. Walking and Cycling network (phase 1):								X	X	X	X	
49. A38 Cornwall Gateway (Carkeel):											X	
51. Saltash cycle network:								X	X	X	X	X
59. Saltash Station Enhancements:											X	
61. Goldsithney to Marazion B3302:								X	X	X	X	X
65. Carkeel Village to Tamar View:											X	