

Warwickshire County
Council

**SEA of Warwickshire
Provisional LTP 2005**

Environmental Report for
Warwickshire Provisional
Local Transport Plan
2005

Appendix D

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**Environmental Effects
Assessment (EAA)
Worksheets**

D1 Environmental Effects Assessment (EEA Worksheets)

The following key applies to each of the following Environmental Effects Assessment (EEA) Worksheets:

MAGNITUDE CRITERIA

P – Probability (h) high certainty (m) medium certainty (l) low certainty

D –Duration (p) permanent (r) reversible (lt) long term (m) medium (s) short term

C – Cumulative effects sustained (y) yes (n) no

R – Risks to human health and environment (i) increased (d) decreased

E – Spatial extent (l) large (m) medium (s) small

SENSITIVITY CRITERIA

SR – Sensitive receptors (y) yes (n) no

ES – Environmental standards breached (y) yes (n) no

PS – Protected designated sites affected (y) yes (n)

Appendix D 1.1: Environmental Effects Assessment Worksheets

NORTH/SOUTH CORRIDOR – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	LT	Y -ve	I	M	Y	N	N	This scenario is likely to lead to an increase in traffic congestion along the northern and southern transport corridors and particularly at key junctions during peak hours. Noise sensitive receivers including those at Walsgrave Hospital and within the urban areas of Nuneaton, Bedworth, Kenilworth, Leamington Spa, Whitnash and Warwick would experience elevated traffic-induced noise levels	Major
	Incorporate noise abatement measures where practicable		✓	H	LT	Y -ve	I	M	Y	N	N	There are few opportunities to implement traffic calming measures under this scenario which is likely to lead to an increase in traffic congestion and lesser opportunity to integrate noise abatement at sensitive receptors	Major
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	LT	Y -ve	I	M	Y	N	N	There would be few opportunities to introduce a modal shift in travel patterns from the private car to public transport. Low emission technologies may not be implemented. Regional impacts on traffic congestion are likely to be sustained leading to higher regional impacts of vehicle-derived air quality impacts	Major
	Avoid further contribution to pollution load in AQMAs		✓	H	LT	Y -ve	I	M	Y	N	N	Traffic management unlikely to be achieved in this scenario and likely to lead to further AQMAs being designated within the area	Major
	Cleaner technology preferred where practicable		✓	M	LT	Y -ve	I	S	Y	N	N	LTP1 makes reference to the need to implement greater reliance on public transportation, particularly within the urban centres and linking the north and southern corridors. Few measures specifically aimed at the introduction of low emission technologies	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		M	P	Y +ve	D	S	N	N	N	LTP1 provides measures for enhancing facilities for walking and cycling. However, the delivery of these measures may be restricted by poor connectivity to public transportation facilities	Moderate
	Improve safety and reduce accidents in all modes of transport		✓	H	LT	Y -ve	I	M	N	N	N	Road traffic accidents are a significant issue within the urban areas and along the major transport corridors. A significant proportion of casualties are recorded amongst pedestrians and cyclists within the north-south corridors	Major
	Safer communities		✓	M	LT	Y -ve	I	S	N	N	N	There are few measures which contribute to safer communities with a need for greater connectivity	Moderate

NORTH/SOUTH CORRIDOR – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
												in transport services for all modes	
	Reduction in severance across all sectors of community		✓	M	P	Y -ve	I	M	N	N	N	Traffic congestion is a major factor contributing to the division of communities within the urban areas. There are substantial variations in economic activity due in part to severance issues between the northern and southern parts of the corridor	Moderate
	Concentrate new development near to existing transport routes		✓	H	P	Y -ve	I	M	N	N	N	The LTP1 makes few provisions to foster development in proximity to existing transport routes which are already under pressure from the Coventry to Nuneaton Regeneration Zone	Moderate
	Improved access / affordability to the transport system throughout all sectors of the community		✓	H	LT	Y -ve	I	M	N	N	N	There are few opportunities to enhance public transport provision under the Do Nothing scenario and this is seen as a major barrier to economic development across the north-south corridor	Moderate
Climatic Factors	Reduce contribution of greenhouse gases released to the environment		✓	H	LT	Y -ve	I	L	N	N	N	There would be few opportunities to manage congestion and traffic-induced impacts upon gases associated with climate change under this scenario	Major
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	LT	Y -ve	I	M	N	N	N	The existing congestion within the urban areas undermines landscape and townscape elements. There are few opportunities to control traffic expansion under this scenario. Development pressures may occur away from existing transport routes in an attempt to avoid congestion issues	Moderate
	Maintain / enhance character and quality of the countryside / townscape		✓	M	LT	Y -ve	I	M	N	N	N	Traffic congestion within the urban areas and along major transport routes is a barrier to achieving the objective under this scenario	Moderate
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	LT	Y -ve	I	S	N	N	N	Open space is likely to be subject to development pressure associated with increased vehicle users e.g. though requirements for additional services	Minor
	Reduce light pollution		✓	H	P	Y -ve	I	S	N	N	N	Increased traffic congestion contributes to light pollution issues, particularly noticeable for sensitive receptors along major transport corridors	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	P	Y -ve	I	S	N	N	N	Opportunities to enhance the setting of cultural heritage features may be missed due to a failure to control traffic congestion under this scenario	Moderate
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	Y	There are few measures for the preservation and enhancement of biodiversity features within the LTP1. Pollution intolerant species may experience a decline due to traffic-derived impacts on air quality	Moderate

NORTH/SOUTH CORRIDOR – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Support LBAP		✓	M	LT	Y -ve	I	S	N	N	Y	There are few measures under the LTP1 likely to lead to support for the Local Biodiversity Action Plan	Moderate
	Concentrate development on previously developed land		✓	H	P	Y -ve	I	S	N	N	N	Development pressures may be experienced on greenfield sites due to existing congestion issues within the urban areas and along the major transport corridors	Minor
Water	Decrease water pollution	✓		M	M	Y +ve	D	M	N	N	N	Risks of water pollution events associated with existing levels of traffic although these are considered to be relatively minor. Environment Agency data confirms that water quality has generally improved within this area	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	LT	Y -ve	I	M	N	N	N	Measures within the LTP1 may influence the area of hardstanding and flow rates impacting on flooding of low lying areas	Moderate
Material Assets	Protection of material assets		✓	H	P	Y -ve	N/A	M	N	N	N	Few measures included within the 1 st LTP protecting material assets	Minor
	Improved access to employment		✓	H	LT	Y -ve	I	S	N	N	N	Mechanisms to enhance access to employment sites and support social inclusion are unlikely to be met under this scenario. The existing level and service frequency of public transportation may be a barrier to securing employment and an equitable balance of opportunities between the northern and southern parts of the corridor	Major
	Support agriculture and the rural economy		✓	M	LT	Y -ve	I	M	N	N	N	Measures within the LTP1 may not secure enhanced mobility and connectivity between rural and urban areas	Moderate
	Promote sustainable tourism		✓	M	LT	Y -ve	I	S	N	N	N	Traffic congestion and issues associated with public transport provision may be a barrier to sustainable tourism along the northern and southern parts of the corridor	Minor
	Increase use of recycled / reused products where practicable		✓	M	P	Y -ve	I	S	N	N	N	Measures to deliver an increase in the recycling and re-use of products only partially supported within LTP policies	Minor

Appendix D 1.2: Environmental Effects Assessment Worksheet

NORTH / SOUTH CORRIDOR – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		M	LT	Y +ve	D	M	Y	N	N	The Do Minimum scenario would deliver only marginal benefits due to the omission of major schemes including SPARK. There would be an improvement in the prevailing noise conditions for some noise sensitive receptors particularly at key junctions	Moderate
	Incorporate noise abatement measures where practicable		✓	H	LT	Y -ve	I	M	Y	N	N	Noise abatement measures may be partially delivered through implementation of minor schemes although traffic calming through SPARK and other public transport enhancements (modal shift) would not be realised	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	LT	Y -ve	I	M	Y	N	N	Low emission technologies and modal shift would not be delivered under this scenario. Regional improvements in the emissions of priority pollutants may not be achieved. Regional air quality issues have been identified as a major challenge for the north-south corridor	Moderate
	Avoid further contribution to pollution load in AQMAS		✓	H	LT	Y -ve	I	M	Y	N	N	Some traffic calming would be achieved although the omission of major schemes would limit the extent to which positive impacts are secured within the urban areas of Leamington Spa and Warwick	Moderate
	Cleaner technology preferred where practicable		✓	M	LT	Y -ve	I	S	Y	N	N	Low emission technologies proposed under SPARK would not be delivered under this scenario and there are few opportunities to gain maximum benefit in cleaner technologies under the minor schemes	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		M	P	Y +ve	D	S	N	N	N	Minor schemes delivered under this scenario include improvements for pedestrians and cyclists within Warwick / Leamington Spa and Whitnash as well as improvements in Kenilworth. These measures would go some way to achieving the SEA objective although all opportunities would not be realised due to the omission of major schemes	Moderate
	Improve safety and reduce accidents in all modes of transport	✓		M	LT	Y +ve	D	M	N	N	N	The delivery of the minor schemes will assist in reducing accidents for pedestrians and cyclists although this may be less effective along the major routes into Warwick and Leamington Spa due to the omission of SPARK	Moderate
	Safer communities	✓		M	LT	Y +ve	D	S	N	N	N	The introduction of the minor schemes would lead to enhanced connectivity between public transport interchanges e.g. at Kenilworth and the A45/ A445 junction / extensive realignment of Wolston Lane although all opportunities would not be realised under this scenario due to the omission of major schemes	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	The delivery of minor schemes would reduce severance issues, particularly with respect to enhancements at public transport interchanges at George Elliot Hospital, Coventry Airport and Kenilworth although all opportunities would not be realised due to omission of major schemes	Moderate
	Concentrate new development	✓		H	P	Y	D	M	N	N	N	The LTP2 includes for the major investment site at Ansty,	Moderate

NORTH / SOUTH CORRIDOR – DO MINIMUM SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
	near to existing transport routes					+ve							improvements to the National Agricultural Centre at Stoneleigh, improvements to the Toll Bar End roundabout and a new rail station at Bermuda Griff	
	Improved access / affordability to the transport system throughout all sectors of the community	✓		H	LT	Y +ve	D	M	N	N	N		The delivery of transport interchanges and improved access to public transport for passengers includes the major investment site at Ansty, Warwick University and at Kenilworth. Some improvements to public transport would not be achieved within Leamington Spa and Warwick due to the omission of major schemes under this scenario	Moderate
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		H	P	Y +ve	D	M	N	N	N		The introduction of improved public transport interchanges and pedestrian / cyclist facilities may support a partial modal shift away from the private vehicle to alternative forms of transport. All opportunities to reduce the release of greenhouse gases will not be realised due to the omission of major schemes including SPARK	Moderate
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	P	Y -ve	I	M	N	N	N		The introduction of minor schemes is likely to have a minimal direct impact on landscape and townscape although there may be a positive impact on reduced congestion and effects on the visual amenity of townscape features. The integration of transport interchanges within the existing townscape would be a detailed design issue at an individual project level	Minor
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve	I	M	N	N	N		The schemes proposed under this scenario would have a minimal impact on enhancing the character of the countryside and townscape with the exception of transport interchanges and proposals associated with investment sites	Moderate
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N		The LTP2 contains few policies directed at protecting open space. Minor schemes to be delivered under this scenario are unlikely to erode open space	Moderate
	Reduce light pollution		✓	H	LT	Y -ve	I	S	N	N	N		The implementation of the transport interchanges to be delivered under the LTP2 and enhanced public transport provision associated with employment sites is likely to lead to an increase in light pollution	Moderate
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	LT	Y -ve	I	S	N	N	N		There are few policies included within the LTP2 which would have a direct positive impact on the preservation of cultural heritage. The reduction in traffic congestion may have a minor beneficial effect on the setting of certain cultural heritage features	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	N		The delivery of the LTP2 under this scenario would not contribute to measures to decrease habitat decline, and in cases where there are to be significant transport enhancements e.g. at the George Elliot Hospital and Prologis Park there may be impacts outside the existing highway corridor	Moderate
	Support LBAP		✓	M	P	Y	I	S	N	N	N		The schemes proposed under this scenario of LTP2 would have	Minor

NORTH / SOUTH CORRIDOR – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
						-ve						a relatively minor effect on the Local Biodiversity Action Plan	
	Concentrate development on previously developed land	✓		M	LT	Y +ve	I	S	N	N	N	Transport proposals under this scenario include those directed at Ansty, the National Agricultural Centre, and Camp Hill to ensure that development opportunities are maximised on previously developed land	Moderate
Water	Decrease water pollution		✓	M	LT	Y -ve	I	M	N	N	N	There are few measures included within the LTP2 which would deliver a decrease in water pollution	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N	The measures included within the LTP2 may increase the area of hardstanding associated with transport enhancements. This is likely to be a relatively minor impact	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	M	N	N	N	The LTP2 under this scenario has a limited potential to impact upon material assets	Minor
	Improved access to employment	✓		M	LT	Y +ve	D	S	N	N	N	The LTP2 acknowledges that the majority of access to employment is by via private car yet private car ownership is relatively low in certain parts of the north-south corridor. The public transportation enhancements associated with public transport interchanges and major investment sites e.g. Ansty will improve mobility for non car owners	Moderate
	Support agriculture and the rural economy	✓		H	LT	Y (+ve)	D	M	N	N	N	The LTP2 makes limited provision within the north-south corridor for supporting agriculture and the rural economy	Minor
	Promote sustainable tourism		✓	H	LT	Y (-ve)	I	S	N	N	N	The proposed new station at Kenilworth and the transport interchange would assist in accessing tourist attractions via public transport. The extent to which this may be achieved in Warwick and Leamington Spa may be hindered by the omission of SPARK	Minor
	Increase use of recycled / reused products where practicable		✓	H	LT	Y (-ve)	I	S	N	N	N	The LTP2 under this scenario makes little provision for the recycling and re-use of products	Minor

Appendix D 1.3: Environmental Effects Assessment Worksheet

NORTH / SOUTH CORRIDOR – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		H	LT	Y +ve	D	M	Y	N	N	This scenario would deliver the maximum benefits contained within the LTP2 due to the inclusion of major schemes including SPARK and a step change in public transport provision within the north-south corridor. The measures would assist in reducing traffic congestion and a modal shift which is likely to benefit noise sensitive receptors	Major
	Incorporate noise abatement measures where practicable	✓		M	LT	Y +ve	D	M	Y	N	N	Noise abatement measures may be delivered through traffic calming measures including SPARK and a modal shift achieved through a step change in public transport provision	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)	✓		M	LT	Y +ve	D	M	Y	N	N	Low emission technologies would be delivered under SPARK. Regional improvements in the emissions of priority pollutants may be achieved through modal shift particularly at key junctions during peak hours	Moderate
	Avoid further contribution to pollution load in AQMAs	✓		H	LT	Y +ve	D	M	Y	N	N	Traffic calming will be achieved through the integration of SPARK and a greater reliance on public transport supporting a modal shift	Moderate
	Cleaner technology preferred where practicable	✓		M	LT	Y +ve	D	S	Y	N	N	Low emission technologies proposed under SPARK would be delivered under this scenario	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	S	N	N	N	Schemes delivered under this scenario include improvements for pedestrians and cyclists within Warwick / Leamington Spa and Whitnash as well as improvements in Kenilworth and at major investment sites including Ansty	Major
	Improve safety and reduce accidents in all modes of transport	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of this scenario including SPARK and junction improvements at the Toll Bar End and the A45 / A445 junction will assist in reducing accidents for pedestrians and cyclists	Major
	Safer communities	✓		M	LT	Y +ve	D	S	N	N	N	The introduction of the schemes included within the LTP2 would lead to enhanced connectivity between public transport interchanges e.g. at Kenilworth, George Elliot Hospital, Stoneleigh Interchange	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	The delivery of the schemes would aim to decrease severance issues and promote pedestrian and cyclist movement, particularly through SPARK, transport interchanges and dedicated cycle links e.g. the Sustrans National Cycle Network 52	Moderate
	Concentrate new development near to existing transport routes	✓		L	P	Y +ve	D	M	N	N	N	The LTP2 makes provision for enhanced accessibility along major transport corridors through reduced congestion. The schemes also aim to link to future development sites including Ansty consistent with the SEA objective	Moderate
Improved access / affordability to the transport system throughout all sectors of the community	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of the transport interchange at Kenilworth and the improved cycle and powered two wheeler parking at stations at Warwick / Leamington Spa and Whitnash would deliver some	Moderate	

NORTH / SOUTH CORRIDOR – DO SOMETHING SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
													improvements in access to the transport system. The delivery of SPARK would aim to deliver improved access within the Leamington Spa and Warwick areas	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		H	P	Y +ve	D	M	N	N	N		The introduction of SPARK and improved public transport interchanges would be directed at supporting a modal shift away from the private vehicle to higher capacity and low emission technology vehicles	Moderate
Landscape / Townscape	Integration with the existing landscape / townscape	✓		M	P	Y +ve	D	M	N	N	N		The introduction of this scenario of the LTP2 would aim to reduce congestion issues and thereby enhance the setting of townscape features. There may be localised impacts associated with integration of transport interchanges although this would be a project-specific issue	Moderate
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve	D	M	N	N	N		With the exception of reduced congestion, there would be few opportunities to enhance the character of the countryside or townscape	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N		The LTP2 contains few policies directed at protecting open space. The schemes contained within this scenario of the LTP2 would have a limited impact on the SEA objective	Moderate
	Reduce light pollution		✓	H	LT	Y -ve	I	S	N	N	N		The implementation of schemes under this scenario is likely to lead to an increase in light pollution associated with signage, street furniture and increased vehicle presence within the urban environment, beyond daylight hours	Moderate
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	LT	Y -ve	I	S	N	N	N		There are few policies included within the LTP2 which would have a direct positive impact on the preservation of cultural heritage. The reduction in traffic congestion may have a minor beneficial effect on the setting of certain cultural heritage features	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	N		The delivery of the schemes under this scenario would not contribute to measures to decrease habitat decline and there may be a minor erosion of habitat at a local level	Moderate
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N		The schemes proposed under this scenario of LTP2 would have a relatively minor effect on the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land	✓		H	LT	Y +ve	I	S	N	N	N		There are measures within the LTP2 directed at ensuring development is supported by adequate transport infrastructure on previously developed land	Moderate
Water	Decrease water pollution		✓	M	LT	Y -ve	I	M	N	N	N		There are few measures included within the LTP2 which would deliver a decrease in water pollution	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N		The measures included within the LTP2 may increase the area of hardstanding associated with transport enhancements. This is likely to be a relatively minor impact	Minor
Material Assets	Protection of material assets		✓	M	P	Y	N/A	M	N	N	N		The LTP2 under this scenario has a limited potential to impact	Minor

NORTH / SOUTH CORRIDOR – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
						-ve						upon material assets	
	Improved access to employment	✓		M	LT	Y +ve	D	S	N	N	N	The LTP2 acknowledges that the majority of access to employment is by private car, yet car ownership in the north-south corridor is relatively limited. Public transport interchanges including that at Ansty and major schemes including SPARK will support the SEA objective of improving access to employment opportunities	Moderate
	Support agriculture and the rural economy		✓	H	LT	Y -ve	D	M	N	N	N	The LTP2 makes only limited provision for supporting the rural economy within this sub-region	Minor
	Promote sustainable tourism		✓	H	LT	Y -ve	I	S	N	N	N	The proposed new station at Kenilworth and the transport interchange would assist in accessing tourist attractions via public transport. In addition, the delivery of SPARK will aid access to features of tourist interest within Leamington Spa and Warwick	Moderate
	Increase use of recycled / reused products where practicable		✓	H	LT	Y -ve	I	S	N	N	N	The LTP2 under this scenario makes little provision for the recycling and re-use of products	Minor

Appendix D 2.1: Environmental Effect Assessment Worksheet

NORTHERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		M	LT	Y +ve	I	M	Y	N	N	The LTP1 proposed measures to enhance public transport including rail stations at Coleshill, Kingsbury and Arley with the aim of encouraging a modal shift away from the road and reducing noise sustained by sensitive receptors. This measure would only partially offset noise associated with HGV movements through rural areas	Moderate
	Incorporate noise abatement measures where practicable		✓	H	LT	Y -ve	I	M	Y	N	N	There are relatively limited measures to implement noise abatement under this scenario	Major
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	LT	Y -ve	I	M	Y	N	N	There is a heavy reliance on the private car and this is exacerbated by road freight associated with Birch Coppice Industrial Estate and Hams Hall International Freight. There are few opportunities to restrict regional impacts to air quality under this scenario	Major
	Avoid further contribution to pollution load in AQMAs		✓	H	LT	Y -ve	I	M	Y	N	N	The heavy reliance on the private car means that there is a substantial pollution load, particularly within urban centres and associated with road freight	Major
	Cleaner technology preferred where practicable		✓	M	LT	Y -ve	I	S	Y	N	N	There are few measures within the LTP1 directed at employing cleaner technology although a proposed shift to rail freight would partially offset pollution issues	Moderate
	Provide healthier travel options by improving facilities for walking and cycling		✓	M	P	Y -ve	D	S	N	N	N	The LTP1 acknowledges that there are problems associated with traffic congestion (particularly within the major trunk road network and motorways) and that there is a need to enhance facilities for pedestrians and cyclists. However, the delivery of these enhancements may be limited by poor interconnectivity with transport interchanges in this scenario	Moderate
	Improve safety and reduce accidents in all modes of transport		✓	H	LT	Y -ve	I	M	N	N	N	Road traffic accidents are a significant issue within the major road networks approaching the urban centres of Atherstone, Polesworth, Coleshill and Kingsbury	Major
	Safer communities		✓	M	LT	Y -ve	I	S	N	N	N	There are few measures which contribute to safer communities under this scenario with a need for greater connectivity in transport services for all modes	Moderate
	Reduction in severance across all sectors of community		✓	M	P	Y -ve	I	M	N	N	N	Traffic congestion on the trunk road network is a major factor contributing to the division of communities within Atherstone, Polesworth, Coleshill and Kingsbury from key services including healthcare	Moderate
	Concentrate new development near to existing transport routes		✓	H	P	Y -ve	I	M	N	N	N	The LTP1 makes few provisions to support development in proximity to existing transport routes although road freight is a clear feature at Birch Coppice Industrial Estate and Hams Hall International	Moderate

NORTHERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
												Freight	
	Improved access / affordability to the transport system throughout all sectors of the community		✓	M	LT	Y -ve	I	M	N	N	N	The LTP1 acknowledges the heavy reliance on the private car, with poor uptake of public transportation	Moderate
Climatic Factors	Reduce contribution of greenhouse gases released to the environment		✓	H	LT	Y -ve	I	L	N	N	N	There would be few opportunities to manage congestion and traffic-induced impacts upon gases associated with climate change under this scenario	Major
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	LT	Y -ve	I	M	N	N	N	There are few measures proposed under the LTP1 which would have a fundamental impact upon landscape and townscape	Minor
	Maintain / enhance character and quality of the countryside / townscape		✓	M	LT	Y -ve	I	M	N	N	N	Traffic congestion along the major road networks is a barrier to achieving the objective under this scenario	Moderate
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	LT	Y -ve	I	S	N	N	N	Open space is likely to be subject to development pressure associated with increased vehicle users e.g. though requirements for additional services	Minor
	Reduce light pollution		✓	H	P	Y -ve	I	S	N	N	N	Increased traffic congestion may lead to an increase in light pollution issues along the trunk road network and within the urban areas	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	P	Y -ve	I	S	N	N	N	Opportunities to enhance the setting of cultural heritage features may be missed due to a failure to control traffic congestion under this scenario	Moderate
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	Y	There are few measures for the preservation and enhancement of biodiversity features within the LTP1. Pollution intolerant species may experience a decline due to traffic-derived impacts on air quality	Moderate
	Support LBAP		✓	M	LT	Y -ve	I	S	N	N	Y	There are few measures under the LTP1 likely to lead to support for the Local Biodiversity Action Plan	Moderate
	Concentrate development on previously developed land		✓	H	P	Y -ve	I	S	N	N	N	Development pressures may be experienced on greenfield sites due to congestion along the trunk road network approaching the urban centres	Minor
Water	Decrease water pollution	✓		M	M	Y +ve	D	M	N	N	N	Risks of water pollution events associated with existing levels of traffic although these are considered to be relatively minor. Environment Agency data confirms that water quality has generally improved within this area	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	LT	Y -ve	I	M	N	N	N	Measures within the LTP1 may influence the area of hardstanding and flow rates impacting on flooding of low lying areas	Moderate
Material Assets	Protection of material assets		✓	H	P	Y -ve	N/A	M	N	N	N	Few measures included within the 1 st LTP protecting material assets	Minor

NORTHERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Improved access to employment		✓	M	LT	Y -ve	D	S	N	N	N	There is relatively poor access to employment from within the rural areas and there are few measures within the LTP1 which would affect a change	Major
	Support agriculture and the rural economy		✓	M	LT	Y -ve	I	M	N	N	N	There are few measures within the LTP1 targeted at enhancing access to the rural area within this region. Mobility measures are largely directed at enhancing access within the urban centres and industrial areas	Moderate
	Promote sustainable tourism		✓	M	LT	Y -ve	I	S	N	N	N	There are few measures specifically targeted at enhancing access to tourist areas under the LTP1	Minor
	Increase use of recycled / reused products where practicable		✓	M	P	Y -ve	I	S	N	N	N	Measures to deliver an increase in the recycling and re-use of products only partially supported within LTP policies	Minor

Appendix D2.2: Environmental Effects Assessment Worksheet

NORTHERN WARWICKSHIRE– DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		M	LT	Y +ve	D	M	Y	N	N	Traffic management and calming measures are proposed under the LTP2 which will improve the noise environment within the market towns of Coleshill, Southam and Shipston on Stour	Moderate
	Incorporate noise abatement measures where practicable		✓	H	LT	Y -ve	D	M	Y	N	N	Noise abatement measures may be partially delivered through implementation of the LTP2 although it may not be possible to offset noise associated with HGV movements from road freight	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)	✓		M	LT	Y +ve	D	M	Y	N	N	There are regional measures under the LTP2 directed at improving access to public transport and supporting a shift away from the private car. There are also measures aimed at delivering a transfer from road to rail freight	Moderate
	Avoid further contribution to pollution load in AQMAs	✓		M	LT	Y +ve	D	M	Y	N	N	Some traffic calming would be achieved through the LTP2 and AQMAs at the junction of M6 and A446 would target a reduction in pollutant loading	Moderate
	Cleaner technology preferred where practicable		✓	M	LT	Y -ve	I	S	Y	N	N	There are relatively few measures directed at implementing cleaner technologies within the LTP2 under this scenario	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		M	P	Y +ve	D	S	N	N	N	There are measures within the LTP2 to improve pedestrian and cyclist access and facilities including improved pedestrian access between Atherstone Town Centre and Coventry Canal	Moderate
	Improve safety and reduce accidents in all modes of transport	✓		M	LT	Y +ve	D	M	N	N	N	The integration of vehicular restrictions and enhancements to public transportation, particularly aimed at linking rural and urban centres and improvements to cycle networks will assist in reducing accidents for pedestrians and cyclists	Moderate
	Safer communities	✓		M	LT	Y +ve	D	S	N	N	N	The introduction of safer routes to schools, enhanced facilities for community transport and market town initiatives will assist in meeting this objective	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	The delivery of the Coleshill Parkway and increased flexible demand bus and taxi services will be aimed at reducing severance	Moderate
	Concentrate new development near to existing transport routes	✓		M	P	Y +ve	D	M	N	N	N	There is a well established Green Belt which suggests future development will be close to existing urban areas. The Coleshill Parkway and enhancements to the local road network would assist in the management of additional traffic pressures associated with new development	Minor
Improved access / affordability to the transport system throughout all sectors of the community	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of transport interchanges and improved access to public transport for passengers at rail stations including Coleshill Parkway will assist in meeting this objective	Moderate	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		M	P	Y +ve	D	M	N	N	N	The introduction of improved public transport interchanges and pedestrian / cyclist facilities may support a partial modal shift away from the private vehicle to alternative forms of transport	Moderate
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	P	Y -ve	I	M	N	N	N	The introduction of the LTP2 under this scenario is likely to have a minimal direct impact on landscape and townscape although landscaping improving are proposed at the Parkfield Road Junction	Minor

NORTHERN WARWICKSHIRE- DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve	I	M	N	N	N	The schemes proposed under this scenario would have a minimal impact on enhancing the character of the countryside and townscape with the exception of transport interchanges and proposals associated with investment sites	Moderate
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	The LTP2 contains few policies directed at protecting open space although it is acknowledged that the Green Belt is protected by the Local Plan regime. Minor schemes to be delivered under this scenario are unlikely to erode open space	Moderate
	Reduce light pollution		✓	M	LT	Y -ve	I	S	N	N	N	The implementation of the transport interchanges to be delivered under the LTP2 is likely to lead to an increase in light pollution	Moderate
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	LT	Y -ve	I	S	N	N	N	There are few policies included within the LTP2 which would have a direct positive impact on the preservation of cultural heritage. The reduction in traffic congestion may have a minor beneficial effect on the setting of certain cultural heritage features	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	N	The delivery of the LTP2 under this scenario would not contribute to measures to decrease habitat decline	Minor
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N	The schemes proposed under this scenario of LTP2 would have a relatively minor effect on the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land		✓	M	LT	Y -ve	I	S	N	N	N	There are few measures within this area specifically directed at concentrating development on previously developed land	Moderate
Water	Decrease water pollution		✓	M	LT	Y -ve	I	M	N	N	N	There are few measures included within the LTP2 which would deliver a decrease in water pollution	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N	The measures included within the LTP2 may increase the area of hardstanding associated with transport enhancements. This is likely to be a relatively minor impact	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	M	N	N	N	The LTP2 under this scenario has a limited potential to impact upon material assets	Minor
	Improved access to employment	✓		M	LT	Y +ve	D	S	N	N	N	The LTP2 acknowledges access to employment from rural areas may be hampered by poor public transport provision. The public transportation enhancements associated with public transport interchanges will improve mobility for non car owners	Moderate
	Support agriculture and the rural economy	✓		M	LT	Y +ve	D	M	N	N	N	The LTP2 makes some provision for enhancing transport links between the rural areas, market towns and urban centres	Minor
	Promote sustainable tourism		✓	H	LT	Y -ve	I	S	N	N	N	The proposed enhanced public transport services between market towns and urban centres would assist in accessing tourist attractions	Minor
	Increase use of recycled / reused products where practicable		✓	H	LT	Y -ve	I	S	N	N	N	The LTP2 under this scenario makes little provision for the recycling and re-use of products	Minor

Appendix D 2.3: Environmental Effects Assessment Worksheet

NORTHERN WARWICKSHIRE- DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		H	LT	Y +ve	D	M	Y	N	N	The noise environment will be improved for noise sensitive receivers within the market towns of Coleshill, Southam and Shipston on Stour through traffic calming measures	Major
	Incorporate noise abatement measures where practicable		✓	M	LT	Y -ve	D	M	Y	N	N	Noise abatement measures may be partially delivered through implementation of the LTP2 although it may not be possible to offset noise associated with HGV movements from road freight	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)	✓		M	LT	Y +ve	D	M	Y	N	N	There are regional measures under the LTP2 directed at improving access to public transport and supporting a shift away from the private car. There are also measures aimed at delivering a transfer from road to rail freight. Traffic management would be enhanced through the delivery of the Intelligent Transport Scheme	Moderate
	Avoid further contribution to pollution load in AQMAs	✓		H	LT	Y +ve	D	M	Y	N	N	Some traffic calming would be achieved through the LTP2 and AQMAs at the junction of M6 and A446 would target a reduction in pollutant loading. This would be supported by the delivery of the Intelligent Transport Scheme	Moderate
	Cleaner technology preferred where practicable	✓		M	LT	Y +ve	I	S	Y	N	N	There are relatively few measures directed at implementing cleaner technologies within the LTP2 under this scenario	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	S	N	N	N	There are measures within the LTP2 to improve pedestrian and cyclist access and facilities including improved pedestrian access between Atherstone Town Centre and Coventry Canal	Major
	Improve safety and reduce accidents in all modes of transport	✓		H	LT	Y +ve	D	M	N	N	N	The integration of vehicular restrictions and enhancements to public transportation, particularly aimed at linking rural and urban centres and improvements to cycle networks will assist in reducing accidents for pedestrians and cyclists	Major
	Safer communities	✓		M	LT	Y +ve	D	S	N	N	N	The introduction of safer routes to schools, enhanced facilities for community transport and market town initiatives will assist in meeting this objective	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	The delivery of the Coleshill Parkway and increased flexible demand bus and taxi services will be aimed at reducing severance	Moderate
	Concentrate new development near to existing transport routes	✓		L	P	Y +ve	D	M	N	N	N	There is a well established Green Belt which suggests future development will be close to existing urban areas. The Coleshill Parkway and enhancements to the local road network would assist in the management of additional traffic pressures associated with new development	Moderate
Improved access / affordability to the transport system throughout all sectors of the community	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of transport interchanges and improved access to public transport for passengers at rail stations including Coleshill Parkway will assist in meeting this objective	Moderate	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		H	P	Y +ve	D	M	N	N	N	The introduction of improved public transport interchanges and pedestrian / cyclist facilities may support a partial modal shift away from the private vehicle to alternative forms of transport	Moderate

NORTHERN WARWICKSHIRE- DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Landscape / Townscape	Integration with the existing landscape / townscape	✓		M	P	Y +ve	D	M	N	N	N	The introduction of the LTP2 under this scenario is likely to have a minimal direct impact on landscape and townscape although landscaping improving are proposed at the Parkfield Road Junction	Moderate
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve	D	M	N	N	N	The schemes proposed under this scenario would have a minimal impact on enhancing the character of the countryside and townscape with the exception of transport interchanges and proposals associated with investment sites	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	The LTP2 contains few policies directed at protecting open space although it is acknowledged that the Green Belt is protected by the Local Plan regime. Minor schemes to be delivered under this scenario are unlikely to erode open space	Moderate
	Reduce light pollution		✓	H	LT	Y -ve	I	S	N	N	N	The implementation of the transport interchanges to be delivered under the LTP2 is likely to lead to an increase in light pollution	Moderate
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	LT	Y -ve	I	S	N	N	N	There are few policies included within the LTP2 which would have a direct positive impact on the preservation of cultural heritage. The reduction in traffic congestion may have a minor beneficial effect on the setting of certain cultural heritage features	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	N	The delivery of the LTP2 under this scenario would not contribute to measures to decrease habitat decline	Moderate
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N	The schemes proposed under this scenario of LTP2 would have a relatively minor effect on the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land	✓		H	LT	Y +ve	I	S	N	N	N	There are few measures within this area specifically directed at concentrating development on previously developed land	Moderate
Water	Decrease water pollution		✓	M	LT	Y -ve	I	M	N	N	N	There are few measures included within the LTP2 which would deliver a decrease in water pollution	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N	The measures included within the LTP2 may increase the area of hardstanding associated with transport enhancements. This is likely to be a relatively minor impact	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	M	N	N	N	The LTP2 under this scenario has a limited potential to impact upon material assets	Minor
	Improved access to employment	✓		M	LT	Y +ve	D	S	N	N	N	The LTP2 acknowledges access to employment from rural areas may be hampered by poor public transport provision. The public transportation enhancements associated with public transport interchanges will improve mobility for non car owners	Moderate
	Support agriculture and the rural economy		✓	H	LT	Y -ve	D	M	N	N	N	The LTP2 makes some provision for enhancing transport links between the rural areas, market towns and urban centres	Minor
	Promote sustainable tourism		✓	H	LT	Y	I	S	N	N	N	The proposed enhanced public transport services between market towns and urban centres would assist in accessing tourist attractions	Moderate

NORTHERN WARWICKSHIRE- DO SOMETHING SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
						-ve								
	Increase use of recycled / reused products where practicable		✓	H	LT	Y -ve	I	S	N	N	N	The LTP2 under this scenario makes little provision for the recycling and re-use of products	Minor	

Appendix D 3.1: Environmental Effects Assessment Worksheet

NUNEATON AND BEDWORTH – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	LT	Y -ve	I	M	Y	Y	N	Although there has been a decrease in traffic within Bedworth in the last ten years, there are traffic-induced noise issues within Nuneaton. In addition, there is a conflict between residential areas and old industrial areas leading to a high proportion of HGV movements. Noise sensitive properties therefore experience issues associated with both the total volume and the composition of traffic	Major
	Incorporate noise abatement measures where practicable		✓	H	LT	Y -ve	I	M	Y	Y	N	There are relatively limited measures to implement noise abatement under this scenario	Major
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	LT	Y -ve	I	M	Y	Y	N	The incidence of air quality issues associated with traffic is more marked in Nuneaton rather than Bedworth. There are limited opportunities to introduce a modal shift in travel patterns from the private car to public transport and there are likely to be continuing issues associated with HGV movements within the network leading to an increase in carbon dioxide emissions	Major
	Avoid further contribution to pollution load in AQMAs		✓	H	LT	Y -ve	I	M	Y	N	N	Traffic management unlikely to be achieved in this scenario and likely to lead to further AQMAs being designated within the area	Major
	Cleaner technology preferred where practicable		✓	M	LT	Y -ve	I	S	Y	N	N	LTP1 makes reference to the need to implement greater reliance on public transportation, particularly within Nuneaton. There are few measures aimed at the introduction of low emission technologies under this scenario	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		M	P	Y +ve	D	S	N	N	N	The LTP1 acknowledges that there are problems associated with traffic congestion (particularly within Bedworth and villages to the south of Coventry) and that there is a need to enhance facilities for pedestrians and cyclists. However, the delivery of these enhancements may be limited by poor interconnectivity with transport interchanges in this scenario. There is a need to implement changes proposed under the Nuneaton Development Project to enhance facilities within the Borough	Moderate
	Improve safety and reduce accidents in all modes of transport		✓	H	LT	Y -ve	I	M	N	N	N	Road traffic accidents are a significant issue within Nuneaton and Bedworth, principally due to conflict between cyclists, pedestrians and vehicle users. The implementation of recommendations under the Nuneaton Development Project would offset many of these issues	Major
	Safer communities		✓	M	LT	Y -ve	I	S	N	N	N	There are few measures which contribute to safer communities with a need for greater connectivity in transport services for all modes	Moderate
	Reduction in severance across all sectors of community		✓	M	P	Y -ve	I	M	N	N	N	Traffic congestion is a major factor contributing to the division of communities within Nuneaton and Bedworth, particularly focussed around the Ring Road. There are severance issues associated with Church Street and access to public services	Moderate

NUNEATON AND BEDWORTH – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Concentrate new development near to existing transport routes		✓	H	P	Y -ve	I	M	N	N	N	The LTP1 makes few provisions to foster development in proximity to existing transport routes although it is acknowledged that there is a relatively high density of development within this area which may restrict opportunities for substantial growth	Moderate
	Improved access / affordability to the transport system throughout all sectors of the community	✓		M	LT	Y +ve	D	M	N	N	N	The major opportunity to influence access to the transport system within this area would be the delivery of the Nuneaton Development Project which is included within the LTP1	Moderate
Climatic Factors	Reduce contribution of greenhouse gases released to the environment		✓	H	LT	Y -ve	I	L	N	N	N	There would be few opportunities to manage congestion and traffic-induced impacts upon gases associated with climate change under this scenario	Major
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	LT	Y -ve	I	M	N	N	N	The existing congestion, particularly within the urban centres of Nuneaton and Bedworth undermines townscape qualities. Development pressures may occur away from these urban centres due to congestion issues	Moderate
	Maintain / enhance character and quality of the countryside / townscape		✓	M	LT	Y -ve	I	M	N	N	N	Traffic congestion within Nuneaton and Bedworth and along major transport routes is a barrier to achieving the objective under this scenario	Moderate
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	LT	Y -ve	I	S	N	N	N	Open space is likely to be subject to development pressure associated with increased vehicle users e.g. though requirements for additional services	Minor
	Reduce light pollution		✓	H	P	Y -ve	I	S	N	N	N	Increased traffic congestion may lead to an increase in light pollution issues within the urban areas	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	P	Y -ve	I	S	N	N	N	Opportunities to enhance the setting of cultural heritage features may be missed due to a failure to control traffic congestion under this scenario	Moderate
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	Y	There are few measures for the preservation and enhancement of biodiversity features within the LTP1. Pollution intolerant species may experience a decline due to traffic-derived impacts on air quality	Moderate
	Support LBAP		✓	M	LT	Y -ve	I	S	N	N	Y	There are few measures under the LTP1 likely to lead to support for the Local Biodiversity Action Plan	Moderate
	Concentrate development on previously developed land		✓	H	P	Y -ve	I	S	N	N	N	Development pressures may be experienced on greenfield sites due to congestion within the existing urban centres	Minor
Water	Decrease water pollution	✓		M	M	Y +ve	D	M	N	N	N	Risks of water pollution events associated with existing levels of traffic although these are considered to be relatively minor. Environment Agency data confirms that water quality has generally improved within this area	Moderate
	Use of floodplain protection measures and measures to		✓	M	LT	Y -ve	I	M	N	N	N	Measures within the LTP1 may influence the area of hardstanding and flow rates impacting on flooding of low lying	Moderate

NUNEATON AND BEDWORTH – DO NOTHING SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
	reduce flood risk												areas	
Material Assets	Protection of material assets		✓	H	P	Y -ve	N/A	M	N	N	N		Few measures included within the 1 st LTP protecting material assets	Minor
	Improved access to employment	✓		M	LT	Y +ve	D	S	N	N	N		The delivery of the Nuneaton Development Project would assist in enhancing access to employment sites and support social inclusion. There is a substantial need to enhance mobility beyond Church Street to the east of Nuneaton and within the core of Nuneaton	Major
	Support agriculture and the rural economy		✓	M	LT	Y -ve	I	M	N	N	N		There are few measures within the LTP1 targeted at enhancing access to the rural area within this region. Mobility measures are largely directed at enhancing access within the urban core of Bedworth and Nuneaton	Moderate
	Promote sustainable tourism		✓	M	LT	Y -ve	I	S	N	N	N		There are few measures specifically targeted at enhancing access to tourist areas although the delivery of the Nuneaton Development Project under the LTP1 would improve public transport provision	Minor
	Increase use of recycled / reused products where practicable		✓	M	P	Y -ve	I	S	N	N	N		Measures to deliver an increase in the recycling and re-use of products only partially supported within LTP policies	Minor

Appendix D 3.2: Environmental Effect Assessment Worksheet

NUNEATON AND BEDWORTH – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		M	LT	Y +ve	D	M	Y	Y	N	The Do Minimum scenario would deliver marginal improvements to the noise environment through an alleviation in traffic congestion and with the aim of an increase in cyclist and pedestrian activity	Moderate
	Incorporate noise abatement measures where practicable		✓	H	LT	Y -ve	D	M	Y	Y	N	Noise abatement measures may be partially delivered through implementation of the LTP2 although it may not be possible to offset noise associated with HGV movements in old industrial areas	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)	✓		M	LT	Y +ve	D	M	Y	Y	N	There are aims to undertake vehicle restrictions under this scenario with the aim of enhancing the pedestrian environment and to manage traffic levels in Nuneaton which currently cause air quality issues	Moderate
	Avoid further contribution to pollution load in AQMAS	✓		M	LT	Y +ve	D	M	Y	N	N	Some traffic calming would be achieved through the LTP2 and an AQMA may be proposed within Nuneaton Town Centre. The omission of the Intelligent Transport System Scheme may limit the extent to which pollutant loading can be reduced under this scenario	Moderate
	Cleaner technology preferred where practicable		✓	M	LT	Y -ve	I	S	Y	N	N	There are relatively few measures directed at implementing cleaner technologies within the LTP2 under this scenario	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		M	P	Y +ve	D	S	N	N	N	There are measures within the LTP2 to improve pedestrian and cyclist access and facilities within Nuneaton and Bedworth	Moderate
	Improve safety and reduce accidents in all modes of transport	✓		M	LT	Y +ve	D	M	N	N	N	The integration of vehicular restrictions and traffic management including safer routes to schools will assist in reducing accidents for pedestrians and cyclists	Moderate
	Safer communities	✓		M	LT	Y +ve	D	S	N	N	N	The introduction of safer routes to schools, enhanced facilities for community transport and strategic park and ride sites will assist in meeting this objective, particularly in disadvantaged areas including Camp Hill	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	The delivery of the masterplans for Nuneaton and Bedworth and enhancements to park and ride facilities at Galley Common, Bermuda and Hawkesbury will assist in reducing severance	Moderate
	Concentrate new development near to existing transport routes		✓	H	P	Y -ve	D	M	N	N	N	The LTP2 provides few direct measures for the delivery of new development near transport routes, although the traffic management including road improvements at the A444 / Newton Road may enhance the accessibility of undeveloped brownfield sites	Minor
Improved access / affordability to the transport system throughout all sectors of the community	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of transport interchanges and improved access to public transport for passengers includes Galley Common, Bermuda and Hawkesbury and enhanced facilities for taxis and private hire vehicles at rail stations and key interchange facilities	Moderate	

NUNEATON AND BEDWORTH – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		M	P	Y +ve	D	M	N	N	N	The introduction of improved public transport interchanges and pedestrian / cyclist facilities may support a partial modal shift away from the private vehicle to alternative forms of transport	Moderate
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	P	Y -ve	I	M	N	N	N	The introduction of the LTP2 under this scenario is likely to have a minimal direct impact on landscape and townscape although there may be a positive impact on reduced congestion and effects on the visual amenity of townscape features. The integration of transport interchanges within the existing townscape would be a detailed design issue at an individual project level	Minor
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve	I	M	N	N	N	The schemes proposed under this scenario would have a minimal impact on enhancing the character of the countryside and townscape with the exception of transport interchanges and proposals associated with investment sites	Moderate
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	The LTP2 contains few policies directed at protecting open space. Minor schemes to be delivered under this scenario are unlikely to erode open space	Moderate
	Reduce light pollution		✓	M	LT	Y -ve	I	S	N	N	N	The implementation of the transport interchanges to be delivered under the LTP2 is likely to lead to an increase in light pollution	Moderate
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	LT	Y -ve	I	S	N	N	N	There are few policies included within the LTP2 which would have a direct positive impact on the preservation of cultural heritage. The reduction in traffic congestion may have a minor beneficial effect on the setting of certain cultural heritage features	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	N	The delivery of the LTP2 under this scenario would not contribute to measures to decrease habitat decline	Minor
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N	The schemes proposed under this scenario of LTP2 would have a relatively minor effect on the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land		✓	M	LT	Y -ve	I	S	N	N	N	There are few measures within this area specifically directed at concentrating development on previously developed land	Moderate
Water	Decrease water pollution		✓	M	LT	Y -ve	I	M	N	N	N	There are few measures included within the LTP2 which would deliver a decrease in water pollution	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N	The measures included within the LTP2 may increase the area of hardstanding associated with transport enhancements. This is likely to be a relatively minor impact	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	M	N	N	N	The LTP2 under this scenario has a limited potential to impact upon material assets	Minor
	Improved access to employment	✓		M	LT	Y	D	S	N	N	N	The LTP2 acknowledges that the majority of access to employment is by via private car yet private car ownership is	Moderate

NUNEATON AND BEDWORTH – DO MINIMUM SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
						+ve							relatively low in certain parts of this area. The public transportation enhancements associated with public transport interchanges will improve mobility for non car owners	
	Support agriculture and the rural economy		✓	M	LT	Y -ve	D	M	N	N	N		The LTP2 makes limited provision within Nuneaton and Bedworth for supporting agriculture and the rural economy	Minor
	Promote sustainable tourism		✓	H	LT	Y -ve	I	S	N	N	N		The proposed reconfiguration of the bus station at Nuneaton and the transport interchanges would assist in accessing tourist attractions via public transport	Minor
	Increase use of recycled / reused products where practicable		✓	H	LT	Y -ve	I	S	N	N	N		The LTP2 under this scenario makes little provision for the recycling and re-use of products	Minor

Appendix D 3.3: Environmental Effects Assessment Worksheet

NUNEATON AND BEDWORTH – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		H	LT	Y +ve	D	M	Y	Y	N	The Do Something scenario would deliver improvements to the noise environment through an alleviation in traffic congestion and with the aim of an increase in cyclist and pedestrian activity	Major
	Incorporate noise abatement measures where practicable		✓	M	LT	Y -ve	D	M	Y	Y	N	Noise abatement measures may be partially delivered through implementation of the LTP2 although it may not be possible to offset noise associated with HGV movements in old industrial areas	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)	✓		M	LT	Y +ve	D	M	Y	Y	N	There are aims to undertake vehicle restrictions under this scenario with the aim of enhancing the pedestrian environment and to manage traffic levels in Nuneaton which currently cause air quality issues. This will be supported through the introduction of the Intelligent Transport System Scheme	Moderate
	Avoid further contribution to pollution load in AQMAs	✓		H	LT	Y +ve	D	M	Y	N	N	Some traffic calming would be achieved through the LTP2 and an AQMA may be proposed within Nuneaton Town Centre. The inclusion of the Intelligent Transport System Scheme may enhance the extent to which pollutant loading can be reduced under this scenario	Moderate
	Cleaner technology preferred where practicable	✓		M	LT	Y +ve	I	S	Y	N	N	There are relatively few measures directed at implementing cleaner technologies within the LTP2 under this scenario	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	S	N	N	N	There are measures within the LTP2 to improve pedestrian and cyclist access and facilities within Nuneaton and Bedworth	Major
	Improve safety and reduce accidents in all modes of transport	✓		H	LT	Y +ve	D	M	N	N	N	The integration of vehicular restrictions and traffic management including safer routes to schools will assist in reducing accidents for pedestrians and cyclists	Major
	Safer communities	✓		M	LT	Y +ve	D	S	N	N	N	The introduction of safer routes to schools, enhanced facilities for community transport and strategic park and ride sites will assist in meeting this objective, particularly in disadvantaged areas including Camp Hill	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	The delivery of the masterplans for Nuneaton and Bedworth and enhancements to park and ride facilities at Galley Common, Bermuda and Hawkesbury will assist in reducing severance	Moderate
	Concentrate new development near to existing transport routes	✓		L	P	Y +ve	D	M	N	N	N	The LTP2 provides few direct measures for the delivery of new development near transport routes, although the traffic management including road improvements at the A444 / Newton Road may enhance the accessibility of undeveloped brownfield sites	Moderate
Improved access / affordability to the transport system throughout all sectors of the community	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of transport interchanges and improved access to public transport for passengers includes Galley Common, Bermuda and Hawkesbury and enhanced facilities for taxis and private hire vehicles at rail stations and key interchange facilities	Moderate	

NUNEATON AND BEDWORTH – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria				Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES			PS
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		H	P	Y +ve	D	M	N	N	N	The introduction of improved public transport interchanges and pedestrian / cyclist facilities may support a partial modal shift away from the private vehicle to alternative forms of transport	Moderate
Landscape / Townscape	Integration with the existing landscape / townscape	✓		M	P	Y +ve	D	M	N	N	N	The introduction of the LTP2 under this scenario is likely to have a minimal direct impact on landscape and townscape although there may be a positive impact on reduced congestion and effects on the visual amenity of townscape features. The integration of transport interchanges within the existing townscape would be a detailed design issue at an individual project level	Moderate
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve)	D	M	N	N	N	The schemes proposed under this scenario would have a minimal impact on enhancing the character of the countryside and townscape with the exception of transport interchanges and proposals associated with investment sites	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	The LTP2 contains few policies directed at protecting open space. Minor schemes to be delivered under this scenario are unlikely to erode open space	Moderate
	Reduce light pollution		✓	H	LT	Y -ve	I	S	N	N	N	The implementation of the transport interchanges to be delivered under the LTP2 is likely to lead to an increase in light pollution	Moderate
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	LT	Y -ve	I	S	N	N	N	There are few policies included within the LTP2 which would have a direct positive impact on the preservation of cultural heritage. The reduction in traffic congestion may have a minor beneficial effect on the setting of certain cultural heritage features	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	N	The delivery of the LTP2 under this scenario would not contribute to measures to decrease habitat decline	Moderate
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N	The schemes proposed under this scenario of LTP2 would have a relatively minor effect on the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land	✓		H	LT	Y +ve	D	S	N	N	N	There are few measures within this area specifically directed at concentrating development on previously developed land	Moderate
Water	Decrease water pollution		✓	M	LT	Y -ve	I	M	N	N	N	There are few measures included within the LTP2 which would deliver a decrease in water pollution	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N	The measures included within the LTP2 may increase the area of hardstanding associated with transport enhancements. This is likely to be a relatively minor impact	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	M	N	N	N	The LTP2 under this scenario has a limited potential to impact upon material assets	Minor

NUNEATON AND BEDWORTH – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Improved access to employment	✓		M	LT	Y +ve	D	S	N	N	N	The LTP2 acknowledges that the majority of access to employment is by via private car yet private car ownership is relatively low in certain parts of this area. The public transportation enhancements associated with public transport interchanges will improve mobility for non car owners	Moderate
	Support agriculture and the rural economy		✓	H	LT	Y -ve	D	M	N	N	N	The LTP2 makes limited provision within Nuneaton and Bedworth for supporting agriculture and the rural economy	Minor
	Promote sustainable tourism		✓	H	LT	Y -ve	I	S	N	N	N	The proposed reconfiguration of the bus station at Nuneaton and the transport interchanges would assist in accessing tourist attractions via public transport	Moderate
	Increase use of recycled / reused products where practicable		✓	H	LT	Y -ve	I	S	N	N	N	The LTP2 under this scenario makes little provision for the recycling and re-use of products	Minor

Appendix D 4.1: Environmental Effects Assessment Worksheet

EASTERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	P	Y -ve	I	M	Y	N	N	Not a priority in LTP1, except for traffic calming measures. Congestion is seen as a problem in LTP2. This scenario is likely to lead to an increase in traffic congestion in urban areas with consequential effects associated with an increase in traffic-induced noise effects on local communities	Major
	Incorporate noise abatement measures where practicable		✓	H	P	Y -ve	I	M	Y	N	N	Not a priority in LTP1. There are relatively limited measures to implement noise abatement under this scenario.	Minor
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	P	Y -ve	I	M	Y	N	N	No specific provisions made in LTP1. LTP2 sees AQMA covering whole urban area of Rugby. There are few opportunities to implement traffic calming measures under this scenario which is likely to lead to an increase in traffic congestion and lesser opportunity to integrate noise abatement at sensitive receptors	Major
	Avoid further contribution to pollution load in AQMAs		✓	H	P	Y -ve	I	M	Y	N	N	LTP1 doesn't make provision for this. Air Quality is identified as a problem in LTP2. The heavy reliance on the private car means that there is a substantial pollution load, particularly within urban centres and associated with road freight	Major
	Cleaner technology preferred where practicable		✓	M	P	Y -ve	I	S	Y	N	N	LTP1 makes no specific provision for this. LTP1 makes reference to the need to implement greater reliance on public transportation. There are few measures aimed at the introduction of low emission technologies under this scenario.	Minor
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	S	N	N	N	LTP1 and LTP2 seek to achieve this. The LTP1 acknowledges that there are problems associated with traffic congestion and that there is a need to enhance facilities for pedestrians and cyclists. However, the delivery of these enhancements may be limited by poor interconnectivity with transport interchanges in this scenario	Not significant
	Improve safety and reduce accidents in all modes of transport		✓	H	P	Y -ve	I	M	N	N	N	Still seen as a problem in LTP2. Road traffic accidents are a significant issue within the urban areas and along major transport corridors. A significant proportion of casualties are recorded in the area.	Severe
	Safer communities		✓	H	P	Y -ve	I	S	N	N	N	LTP1: traffic calming measures. LTP2: still identifies road casualties as a problem. There are few measures which contribute to safer communities under this scenario, with a need for greater connectivity in transport services for all modes.	Severe
	Reduction in severance across all sectors of community		✓	H	P	Y -ve	I	M	N	N	N	LTP2 still identifies lack of public transport as being a contributing factor to the issue of severance in this sub-area.	Severe
	Concentrate new development near to existing transport routes		✓	H	P	Y -ve	I	M	N	N	N	LTP2 states that committed and proposed development need to be supported by access provision.	Major

EASTERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Improved access / affordability to the transport system throughout all sectors of the community		✓	H	P	Y -ve	I	M	N	N	N	LTP1 shows heavy reliance on the private car, with poor uptake of public transport. LTP2 still shows heavy reliance on private cars.	Severe
Climatic Factors	Reduce contribution of greenhouse gases released to the environment		✓	H	P	Y -ve	I	M	N	N	N	LTP1 and 2 makes no specific provisions. There would be few opportunities to manage congestion and traffic-induced impacts upon gases associated with climate change under this scenario	Minor
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	P	Y -ve	I	M	N	N	N	LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. There are few measures proposed under LTP1 which would have a fundamental impact upon landscape and townscape	Minor
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve	I	M	N	N	N	LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. Traffic congestion along the major road network would be a barrier to achieving the objective under this scenario.	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. Open space is likely to be subject to development pressure.	Minor
	Reduce light pollution		✓	H	P	Y -ve	I	S	N	N	N	LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. Increased traffic congestion may lead to an increase in light pollution issues along the trunk road network and within the urban areas.	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	P	Y -ve	I	S	N	N	N	LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. Opportunities to enhance the setting of cultural heritage features may be missed due to a failure to control traffic congestion under this scenario.	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	P	Y -ve	I	S	N	N	N	LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. There are few measures for the preservation and enhancement of biodiversity features within LTP1. Pollution intolerant species may experience a decline due to traffic-derived impacts on air quality.	Minor
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N	LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. There are few measures under LTP1, likely to lead to support for the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land		✓	H	P	Y-ve	I	S	N	N	N	LTP1 seeks to control land development. Development pressures may be experienced on greenfield sites due to congestion along the trunk road network approaching the urban centres.	Minor
Water	Decrease water pollution		✓	M	P	Y	I	M	N	N	N	LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems.	Minor

EASTERN WARWICKSHIRE – DO NOTHING SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
						-ve							Risks of water pollution events associated with existing levels of traffic, these are considered to be relatively minor.	
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N		LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. Measures within LTP1 may influence the area of hard standing and flow rates impacting on flooding of low lying areas.	Minor
Material Assets	Protection of material assets		✓	H	P	Y -ve	N/A	M	N	N	N		LTP1 and 2 makes no specific provisions and doesn't identify these as specific problems. EIA will identify any such problems. Few measures included within LTP1 protecting material assets.	Minor
	Improved access to employment		✓	H	P	Y -ve	I	S	N	N	N		LTP2 – lack of public transport is identified as a problem especially in rural areas. Mechanisms to enhance access to employment sites and support social inclusion may not be met under this scenario. The existing level and service frequency of public transportation may be a barrier to securing employment.	Moderate
	Support agriculture and the rural economy		✓	H	P	Y -ve	I	M	N	N	N		LTP1 and 2 makes no specific provisions. Measures within LTP1 may not secure enhanced mobility and connectivity between rural and urban areas.	Minor
	Promote sustainable tourism		✓	H	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provisions. Traffic congestion and issues associated with public transport provision may be a barrier to sustainable tourism	Minor
	Increase use of recycled / reused products where practicable		✓	H	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provisions. Measures to deliver an increase in the recycling and re-use of products not specifically mentioned in LTP policies	Minor

Appendix D 4.2 Environmental Effects Assessment Worksheet

EASTERN WARWICKSHIRE – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	P	Y -ve	I	M	Y	N	N	No traffic calming measures mentioned in LTP2. The Do Minimum scenario would deliver only marginal benefits due to the omission of major schemes. There would be an improvement in the prevailing noise conditions for some noise sensitive receptors but not anticipated for the sub-area as a whole.	Major
	Incorporate noise abatement measures where practicable		✓	H	P	Y -ve	I	M	Y	N	N	No provision made in LTP2. Noise abatement measures may be partially delivered through implementation of LTP2.	Minor
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	M	P	Y -ve	I	M	Y	N	N	LTP2: improved public transport, walking, cycling and RWWR. There are aims to undertake alleviate traffic congestion and to manage traffic levels which currently cause air quality issues	Moderate
	Avoid further contribution to pollution load in AQMAs	✓		M	P	Y +ve	D	M	Y	N	N	RWRR would result in reduced traffic congestion and thereby reducing contribution to the overall pollutant load. Bilton Road bypass is likely to have similar impacts on overall air quality. Safer routes to school and public transport improvements are seen to reduce reliance on the car and promote a sustainable form of transport.	Moderate
	Cleaner technology preferred where practicable		✓	H	P	Y -ve	I	S	Y	N	N	No provision made in LTP2. There are relatively few measures directed at implementing cleaner technologies within LTP2 under this scenario	Minor
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	S	N	N	N	There are measures in LTP2 to improve pedestrian and cyclist access and facilities within this sub-area.	Not significant
	Improve safety and reduce accidents in all modes of transport	✓		H	P	Y +ve	D	M	N	N	N	LTP2 seeks to promoting road safety, casualty reduction schemes in known corridors and safer routes to school. The integration of vehicular restrictions and traffic management including safer routes to schools will assist in reducing accidents for pedestrians and cyclists	Moderate
	Safer communities	✓		M	P	Y +ve	D	S	N	N	N	LTP2 seeks to promote road safety, implement a casualty reduction scheme, and achieve the RWRR to reduce 'rat running'. All of these measures will bring about a safer community.	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	This objective will be met under LTP2 through its provisions for better public transport services and facilities, including Rugby BID Pilot Scheme (travel plan associated with employment sites).	Moderate
	Concentrate new development near to existing transport routes		✓	M	P	Y -ve	I	M	N	N	N	LTP2 seeks to integrate land development proposals with accessibility improvements. LTP2 provides few direct measures for the delivery of new development near transport routes.	Major
Improved access / affordability to the transport system throughout all sectors of the community	✓		M	P	Y +ve	D	M	N	N	N	This SEA objective would most likely be met under LTP2, through its provisions for enhanced community transport facilities, improvement for mobility impaired.	Moderate	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment		✓	H	P	Y -ve	I	M	N	N	N	LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area may not be sufficient enough to meet this particular SEA Objective for the sub-area	Minor

EASTERN WARWICKSHIRE – DO MINIMUM SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
													as a whole.	
Landscape / Townscape	Integration with the existing landscape / townscape		✓	H	P	Y -ve	I	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. There are few measures proposed under LTP2 which would have a fundamental impact upon landscape and townscape	Minor
	Maintain / enhance character and quality of the countryside / townscape		✓	H	P	Y -ve	I	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area may not be sufficient enough to meet this particular SEA Objective for the sub-area as a whole.	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	H	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Open space is likely to be subject to development pressure and no particular reference made to this in LTP2.	Minor
	Reduce light pollution		✓	H	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention of how light pollution measures will be adopted. Unlikely that this particular SEA Objective will be met.	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	H	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention of preservation of cultural heritage. Unlikely that this particular SEA Objective will be met.	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention habitat decline and fragmentation. Unlikely that this particular SEA Objective will be met.	Minor
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention of how LBAP will be implemented. Unlikely that this particular SEA Objective will be met.	Minor
	Concentrate development on previously developed land		✓	H	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention of concentrating development on previously developed land. Unlikely that this particular SEA Objective will be met.	Minor
Water	Decrease water pollution		✓	M	P	Y -ve	I	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention of how water pollution measures will be implemented. Unlikely that this particular SEA Objective will be met.	Minor
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention of how flood protection measures will be incorporated. Unlikely that this particular SEA Objective will be met.	Minor
Material Assets	Protection of material assets		✓	H	P	Y -ve	N/A	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify such problems. LTP2 under this scenario has a limited impact upon material assets.	Minor

EASTERN WARWICKSHIRE – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Improved access to employment	✓		M	P	Y +ve	D	S	N	N	N	This SEA Objective will be met under LTP2 through the Rugby BID Pilot Scheme, which describes a travel plan associated with the main employment sites.	Minor
	Support agriculture and the rural economy		✓	H	P	Y -ve	I	M	N	N	N	LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention of agriculture and the local economy. Unlikely that this particular SEA Objective will be met.	Minor
	Promote sustainable tourism		✓	H	P	Y -ve	I	S	N	N	N	LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention of promoting tourism in a sustainable manner. Unlikely that this particular SEA Objective will be met.	Minor
	Increase use of recycled / reused products where practicable		✓	H	P	Y -ve	I	S	N	N	N	LTP1 and 2 makes no specific provision for this. EIA will identify such problems. Minor schemes introduced in this sub-area do not make specific mention for the use of recycled or reused products where feasible. Unlikely that this particular SEA Objective will be met.	Minor

Appendix D 5.1: Environmental Effect Assessment Worksheet

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	LT	Y -ve	I	M	Y	N	N	This scenario is likely to lead to an increase in traffic congestion within the urban area with consequential effects associated with an increase in traffic-induced noise effects on local communities	Major
	Incorporate noise abatement measures where practicable		✓	H	LT	Y -ve	I	M	Y	N	N	There are few opportunities to implement traffic calming measures which is likely to lead to an increase in traffic congestion and lesser opportunity to integrate noise abatement at sensitive receptors	Major
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	LT	Y -ve	I	M	Y	N	N	There would be few opportunities to introduce a modal shift in travel patterns from the private car to public transport. Low emission technologies may not be implemented. Through traffic and 'rat running' likely to lead to higher regional impacts of vehicle-derived air quality impacts	Major
	Avoid further contribution to pollution load in AQMAs		✓	H	LT	Y -ve	I	M	Y	N	N	Traffic management unlikely to be achieved in this scenario and likely to lead to further AQMAs being designated within the area. Some pollutant loading within the Barford areas would be ameliorated through the delivery of the Barford (A429) Bypass	Major
	Cleaner technology preferred where practicable		✓	M	LT	Y -ve	I	S	Y	N	N	LTP1 makes reference to the need to implement greater reliance on public transportation, particularly within the urban centres. Few measures specifically aimed at the introduction of low emission technologies	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		M	P	Y +ve	D	S	N	N	N	LTP1 provides measures for enhancing facilities for walking and cycling. However, the delivery of these measures may be restricted by poor connectivity to public transportation facilities	Moderate
	Improve safety and reduce accidents in all modes of transport		✓	H	LT	Y -ve	I	M	N	N	N	Road traffic accidents are a significant issue within the urban areas and along major transport corridors. A significant proportion of casualties are recorded amongst pedestrians and cyclists	Major
	Safer communities		✓	M	LT	Y -ve	I	S	N	N	N	There are few measures which contribute to safer communities with a need for greater connectivity in transport services for all modes	Moderate
	Reduction in severance across all sectors of community		✓	M	P	Y -ve	I	M	N	N	N	Traffic congestion is a major factor contributing to the division of communities within the urban areas	Moderate
	Concentrate new development		✓	H	P	Y	I	M	N	N	N	The LTP1 makes few provisions to foster development in proximity to existing transport	Moderate

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria				Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES			PS
	near to existing transport routes					-ve						routes	
	Improved access / affordability to the transport system throughout all sectors of the community		✓	H	LT	Y -ve	I	M	N	N	N	There are few opportunities to enhance public transport provision under the Do Nothing scenario	Moderate
Climatic Factors	Reduce contribution of greenhouse gases released to the environment		✓	H	LT	Y -ve	I	L	N	N	N	There would be few opportunities to manage congestion and traffic-induced impacts upon gases associated with climate change	Major
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	LT	Y -ve	I	M	N	N	N	The existing congestion within the urban areas undermines landscape and townscape elements. There are few opportunities to control traffic expansion under this scenario	Moderate
	Maintain / enhance character and quality of the countryside / townscape		✓	M	LT	Y -ve	I	M	N	N	N	Traffic congestion within the urban areas and along major transport routes is a barrier to achieving the objective under this scenario	Moderate
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	LT	Y -ve	I	S	N	N	N	Open space is likely to be subject to development pressure associated with increased vehicle users e.g. though requirements for additional services	Minor
	Reduce light pollution		✓	H	P	Y -ve	I	S	N	N	N	Increased traffic congestion contributes to light pollution issues, particularly noticeable for sensitive receptors along major transport corridors	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	P	Y -ve	I	S	N	N	N	Opportunities to enhance the setting of cultural heritage features may be missed due to a failure to control traffic congestion under this scenario	Moderate
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	Y	There are few measures for the preservation and enhancement of biodiversity features within the LTP1. Pollution intolerant species may experience a decline due to traffic-derived impacts on air quality	Moderate
	Support LBAP		✓	M	LT	Y -ve	I	S	N	N	Y	There are few measures under the LTP1 likely to lead to support for the Local Biodiversity Action Plan	Moderate
	Concentrate development on previously developed land		✓	H	P	Y -ve	I	S	N	N	N	Development pressures may be experienced on greenfield sites due to existing congestion issues within the urban areas	Minor
Water	Decrease water pollution	✓		M	M	Y +ve	D	M	N	N	N	Risks of water pollution events associated with existing levels of traffic although these are considered to be relatively minor. Environment Agency data confirms that water quality has generally improved within this area	Moderate
	Use of floodplain protection measures and measures to		✓	M	LT	Y	I	M	N	N	N	Measures within the LTP1 may influence the area of hardstanding and flow rates impacting on	Moderate

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO NOTHING SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
	reduce flood risk					-ve							flooding of low lying areas	
Material Assets	Protection of material assets		✓	H	P	Y -ve	N/A	M	N	N	N		Few measures included within the 1 st LTP protecting material assets	Minor
	Improved access to employment		✓	H	LT	Y -ve	I	S	N	N	N		Mechanisms to enhance access to employment sites and support social inclusion may not be met under this scenario. The existing level and service frequency of public transportation may be a barrier to securing employment	Major
	Support agriculture and the rural economy		✓	M	LT	Y -ve	I	M	N	N	N		Measures within the LTP1 may not secure enhanced mobility and connectivity between rural and urban areas	Moderate
	Promote sustainable tourism		✓	M	LT	Y -ve	I	S	N	N	N		Traffic congestion and issues associated with public transport provision may be a barrier to sustainable tourism	Minor
	Increase use of recycled / reused products where practicable		✓	M	P	Y -ve	I	S	N	N	N		Measures to deliver an increase in the recycling and re-use of products only partially supported within LTP policies	Minor

Appendix D 5.2: Environmental Effects Assessment Worksheet

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		M	LT	Y +ve	D	M	Y	N	N	The Do Minimum scenario would deliver only marginal benefits due to the omission of major schemes including SPARK. There would be an improvement in the prevailing noise conditions for some noise sensitive receptors	Moderate
	Incorporate noise abatement measures where practicable		✓	H	LT	Y -ve	I	M	Y	N	N	Noise abatement measures may be partially delivered through implementation of minor schemes although traffic calming through SPARK and other public transport enhancements (modal shift) would not be realised	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	LT	Y -ve	I	M	Y	N	N	Low emission technologies and modal shift would not be delivered under this scenario. Regional improvements in the emissions of priority pollutants may not be achieved	Moderate
	Avoid further contribution to pollution load in AQMAS		✓	H	LT	Y -ve	I	M	Y	N	N	Some traffic calming would be achieved although SPARK (not included under this scenario) is seen as a crucial element in minimising pollution load in AQMA at Warwick. The Barford Bypass will be delivered outwith the LTP2 delivering improvements within the centre of Barford. The overall effect would be a failure to meet the objective under this scenario	Moderate
	Cleaner technology preferred where practicable		✓	M	LT	Y -ve	I	S	Y	N	N	Low emission technologies proposed under SPARK would not be delivered under this scenario and there are few opportunities to gain maximum benefit in cleaner technologies under the minor schemes	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		M	P	Y +ve	D	S	N	N	N	Minor schemes delivered under this scenario include improvements for pedestrians and cyclists within Warwick / Leamington Spa and Whitnash as well as improvements in Kenilworth	Moderate
	Improve safety and reduce accidents in all modes of transport	✓		M	LT	Y +ve	D	M	N	N	N	The delivery of the minor schemes will assist in reducing accidents for pedestrians and cyclists although this may be less effective along the major routes into Warwick and Leamington Spa due to the omission of SPARK	Moderate
	Safer communities	✓		M	LT	Y +ve	D	S	N	N	N	The introduction of the minor schemes would lead to enhanced connectivity between public transport interchanges e.g. at Kenilworth although all opportunities would not be realised under this scenario due to the omission of major schemes	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	The delivery of minor schemes would reduce severance issues, particularly with respect to enhancements at public transport interchanges although all opportunities would not be realised due to omission of major schemes	Moderate
	Concentrate new development near to existing transport routes		✓	H	P	Y -ve	D	M	N	N	N	The LTP2 without major schemes makes little provision for new development to be located near existing transport routes although passenger interchange delivered at Kenilworth would	Moderate

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria				Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES			PS
												assist in accessing new development sites	
	Improved access / affordability to the transport system throughout all sectors of the community	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of the transport interchange at Kenilworth and the improved cycle and powered two wheeler parking at stations at Warwick / Leamington Spa and Whitnash would deliver some improvements in access to the transport system	Moderate
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		H	P	Y +ve	D	M	N	N	N	The introduction of improved public transport interchanges and pedestrian / cyclist facilities may support a partial modal shift away from the private vehicle to alternative forms of transport. All opportunities to reduce the release of greenhouse gases will not be realised due to the omission of major schemes including SPARK	Moderate
Landscape / Townscape	Integration with the existing landscape / townscape		✓	M	P	Y -ve	I	M	N	N	N	The introduction of minor schemes is likely to have a minimal direct impact on landscape and townscape although there may be a positive impact on reduced congestion and effects on the visual amenity of townscape features	Minor
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve	I	M	N	N	N	The schemes proposed under this scenario would have a minimal impact on enhancing the character of the countryside and townscape with the exception of minor improvements associated with a reduction in congestion	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	The LTP2 contains few policies directed at protecting open space. Minor schemes to be delivered under this scenario are unlikely to erode open space	Moderate
	Reduce light pollution		✓	H	LT	Y -ve	I	S	N	N	N	The implementation of minor schemes is likely to have a relatively small scale impact on light pollution	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	LT	Y -ve	I	S	N	N	N	There are few policies included within the LTP2 which would have a direct positive impact on the preservation of cultural heritage. The reduction in traffic congestion may have a minor beneficial effect on the setting of certain cultural heritage features	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	N	The delivery of the minor schemes would not contribute to measures to decrease habitat decline, although practically, they will be largely implemented within the existing highway corridor	Moderate
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N	The schemes proposed under this scenario of LTP2 would have a relatively minor effect on the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land		✓	H	LT	Y -ve	I	S	N	N	N	There is limited provision under this scenario for ensuring development takes place on developed land although there are mechanisms delivered under the minor schemes to employ traffic management which may enhance access to land adjacent to the highway corridor	Minor
Water	Decrease water pollution		✓	M	LT	Y	I	M	N	N	N	There are few measures included within the LTP2 which	Moderate

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
						-ve						would deliver a decrease in water pollution	
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N	The measures included within the LTP2 may increase the area of hardstanding associated with transport enhancements. This is likely to be a relatively minor impact	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	M	N	N	N	The LTP2 under this scenario has a limited potential to impact upon material assets	Minor
	Improved access to employment	✓		M	LT	Y +ve	D	S	N	N	N	The LTP2 acknowledges that the majority of access to employment is by via private car. The public transportation enhancements associated with public transport interchanges e.g. at Kenilworth will improve mobility for non car owners	Moderate
	Support agriculture and the rural economy	✓		H	LT	Y +ve	D	M	N	N	N	The LTP2 makes provision for initiatives directed at enhancing market towns e.g. Southam	Minor
	Promote sustainable tourism		✓	H	LT	Y -ve	I	S	N	N	N	The proposed new station at Kenilworth and the transport interchange would assist in accessing tourist attractions via public transport. The extent to which this may be achieved in Warwick and Leamington Spa may be hindered by the omission of SPARK	Minor
	Increase use of recycled / reused products where practicable		✓	H	LT	Y -ve	I	S	N	N	N	The LTP2 under this scenario makes little provision for the recycling and re-use of products	Minor

Appendix D 5.3: Environmental Effects Assessment Worksheet

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		H	LT	Y +ve	D	M	Y	N	N	This scenario would deliver the maximum benefits contained within the LTP2 due to the inclusion of major schemes including SPARK. The measures would assist in reducing traffic congestion and a modal shift which is likely to benefit noise sensitive receptors	Major
	Incorporate noise abatement measures where practicable	✓		M	LT	Y +ve	I	M	Y	N	N	Noise abatement measures may be delivered through traffic calming measures including SPARK	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)	✓		M	LT	Y +ve	I	M	Y	N	N	Low emission technologies would be delivered under SPARK. Regional improvements in the emissions of priority pollutants may be achieved through modal shift	Moderate
	Avoid further contribution to pollution load in AQMAs	✓		H	LT	Y +ve	I	M	Y	N	N	Traffic calming will be achieved through the integration of SPARK and other schemes aimed at supporting a modal shift	Moderate
	Cleaner technology preferred where practicable	✓		M	LT	Y +ve	I	S	Y	N	N	Low emission technologies proposed under SPARK would be delivered under this scenario	Moderate
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	S	N	N	N	Schemes delivered under this scenario include improvements for pedestrians and cyclists within Warwick / Leamington Spa and Whitnash as well as improvements in Kenilworth	Major
	Improve safety and reduce accidents in all modes of transport	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of this scenario including SPARK will assist in reducing accidents for pedestrians and cyclists	Major
	Safer communities	✓		M	LT	Y +ve	D	S	N	N	N	The introduction of the schemes included within the LTP2 would lead to enhanced connectivity between public transport interchanges e.g. at Kenilworth	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y +ve	D	M	N	N	N	The delivery of the schemes would aim to decrease severance issues and promote pedestrian and cyclist movement, particularly through SPARK and the transport interchange at Kenilworth	Moderate
	Concentrate new development near to existing transport routes	✓		L	P	Y +ve	D	M	N	N	N	The LTP2 makes provision for enhanced accessibility along major transport corridors through reduced congestion. The schemes also aim to link to future development sites consistent with the SEA objective	Moderate
Improved access / affordability to the transport system throughout all sectors of the community	✓		H	LT	Y +ve	D	M	N	N	N	The delivery of the transport interchange at Kenilworth and the improved cycle and powered two wheeler parking at stations at Warwick / Leamington Spa and Whitnash would deliver some improvements in access to the transport system. The delivery of SPARK would aim to deliver improved access within the Leamington Spa and Warwick areas	Moderate	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		H	P	Y +ve	D	M	N	N	N	The introduction of SPARK and improved public transport interchanges would be directed at supporting a modal shift away from the private vehicle to higher capacity and low emission technology vehicles	Moderate

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Landscape / Townscape	Integration with the existing landscape / townscape	✓		M	P	Y +ve	D	M	N	N	N	The introduction of this scenario of the LTP2 would aim to reduce congestion issues and thereby enhance the setting of townscape features	Moderate
	Maintain / enhance character and quality of the countryside / townscape		✓	M	P	Y -ve	D	M	N	N	N	With the exception of reduced congestion, there would be few opportunities to enhance the character of the countryside or townscape	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	The LTP2 contains few policies directed at protecting open space. The schemes contained within this scenario of the LTP2 would have a limited impact on the SEA objective	Moderate
	Reduce light pollution		✓	H	LT	Y -ve	I	S	N	N	N	The implementation of schemes under this scenario is likely to lead to an increase in light pollution associated with signage, street furniture and vehicles within the urban environment	Moderate
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	M	LT	Y -ve	I	S	N	N	N	There are few policies included within the LTP2 which would have a direct positive impact on the preservation of cultural heritage. The reduction in traffic congestion may have a minor beneficial effect on the setting of certain cultural heritage features	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	LT	Y -ve	I	S	N	N	N	The delivery of the schemes under this scenario would not contribute to measures to decrease habitat decline and there may be a minor erosion of habitat at a local level	Moderate
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N	The schemes proposed under this scenario of LTP2 would have a relatively minor effect on the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land		✓	H	LT	Y -ve	I	S	N	N	N	There is limited provision under this scenario for ensuring development takes place on developed land	Minor
Water	Decrease water pollution		✓	M	LT	Y -ve	I	M	N	N	N	There are few measures included within the LTP2 which would deliver a decrease in water pollution	Moderate
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N	The measures included within the LTP2 may increase the area of hardstanding associated with transport enhancements. This is likely to be a relatively minor impact	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	M	N	N	N	The LTP2 under this scenario has a limited potential to impact upon material assets	Minor
	Improved access to employment	✓		M	LT	Y +ve	D	S	N	N	N	The LTP2 acknowledges that the majority of access to employment is by private car. The public transportation enhancements associated with public transport interchanges e.g. at Kenilworth will improve mobility for non car owners. In addition, the delivery of SPARK will enhance access to employment opportunities for those outside the urban core of Warwick and Leamington Spa	Moderate
	Support agriculture and the rural economy	✓		H	LT	Y +ve	D	M	N	N	N	The LTP2 makes provision for initiatives directed at enhancing market towns e.g. Southam	Minor
	Promote sustainable tourism		✓	H	LT	Y	I	S	N	N	N	The proposed new station at Kenilworth and the transport	Moderate

WARWICK / LEAMINGTON SPA / WHITNASH URBAN AREA – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
						-ve						interchange would assist in accessing tourist attractions via public transport. In addition, the delivery of SPARK will aid access to features of tourist interest within Leamington Spa and Warwick	
	Increase use of recycled / reused products where practicable		✓	H	LT	Y -ve	I	S	N	N	N	The LTP2 under this scenario makes little provision for the recycling and re-use of products	Minor

Appendix D 6.1: Environmental Effects Assessment Worksheet

SOUTHERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	P	Y -ve	I	M	Y	N	N	Aware of environmental problems but still evident as a problem in LTP2. This scenario is likely to lead to an increase in traffic congestion in urban areas with consequential effects associated with an increase in traffic-induced noise effects on local communities. Unlikely that LTP1 carrying on will sufficiently reduce noise and vibration impacts.	Severe
	Incorporate noise abatement measures where practicable		✓	H	P	Y -ve	I	S	Y	N	N	Still a problem in LTP2. No special provisions made. There are relatively limited measures to implement noise abatement under this scenario.	Severe
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	P	Y -ve	I	M	Y	N	N	No AQMA declared but will be monitored continually. Unlikely that LTP1 carrying on will result in improvements to local air quality, causing this SEA Objective to be met.	Major
	Avoid further contribution to pollution load in AQMAs		✓	H	P	Y -ve	I	M	Y	N	N	Still a problem in LTP2. The heavy reliance on the private car means that there is a substantial pollution load, particularly within urban centres and associated with road freight. Unlikely that LTP1 carrying on will cause this SEA Objective to be met.	Major
	Cleaner technology preferred where practicable		✓	H	P	Y -ve	I	S	Y	N	N	Not mentioned in LTP1. LTP1 makes reference to the need to implement greater reliance on public transportation. There are few measures aimed at the introduction of low emission technologies under this scenario.	Minor
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	M	N	N	N	Provisions made in LTP1. The LTP1 acknowledges that there are problems associated with traffic congestion and that there is a need to enhance facilities for pedestrians and cyclists. However, the delivery of these enhancements may be limited by poor interconnectivity with transport interchanges in this scenario	Not significant
	Improve safety and reduce accidents in all modes of transport		✓	H	P	Y -ve	I	M	N	N	N	Traffic calming measures in LTP1. Unlikely that LTP1 carrying on will cause this SEA Objective to be met.	Severe
	Safer communities	✓		M	P	Y +ve	D	S	N	N	N	No specific provisions made beside traffic calming measures. Safety was not identified as a problem in LTP2 and likely that LTP1 carrying on will result in this SEA Objective to be met.	Moderate
	Reduction in severance across all sectors of community		✓	H	P	Y -ve	I	M	N	N	N	Identified as a problem in LTP1 and 2. LTP2 still identifies lack of public transport as being a contributing factor to the issue of severance in this sub-area. Unlikely that LTP1 carrying on will result in this SEA Objective being met.	Severe
	Concentrate new development near to existing transport routes	✓		H	P	Y +ve	D	S	N	N	N	LTP1 mentioned controlled land development. Likely that LTP1 carrying on will result in this SEA Objective being met.	Moderate
Improved access / affordability to the transport system throughout all sectors of the community		✓	H	P	Y -ve	I	M	N	N	N	Was a problem in LTP1, still a problem in LTP2. LTP1 shows heavy reliance on the private car, with poor uptake of public transport. LTP2 still shows heavy reliance on private cars.	Severe	
Climatic Factors	Reduce contribution of greenhouse gases released to the		✓	H	P	Y -ve	I	M	N	N	N	No specific provisions made in LTP1 besides walking and cycling. There would be few opportunities to manage congestion and traffic-induced	Minor

SOUTHERN WARWICKSHIRE – DO NOTHING SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
	environment												impacts upon gases associated with climate change under this scenario	
Landscape / Townscape	Integration with the existing landscape / townscape		✓	L	P	Y -ve	I	S	N	N	N		No specific provisions made in LTP1 or 2. There are few measures proposed under LTP1 which would have a fundamental impact upon landscape and townscape	Minor
	Maintain / enhance character and quality of the countryside / townscape		✓	L	P	Y -ve	I	S	N	N	N		No specific provisions made in LTP1 or 2. Traffic congestion along the major road network would be a barrier to achieving the objective under this scenario.	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N		Not mentioned in LTP1 and 2. Open space is likely to be subject to development pressure.	Minor
	Reduce light pollution		✓	H	P	Y -ve	I	S	N	N	N		Not mentioned in LTP1 and 2. Increased traffic congestion may lead to an increase in light pollution issues along the trunk road network and within the urban areas.	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements	✓		H	P	Y +ve	D	S	N	N	N		Not seen as a problem, LTP1 seeks to preserve assets etc. Opportunities to enhance the setting of cultural heritage features may be missed due to a failure to control traffic congestion under this scenario.	Not significant
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	P	Y -ve	I	S	N	N	N		No mentioned in LTP1 or 2 as a problem. EIA will identify any such impacts. There are few measures for the preservation and enhancement of biodiversity features within LTP1. Pollution intolerant species may experience a decline due to traffic-derived impacts.	Minor
	Support LBAP		✓	M	P	Y -ve	I	S	N	N	N		No mention in LTP 1 or 2. There are few measures under LTP1, likely to lead to support for the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land		✓	L	P	Y -ve	I	S	N	N	N		LTP 1 does promote controlled land development, but no specific mention of brownfield development. Development pressures may be experienced on greenfield sites due to congestion along the trunk road network approaching the urban centres.	Minor
Water	Decrease water pollution		✓	M	P	Y -ve	I	S	N	N	N		Not mentioned in LTP1 and 2. Risks of water pollution events associated with existing levels of traffic, these are considered to be relatively minor.	Minor
	Use of floodplain protection measures and measures to reduce flood risk		✓	M	P	Y -ve	I	M	N	N	N		Not mentioned in LTP1 and 2. Measures within LTP1 may influence the area of hard standing and flow rates impacting on flooding of low lying areas.	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	S	N	N	N		Not mentioned in LTP1 and 2. Few measures included within LTP1 protecting material assets.	Minor
	Improved access to employment		✓	M	P	Y -ve	I	M	N	N	N		No specific mention in LTP1 or 2, but provisions to improve public transport especially in rural areas. Accessibility still a problem in LTP2	Minor
	Support agriculture and the rural economy		✓	M	P	Y -ve	I	S	N	N	N		No mention in LTP 1 or 2. Unlikely that LTP1 carrying on will cause this SEA Objective to be met.	Minor
	Promote sustainable tourism		✓	H	P	Y	I	S	N	N	N		Seen as a problem in LTP1 and 2. New problems seen as a spin off from th Traffic congestion and issues associated with public transport provision	Minor

SOUTHERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
						-ve						may be a barrier to sustainable tourism is one.	
	Increase use of recycled / reused products where practicable		✓	L	P	Y -ve	I	S	N	N	N	No mention in LTP 1 or 2. Measures to deliver an increase in the recycling and re-use of products not specifically mentioned in LTP policies	Minor

Appendix D 6.2: Environmental Effects Assessment Worksheet

SOUTHERN WARWICKSHIRE – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	P	Y -ve	I	M	Y	N	N	Benefit greater area, with respect to localised area adversely affected. This scenario is likely to lead to an increase in traffic congestion in urban areas with consequential effects associated with an increase in traffic-induced noise effects on local communities	Moderate
	Incorporate noise abatement measures where practicable		✓	H	P	Y -ve	I	S	Y	N	N	Minor schemes in LTP2 include public transport improvements, which is probably not enough to bring about this SEA Objective being met.	Major
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	M	P	Y -ve	I	M	Y	N	N	Public transport improvements (minor schemes) probably not enough to result in this SEA Objective being met.	Moderate
	Avoid further contribution to pollution load in AQMAS		✓	M	P	Y -ve	I	M	Y	N	N	Public transport improvements probably not enough to result in this SEA Objective being met. The heavy reliance on the private car means that there is a substantial pollution load, particularly within urban centre.	Moderate
	Cleaner technology preferred where practicable	✓		H	P	Y +ve	D	S	Y	N	N	Minor LTP2 schemes include town centre shuttle service using environmentally friendly vehicles. This would result in the SEA Objective being met.	Not significant
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	M	N	N	N	Minor schemes to improve this area. The LTP acknowledges that there are problems associated with traffic congestion and that there is a need to enhance facilities for pedestrians and cyclists.	Not significant
	Improve safety and reduce accidents in all modes of transport	✓		M	P	Y -ve	I	M	N	N	N	LTP2 provides for casualty reduction schemes which would result in this SEA Objective being met.	Moderate
	Safer communities	✓		M	P	Y +ve	D	S	N	N	N	Minor schemes in LTP2 seek to alleviate this problem through enhanced connectivity between public transport interchanges.	Moderate
	Reduction in severance across all sectors of community	✓		M	P	Y -ve	I	M	N	N	N	Public transport improvements in LTP2 would result in this SEA Objective being met.	Major
	Concentrate new development near to existing transport routes	✓		M	P	Y +ve	D	S	N	N	N	LTP2 seeks to integrate land development proposals with accessibility improvements which would result in this SEA Objective being met.	Moderate
Improved access / affordability to the transport system throughout all sectors of the community	✓		M	P	Y -ve	I	M	N	N	N	This SEA Objective will be met but to a lower degree as the following schemes will not be implemented: pedestrian/cycle bridge over River Avon, SWRR. These listed schemes form part of major schemes.	Moderate	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		M	P	Y +ve	D	M	N	N	N	Town centre shuttle service using environmentally friendly vehicles, as well as public transport improvements in LTP2 will result in this SEA Objective being met.	Not significant
Landscape /	Integration with the existing	✓		H	P	Y	D	S	N	N	N	Not identified and a problem in LTP1 and 2. Shipston market town	Not significant

SOUTHERN WARWICKSHIRE – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Townscape	landscape / townscape					+ve						initiatives described in LTP2 will result in this SEA Objective being met.	
	Maintain / enhance character and quality of the countryside / townscape	✓		M	P	Y	D	S	N	N	N	Not identified and a problem in LTP1 and 2. Indirect effect of Shipston market town initiatives will result in this SEA Objective being met.	Not significant
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y	I	S	N	N	N	No specific provisions made in LTP2. EIA will determine any significant impacts. Open space is likely to be subject to development pressure.	Minor
	Reduce light pollution		✓	M	P	Y	I	S	N	N	N	No specific provisions made in LTP2. EIA will determine any significant impacts. Increased traffic congestion may lead to an increase in light pollution issues along the trunk road network and within the urban areas.	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements	✓		H	P	Y	D	S	N	N	N	LTP2 seeks to address this problem through transport initiatives which are sensitive to local cultural heritage and historic elements.	Not significant
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	M	P	Y	I	S	N	N	N	No specific provisions made in LTP2. EIA will determine any significant impacts. There are few measures for the preservation and enhancement of biodiversity features. Pollution intolerant species may experience a decline due to traffic-derived impacts.	Minor
	Support LBAP		✓	M	P	Y	I	S	N	N	N	No specific provisions however, EIA will identify any significant impacts. There are few measures under LTP2 minor schemes to lead to support for the Local Biodiversity Action Plan	Minor
	Concentrate development on previously developed land		✓	L	P	Y	I	S	N	N	N	No specific provisions made in LTP2. EIA will determine any significant impacts. Development pressures may be experienced on greenfield sites due to congestion along the trunk road network approaching the urban centres.	Minor
Water	Decrease water pollution		✓	M	P	Y	I	S	N	N	N	No specific provisions made in LTP2. EIA will determine any significant impacts. Risks of water pollution events associated with existing levels of traffic, these are considered to be relatively minor.	Minor
	Use of floodplain protection measures and measures to reduce flood risk		✓	L	P	Y	I	M	N	N	N	No major schemes, therefore no major transport infrastructure development expected. Measures within LTP may influence the area of hard standing and flow rates impacting on flooding of low lying areas.	Minor
Material Assets	Protection of material assets		✓	M	P	Y	N/A	S	N	N	N	No specific provisions made in LTP2. EIA will determine any significant impacts. Few measures included within LTP protecting material assets.	Minor
	Improved access to employment	✓		M	P	Y	D	M	N	N	N	Public transport improvements and improved access to employment stated as priority in LTP2 and would result in this SEA Objective being met.	Not significant
	Support agriculture and the rural economy		✓	M	P	Y	I	S	N	N	N	No specific provisions made in LTP2. EIA will determine any significant impacts. Measures within LTP2 may not secure	Minor

SOUTHERN WARWICKSHIRE – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
						-ve						enhanced mobility and connectivity between rural and urban areas.	
	Promote sustainable tourism		✓	H	P	Y -ve	I	S	N	N	N	LTP2 major schemes to address this fully. Traffic congestion and issues associated with public transport provision may be a barrier to sustainable tourism	Not significant
	Increase use of recycled / reused products where practicable		✓	L	P	Y -ve	I	S	N	N	N	No specific provisions made in LTP2. EIA will determine any significant impacts. Measures to deliver an increase in the recycling and re-use of products not specifically mentioned in LTP2 policies.	Minor

Appendix D 6.3: Environmental Effects Assessment Worksheet

SOUTHERN WARWICKSHIRE – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities	✓		M	P	Y +ve	D	M	Y	N	N	Seen in LTP2 as a problem (impact of vehicles on residential areas). Town centre shuttle service to use environmentally friendly vehicles. The Do Something scenario would deliver improvements to the noise environment through an alleviation in traffic congestion and with the aim of an increase in cyclist and pedestrian activity	Minor
	Incorporate noise abatement measures where practicable		✓	L	P	Y -ve	I	S	Y	N	N	No specific mention of noise abatement (EIA). Noise abatement measures may be partially delivered through implementation of the LTP2 although it may not be possible to offset noise associated with HGV movements.	Moderate
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)	✓		M	P	Y +ve	D	M	Y	N	N	LTP2 makes provisions for public transport improvements (shuttle service) and SWRR. There are aims to undertake vehicle restrictions under this scenario with the aim of enhancing the pedestrian environment and to manage traffic levels which contribute to air quality issues.	Moderate
	Avoid further contribution to pollution load in AQMAS	✓		M	P	Y +ve	D	M	Y	N	N	LTP2 makes provisions for public transport improvements (shuttle service) and SWRR. The inclusion of SWRR will enhance the extent to which pollutant loading can be reduced under this scenario	Minor
	Cleaner technology preferred where practicable	✓		H	P	Y +ve	D	S	Y	N	N	LTP2 makes provisions for the use of environmentally friendly vehicles. Besides this however, there are relatively few measures directed at implementing cleaner technologies within LTP2 under this scenario	Not significant
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	M	N	N	N	LTP2 makes provision for Safer routes to school, improvements to walking and cycling facilities This would result in this SEA Objective being met.	Not significant
	Improve safety and reduce accidents in all modes of transport	✓		M	P	Y +ve	D	M	N	N	N	LTP2 casualty reduction schemes in corridors at specific locations where problems exist will seek to improve safety and reduce accidents, thereby resulting in this SEA Objective being met.	Moderate
	Safer communities	✓		M	P	Y +ve	D	S	N	N	N	Safety not identified as a problem in LTP1 or 2. The major and minor schemes identified in LTP2 will result in this SEA Objective being met.	Moderate
	Reduction in severance across all sectors of community	✓		H	P	Y +ve	D	M	N	N	N	Still seen as a problem in LTP2. Public transport improvements (bus and rail) however will seek to reduce severance and would result in this SEA Objective being met.	Moderate
	Concentrate new development near to existing transport routes	✓		M	P	Y +ve	D	S	N	N	N	LTP2 seeks to integrate land development proposals with accessibility improvements. This may result in this SEA Objective being met.	Moderate
Improved access / affordability to the transport system throughout all sectors of the community	✓		H	P	Y +ve	D	M	N	N	N	LTP2 provides for: pedestrian/cycle bridge over River Avon, SWRR, taxi/bus services, enhanced community transport. All of these schemes will result in this SEA Objective being met.	Minor	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment	✓		M	P	Y +ve	D	M	N	N	N	LTP2 makes provisions for environmentally friendly vehicles (shuttle service in town centre). This among other schemes will result in this SEA Objective being met.	Not significant

SOUTHERN WARWICKSHIRE – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Landscape / Townscape	Integration with the existing landscape / townscape	✓		H	P	Y +ve	D	S	N	N	N	LTP2 makes provision for the Shipston market town initiative. This would result in this SEA Objective being met.	Not significant
	Maintain / enhance character and quality of the countryside / townscape	✓		M	P	Y +ve	D	S	N	N	N	Indirect effect - Shipston market town initiative would result in this SEA Objective being met.	Not significant
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	Not mentioned in LTP 1 or 2. Open space is likely to be subject to development pressure and no particular reference made to this in LTP2.	Minor
	Reduce light pollution		✓	L	P	Y -ve	I	S	N	N	N	No specific provisions in LTP2. Minor schemes introduced in this sub-area do not make specific mention of how light pollution measures will be adopted. Unlikely that this particular SEA Objective will be met.	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements	✓		H	P	Y +ve	D	S	N	N	N	LTP2 seeks to promote this in several aspects of scheme proposals. Likely that this particular SEA Objective will be met under the LTP2 schemes.	Not significant
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	L	P	Y -ve	I	S	N	N	N	LTP2 provides for a new rail station at Bishopton; new cycle route (Stratford-Warwick) and Bishopton park and ride. Minor and major schemes introduced in this sub-area do not make specific mention habitat decline and fragmentation. Unlikely that this particular SEA Objective will be met.	Minor
	Support LBAP		✓	L	P	Y -ve	I	S	N	N	N	No specific provision in LTP2. Schemes introduced in this sub-area do not make specific mention of how LBAP will be implemented. Unlikely that this particular SEA Objective will be met.	Minor
	Concentrate development on previously developed land		✓	L	P	Y -ve	I	S	N	N	N	LTP2: integrate land development proposals with accessibility improvements. No specific brownfield provisions. Schemes introduced in this sub-area do not make specific mention of concentrating development on previously developed land. Unlikely that this particular SEA Objective will be met.	Minor
Water	Decrease water pollution		✓	M	P	Y -ve	I	S	N	N	N	No specific provisions made in LTP2. Schemes introduced in this sub-area do not make specific mention of how water pollution measures will be implemented. Unlikely that this particular SEA Objective will be met.	Minor
	Use of floodplain protection measures and measures to reduce flood risk		✓	L	P	Y -ve	I	M	N	N	N	Not mentioned specifically in LTP2, however EIA will identify such specific issues. Schemes introduced in this sub-area do not make specific mention of how flood protection measures will be incorporated. Unlikely that this particular SEA Objective will be met.	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	S	N	N	N	Not mentioned specifically in LTP2, however EIA will identify such specific issues. LTP2 under this scenario has a limited impact upon material assets.	Minor
	Improved access to employment	✓		M	P	Y +ve	D	M	N	N	N	Public transport improvements highlighted as apriority in LTP2. Improved access to housing developments was also cited as an area for improvement. Likely that this SEA Objective will be met.	Not significant

SOUTHERN WARWICKSHIRE – DO SOMETHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Support agriculture and the rural economy		✓	L	P	Y -ve	I	S	N	N	N	Not mentioned specifically in LTP2, however EIA will identify such specific issues. Schemes introduced in this sub-area do not make specific mention of agriculture and the local economy. Unlikely that this particular SEA Objective will be met.	Minor
	Promote sustainable tourism	✓		H	P	Y +ve	D	S	N	N	N	Park and ride facilities identified in LTP2 as a means of promoting sustainable tourism. Likely that this SEA Objective will be met.	Not significant
	Increase use of recycled / reused products where practicable		✓	L	P	Y -ve	I	S	N	N	N	Not mentioned specifically in LTP2, however EIA will identify such specific issues. Unlikely that this SEA Objective will be met.	Minor

Appendix D 7.1: Environmental Effects Assessment Worksheet

WESTERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	P	Y -ve	I	M	Y	N	N	Noise and vibration was seen in LTP1 as a problem. This was still observed to be a problem in LTP2. It is unlikely that the minor schemes described in LTP2 for this area will bring about an overall improvement in noise and vibration for the sub-area.	Severe
	Incorporate noise abatement measures where practicable		✓	H	P	Y -ve	I	M	Y	N	N	No mention of noise abatement in LTP1. LTP1 do not make specific mention of noise abatement measures to be adopted. It is unlikely that this particular SEA Objective will be met.	Minor
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	P	Y -ve	I	M	Y	N	N	Traffic and congestion was identified as a problem in LTP1 and still identified as a problem in LTP2. There would be few opportunities to introduce a modal shift in travel patterns from the private car to public transport. Low emission technologies may not be implemented. Regional impacts on traffic congestion are likely to be sustained leading to higher regional impacts of vehicle-derived air quality impacts	Severe
	Avoid further contribution to pollution load in AQMAs		✓	H	P	Y -ve	I	M	Y	N	N	Levels not significant enough to declare AQMA. Traffic management unlikely to be achieved in this scenario and likely to lead to further air quality problems.	Major
	Cleaner technology preferred where practicable		✓	M	P	Y -ve	I	M	Y	N	N	Not mentioned in LTP1. LTP1 do not make specific mention cleaner technology initiatives to be adopted. It is unlikely that this particular SEA Objective will be met.	Minor
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	M	N	N	N	Mentioned as part of LTP1. LTP1 acknowledges that there are problems associated with traffic congestion and that there is a need to enhance facilities for pedestrians and cyclists.	Not significant
	Improve safety and reduce accidents in all modes of transport		✓	H	P	Y -ve	I	S	N	N	N	Speed reduction measures in LTP1, BUT, still a problem in LTP2. Unlikely that this SEA Objective will be met under this scenario.	Severe
	Safer communities	✓		H	P	Y +ve	D	S	N	N	N	Likely that this SEA Objective will be met under the traffic calming measures identified as part of LTP1, The Quiet Road Initiative.	Moderate
	Reduction in severance across all sectors of community		✓	H	P	Y +ve	D	M	N	N	N	Severance was seen as a problem in LTP1 and is still seen as a problem in LTP2. Unlikely that LTP1 will reduce the problem of severance seen for this sub-area.	Severe
	Concentrate new development near to existing transport routes	✓		M	P	Y +ve	D	S	N	N	N	LTP sought to controlling land development. This was not mentioned in LTP2 as a problem and suggests that this SEA Objective may well have been met under the provisions made in LTP1	Minor
Improved access / affordability to the transport system throughout all sectors of the community		✓	H	P	Y -ve	I	L	N	N	N	This was seen as problem in LTP1 and is still a problem in LTP2. Unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Severe	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment		✓	H	P	Y -ve	I	L	N	N	N	No specific provisions made in LTP1. Probably only reductions likely to be due to public transport improvements/increased walking/increased cycling. Unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor

WESTERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Landscape / Townscape	Integration with the existing landscape / townscape		✓	L	P	Y -ve	I	S	N	N	N	No specific provisions made in LTP1. Unlikely that LTP1 carrying on will not alleviate this problem, and result in this SEA Objective being met.	Minor
	Maintain / enhance character and quality of the countryside / townscape		✓	H	P	Y -ve	I	M	N	N	N	A435 still affecting rural settlements in LTP2. Unlikely that LTP1 carrying on will not alleviate this problem, and result in this SEA Objective being met.	Minor
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N	Not seen as a problem in LTP1, therefore not the focus of attention. Unlikely that LTP1 carrying on will not alleviate this problem, and result in this SEA Objective being met.	Minor
	Reduce light pollution		✓	L	P	Y -ve	I	S	N	N	N	Not seen as a problem LTP1 makes no specific provisions for reducing light pollution. LTP1 carrying on will not alleviate this problem, and result in this SEA Objective being met.	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	L	P	Y -ve	I	S	N	N	N	Not seen as a problem in LTP1 or 2. Unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	L	P	Y -ve	I	M	N	N	N	Not seen as a problem, not mentioned in LTP. EIA will address such an issue. Unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor
	Support LBAP		✓	M	P	Y -ve	I	M	N	N	N	Not seen as a problem, not mentioned in LTP. EIA will address such an issue. Unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor
	Concentrate development on previously developed land		✓	L	P	Y -ve	I	S	N	N	N	Not seen as a problem, not mentioned in LTP. EIA will address such an issue. LTP 1 makes no specific provision for this, unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor
Water	Decrease water pollution		✓	M	P	Y -ve	I	S	N	N	N	Not seen as a problem, not mentioned in LTP. EIA will address such an issue. LTP 1 makes no specific provision for this, unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor
	Use of floodplain protection measures and measures to reduce flood risk		✓	L	P	Y -ve	I	S	N	N	N	Not seen as a problem, not mentioned in LTP. EIA will address such an issue. LTP 1 makes no specific provision for this, unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor
Material Assets	Protection of material assets		✓	M	P	Y -ve	N/A	S	N	N	N	Not seen as a problem, not mentioned in LTP. EIA will address such an issue. LTP 1 makes no specific provision for this, unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor
	Improved access to employment		✓	H	P	Y -ve	I	M	N	N	N	Accessibility still a problem in LTP2. Unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Severe
	Support agriculture and the rural economy		✓	M	P	Y -ve	I	S	N	N	N	Not mentioned in the LTP1. LTP 1 makes no specific provision for this, unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor

WESTERN WARWICKSHIRE – DO NOTHING SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
	Promote sustainable tourism		✓	L	P	Y -ve	I	S	N	N	N	Public transport still a problem in LTP2. LTP 1 makes no specific provision for sustainable tourism, unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Severe
	Increase use of recycled / reused products where practicable		✓	M	P	Y -ve	I	M	N	N	N	No mention in the LTP. LTP 1 makes no specific provision for this, unlikely that LTP1 carrying on will alleviate this problem, and result in this SEA Objective being met.	Minor

Appendix D 7.2: Environmental Effects Assessment Worksheet

WESTERN WARWICKSHIRE – DO MINIMUM SCENARIO													
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance
		Yes	No	P	D	C	R	E	SR	ES	PS		
Population and Human Health	Reduce noise and vibration impacts to nearby communities		✓	H	P	Y -ve	I	M	Y	N	N	Because a suitable scheme has not been developed, problems of congestion and air quality may continue	Major
	Incorporate noise abatement measures where practicable		✓	H	P	Y -ve	I	M	Y	N	N	Because a suitable scheme has not been developed, problems of congestion and air quality may continue	Major
	Contribute to the national targets for air quality and emissions (20% reduction in carbon dioxide emissions by 2010)		✓	H	P	Y -ve	I	M	Y	N	N	Because a suitable scheme has not been developed, problems of congestion and air quality may continue. A435 will still experience air quality and noise problems as scheme not put forward to alleviate problems (due to congestion)	Major
	Avoid further contribution to pollution load in AQMAs		✓	H	P	Y -ve	I	M	Y	N	N	Levels not significant enough to declare an AQMA. LTP2 still exhibiting problems in settlements surrounding the A435. Unlikely that minor schemes listed in LTP2 would sufficiently reduce the pollution contribution in the sub-area.	Major
	Cleaner technology preferred where practicable		✓	M	P	Y -ve	I	M	Y	N	N	Not mentioned in LTP2. Unlikely that minor schemes listed in LTP2 would result in this SEA Objective being met.	Major
	Provide healthier travel options by improving facilities for walking and cycling	✓		H	P	Y +ve	D	M	N	N	N	Mentioned as part of LTP2. There are measures in LTP2 to improve pedestrian and cyclist access and facilities within this sub-area.	Moderate
	Improve safety and reduce accidents in all modes of transport	✓		H	P	Y +ve	D	S	N	N	N	LTP2 seeks to address this problem. LTP2 seeks to promote road safety, and safer routes to school. The integration of vehicular restrictions and traffic management including safer routes to schools will assist in reducing accidents for pedestrians and cyclists	Moderate
	Safer communities	✓		H	P	N +ve	D	S	N	N	N	Safety not seen as a problem in LTP2. Likely that minor schemes provided in LTP2 will sufficiently bring about safer communities.	Moderate
	Reduction in severance across all sectors of community	✓		H	P	N +ve	D	M	N	N	N	LTP2 schemes seek to address this problem. This objective will be met under LTP2 through its provisions for better public transport services and facilities.	Moderate
	Concentrate new development near to existing transport routes		✓	M	P	Y -ve	I	S	N	N	N	Concentrate new development near to existing transport routes. LTP2 seems to focus on new development providing adequate facilities/provisions and walking/cycling provisions.	Minor
Improved access / affordability to the transport system throughout all sectors of the community	✓		H	P	Y +ve	D	L	N	N	N	LTP2 seeks to address this problem through various minor schemes. This SEA objective would most likely be met under LTP2, through its provisions for enhanced transport services and facilities	Moderate	
Climatic Factors	Reduce contribution of greenhouse gases released to the environment		✓	H	P	Y -ve	I	L	N	N	N	LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area may not be sufficient enough to meet this particular SEA Objective for the sub-area as a whole.	Minor
Landscape / Townscape	Integration with the existing landscape / townscape	✓		H	P	Y	D	S	N	N	N	LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Unlikely that the minor schemes will result in	Not significant

WESTERN WARWICKSHIRE – DO MINIMUM SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
						+ve							adverse impacts to landscape or townscape.	
	Maintain / enhance character and quality of the countryside / townscape	✓		H	P	Y +ve	D	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Unlikely that the minor schemes will result in adverse impacts to character and quality of countryside or townscape.	Not significant
	Protect open space which contributes to the character and attractiveness of urban areas		✓	M	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Open space is likely to be subject to development pressure and no particular reference made to this in LTP2.	Minor
	Reduce light pollution		✓	L	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area do not make specific mention of how light pollution measures will be adopted. Unlikely that this particular SEA Objective will be met.	Minor
Cultural Heritage	Preserve and enhance local cultural heritage and historic elements		✓	L	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area do not make specific mention of preservation of cultural heritage. Unlikely that this particular SEA Objective will be met.	Minor
Biodiversity	Decrease habitat decline and habitat fragmentation		✓	L	P	Y -ve	I	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area do not make specific mention habitat decline and fragmentation. Unlikely that this particular SEA Objective will be met.	Minor
	Support LBAP		✓	M	P	Y -ve	I	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area do not make specific mention of how LBAP will be implemented. Unlikely that this particular SEA Objective will be met.	Minor
	Concentrate development on previously developed land		✓	L	P	Y	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area do not make specific mention of concentrating development on previously developed land. Unlikely that this particular SEA Objective will be met.	Minor
Water	Decrease water pollution		✓	L	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area do not make specific mention of how water pollution measures will be implemented. Unlikely that this particular SEA Objective will be met.	Minor
	Use of floodplain protection measures and measures to reduce flood risk		✓	L	P	Y -ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area do not make specific mention of how flood protection measures will be incorporated. Unlikely that this particular SEA Objective will be met.	Minor
Material Assets	Protection of material assets		✓	L	P	Y -ve	N/A	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. LTP2 makes no specific provision for this, unlikely that this SEA Objective being met.	Minor
	Improved access to employment	✓		H	P	Y+ve	D	M	N	N	N		LTP2 seeks to address this problem, likely that minor schemes will	Moderate

WESTERN WARWICKSHIRE – DO MINIMUM SCENARIO														
SEA Topic	SEA Objective	Has SEA Objective been met?		Magnitude Criteria					Sensitivity Criteria			Comment	Impact Significance	
		Yes	No	P	D	C	R	E	SR	ES	PS			
													result in this SEA Objective being met.	
	Support agriculture and the rural economy		✓	M	P	Y-ve	I	S	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. Minor schemes introduced in this sub-area do not make specific mention of agriculture and the rural economy. Unlikely that this particular SEA Objective will be met.	Minor
	Promote sustainable tourism	✓		M	P	Y+ve	D	S	N	N	N		LTP2 seeks to address this problem and likely that minor schemes will result in this SEA Objective being met.	Minor
	Increase use of recycled / reused products where practicable		✓	M	P	Y-ve	I	M	N	N	N		LTP1 and 2 makes no specific provision for this. EIA will identify any such specific problem. LTP2 makes no specific provision for this, unlikely that this SEA Objective being met.	Minor