

Consultation Responses – Strategic Environmental Assessment (September 2008)

Comments	Action Required	Action Undertaken
14th November 2008 – Countryside Council for Wales (Dr Maggie Hill – Regional Manager for South and East)		
<ul style="list-style-type: none"> ▪ The plan must be subject to an assessment as required under the Conservation (Natural Habitats, &c.) Regulations 1994, as amended (a “HRA”). CCW would like the opportunity to comment on the HRA. ▪ The monitoring plan and identification of indicators and targets are missing. ▪ The SEA appears to have not significantly influenced the RTP with respect to choices of priorities and objectives, interventions or the composition of project packages. ▪ The SEA makes little or no reference to the requirements of the HRA. ▪ The links and relationships with other plans/projects has not been fully highlighted within the RTP when significant. ▪ In the Appraisal Matrix, when a level of uncertainty is expected, if it can be linked to a lack of baseline data this should be identified. ▪ The assessment of the project packages do not appear to have been clearly expressed within the RTP. Similarly the assessments of the priorities and objectives are not fully reflected in the RTP. ▪ The programme and cumulative assessment are incomplete. ▪ Appendices D-E assessments matrices raise a number of issues and identify several areas of uncertainty. ▪ Appendix F (Project Packages) do not adequately address the concerns and issues highlighted in the ER and the assessment is not reflected in the RTP. 	<ul style="list-style-type: none"> ▪ Finalise HRA and issue HRA for consultation. ▪ A monitoring framework will be prepared. ▪ SEA to be more influential on the RTP. ▪ SEA to reference the HRA. ▪ RTP to highlight significant links/relationships. ▪ Identify if there is a lack of baseline data in both the SEA and RTP. ▪ Reference the assessment of project packages, priorities and objectives in the RTP. ▪ Undertake both a programme and cumulative assessment. ▪ Refer to the assessments within the RTP and identify appropriate indicators. ▪ Address concerns and issues of ER within Project Packages and reflect this in RTP. 	<ul style="list-style-type: none"> ▪ HRA will be issued to CCW for comments. ▪ A monitoring framework has been included in the SEA. Targets have not been set within the initial framework, but the need and use of targets will be reviewed as part of the on going work and introduced where appropriate. ▪ RTP to take full account of the SEA. ▪ SEA has made reference to the HRA. ▪ Significant links/relationships have been referred to in the RTP. ▪ The level of uncertainty due to a lack of baseline data will be identified clearly. ▪ The RTP will reflect the assessments. ▪ A programme and cumulative assessment has been conducted. ▪ The RTP will take account of the assessments and indicators have been included within the monitoring framework. ▪ The project packages have taken account of the concerns and issues highlighted and are reflected in the RTP.

19th December 2008 – Environment Agency for Wales (Gayle Wootton – Policy and Strategic Planning)		
<ul style="list-style-type: none"> ▪ The monitoring section is incomplete within the SEA. ▪ There is a lack of mitigation measures within the SEA. ▪ There is a number of sections incomplete within the ER. ▪ The ER does not reflect the need to adapt to forecasted climate change. ▪ It is unclear whether the SEA has been used to assess the three options for the RTP. 	<ul style="list-style-type: none"> ▪ Complete monitoring section. ▪ Identify mitigation measures. ▪ Complete ER. ▪ Advise that CFMPs and CAMs are reviewed. ▪ Assess the 3 options for the SEA Programme. 	<ul style="list-style-type: none"> ▪ A monitoring framework is included. ▪ Mitigation measures have been put forward in the SEA. ▪ Sections have been completed. ▪ CFMPs and CAMs will be reviewed when appropriate. ▪ 3 options have been assessed.
25th February 2009 – Cadw (Suzanne Whiting)		
<ul style="list-style-type: none"> ▪ Suggestions have been made for the priority assessment. 	<ul style="list-style-type: none"> ▪ Take account of suggestions. 	<ul style="list-style-type: none"> ▪ A 6th assessment of the priorities has been undertaken.
18th March 2009 – Countryside Council for Wales (Kerry Rogers)		
<ul style="list-style-type: none"> ▪ Discussed comments received on the 14th November 2008. 	<ul style="list-style-type: none"> ▪ To action comments received. 	<ul style="list-style-type: none"> ▪ Comments taken into account for SEA and RTP.
Consultation Responses – Draft Scoping Report (December 2006)		
24th January 2007 - Environment Agency (Chris Lindley - Policy Advisor)		
<p>It is not clear over how the SEA will inform and influence the plan development. The Regulations require the Plan to demonstrate how it has been influenced by its SEA.</p> <p>It is not clear how Objective 12 contributes to the protection of the environment.</p> <p>There is a need for evidence supporting Objective 13</p> <p>There is incomplete consideration of objectives to minimise the effects on water resources.</p>	<p>Clarify how the SEA and the Plan-making process will be linked. Possibly include flow diagrams illustrating both processes and how they are linked.</p> <p>Review inclusion of this objective. Relates to environmental amenity; is this appropriate?</p> <p>Review how this objective was arrived at and set out links clearly in report.</p> <p>Review possibility of including further sub-objectives?</p>	<p>How the SEA has informed the plan is detailed within sections 1, 3, and 4 of the Environmental Report. The Environmental statement will also demonstrate this.</p> <p>SEA objective 12 within the scoping report has been removed.</p> <p>Further information has been added regarding objective 13 (now 12) within the baseline information.</p> <p>SEA objective 3 has been reviewed and further sub-objectives added.</p>
Review of Plans and Programmes		

<p>The Water Framework Directive is not listed in Table 2.1, but is included in Table 2.2 and Appendix A. Revise implication in Table 2.2 to reflect the extensive implications highlighted in Appendix A.</p> <p>Review final version of the Environment Strategy for Wales.</p> <p>The Wales Transport Strategy and the Wales Freight Strategy are at drafting stage and any changes to these documents will need to be considered as the RTP progresses.</p> <p>The following documents should also be reviewed: EU Environmental Liability Directive EU Thematic Strategy for Soil EU End of Life Vehicle Directive</p> <p>The following relate to England only and are not relevant to Wales: Rural Strategy 2004 Sustainable Communities: Building for the future The Historic Environment: A Force for our Future</p> <p>Table 2.2 identifies objectives in relation to Tourism, the Rural Economy, Transport and Economic Growth. Whilst clearly relevant to the development of the RTP, they do not assist in identifying the environmental priorities for the SEA and should not misdirect the assessment.</p> <p>Welcome the consideration of climate change. Should consider the possible effects of climate change on the RTP area and its objectives as well as addressing the causes of climate change by seeking to reduce emissions.</p> <p>Table 2.2 does not recognise the issues of water resource management and water efficiency – as identified in the Environment Strategy.</p> <p>To fully reflect the 3 themes in the draft WTS the key issues in Table 2.2 should also include minimising the need to travel.</p>	<p>Noted. This will be corrected.</p> <p>Final version of the Environment Strategy for Wales will be reviewed.</p> <p>These documents will be reviewed for changes as drafts are issued.</p> <p>These three documents will be reviewed.</p> <p>These documents will be removed from the list of relevant plans and programmes.</p> <p>The consideration of these policy objectives assists in highlighting potential conflicts between environmental objectives and the objectives that are driving/supporting the development of the RTP.</p> <p>The possible effects of climate change have been considered generally for the whole of Wales as there is not specific information available for the TraCC Region. Contact consultee to explore possible sources of local information.</p> <p>Expand the Water theme in Table 2.2 to include these considerations.</p> <p>Under the Transport theme in Table 2.2 include the need to minimise the need to travel in the Implications column.</p>	<p>Corrected.</p> <p>Reviewed.</p> <p>The final versions of these documents have been reviewed.</p> <p>EU thematic Strategy for soils not added, await more detailed white paper. Referred to in 6th EU action plan section. EU Environmental Liability Directive and End of Life Vehicle Directive reviewed and added. Documents removed.</p> <p>N/A</p> <p>?</p> <p>Done</p> <p>Done</p>
<p>Baseline Information and Identification of Key Trends 3.2 Methodology</p> <p>It is important that the SEA makes clear reference to the inter-relationship between the issues referred to and how the important inter-relationships will be identified and</p>	<p>Where links have been identified, cross referencing between sections has been used to</p>	<p>Noted. Acted on where appropriate.</p>

addressed	highlight links in Appendix B. May be worthwhile exploring an alternative for highlighting links.	
<p>Identification of Key Environmental Issues</p> <p>Climate change – Effects of climate change identified here but not the need to reduce emissions from the transport sector, which as a sector emissions are likely to increase from.</p> <p>Unsure why tourist trips are singled out as an issue, as the high dependency on the car is a more general issue.</p> <p>Flooding – To attribute flood risk at the locations described solely to climate change is misleading. Transport systems within coastal, estuarine and floodplain locations have an inherent flood risk and may currently or historically have flooded. Climate change may increase severity, increase the area affected and occurrence but may not be the sole cause.</p>	<p>Highlight link between CO₂ emissions from transport and climate change key issues. B8 - consider CO₂ in air quality.</p> <p>Highlight that accessibility by public transport is an issue and therefore residents and visitors have to depend on private car transport.</p> <p>The statement will be reviewed to reflect this comment.</p>	<p>See B8.</p> <p>Done.</p>
<p>SEA Framework 5.2 and Figures 5.1 – Development of SEA objectives Develop SEA objectives with Environment Strategy (May 2006) not draft 2005 version.</p> <p>To ensure consistency with WTS themes they recommend the inclusion of the SEA objective of ‘minimising the need to travel’.</p>	<p>Noted. The final version of the Strategy will be used in developing the objectives.</p> <p>This has been included as a sub-objective to Objective 8.</p>	<p>Done.</p> <p>N/A</p>
<p>SEA Framework Table 5.1 SEA Objectives</p> <p>Objective 1 – Biodiversity – Sub-objective – Revise to be more positive to ‘Encourage the connectivity of habitats’.</p> <p>Objective 3 – Water Resources – Should also seek to minimise the contribution of transport infrastructure to flood-risk as well as flooding’s impact on transport infrastructure.</p> <p>Should Consider the effects of the RTP on available water resources and water efficiency.</p> <p>Objective 5 – be less prescriptive, reword to ‘minimise light pollution from the transport infrastructure.’</p>	<p>The first sub-objective will be changed as recommended.</p> <p>Sub-objective to be added relating to the contribution of transport infrastructure to flood risk. The link between transport and water efficiency is not clear.</p> <p>Sub-objective will be changed to reflect comment.</p> <p>This objective relates to the quality of environmental amenity. Objective will be reworded to read “Improve the condition of <i>existing</i> transport infrastructure”.</p>	<p>Amended.</p> <p>Amended as appropriate.</p> <p>Amended.</p> <p>Objective deleted.</p>

<p>Objective 12 – Incompatibilities between this and other objectives. Does not appear to protect the environment and may be more suited as an RTP objectives.</p> <p>Objective 13 – Support the issue of efficient use of natural resources but it is not identifies or described in Table 2.2, Chapter 3 or 4.</p>	<p>Review source of this objective and clearly set out links.</p>	<p>Further information has been added regarding objective 13 (now 12) within the baseline information.</p>
<p>5.3 The Appraisal Matrix</p> <p>Does not address all the environmental effects required by Regulations. Should identify positive, negative, cumulative, secondary, synergistic, temporary, reversible and permanent effects.</p>	<p>Matrix will be reviewed and changed to allow for the consideration of the secondary, synergistic and permanent nature of effects.</p>	<p>Done. See environmental report.</p>
<p>6 Assessment of Proposed RTP Objectives 6.1 The Proposed RTP Objectives</p> <p>The current wording suggests that transport and accessibility should always take precedence over other all issues in planning which is not the case. Suggest rewording to ' ensure transport and accessibility issues are properly integrated into land-use decisions'</p> <p>Appendix A – See comments chapter 2</p> <p>Appendix B – Baseline Information and Identification of Key Trends</p> <p>B2 - Methodology</p> <p>Make clear reference to “the inter-relationship between the issues referred to.’</p> <p>B5 – Biodiversity, Flora and Fauna</p> <p>Further details of NATURA 2000 network sites in the TRACC area and possible implications for the RTP (CCW reference).</p> <p>The ‘Key Trends’ box at the end of this section refers to overgrazing of upland habitat being a problem, but this issue is not identified, described or referenced in the text.</p> <p>B6 - Water</p> <p>Consider the issues of water resources – demand and supply deficits and water efficiency.</p> <p>Water framework directive – further information and details on River basins in TRACC area on EA website.</p> <p>EA have flood-risk data available for the TRACC area</p>	<p>Note for RTP</p> <p>Noted. Reference will be made to inter-relationships.</p> <p>The presence of Natura 2000 sites will be reviewed to identify any in the area.</p> <p>Check source of information.</p> <p>It is not clear how water supply and demand is directly related to transport</p> <p>The EA website will be checked for this information.</p> <p>The EA will be contacted to obtain this data.</p>	<p>Comment forwarded to Transport.</p> <p>Reference made in Chapter 3.</p> <p>Deleted.</p> <p>N/A</p> <p>EA website checked. Limited information</p>

<p>B7 – Soil</p> <p>Welcome/ support any work that identifies the proportion of existing infrastructure at risk from coastal erosion and/or climate change impacts.</p> <p>B8 – Air Quality</p> <p>Consider air quality beyond the local air quality standards. The issue of acidification and nutrient deposition identified in B7 should receive further consideration within the SEA. For more info see the Air Pollution Information System (APIS) www.apis.ac.uk</p> <p>The issue of CO2 emissions along transport routes is better related to climate change rather than air quality.</p> <p>B9 – Climate Change</p> <p>Refer to the following guidance on SEA and climate change: www.environment-agency.gov.uk/commodata/105385/sea_climate_change_905671.pdf This is currently being updated and the updated version will be sent through to us.</p> <p>B13 – Human Health</p> <p>Consult with the relevant health professionals in the TRACC area on the RTP and SEA on this topic.</p>	<p>Noted</p> <p>Cross reference to section B7 in relation to acidification and nutrient deposition. The APIS will be checked for relevant information.</p> <p>Cross referencing to Section B9 in relation to CO₂ emissions.</p> <p>Reference will be made to this guidance in Section 1.3. advice provided in guidance will be followed in addressing climate change issues in the SEA.</p> <p>Relevant organisations will be identified and consulted with in relation to the health impacts of transport in the TraCC area. Data available at present is at a national context.</p>	<p>available i.e. actual River basin management plans. River basin districts available and a Severn Catchment flood management plan. Not thought to add anything at this strategic level.</p> <p>N/A</p> <p>Cross reference included and issue added to air quality section. Website given does not give detail for individual areas.</p> <p>Now air quality and climate change is in the same section of the report. Link between climate change and carbon dioxide emissions has been more explicitly made.</p> <p>Done</p>
<p>25th January 2007 – Countryside Council for Wales (Dr Maggie Hill - Regional Manager South and East and Gayle Wootton – Policy Advisor)</p>		
<p>Appropriateness of objectives</p> <p>Objective 12 – Condition of transport infrastructure a better objective for the RTP as the current phrasing does not link it to the regions key environmental issues. The compatibility matrix does not pick up on the issue that even minor improvements in transport infrastructure have biodiversity and landscape issues.</p>	<p>The objective relates to the improvement of existing infrastructure and therefore the quality of the environmental amenity. The objective will be reworded to read “Improve the condition of <i>existing</i> transport infrastructure”.</p>	<p>Objective deleted.</p>
<p>Assessment of alternatives</p> <p>Disappointed that the key points appear to preclude options other than renewed reliance on the road network. It appears decisions have already been made as regards to strategic development of the transport system in mid Wales prior to options being</p>	<p>Note for RTP</p>	<p>Comments forwarded to Transport.</p>

<p>assessed against SEA objectives. This is contrary to the purpose of SEA.</p> <p>Wanted to take opportunity to provide a truly functional integrated public transport system that benefits local resident and tourists, particularly as the train and bus services are run by one company (Arriva).</p> <p>Seek clarification on the statement 'it is not expected that there will be a significant reduction in car journeys in many areas of the region' made in Appendix C. Again suggests options have already been excluded from the consideration of alternatives process.</p>	<p>No options have been developed at this stage. The outline RTP only includes objectives and priorities for the region. An opportunity to influence the RTP options will be available at the next stage of the SEA and the RTP process.</p> <p>Although the overall goal is to see a significant reduction in car journeys, it is essential to take a realistic view of the situation. It is unlikely that significant changes will be observed in the lifetime of the RTP.</p>	<p>N/A</p>
<p>Appropriate Assessment</p> <p>Contact CCW and WAG to discuss the context and methodology of an 'appropriate assessment' of the RTP. The assessment should occur prior to the completion of the SEA.</p>	<p>The need for an appropriate assessment will be explored with key consultees including CCW.</p>	<p>Discussed</p>
<p>Introduction</p> <p>Typing error in abbreviations list SAC = Special area of conservation NOT conversation</p>	<p>This will be corrected.</p>	<p>Amended.</p>
<p>Policy Review</p> <p>The key theme of WTS of reducing the need to travel should be made more apparent in the policy review as it needs follow into the RTP.</p> <p>The objective of carriage of freight from road to rail made in the Wales Freight Strategy needs to be in made in RTP and therefore policy review.</p> <p>Appendix A - EU 6th Action Plan should mention the strategy on soil as well as the proposals for framework directive on soil.</p> <p>Environment Strategy for Wales now a finalised report – update from draft.</p> <p>Table 2.2, Tourism section – greater emphasis should be placed on the policy drivers to improve access to open spaces/cultural heritage sites via public transport.</p> <p>Table 2.2 – Mention the 'valuing the environment' section of the Wales Spatial plan.</p>	<p>Under the Transport theme in Table 2.2 include the need to minimise the need to travel in the Implications column</p> <p>Under the Transport theme in Table 2.2 include the need to encourage a shift in carriage of freight from road to rail.</p> <p>The section will be amended as suggested.</p> <p>The Final version of the Strategy will be reviewed.</p> <p>Agree. The table will be amended accordingly.</p> <p>This objective will be added to the implications column under the "Biodiversity and the natural environment" theme.</p>	<p>Amended.</p> <p>Amended.</p> <p>Amended.</p> <p>Amended.</p> <p>Amended.</p>

<p>Wild birds Directive is 79/409/EEC NOT 98/83/EEC</p> <p>Include targets of the UKBAP and Local BAPs to illustrate issue of biodiversity loss in the policy review. Targets within the Teifi Estuary Management Plan should be included in the policy review.</p> <p>Reword 'ensuring the sustainability of existing road networks through coastal defence' to reflect TAN 15. Also need to mention that increasing the extent of coastal defences presents an environmental problem within the Teifi estuary area.</p> <p>Include the following in the review:</p> <ul style="list-style-type: none"> • Local Development Frameworks and RTPs of neighbouring English counties. • Wildlife and Countryside act 1981 • Natural Environment and Rural Communities Act of 2006 • EU Environmental Liability Directive (2004/35/EC) • A culture strategy for Wales 2002 • Wye valley AONB management plan • Brecon beacons national park management plan 2000 – 2005 • Pembrokeshire coast national park management plan 2003- 2007 • Snowdonia / Eryri National Park Management Plan • Cardigan and South Ceredigion Regeneration Plan • WAG draft Ministerial Planning policy statement entitled 'Planning for Climate Change' 	<p>This will be checked and amended accordingly.</p> <p>Targets set out in the UKBAP and LBAPs will be reviewed and relevant targets will be included in the review.</p> <p>It is not clear to what this statement is referring.</p> <p>The relevance of these documents will be reviewed and documents will be reviewed where necessary.</p>	<p>Amended.</p> <p>Targets are not felt to be appropriate to be included at this time (too detailed).</p> <p>N/A</p> <p>A Cultural Strategy for Wales 2002 is not relevant to this review as issues regarding access will be addressed both through the RTP and the SEA will address protection of assets such as cultural heritage and public open space.</p> <p>The following documents could not be obtained:</p> <ul style="list-style-type: none"> • Cardigan and South Ceredigion Regeneration Plan 2003 • WAG draft Ministerial Planning policy statement entitled 'Planning for Climate Change' (December 2006 Consultation Draft). <p>Remaining polices added as appropriate.</p>
<p>Baseline Information</p> <p>Biodiversity –</p> <p>Key issue of fragmentation and severance by existing and new infrastructure detailed within Appendix B should also be one of the key trends outline in Section 3.4 of the main report instead of overgrazing in the uplands.</p> <p>Appendix – add dormice, other flight line following bats and water dependent species such as crayfish and linear habitats to the habitats and species mentioned. Note impact a transport network can have on a linear habitat.</p> <p>Mention NATURA 2000 sites. Main rivers, some coast and upland are designated as SACs in the area and this needs to be demonstrated. There presence results in an appropriate assessment being required and this should be mentioned.</p>	<p>Noted. This change will be made accordingly.</p> <p>Information on these species and habitats will be researched and where it is available it will be taken into consideration in the SEA.</p> <p>The presence of Natura Sites will be researched and the need for an appropriate assessment will be discussed with relevant consultees.</p> <p>Transboundary effects will be considered as</p>	<p>Deleted overgrazing reference. Added in key trend of habitat fragmentation and severance.</p> <p>Species have been added as requested. It should be noted that the list of species is not exhaustive.</p> <p>NATURA 2000 sites mentioned. Need for appropriate assessment to be determined.</p>

<p>Consideration of the potential effects on cross border sites will also be needed to inform the process.</p> <p>Key trends – feel it is misleading to say that there is an increase in site designations as many SACs were previously designated and therefore the total area of designated sites may not have increased in certain counties.</p> <p>Should consider common land in this section as large areas of mid Wales are designated as this and as open access areas under the CRoW Act 2000.</p> <p>Water –</p> <p>Insufficient data to conclude river water ‘is consistently improving’ as the data is for 1 year. Consider the issue of mine water contamination be included as it is an issue for this area.</p> <p>Air Quality –</p> <p>More data required on acid deposition and the frequency of poor air quality events. If not available highlight as a data gap for future revisions.</p> <p>Consider eutrophication through aerial nitrogen deposition that may be an issue in this area of Wales.</p> <p>Climate Change –</p> <p>Clarify the statement ‘traffic growth is likely to continue due to increased vehicle numbers and distances travelled annually’ with the sentence in the appendix which says ‘ current trend of traffic growth predicted to slow down beyond 2010’.</p> <p>Noise and Vibration –</p> <p>To strengthen the tranquillity sub-objective include some description of tranquillity. CCW policy research report 1997 (97/14) looks at this and is due to be updated.</p> <p>Is there an effect of transport vibration on property price in the area?</p> <p>Landscape –</p> <p>Consider urbanisation of rural roads and loss of roadside verges and hedgerows in this section.</p>	<p>part of the assessment. This will include neighbouring areas in England.</p> <p>It is not clear to what this comment is referring.</p> <p>Agree. Relevant information will be included accordingly.</p> <p>It will be necessary to identify further sources of information. The relevance of mine water contamination to transport is not clear.</p> <p>Possible sources of data will be explored.</p> <p>This issue will be researched.</p> <p>Noted. These statements will be reviewed accordingly.</p> <p>Further information on tranquillity will be included accordingly.</p> <p>This would need to be researched.</p> <p>Where this information is available, it will be included accordingly.</p> <p>This has been done under Section B.12 in the</p>	<p>Added text in introduction of B5 and in the data gaps and uncertainties.</p> <p>Amended to ‘biodiversity loss is likely to continue despite site designations’.</p> <p>Added text into B5.</p> <p>Altered to ‘often improving’.</p> <p>Issues added to air quality section. Data gap highlighted.</p> <p>Issues added to air quality section. Data gap highlighted.</p> <p>Traffic levels will still be growing but at a slower rate. Have expanded the statement further in the appendix to make this clear.</p> <p>No information on tranquillity is readily available and so nothing has been added.</p> <p>This is beyond the scope of the SEA.</p> <p>Limited information available. Issue</p>
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<p>Recognise the designation of National parks in the area.</p> <p>Recognise the detrimental effects even small-scale road improvements such as road straightening, junction improvements and road signage can have on surrounding landscape.</p> <p>There are 3 SSA's under TAN 8 in area and the impact of ancillary infrastructure for wind farms needs to be considered.</p> <p>Human Health, Physical Fitness and Security and Safety –</p> <p>Link physical and mental fitness with access to open countryside to mirror the statement in the landscape section that the wider landscape ' makes a significant contribution to quality of life'.</p> <p>Other -</p> <p>Include in baseline, perhaps socio-economics, about community severance as a result of road design / transport infrastructure particularly as most congestion is within towns.</p> <p>Include in baseline, perhaps landscape, about community distinctiveness.</p> <p>To fully comply with the directive include a statement about the likely evolution of the current state of the environment without the RTP</p>	<p>first paragraph.</p> <p>This will be taken into consideration during the assessment of the RTP.</p> <p>This will be taken into consideration in the assessment of the RTP.</p> <p>Agree. An appropriate statement will be added accordingly.</p> <p>Agree. Information, where available will be added accordingly.</p> <p>Information on community distinctiveness will be included in the socio-economic section once it has been decided that it is relevant.</p>	<p>added to text.</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Added.</p> <p>Severance paragraph added in socio-economic chapter.</p> <p>Referred to in severance paragraph.</p>
<p>Issues</p> <p>Second issue – reword to place greater emphasis on the wider biodiversity that transport is likely to affect e.g. 'Transport infrastructure can cause habitat fragmentation, leading to loss of biodiversity.'</p> <p>Eighth Issue – To highlight car dependency include both tourists and residence. The list ought to include the absence of modal choice and the subsequent lack of reliance on public transport for business, pleasure, commuting and freight.</p> <p>Include community severance as an issue.</p>	<p>Noted. The change will be made accordingly.</p> <p>Noted. The change will be made accordingly.</p> <p>As above.</p>	<p>Done.</p>
<p>Objectives</p> <p>Objective one – remove the word 'valued' as may be difficult to achieve.</p> <p>Create a sub-objective on maximising opportunities for habitat creation through appropriate design and management of roadside verges and hedgerows, as well as restoration of links between fragmented habitats.</p>	<p>The use of this word will be reviewed.</p> <p>The sub-objective "prevent further fragmentation of habitats" will be reworded to reflect this comment.</p>	<p>Deleted.</p> <p>Amended.</p>

<p>Create a sub-objective on protecting the carbon-rich soils in the area.</p> <p>Water objective – change ‘limit’ to ‘avoid’ to reflect various directives better. Add sub-objective to say ‘consider and take opportunities where possible to make improvements to the existing situations through the employment of SUDS.</p> <p>Clarify / reword sub-objective – ‘Integration of permanent structures into surrounding landscape’. Does this mean sensitive design and appropriate maintenance of roadside verges to limit impacts on landscape?</p> <p>Objective 8 – specifically mention making public transport more appealing to tourists to tie in with a key issues.</p> <p>Other - Collect information on the carbon footprint of water freight transport compared to rail before strategic decisions are made. This should occur at a later stage in the SEA and the objectives need to reflect this.</p>	<p>A sub-objective will be added under objective 2 accordingly.</p> <p>Agreed. The wording in the objective will be changed accordingly.</p> <p>The sub-objective will be reworded to provide clarity.</p> <p>The suggestion will be explored further.</p> <p>Where this information is available, appropriate changes will be made.</p>	<p>Added.</p> <p>Amended.</p> <p>Amended.</p> <p>On consideration it was felt that this sub-objective should refer to all transport users, which includes tourists.</p>
<p>Compatibility</p> <p>Following combinations are compatible: 1 + 5, 6 , 9, 10 2 + 5 5+10 6 + 9, 10 8+13</p> <p>Following combinations are incompatible: 12+ 1,4,5,7,8,11,13</p> <p>Improvements in the road network would result in more and longer journeys. This is incompatible with the 2 themes is WTS of achieving ‘greater use of the more sustainable and healthy forms of travel’ and to ‘minimise the need to travel’.</p>	<p>These suggestions will be reviewed and changes will be made where appropriate.</p>	<p>Amended.</p> <p>Objective 12 has now been deleted.</p> <p>Objective 12 has now been deleted. Comment passed onto transport.</p>
<p>6 – Proposed RTP Objectives</p> <p>Clarification of statement in section 6.2 that there is no conflict between SEA and RTP objectives. Feel that significant negative affects on the physical and natural environment do class as a conflict and ought to be avoided given the legislative context of designated sites and wider countryside.</p> <p>Appendix C - RTP objective of improving public transport system is compatible with SEA objectives 1 + 5 as would result in less new road construction.</p> <p>RTP objective of promoting sustainable transport is compatible with SEA objectives 1 +</p>	<p>The statement will be reviewed accordingly.</p> <p>These comments will be reviewed and will be taken into consideration in the ensuing assessment of the RTP.</p>	<p>Points noted. Will take into consideration in the ensuing assessments of the RTP.</p>

<p>5 as would result in less major infrastructure developments.</p> <p>RTP objective of improving the existing infrastructure is compatible with SEA objectives 1 + 5 as would result in limiting the need for new development and protect biodiversity, soil and landscape.</p> <p>RTP objective on improving the highway network is incompatible with SEA objectives 1,2,3,4,5,7,8,10 and 11) as road improvements would result in negative impacts on several environmental factors.</p>		
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