

Telford & Wrekin Transport Plan

Habitats Regulations Assessment 2027-2041

Draft for consultation



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Introduction

Background to this Assessment

Telford and Wrekin Council are required to undertake a Habitats Regulations Assessment (HRA) of the Telford and Wrekin Transport Plan (TWTP). This is the Council's fourth Local Transport Plan, covering the period from 2027 to 2041.

An effective and efficient transport system is a fundamental part of life in Telford and Wrekin, for individuals travelling for work, education, shopping, healthcare and leisure, and for businesses and organisations to access customers and employees, and to transport goods.

The networks of roads, footpaths, cycleways, bus routes, bus stops, railway stations and public spaces are all key parts of shaping Telford and Wrekin's communities, and it is essential that they meet Telford and Wrekin's current and future needs.

The TWTP is applicable across the Telford and Wrekin unitary authority area, hereafter referred to as the 'Plan Area'. The Plan Area is shown in Appendix A (European Sites Plan).

Background to the HRA

HRA is required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations') for all plans and projects which may have a likely significant effect ('LSE') on, and are not directly connected with or necessary to the management of, a European Site¹.

According to Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations'), before deciding to undertake or give any consent for a plan or project, '*...which is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and is not directly connected with or necessary to the management of that site,*' the Competent Authority must '*make an appropriate assessment of the implications of the plan or project for that site in view of that site's conservation objectives.*'

The Planning and Infrastructure Act 2025 within Schedule 5, amends the Habitats Regulations to include Ramsar sites², thereby protecting them through legislation in

¹ This is defined as a Special Area of Conservation (SAC) or Special Protection Area (SPA), which as a matter of government policy (Ministry of Housing, Communities and Local Government (2024) National Planning Policy Framework (NPPF). Paragraph 194) also includes possible SACs (pSAC), potential SPAs (pSPA), listed or proposed Ramsar sites (wetland sites of international importance, as designated under the Ramsar Convention 1971) and any site identified, or required, as compensatory measures for adverse effects on any of the above listed designations.

Following the changes made to the Conservation of Habitats and Species Regulations 2017 (as amended) by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, SACs and SPAs in the UK no longer form part of the EU's Natura 2000 network, but form the UK's national site network. The term 'Habitats Sites' is sometimes now used instead of 'European Sites' following the UK's departure from the EU.

² Defined by the Convention on Wetlands of International Importance, especially as waterfowl habitat (otherwise known as the 'Ramsar Convention'). <https://www.ramsar.org/>

addition to the current policy protection within the National Planning Policy Framework (NPPF)³. As there have been no amendments to the NPPF since the enactment the current policy protection also remains in place.

The NPPF states that potential Special Protection Areas (pSPA) and possible Special Areas of Conservation (pSAC), listed or proposed Ramsar sites and sites identified, or required, as compensatory measures for adverse effects on habitats sites, pSPAs, pSACs, and listed or proposed Ramsar sites, on which the Government has initiated public consultation on the scientific case for their designation, should also be considered European Sites. Hereafter, all of the above designated nature conservation sites are referred to as 'European Sites'.

The stages of the HRA process are:

- **Stage 1 – Screening:** To assess whether a plan or project either alone or in combination with other plans and projects is likely to have a significant effect on a European Site;
- **Stage 2 - Appropriate Assessment:** To determine whether, in view of a European Site's conservation objectives, the project or plan (either alone or in combination with other projects and plans) would have an adverse effect (or risk of this) on the integrity of the site with respect to the conservation objectives. If adverse impacts are anticipated, potential mitigation measures to alleviate impacts should be proposed and assessed;
- **Stage 3⁴ – Derogations (allow exceptions):** Where a project or plan is assessed as having an adverse residual impact (or risk of this) on the integrity of a European Site, it may qualify for a derogation. Three legal tests must be applied in the following order:
 1. There are no feasible alternative solutions that would be less damaging or avoid damage to the site.
 2. The proposal needs to be carried out for imperative reasons of overriding public interest.
 3. The necessary compensatory measures can be secured.

This report comprises Stage 1 - HRA Screening of the plan and Stage 2 Appropriate Assessment.

Legal Context to HRA

A critical part of the HRA Screening process is determining whether or not the proposals are likely to have a significant effect on European Sites, and therefore, if they will require an Appropriate Assessment. The concept of likely significant effects as embodied in Regulation 63(1) is central to their operation. Its interpretation is well established in law and guidance and embraces the precautionary principle.

³ Department for Levelling Up, Housing and Communities (2024) National Planning Policy Framework. Available from: [National Planning Policy Framework - GOV.UK](#) (Accessed July 2026). *Note that this is accurate at the time of writing, however a revised NPPF is expected to be published shortly.*

⁴ Derogations stages were previously described as two separate stages, but now commonly grouped together.

The European Court Waddenzee judgement⁵ provides clarification regarding the term ‘likely’. It concludes that: *“any plan or project not directly connected with or necessary to the management of the site is to be subject to an Appropriate Assessment of its implications for the site in view of the site’s conservation objectives if it cannot be excluded, on the basis of objective information, that it will have a significant effect on that site, either individually or in combination with other plans or projects.”*

Clarification has also been provided through case law on the meaning of ‘likely’ in relation to Bagmoor Wind Ltd. v The Scottish Ministers⁶: *“the word ‘likely’ in the regulation is not to be construed as an expression of probability, in a legal sense, but as a description of the existence of a risk (or possibility).”* Consequently, if the possibility of a significant effect cannot be excluded based on objective information, an Appropriate Assessment will be required.

The European Court Waddenzee judgement also provides further clarification regarding the term ‘significant’: *“where a plan or project not directly connected with or necessary to the management of a site is likely to undermine the site’s conservation objectives, it must be considered likely to have a significant effect on that site. The assessment of that risk must be made in the light inter alia of the characteristics and specific environmental conditions of the site concerned by such a plan or project.”*

The Bagmoor Wind case also provides guidance on the term ‘objective’. It states: *“objective, in this context, means information based on clear verifiable fact rather than subjective opinion”*. It will not normally be sufficient for an applicant merely to assert that the plan or project will not have an adverse effect on a site, nor will it be appropriate for a competent authority to rely on reassurances based on supposition or speculation. On the other hand, there should be credible evidence to show that there is a real rather than a hypothetical risk of effects that could undermine the site’s conservation objectives. Any serious possibility of a risk that the conservation objectives could be undermined should trigger an ‘appropriate assessment’.

The test for likelihood of significant effects requires that consideration is given to potential causes and potential effects (i.e. any potential impact pathways). To do this, information on the TWTP is needed to identify the potential causes of effects and information on the European Site is needed to identify any potential implications related to these effects. In the absence of a potential impact pathway, it can be concluded that no likely significant effect would arise. Relevant aspects (effects) of the TWTP has been checked against all features of the relevant European Sites (i.e. screened) to determine whether a likely significant effect may arise.

The judgement as to whether a significant effect is likely needs to be based on the best readily available information. Sources of information may include evidence from projects where similar operations have affected sites with similar qualifying features and conservation objectives and the judgement of relevant specialists that an effect is likely, as well as survey data collected to date for a particular project. In line with the precautionary principle, where there is uncertainty and/ or information is lacking in relation to the capacity of the effect to undermine the site’s conservation objectives, it must be assumed that there

⁵ Case C – 127/02 Waddenzee, reference for a preliminary ruling from the Raad van State: Landelijke Vereniging tot Behoud van de Waddenzee,

⁶ Bagmoor Wind Limited v The Scottish Ministers, Court of Sessions (2012) CSIH 93.

will be an effect, unless further information can be made available to eliminate any areas of doubt.

The implication of the Court of Justice of the European Union (CJEU) judgement referred to as ‘People Over Wind’⁷ is that competent authorities cannot take account of any “*..measures that are intended to avoid or reduce the harmful effects of the envisaged project on the site concerned*”, when considering at the HRA screening stage whether the plan or project is likely to have an adverse effect on a European Site. The effect of this is that the screening stage must be undertaken on a precautionary basis with no regard to any proposed integrated or additional avoidance or reduction measures. Where the likelihood of significant effects cannot be excluded on the basis of objective information, the competent authority must proceed to carry out an Appropriate Assessment to establish whether the plan or project will affect the integrity of the European Site, which can include at that stage consideration of the effectiveness of the proposed avoidance or reduction measures.

Case law in 2017 referred to as the ‘Wealden Judgement’⁸ prompted Natural England to make their internal guidance on assessing the effects of road traffic emissions on European Sites public⁹. The guidance provides further information on the in-combination assessment at screening stage with regard to air quality effects following the Wealden Judgement.

Outline of this Report

Following this introduction:

- Methods: sets out the methodology used for the Stage 1 - Screening and Stage 2 - Appropriate Assessment;
- The European Sites: provides details of the European Sites scoped in;
- Telford and Wrekin Transport Plan: outlines the TWTP;
- Stage 1 – Screening: provides the results and conclusions of this stage, both alone and in combination with other projects;
- Stage 2 - Appropriate Assessment: provides the results and conclusions of this stage; and
- Conclusions: provides the overall assessment conclusions.

⁷ Peter Sweetman v Coillte Teoranta, Case C-323/17

⁸ Case no: CO/3943/2016 – Between Wealden District Council and Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority and Natural England.

⁹ NE Internal Guidance – Approach to advising Competent Authorities on Road Traffic Emissions and HRAs V1.4 Final – June 2018. Available online at: [Natural England’s approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations - NEA001](#)

Telford & Wrekin Transport Plan Summary

Telford & Wrekin Council are developing a new Local Transport Plan to reflect the ambitions, policies and plans for delivering transport improvements for all types of transport across the council area up to 2041.

The TWTP Transport Vision & Strategy is structured as follows:

- **Introduction:** An introduction to Telford and Wrekin and the new TWTP, setting out the case for transport investment and TWTP development process;
- **Current transport challenges and opportunities:** A summary of the evidence base for the TWTP, including an overview of our communities, economy and environment, and of our transport networks;
- **Vision, guiding principles and objectives:** Introduces the TWTP vision, guiding principles and goals;
- **Policies:** Sets out the TWTP policies through which the vision and goals will be achieved;
- **Delivering our vision and strategy:** An overview of our approach to delivering our transport ambitions, including the Transport Delivery Plans, working with partners, funding, and measuring success.

The Telford & Wrekin Local Transport Plan's vision is as follows:

"A reliable, accessible, transport network delivering genuine options and supporting a healthy, thriving and growing Telford & Wrekin."

The vision is also supported by a set of four 'Guiding Principles', each supported by three 'Goals'. While these principles are closely linked and often overlap, they are detailed separately within the TWTP in order to highlight key priorities. It is the intention that the context, opportunities and challenges identified in the TWTP have informed the development of the guiding principles and goals in order to support positive social, economic and environmental outcomes in Telford & Wrekin.

The TWTP has the following guiding themes:

1. Transforming travel choices

- A. Walking, wheeling and cycling are safer, more accessible and attractive travel options.
- B. Public transport is frequent, reliable and more affordable.
- C. People are supported to make informed and sustainable travel choices.

2. Improving accessibility

- A. Thriving and healthy local communities.
- B. Everyone feels safe to travel.
- C. An inclusive and accessible transport network.

3. Unlocking potential

- A. Strong cross-border connections.
- B. Sustainable, mixed-use developments.
- C. A greater share of greener journeys.

4. Fit for the future

- A. Reliable and well-maintained networks.
- B. Adaptable and resilient networks.
- C. Sustainably and inclusively designed networks.

A place-based approach has been adopted, recognising that Telford and Wrekin is a borough of towns, villages and rural areas, and the differing roles of urban centres, suburban communities and rural areas.

A total of 54 policies are defined within the TWTP under the guiding themes and goals set out above. The wording of these policies, which is used to determine whether a LSE on European Sites may occur, is presented in the Screening Assessment Table in Appendix B. Screening Assessment Table.

Methods

Overview

Screening for appropriate assessment requires gathering sufficient information to objectively conclude whether effects on a European Site will be significant or not. On this basis, screening to ascertain whether appropriate assessment is required covers four themes:

- Determining whether the plan (or project) is directly connected with or necessary to the management of the European Site;
- Identifying the potential effects on the European Site;
- Assessing the LSEs on the European Site; and,
- Describing the plans (or projects) and characterising other plans (or projects) that in combination have the potential for having significant effects on the European Site.

The preliminary steps in the assessment have been based on these themes.

Preliminary Steps

In the first instance, it was necessary to consider whether the TWTP is directly connected with or necessary to the management of any European Sites. As this is not the case for the TWTP, the subsequent steps for determining whether appropriate assessment is required were followed.

Identification of sites for consideration

The following selection criteria adapted from National Highways Design Manual for Roads and Bridges (DMRB) standard LA 115 Habitats Regulations Assessment¹⁰, based on the geographic extent of any impacts which could arise as a result of the TWTP and as explained below, have been used to determine what European Sites to consider in the HRA screening assessment:

- All European Sites within 10 km of the Plan area boundary;
- All European Sites up to 20 km from the Plan area boundary where birds are a qualifying interest feature (see below);
- All European Sites up to 30 km from the Plan area boundary where bats are a qualifying interest feature (see below);
- All European Sites upstream or downstream of watercourses either within, adjoining or crossed by the Plan area boundary; and
- All European Sites which have a potential hydrological or hydrogeological linkage to a European Site containing a groundwater dependent terrestrial ecosystem (GWDTE).

The core range for many species, for example breeding and non-breeding bird species, mammals and fish, can extend beyond the boundaries of SAC, SPA and Ramsar site designations, meaning land beyond a designated site boundary can have 'functional

¹⁰ DMRB LA 115 - Habitats Regulations Assessment. Available at: [LA 115 - Habitats Regulations assessment - DMRB \(standardsforhighways.co.uk\)](https://standardsforhighways.co.uk/la-115-habitats-regulations-assessment/)

linkage' with the designated sites. Functional linkages include key flyways, foraging areas, breeding or roost sites.

In this instance, although core ranges of species can vary from very short distances to tens of kilometres or more, for inland sites in this region a distance of 20 km is considered to be sufficient and precautionary for capturing potential impacts on European Sites designated for birds.

A 30 km search distance has been applied for European Sites designated for bats in accordance the ability of bats to travel considerable distances between roosting and foraging areas.

Data gathering

Baseline information used to describe the location and characteristics of European Sites and Conservation Objectives was taken from following sources:

- Multi-Agency Geographic Information for the Countryside (MAGIC) Webmap¹¹;
- Joint Nature Conservation Committee (JNCC) Standard Data Forms¹²;
- Natural England Designated Site Information¹³;
- Governmental List of GWDTEs in England¹⁴.

Effect pathways

Plans or projects can adversely affect a site by:

- Causing delays in progress towards achieving the Conservation Objectives of the European Site;
- Interrupting progress towards achieving the Conservation Objectives of the European Site;
- Disrupting those factors that help to maintain the favourable conditions of the European Site; and,
- Interfering with the balance, distribution and density of key species that are the indicators of the favourable condition of the European Site.

Supplementary Advice¹⁵ from Natural England describes the measures necessary to achieving the Conservation Objectives for a European Site, comprising a range of ecological attributes that are most likely to contribute to the overall integrity of a European Site.

¹¹ Available from <http://magic.defra.gov.uk> (accessed July 2026).

¹² Available from <http://jncc.defra.gov.uk> (accessed July 2026).

¹³ Available from <https://designatedsites.naturalengland.org.uk/SiteSearch.aspx> (accessed July 2026).

¹⁴ Available from [Groundwater Dependent Terrestrial Ecosystems \(England only\) - data.gov.uk](https://groundwater.defra.gov.uk/groundwater-dependent-terrestrial-ecosystems) (accessed July 2026).

¹⁵ Natural England (2015) *Conservation objectives for land-based protected sites in England: how to use the site advice* [online]. Available from <https://www.gov.uk/guidance/conservation-objectives-for-land-based-protected-sites-in-england-how-to-use-the-site-advice> (accessed July 2026).

With reference to the Supplementary Advice on Conservation Objectives (SACOs)¹⁶, effect pathways on the Conservation Objectives for the European Site were considered against the following list:

- **Habitat loss and fragmentation** – includes direct loss of habitats under the footprint of temporary or permanent works. Indirect effects through the loss of functionally linked habitats, i.e. habitats that support species outside of the European Site boundary;
- **Species disturbance** (visual, noise, vibration) – this refers to disturbance during construction, operation or decommissioning works on species that may cause behavioural effects, e.g. avoidance, change in foraging behaviour. Physical works, vehicle movements, light pollution and presence of staff/ workers are all considered;
- **Changes to water quality** – considers effects on species (and their prey) as a result of contamination, changes in pH, increased nutrient loads, salinity, turbidity, alterations in the thermal regime, discharges or changes in sedimentation levels;
- **Changes to air quality** – evaluates the risk of discharges to air, including fugitive dust and combustion emissions;
- **Changes to surface and groundwater hydrology** – changes to the flow, supply, availability and drainage of water, and increased risks associated with flooding;
- **Introduction of Invasive Non-Native Species (INNS)** – the risk of introducing or spreading INNS as a result of schemes that arise from the TWTP;
- **Recreation** – direct and indirect impacts on species and habitats as a result of increased recreational use, including increased visitor numbers, dog walkers, vehicle or watercraft use and associated issues such as dog fouling, litter and anti-social behaviour (littering, vandalism and fires).

Obtaining information on other projects and plans

The Habitats Regulations requires assessment of the potential for LSE of the Plan ‘in combination’ with other projects and plans.

It will be necessary to determine the need for an in-combination assessment at the lower planning tiers i.e. project stage, as part of individual project HRAs, when the details of any proposals are known.

The effects of this Plan in combination with other projects are the cumulative effects which will, or might, result from the addition of the effects of other relevant plans or projects, and making an assessment as to whether these could be significant.

Any plans or projects at the following stages may be relevant to an in-combination assessment:

- Planning applications submitted but not yet determined;
- Planning application refusals subject to appeal procedures and not yet determined;
- Projects authorised but not yet started;
- Projects started but not yet completed;
- Known projects that do not require external authorisation, e.g. permitted development;
- ‘Projects’ subject to periodic review e.g. annual licences, during the time that their renewal is under consideration;

¹⁶ SACO information obtained from Natural England online resources [Site Search \(naturalengland.org.uk\)](https://www.naturalengland.org.uk).

- Proposals in adopted plans (e.g. land use plans, transport plans, minerals and waste plans, shoreline management plans etc.); and
- Proposals in finalised draft plans (see examples above) formally published or submitted for final consultation, examination or adoption.

Given the nature of the TWTP, there is inevitably going to be a delay between the adoption of the TWTP and any relevant development. Should an in-combination assessment be required, it is not possible to know when (or indeed if) any subsequent project proposal will come forward and therefore, it is not possible to predict what other plans and projects will be relevant to such a future project assessment. There is a need to consider the potential for in-combination effects at the plan stage and, to this aim, a data gathering exercise has been undertaken to identify relevant other plans and projects. A plan in-combination assessment is relevant for informing the project-level in-combination assessments for any subsequent development, but this will need to be scoped accordingly at the time of assessment.

The Planning Inspectorate¹⁷ website was searched for Nationally Significant Infrastructure Projects (NSIPs) which could have effects ‘in combination’ with the Plan.

The following local planning authorities are considered relevant to conducting a search for ‘other plans and projects’:

- Telford & Wrekin Council¹⁸;
- Shropshire Council¹⁹;
- Staffordshire County Council²⁰;
- Stafford District Council²¹;
- South Staffordshire District Council²²;
- Newcastle-under-Lyme District Council²³;
- Stoke-on-Trent City Council²⁴;
- Wrexham County Borough Council²⁵; and
- City of Wolverhampton Council²⁶.

¹⁷ Planning Inspectorate: Find a National Infrastructure Project. Available at: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/project-search> (Accessed July 2026).

¹⁸ <https://www.telford.gov.uk/>

¹⁹ <https://next.shropshire.gov.uk/>

²⁰ <https://www.staffordshire.gov.uk/>

²¹ <https://www.staffordbc.gov.uk/>

²² <https://www.sstaffs.gov.uk/>

²³ <https://www.newcastle-staffs.gov.uk/>

²⁴ <https://www.stoke.gov.uk/>

²⁵ <https://www.wrexham.gov.uk/residents>

²⁶ <https://www.wolverhampton.gov.uk/planning/planning-policies/wolverhampton-local-plan>

Stage 1: Screening for Likely Significant Effects

Alone

The precautionary principle (as enshrined in the Habitats Regulations) has been taken into account during this HRA. Whenever potential significant effects could not be objectively discounted, the European Site has been screened in.

Following the gathering of information on the TWTP and European Sites, and the identification of effect pathways, each European Site was screened against each potential pathway to identify whether LSEs were possible or whether they could be discounted by the TWTP 'alone'.

LSE effects are assessed in reference to the Conservation Objectives of each qualifying interest feature of each European Site. The results are presented in Appendix B. Screening Assessment Table.

Any plan or project that causes the interest features of a European Site to fall into unfavourable condition is considered to have a LSE on the site. Stage 1 of the HRA process does not assess effects on the integrity of European Sites, this forms Stage 2 of the HRA process. In-combination with other plans and projects

Following the completion of the Stage 1 'alone' screening. Consideration was also given to the potential for the effects of the Proposed Scheme to combine with other plans and projects and result in additional LSEs that were discounted by the scheme 'alone'.

Any European Sites with LSE pathways 'alone', that were already screened in and requiring Stage 2 Appropriate Assessment, were not subject to 'in-combination' assessment .

Effects or effect pathways which were wholly discounted or considered to be so unlikely or limited that they were in effect nugatory or de minimus and, therefore, not likely to combine with anything else were not subject to 'in-combination' assessment.

In-combination with other plans and projects

Following the completion of the Stage 1 'alone' screening. Consideration was also given to the potential for the effects of the TWTP to combine with other plans and projects and result in additional LSEs that were discounted by the TWTP 'alone'.

Any European Sites with LSE pathways 'alone' that were already screened in and requiring Stage 2 Appropriate Assessment were not subject to 'in-combination' assessment²⁷.

Stage 2: Appropriate Assessment

For European Sites where an LSE is predicted (alone or in combination with other plans or projects), or it cannot be concluded that there is no LSE, an Appropriate Assessment has been undertaken. The purpose of the Appropriate Assessment is to establish whether

²⁷ Regulation 63(1)(a) requires appropriate assessment if LSE is likely *either alone or in combination with other plans or projects*.

there are elements of the plan which could have an adverse effect on the integrity (AEol) of any European Site. The integrity of a European Site is defined as:

“...the coherence of the site’s ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and/ or the populations of the species for which the site is, or will be, designated²⁸”

The integrity of a European Site involves its ecological structure, function and ecological processes, and relates to the site’s Conservation Objectives; if the Conservation Objective for a feature will be undermined, site integrity is adversely affected.

The Appropriate Assessment considers each individual effect pathways separately, as well as any combination of relevant effect pathways from any other plans or projects. Assessment is based on the Draft Plan and any necessary mitigation measures have been considered.

Therefore, the Appropriate Assessment, with reference to the elements of the TWTP that were identified as having a potential to have an LSE on a European Site, and taking into account proposed mitigation measures, determines whether or not the TWTP will have an adverse effect on the integrity of any European Sites.

²⁸ Natural England (2019) MPA Conservation Advice Glossary of Terms. Available here: https://designatedsites.naturalengland.org.uk/pdfs/MPA_CAGlossary_March2019.pdf

The European Sites

European Sites Identified for Screening

The desk study identified three European Sites within the search parameters as defined in 'Identification of sites for consideration' above.

The European Sites identified for screening are:

- Midland Meres & Mosses Phase 1 Ramsar site;
- Midland Meres & Mosses Phase 2 Ramsar site; and
- Motte Meadows SAC.

These three European Sites were taken forward to Screening as they are all located within 10km of the Plan Area. No European Sites are located within the Plan Area. Relevant environmental information for each European Site taken from the standard data form / information sheet is presented in Appendix C. European Sites Information.

No SACs with bats as a qualifying feature were identified within 30 km of the Plan Area. No additional European Sites with birds as qualifying features were identified within 20 km and no additional European Sites hydrologically linked via watercourses, surface water or ground water pathways (GWDTEs), were identified.

Stage 1 – Screening

Identified effect pathways

The following effect pathways have been identified as relevant to the assessment and the Conservation Objectives for each of the European Sites has been considered against each pathway:

- Habitat loss and fragmentation;
- Species disturbance (visual, noise, vibration);
- Changes to water quality;
- Changes to air quality;
- Changes to surface and groundwater hydrology;
- Introduction of Invasive Non-Native Species (INNS);
- Recreation.

Where an impact pathway is not relevant to a receptor (qualifying features), this will be stated and it will not be assessed. For example, habitat qualifying features are not sensitive to visual, noise or vibration disturbance.

As Ramsar sites do not have Conservation Objectives, SAC or SPA Conservation Objectives will be used by proxy where appropriate.

Likely Significant Effect Screening – Alone

All elements of TWTP were screened for potential for LSEs on European Sites. The results of the screening are summarised in Table 2 below, with the detailed screening of the policies provided in the Screening Assessment Table in Appendix B. Screening Assessment Table.

The upfront sections of the TWTP are largely administrative and either provide an introduction, background information or the driving vision of the TWTP. Likewise, the concluding section relates to the approach to delivering Telford and Wrekin's transport ambitions and how success is measured. None of the administrative elements of the TWTP will lead to development or other environmental change that could have an LSE on any European Site. Therefore, these elements of the plan are excluded from the Screening Assessment Table (Appendix B. Screening Assessment Table).

Two of the 54 TWTP policies are considered likely to lead to development and/ or other environmental change and, therefore, potential to have an LSE on a European Site could not be ruled out at this stage. Policies which may lead to minor development, but where this development will be limited to existing transport corridors (such as bus priority measures) or urban areas have been assessed as having no LSE.

Consequently, two of the 12 goals, are underpinned by policies for which an LSE could not be ruled out.

The assessment has been undertaken cognisant of the fact that there are no European Sites within the Plan Area. However, the urban centre of Newport is less than 500 m from the Midland Meres and Mosses Phase 2 Ramsar site, which is just outside the Plan Area boundary. Implementation of policies (with scope for impact) in this area, could therefore have an effect on this European Site.

Table 2 – TWTP Screening Summary

Element of the Plan	LSE?	Justification
Introduction	No	Administrative text providing an introduction to the new TWTP, transport investment and the development process. None of the content will lead to development and/ or result in potential impacts to a European Site.
Current transport challenges and opportunities	No	Administrative text providing the evidence base for the TWTP, and an overview of the communities, economy and environment, and of the transport networks. None of the content will lead to development and/ or result in potential impacts to a European Site.
Vision, guiding principles and objectives	No	Administrative text outlining the scope and ambitions of the TWTP. None of the content will lead to development and/ or result in potential impacts to a European Site.
Policies <i>Transforming travel choices</i> Goal: Walking, wheeling and cycling are safer, more accessible and attractive travel options Policies TT1 – TT4	No	All of the policies under this goal were screened out. This is due to policies potentially resulting in only very minor works in an existing transport corridor or urban centre. Therefore, they are considered unlikely to result in an LSE on a European Site.
Policies <i>Transforming travel choices</i> Goal: Public transport is frequent, reliable and more affordable Policies TT5 – TT12	No	All of the policies under this goal were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in an existing transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.
Policies <i>Transforming travel choices</i> Goal: People are supported to make informed and sustainable travel choices Policies TT13 – TT15	No	All of the policies under this goal were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly

Element of the Plan	LSE?	Justification
		unlikely to result in an LSE on a European Site.
Policies <i>Improving accessibility</i> Goal: Thriving and healthy local communities Policy IA2	Yes	Policy could potentially lead to development, such as suburban and rural mobility hubs, and an LSE could not be ruled out.
Policies <i>Improving accessibility</i> Goal: Thriving and healthy local communities Policy IA1 & Policies IA3 - IA6	No	These policies either do not lead to development or other environmental change, that may have an LSE on a European Site, or potentially result in only very minor works in a transport corridor or urban centre. Therefore, they are considered unlikely to result in an LSE on a European Site.
Policies <i>Improving accessibility</i> Goal: Everyone feels safe to travel Policies IA7 - IA10	No	All of the policies under this goal were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.
Policies <i>Improving accessibility</i> Goal: An inclusive and accessible transport network Policies IA11 - IA15	No	All of the policies under this goal were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.
Policies <i>Unlocking Potential</i> Goal: Strong cross-border connections Policies UP1 - UP3	No	All of the policies under this goal were screened out. Policies UP1 and UP2 will not lead to development. Whilst UP3 may lead to development through improvements to strategic road infrastructure, these would be focussed on the existing M54/A5 transport corridor in the central-southern part of the borough. The nearest European Site (Midland Meres & Mosses – Phase 1 Ramsar) to this corridor is approximately 7 km away and there are no direct impact pathways to any European Site. Therefore, it

Element of the Plan	LSE?	Justification
		is considered unlikely to result in an LSE on a European Site.
Policies <i>Unlocking Potential</i> Goal: Sustainable, mixed-use developments Policy UP4	Yes	Policy could potentially lead to development, such as development opportunities at urban extensions and transport infrastructure, and an LSE could not be ruled out.
Policies <i>Unlocking Potential</i> Goal: Sustainable, mixed-use developments Policies UP5 – UP7	No	These policies either do not lead to development or other environmental change, that may have an LSE on a European Site, or in the case of UP5, do potentially result in development, but in a targeted location in an urban centre. Therefore, they are considered unlikely to result in an LSE on a European Site.
Policies <i>Unlocking Potential</i> Goal: A greater share of greener journeys Policies UP8 – UP13	No	All of the policies under this goal were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.
Policies <i>Fit for the future</i> Goal: Reliable and well-maintained networks Policies FF1 - FF2	No	All of the policies under this goal were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.
Policies <i>Fit for the future</i> Goal: Adaptable and resilient networks Policies FF3 – FF4	No	All of the policies under this goal were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.

Element of the Plan	LSE?	Justification
Policies <i>Fit for the future</i> Goal: Sustainably and inclusively designed networks Policies FF5 – FF11	No	All of the policies under this goal were screened out. This goal includes a number of protective policies and none of the policies will lead to development. This includes Policy FF6 that protects areas important to conservation and biodiversity and commits to HRA where required. These policies are considered highly unlikely to result in an LSE on a European Site.
Delivering our vision and strategy	No	An overview of our approach to delivering our transport ambitions, including the Transport Delivery Plans, working with partners, funding, and measuring success.

Screening ‘Alone’ Summary

It has been demonstrated, as set out in Table 2 above and detailed in Appendix B. Screening Assessment Table, that the majority of elements can be screened out as they were assessed as having no potential to have an LSE on any European Site.

An LSE cannot be ruled out for the following two policies as they may lead to development that could have an effect on a European site, depending on the location, scale and timing of the works:

- Policy IA2: Broaden travel choices in suburban and rural areas; and
- Policy UP4: Support the current Local Plan.

These policies sit under the goals of ‘Thriving and healthy local communities’ and ‘Sustainable, mixed-use developments’ respectively.

As set out in Table 4, the following effects may occur:

- Changes to water quality;
- Changes to air quality;
- Changes to surface and groundwater hydrology;
- Recreation.

Likely Significant Effect Screening – In-combination

Any in-combination effects have been dealt with at Stage 2 – Appropriate Assessment.

Stage 1 Screening Conclusions

The HRA Stage 1 Screening assessment has concluded that LSE cannot be discounted for all policies 'alone' or 'in-combination'.

Two policies were considered likely to lead to development or other environmental change, which at this stage could not be ruled out from potentially having an LSEs on a European Site within the Plan Area. These two policies are as follows:

- Policy IA2: Broaden travel choices in suburban and rural areas; and
- Policy UP4: Support the current Local Plan.

Therefore, it has been necessary to proceed to Stage 2 Appropriate Assessment, which is detailed in the section below.

Additionally, in-combination effects with the Stafford Local Plan could not be ruled out and will need to be considered further at Appropriate Assessment.

Stage 2 – Appropriate Assessment

Introduction

Following completion of the HRA Stage 1 Screening assessment, it was concluded that for two TWTP policies, the potential to have an LSE on a European Site could not be ruled out and Stage 2 Appropriate Assessment is required.

The two policies are presented below in Table 4 alongside an assessment of the relevant impact pathways. Given the absence of any European Site within the Plan Area, it is considered that there is only potential for impacts on Midland Meres and Mosses Phase 2 Ramsar site and that due to its location approximately 370 m from the Plan Area boundary, only some of the potential impact pathways apply. Mottey Meadows SAC and Midland Meres and Mosses Phase 1 Ramsar site are located further from the Plan Area (approximately 5.2 km and 6.9 km respectively) and were scoped out of the assessment.

The following impact pathways have been excluded from the Appropriate Assessment for the following reasons:

- *Habitat loss and fragmentation* – No development outside the Plan Area that may result in this impact. Also, the Midland Meres and Mosses Phase 2 Ramsar site is not designated for any highly mobile species that may be reliant on land outside the Ramsar site/ functional linkage to other habitats;
- *Species disturbance (visual, noise, vibration)* – Any development would be at least 370 m from the Ramsar site and the species for which it is designated are not prone to disturbance; and,
- *Introduction of INNS* – as there will be no construction works within 370 m of the Midland Meres and Mosses Phase 2 Ramsar site and works are anticipated to be undertaken a significant distance (over 250 m) from watercourses, it is considered highly unlikely that INNS will be introduced.

The risk of having an impact via the remaining impact pathways was broadly assessed by considering all qualifying features of the Midland Meres and Mosses Phase 2 Ramsar site, which will indicate whether there could be a subsequent risk to the integrity of the European Site.

Table 4 – TWTP Screening Summary

Policy	Policy Proposal	Assessment / Impact Pathways
Goal: Thriving and healthy local communities Policy IA2: Broaden travel choices in suburban and rural areas	Telford & Wrekin Council will continue to support connectivity in the suburban and rural areas through measures which work for the communities. As set out in the latest Bus Service Improvement Plan, Telford & Wrekin will continue to run their demand responsive service, Connect On-Demand, where conventional bus services are limited, and will explore opportunities to expand this further. These services help residents, students and visitors to reach their destinations, and can also be used to get to larger transport hubs like railway stations and conventional bus stops. Telford & Wrekin Council will explore other flexible forms of shared transport like car sharing – which can all help residents to save money as well as access the things they need. Telford & Wrekin Council will also consider suburban and rural mobility hubs which bring together multiple modes of transport in one convenient location, such as car parking, EV charging, bicycle parking, bus services, and Connect On-Demand.	The provision of mobility hubs that offer car parking, bus services and other transport opportunities may result in development. As these could be in suburban or rural areas, and potentially anywhere in the Plan Area. The potential for an impact on a European Site cannot be ruled out at this stage. All construction will be within the Plan Area. Therefore, the only development scenario that could occur and potentially affect a European Site, is development around (particularly east of) Newport, which could be within 370 m of Midland Meres and Mosses Phase 2 Ramsar site. Any local development that increases traffic on the surround roads (A41, A518 & A519) could have an operational air quality impact on the Ramsar site. Construction and operational activities could result in surface water runoff containing pollutants entering watercourses and waterbodies near the Ramsar site. Development could affect drainage or runoff, potentially affecting the Ramsar site. Improved access may increase visitor numbers and disturbance within or around the Ramsar site. Given this, only the following impact pathways are considered relevant: • Changes to water quality; • Changes to air quality; • Changes to surface and groundwater hydrology; • Recreation.

Policy	Policy Proposal	Assessment / Impact Pathways
Goal: Sustainable, mixed-use developments Policy UP4: Support the current Local Plan	Telford & Wrekin Council will deliver the transport improvements necessary to support the growth set out in the 2021-2041 Local Plan. The Telford & Wrekin Local Plan identifies urban extensions that are key to achieving the growth ambitions of the borough. These development opportunities include extending beyond the existing urban area to the north of Telford, at Bratton, Wappenshall and North East of Muxton, growth within Newport and Church Aston, and opportunities for growth in key rural settlements. Through this policy, Telford & Wrekin Council will ensure that transport requirements at growth sites are identified and addressed, enabling development to come forward in the right locations and under the right conditions. In particular, bus, cycling and walking connections will be prioritised, supporting their aim to reduce car dependency and making sure there are multiple travel options available. This will support economic growth, improve access to employment and key services, and help attract investment across Telford and Wrekin. Larger developments will be required to adopt site-based Travel Plans (Local Plan Policy ST1) and contribute financially to infrastructure requirements through Section 106 agreements (Local Plan Policy S7).	Considering the distance, it is considered that all other potential impact pathways can be ruled out. Development is likely to result from this policy as it supports growth in the borough, as identified in the Local Plan, and seeks to provide the transport infrastructure required to enable this growth. This includes growth areas within Newport and Church Aston, which are in proximity to Midland Meres and Mosses Phase 2 Ramsar site and which could result in air quality impacts or increased recreational impacts, dependent on the location, scale and type of development, i.e. whether residential or economic. At this stage an impact cannot be ruled out. All construction will be within the Plan Area. Therefore, the only development scenario that could occur and potentially affect a European Site, is development around (particularly east of) Newport, which could be within 370 m of Midland Meres and Mosses Phase 2 Ramsar site. Any local development that increases traffic on the surround roads (A41, A518 & A519) could have an operational air quality impact on the Ramsar site. Construction and operational activities could result in surface water runoff containing pollutants entering watercourses and waterbodies near the Ramsar site. Development could affect drainage or runoff, potentially affecting the Ramsar site. Improved access may increase visitor numbers and disturbance within or around the Ramsar site. Given this only the following impact pathways are considered relevant:

Policy	Policy Proposal	Assessment / Impact Pathways
		• Changes to water quality; • Changes to air quality; • Changes to surface and groundwater hydrology; • Recreation. Given the distance it is considered that all other potential impact pathways could be ruled out.

Protection Provided by the TWTP

The TWTP includes a number of protective policies under the goal ‘Sustainably and inclusively designed networks’, **Policy FF6: Protect areas that are recognised for their importance to conservation and biodiversity**, is considered to have a positive impact on the natural environment and biodiversity and states:

“We will continue to undertake Habitats Regulations Assessment where required to ensure that transport schemes avoid adverse effects on internationally important sites”

The inclusion of this policy means that where there is a risk of development arising from the TWTP, a HRA will be undertaken at project stage to ensure there will be no adverse effects on site integrity.

Mitigation and Control Measures

It is recommended that potential adverse impacts are avoided and/or ‘designed out’ during the early stages of projects or scheme development, and where necessary consultation with Natural England can facilitate this process.

The following measures can be employed during any construction works arising from the TWTP to avoid and reduce ecological impacts that may result in adverse effects on a European Site. These measures are taken into account in the Appropriate Assessment below.

General Measures

The general measures listed below should be implemented across schemes that arise as part of the TWTP:

- Strict adherence to the Guidance for Pollution Prevention (GPPs)²⁹ and the Construction Industry Research and Information Association (CIRIA) guidance³⁰ on the control of water pollution from construction sites;
- An appropriately qualified and experienced Ecological Clerk of Works (ECoW) may need to be employed throughout the works to advise on ecological constraints, where necessary;
- Machinery will be stored in an appropriately located site compound. Biodegradable fluid will be used in plant where possible. Appropriate interception measures will be used during any refuelling or plant maintenance;
- Implementation of dust mitigation measures on site in accordance with Institute of Air Quality Management (IAQM) guidance to control dust emissions and avoid significant effects upon habitats in proximity to the works³¹; and

²⁹ The GPPs provide environmental good practice guidance for the whole UK, and environmental regulatory guidance directly to Northern Ireland, Scotland and Wales only. For businesses in England, regulatory guidance is available from GOV.UK instead.

³⁰ CIRIA C762 Environmental good practice provides advice on the management of a range of environmental issues that may be encountered on site and presents good practice to reduce the environmental impacts due to construction.

³¹ Holman et al (2014). IAQM Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, London.

- The Contractor (and/v or ECoW) will ensure that all site operatives receive a site induction, indicating the ecological sensitivities of the site and boundaries and controls to working. This may also be outlined in a Construction Environment Management Plan (CEMP).

Assessment of Effects

Each potential LSE as a result of the TWTP (identified by the Screening stage) is considered in turn below taking into account relevant specific information and mitigation measures.

Changes to Water Quality

Changes in water quality could result from direct discharges from sewage or surface water run-off outfalls, altering water chemistry, nutrient levels, pH or oxygen levels. Any de-watering works could also result in sediment discharge into aquatic habitats. Other potential pollutant sources include accidental spillages of fuels or oil, heavy metals leaching from soil run-off, pollutants such as dust and construction waste in surface water run-off and increases in nutrient loading.

Any surface water discharges that are made into local watercourses and waterbodies or directly or indirectly into European Sites could be damaging. The release of these pollutants and increases in suspended sediment into freshwater environments could lead to smothering of habitats and species, or changes in species diversity as a result of increased toxicity or nutrients, so affecting the achievement of the conservation objectives and site integrity.

In order to reduce these potential effects, drainage systems should be designed to either avoid discharge into watercourses, or to attenuate and reduce the risk of pollutants and suspended solids. As such, the following mitigation measures, in addition to those set out above, will be implemented:

- Drainage systems should be designed to avoid direct discharge into watercourses;
- Attenuation and/ or settlement ponds installed to reduce the risk of pollutants and suspended sediment reaching the receptor;
- Sustainable Drainage Systems (SuDS) installed;
- Silt curtains used to control suspended sediment, e.g. whilst dredging;
- Effective soil management plans to avoid run-off from any earthworks;
- Foul water discharge to existing treatment plants and not to surface water; and
- Appropriate bunding around fuel storage.

It is therefore concluded that with the implementation of appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from the TWTP through changes in water quality.

Changes to Air Quality

During construction, emissions to air would be mainly from plant and machinery, road traffic and dust from works or emissions from concrete batching plants. During operation, traffic on new roads or increased volumes of traffic on existing roads may alter local air

quality resulting in additional impacts on sensitive habitats within 200 m of the affected road network³².

The potential effects of increases in deposition of nitrogen compounds (NO_x) include long-term changes in habitat and species distribution and diversity as nutrient loading encourages more vigorous species, such as grasses, to out-compete forbs and slow growing non-vascular plants. Acidification of soils and freshwater (primarily through nitrogen deposition) causes similar effects, depending on the geology and soil chemistry influence susceptibility of an ecosystem to acid deposition.

An assessment of any adverse impacts from changes in air quality should be undertaken on a site-by-site basis, through determination of the applicability of the critical levels and critical loads at each site, and further ecological assessment and modelling. Critical loads for vegetation types are presented on the Air Pollution Information System (APIS) website³³.

APIS identifies nutrient nitrogen critical loads ranging from 10 to 25 kg N/ha/yr for habitats present within Aqualate Mere SSSI (the component of the Midland Mere and Mosses Phase 2 Ramsar site). The most sensitive habitats, including woodland communities W2, W5 and W6, have critical loads of 10-15 kg N/ha/yr.

Good practice measures to control dust from construction sites should be sufficient to limit the amount of emissions reaching the European Site. With respect to emissions of NO_x or acidic compounds through construction activities, generic mitigation measures such as turning engines off when idle, operating equipment on ultra-low sulphur diesel, ensuring engines are routinely maintained, providing public transport for workers etc. may limit emissions to within acceptable thresholds.

In order to limit the potential for impacts the following mitigation would be implemented for any schemes or actions arising out of the TWTP:

- Enclosure of silos, cement powder delivery systems and installation of dust mitigation systems;
- Avoid dust releasing activities;
- Site design to reduce dust emissions (e.g. covering stockpiles, reducing vehicle speed);
- Dust control measures implemented (water bowsers);
- Regular maintenance of plant and machinery;
- Drivers to switch off vehicles when stationary;
- Avoid use of diesel generators;
- Implement air quality monitoring scheme;
- Turning engines off when idle;
- Operating equipment on ultra-low sulphur diesel;
- Ensuring engines are routinely maintained; and
- Providing public transport for workers.

Operational impacts cannot be mitigated in this way and would need to be avoided through modelling and management of the affected road network, particularly roads that lie within 200 m of a European Site. As the roads local to the Midland Meres and Mosses

³² DMRB LA 105 – Air Quality. Available at: [LA 105 - Air quality](#)

³³ Available at: <https://www.apis.ac.uk/>

Phase 2 Ramsar site (the A41, A518 & A519) are all over 200 m from the Ramsar site boundary, an operational air quality impact is considered unlikely.

It is therefore concluded that with the implementation of appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from the TWTP alone through changes in air quality.

Changes to surface and groundwater hydrology

Excavations and earthworks during construction, and new roads and other impermeable surfaces during operation, have the potential to change surface water hydrodynamics. Diversion or blocking of surface water features, the presence of earthworks or roads all have the potential to alter existing surface water drainage characteristics in the catchment. Pluvial flood events may become more frequent as the built-up area increases, and fluvial flooding may increase if surface water run-off is diverted into watercourses. A reduction or increase in surface water flows could affect water quality.

In order to limit the potential for impacts the following mitigation would be implemented for any schemes or actions arising out of the TWTP:

- Re-routing of watercourses, positioning of earthworks to reduce risk of effects;
- Modelling or monitoring of flow rates and water levels in local watercourses where these may be affected by development;
- Complete a Flood Consequences Assessment (FCA) to assess potential surface water and groundwater effects during phases of development and operation; and
- Mitigation to control any surface floodwater.

It is therefore concluded that with the implementation of appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from the TWTP alone through changes in surface and groundwater hydrology.

Recreation

Improving access to European Sites, particularly in combination with local increases in population driven by housing and employment development, can increase the amount of recreation at a site. This may result in increased disturbance/erosion of habitats, disturbance of species within the site from increased numbers of people and dogs, littering, vandalism and other anti-social behaviour. It can also drive the need for more visitor facilities and car parking facilities, management of visitor access, an educational programme, site warden, increased recreational pressure on European Sites from increased accessibility and visitor numbers, resulting in disturbance and habitat erosion if not managed.

In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the TWTP that may increase recreational impacts:

- Visitor management schemes, including provision of dedicated footpaths, fencing and screening of sensitive areas at affected European Sites; and
- Education of visitors through signage and online information.

Although the provision of Suitable Alternative Natural Greenspace (SANGS) can ease the pressure on European Sites, as the TWTP will not result in new residential development, this is a mitigation that should be associated with policies in the Local Plan, as necessary.

It is therefore concluded with appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from the TWTP alone through recreational pressures.

In-combination Effects

Table 3 below sets out the in-combination assessment for the TWTP. The policies with potential to have an LSE have been taken straight through to Stage 2 Appropriate Assessment. Also, policies identified that did not lead to development or other environmental change (considered to have 'no effect') are excluded from the in-combination assessment.

Therefore, the in-combination assessment is relevant to the following TWTP policies, which had scope for minor works that were not considered to have an LSE alone:

- Policy TT1: Deliver a priority network for walking and wheeling;
- Policy TT2: Deliver a priority network for cycling;
- Policy TT3: Support secure and convenient cycle parking and facilities;
- Policy TT4: Maintain and enhance our leisure routes including Public Rights of Way;
- Policy TT6: Work with operators to improve bus reliability and speed up journeys;
- Policy TT9: Improve links to bus stops and rail stations;
- Policy TT14: Provide travel information in user friendly formats;
- Policy IA1: Support sustainable access to employment, education and healthcare;
- Policy IA3: Deliver placemaking and regeneration;
- Policy IA4: Link communities together;
- Policy IA6: Support improved digital connectivity;
- Policy IA9: Design for safety;
- Policy IA10: Improve the experience of personal security, particular for more vulnerable groups;
- Policy IA11: Improve bus, stop, station and vehicle accessibility;
- Policy IA13: Improve railway station facilities and accessibility;
- Policy IA14: Provide accessible information and ticketing for all;
- Policy UP3: Support long distance freight movements;
- Policy UP5: Transform the town centre through Station Quarter and Telford Central Reimagined;
- Policy UP9: Implement smarter parking strategies that meet evolving needs;
- Policy UP10: Roll out more EV charging facilities;
- Policy UP11: Support businesses and organisations to transition to electric fleets;
- Policy UP12: Support the transition to electric buses;
- Policy FF2: Keep our transport network running smoothly; and
- Policy FF4: Embrace new transport data and technologies.

There is potential for the TWTP to contribute to in-combination effects on European Sites within 10km of the Plan Area through combined delivery of multiple schemes within the TWTP, and with other plans and projects.

The following combined effects may occur:

- Reduction in air quality from increased volumes of traffic, or from construction activities; and
- Generation of other sources of pollution e.g. water-borne.

The findings in Table 3 indicate that scope for significant in-combination effects could not be ruled out for all of the 'other projects and plans' identified. One, the Stafford Local Plan, will need to be taken forward and considered at Stage 2 Appropriate Assessment.

Table 3 – In-combination Assessment

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
Secretary of State for Transport	West Midlands Interchange	Ramboll (2018) HRA – No Significant Effects Report The West Midlands Rail Freight Interchange Order 201X, July 2018 ³⁴	The HRA for this project included Mottey Meadow SAC. The SAC was screened out as there were no impact pathways by which the scheme could affect the SAC.	The West Midlands Interchange scheme is located approximately 14 km east of the Plan Area and presently under development. However, as it was considered to have ‘no effect’ on the SAC, there is no scope for in-combination effects.
Telford & Wrekin Council	Telford & Wrekin Local Plan	HRA of the Telford and Wrekin Regulation 19 Local Plan ³⁵	The HRA considers potential impacts of the Local Plan on Midland Meres and Mosses Phase 1 Ramsar site, Midland Meres and Mosses Phase 2 Ramsar site; and Mottey Meadows SAC. The HRA considers changes in recreational pressure, atmospheric pollution, water quality and water quantity, level and flow as potential impact pathways. Recreational pressure and atmospheric pollution were screened out at Stage 1, whilst water quality and water quantity	None of the TWTP policies were considered likely to result in impacts via recreation or water quality/ quantity and therefore there is considered to be no scope for an in-combination effect with the Local Plan.

³⁴ Available from: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR050005>

³⁵ Available from: <https://www.telfordandwrekinlocalplan.co.uk/downloads/file/201/cd05---telford-and-wrekin-habitat-regulation-assessment---february-2025>

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
			was taken through to Stage 2. The HRA concluded no adverse effects with respect to the integrity of European Sites either alone or in-combination with other plans or projects, taking account of the measures embedded within the Local Plan, including Policy CC4 (Water Re-use, Conservation, Efficiency and Quality), which requires water-efficient development and measures to reduce pressure on water resources, and Policy CC5 (Flood Risk Management and Sustainable Drainage Systems), which requires sustainable drainage measures and controls on surface water runoff.	
Shropshire Council	Shropshire Emerging Local Plan Review 2016 - 2038	Regulation 19 Pre-Submission Draft Shropshire Local Plan 2016 to 2038 Habitats Regulations Assessment ³⁶	The HRA considers potential impacts of the Local Plan on Midland Meres and Mosses Phase 1 Ramsar site, Midland Meres and Mosses Phase 2 Ramsar site and Motte Meadows SAC.	Although there is potential for an in-combination effect between the Shropshire Local Plan and the TWTP, due to the similar potential impact pathways, it is considered highly unlikely that any combined effect would be discernible, let alone

³⁶ Available from: <https://next.shropshire.gov.uk/planning-policy/archive-including-information-on-the-withdrawn-local-plan/examination-library/evidence-base-for-withdrawn-local-plan/habitats-regulations-assessment-documents/>

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
			The HRA considers the following impact pathways: air pollution, hydrological impacts, recreational impacts and other disturbance, introduction of invasive species or disease and light pollution. All impact pathways were screened out for the European Sites as they were unaffected or no LSE alone or in-combination. This conclusion was reached taking account of mitigation embedded within the Local Plan, including Policy DP12 (The Natural Environment), which requires project-level HRA where necessary; Policies DP19-DP22, which protect water resources, water quality and drainage; and site-specific mitigation measures, including recreational management, open space provision and project-level assessment requirements where relevant.	significant, due to the low-level effect from both plans.
Stafford Borough Council	Stafford Borough Local Plan 2020 – 2040	Habitats Regulations Assessment of the Stafford Borough Local Plan 2020-	The HRA considers potential impacts of the Local Plan on Midland Meres and Mosses Phase 1 Ramsar site, Midland Meres and Mosses Phase 2 Ramsar site and Motte Meadows SAC.	There is scope for an in-combination effect between the Stafford Local Plan and TWTP due to similar impact pathways and that adverse effects on site integrity could not be discounted.

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
		2040 (Preferred Options) ³⁷	The HRA considers changes in hydrological issues and air quality as potential impact pathways. There were potential LSEs on Motte Meadows SAC, Midland Mere and Mosses Phase 1 Ramsar site, Midlands Mere and Mosses Phase 2 Ramsar site (Aqualate Mere and Cop Mere components) as a result of changes to water issues and air quality. As the document is an interim HRA that will be expanded as the plan is finalised, a full Appropriate Assessment has not been produced, but topics for Appropriate Assessment have been explored to advise on scope and evidence gathering. However, adverse effects on the integrity of the (Aqualate Mere component of) Midland Meres and Mosses Phase 2 Ramsar site and Motte Meadows SAC could not be ruled out.	Therefore, without mitigation, there is a higher risk of combined effects.

³⁷ Available from: [Stafford Borough Local Plan Preferred Options Habitats Regulations Assessment](#)

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
South Staffordshire District Council	South Staffordshire District Local Plan Review	Habitats Regulations Assessment (HRA) of the South Staffordshire Local Plan Review 2018 – 2038 ³⁸	The HRA identified LSEs from recreation and water issues on Motte Meadows SAC, and air quality impacts on Midland Meres & Mosses Phase 1 Ramsar site. The HRA concluded no adverse effects with respect to the integrity of habitats either alone or in-combination with other plans or projects, taking account of strategic recreational mitigation, site-specific mitigation and project-level HRA requirements, together with further water quality, hydrological and air quality assessment where necessary.	Given the location of Motte Meadows SAC Midland Meres & Mosses Phase 1 Ramsar outside the Plan Area and the absence of impact pathways arising from the TWTP, it is considered highly unlikely that there will be any significant in-combination effects.
Newcastle-under-Lyme Borough Council	Newcastle-under-Lyme Borough Council Local Plan 2020 – 2040	Newcastle-under-Lyme Publication Draft Local Plan 2020 – 2040 Regulation 19 Habitats Regulations Assessment ³⁹	The HRA considers the following potential impacts of the Local Plan on the European Sites: • Midland Meres and Mosses Phase 1 Ramsar site - water quality and quantity and recreational pressure; and • Midland Meres and Mosses Phase 2 Ramsar site - air	The components of the Midlands Meres and Mosses Phase 1 Ramsar site and Midlands Meres and Mosses Phase 2 Ramsar site affected by the Local Plan are outside the zone of influence of the TWTP and, therefore, there is no scope for in-combination effects.

³⁸ Available from: https://www.sstaffs.gov.uk/sites/default/files/2023-03/hra_po_2021.pdf

³⁹ Available from: <https://www.newcastle-staffs.gov.uk/downloads/download/905/newcastle-under-lyme-habitats-regulations-assessment-regulation-19-stage->

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
			quality, water quality and quantity and recreational pressure. The Appropriate Assessment concluded no adverse effects with respect to the integrity of habitats either alone or in-combination with other plans or projects, taking account of mitigation embedded within the Local Plan, including policies promoting sustainable transport and air quality improvements, Sustainable Drainage Systems (SuDS), protection of water resources and water quality, open space provision, and Biodiversity and Geodiversity policies requiring compliance with the Habitats Regulations and avoidance of adverse effects on European sites. The assessment also relied on wastewater treatment improvements, water resource management measures and wider regulatory controls relating to water quality and abstraction.	
Stoke-on-Trent City Council	Stoke-on-Trent Local Plan	Stoke-on-Trent City Local Plan Habitats	The HRA considers potential impacts of the Local Plan on Midlands Meres and Mosses	Although assessing impacts on the same European Site, the Stoke-on-Trent Local Plan focussed on

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
		Regulations Assessment ⁴⁰	Phase 2 Ramsar site from air pollution deposition (from increased vehicle use) and recreational disturbance (from increased population). The Appropriate Assessment concluded that there would be no adverse effects on site integrity alone or in-combination with other plans and projects, taking account of Local Plan policies promoting sustainable transport, active travel, open space provision, green and blue infrastructure, biodiversity enhancement and air quality management. The assessment also concluded that the Ramsar site is relatively distant from the plan area (approximately 7.4 km at its closest point), traffic makes only a limited contribution to existing nitrogen deposition, and the site has limited accessibility for recreation.	Oakhanger Moss and Black Firs & Cranberry Bog, which are beyond the zone of influence of the TWTP and, therefore, there is no scope for in-combination effects.
Severn Trent Water	Severn Trent Water Resources Management Plan 2024	Habitats Regulation Assessment Final Water Resources	The HRA considers potential impacts of the water resources management plan on the Midland Meres and Mosses Phase 1	Given the findings of the water resources management plan HRA and the potential effects arising from the TWTP, it is considered highly

⁴⁰ Available from: https://www.stoke.gov.uk/download/downloads/id/3307/local_plan_habitats_regulations_assessment.pdf

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
		Management Plan 2024 ⁴¹	Ramsar site, Midland Meres and Mosses Phase 2 Ramsar site and Motte Meadows SAC. Midland Meres and Mosses Phase 1 Ramsar site and Midland Meres and Mosses Phase 2 Ramsar site are both associated with two options considered in the Severn Trent WRMP24, but impact pathways were considered to be absent in all cases. Motte Meadows SAC was only identified in relation to one option and no LSE was anticipated.	unlikely that there will be any in-combination effects.
City of Wolverhampton Council	Emerging Wolverhampton Local Plan	Wolverhampton Local Plan (WLP) Publication Consultation Regulation 19 – Habitats Regulations Assessment ⁴²	The HRA screening concluded that the Local Plan had potential to have a water quantity impact on the Midland Meres and Mosses Phase 1 Ramsar site, Midland Meres and Mosses Phase 2 Ramsar site and Motte Meadows SAC. The HRA provided an assessment of the effects of a change in water quality and quantity due to WLP	As the TWTP is highly unlikely to affect water quantity and quality, an in-combination effect between the two plans can be ruled out.

⁴¹ Available from: <https://www.severntrent.com/content/dam/wrmp24-documents-and-data-tables-st/final-WRMP24-HRA-Report.pdf>

⁴² Available from: [WLP Reg 19 Habitat Regulations Assessment 2024 - Main Report.pdf](#)

Competent Authority	Project/Plan Name	HRA Reference	Findings of HRA	In-combination assessment
			development on the European sites identified. This Appropriate Assessment concluded no adverse impacts on the site integrity at any European Site due to a change in water quantity as a result of the WLP, either alone or in-combination, taking account of mitigation embedded within the Local Plan, including policies requiring water efficiency measures, Sustainable Drainage Systems (SuDS), flood risk and surface water management strategies, protection of canal and water environments, and reliance on the wider water resource management framework.	

The in-combination assessment above identified potential for significant in-combination effects with the Stafford Local Plan.

The HRA of the Stafford Borough Local Plan 2020-2040 (Preferred Options) identified potential LSEs on Motte Meadows SAC, Midland Meres and Mosses Phase 1 Ramsar site, Midland Mere and Mosses Phase 2 Ramsar site (Aqualate Mere and Cop Mere components), as a result of changes to water issues and air quality.

Aqualate Mere is the component of the Midland Mere and Mosses Phase 2 Ramsar site that lies in proximity to Newport and, therefore, is potentially susceptible to development and change in that area. The HRA for Stafford Local Plan is an interim HRA and a full, complete assessment has not yet been produced as the plan is still in development. Consequently, sufficient uncertainty remains as to whether impacts from the Stafford Local Plan can be adequately mitigated. As similar impact pathways have been identified between the TWTP and the Stafford Local Plan, and that adverse effects on site integrity could not be discounted without mitigation, there is a higher risk of combined effects.

However, it is considered that with the application of the mitigation outlined above, including the protective policies within the TWTP, that any combined effects between the two plans could either be avoided or would not result in adverse effects on site integrity.

Transport Delivery Plan (2027-2030)

The Transport Delivery Plan sits alongside the Vision and Strategy and sets out the schemes and strategies that will be delivered to achieve the aims and objectives of the transport plan. The interventions proposed are driven by the policies in the Vision and Strategy and as such, the theoretical impact of those on European Sites has been assessed through the Habitats Regulations Assessment of the TWTP Vision and Strategy.

The HRA concluded that many of the policies leading to minor development or improvement work within existing transport corridors or urban centres could be ruled out from having a Likely Significant Effect due to the localised impact and absence of European Sites within the Plan Area. This finding applies to many of the proposed interventions within the Transport Delivery Plan where there is no development or minor localised development that will be unlikely to have an impact on a European Site due to an absence of impact pathway.

However, the A518 Corridor Improvement Scheme is located 1.75 km south west of the Midland Meres and Mosses Phase 2 Ramsar site and will result in development. The scheme will support economic growth and improve congestion, whilst adding safe walking and cycling options to provide a viable alternative to car travel, encourage mode shift and support the mitigation of carbon impacts. Provided the protective policies and mitigations set out in the TWTP Vision and Strategy Habitats Regulations Assessment are adhered to, including the need for project-level assessment, it is considered that adverse effects on the integrity of the Midland Meres and Mosses Phase 2 Ramsar site could reasonably be avoided.

It should be noted that this conclusion is based on the information currently available for the interventions within the Transport Delivery Plan. Where required, further project-level HRA will be undertaken to ensure appropriate assessment as further design detail emerges.

Conclusions

The TWTP is not directly connected with or necessary to the management of any European Site. Therefore, a Screening assessment was undertaken, the following three European Sites were scoped in for consideration in the assessment:

- Midland Meres and Mosses Phase 1 Ramsar site;
- Midland Meres and Mosses Phase 2 Ramsar site; and
- Motte Meadows SAC.

The Screening identified a potential for LSEs associated with two policies within the TWTP as they may lead to development that, depending on the location, scale and timing of the works, could have an effect on a European site.

The two policies are:

- Policy IA2: Broaden travel choices in suburban and rural areas; and
- Policy UP4: Support the current Local Plan.

These policies sit under the goals of 'Thriving and healthy local communities' and 'Sustainable, mixed-use developments' respectively.

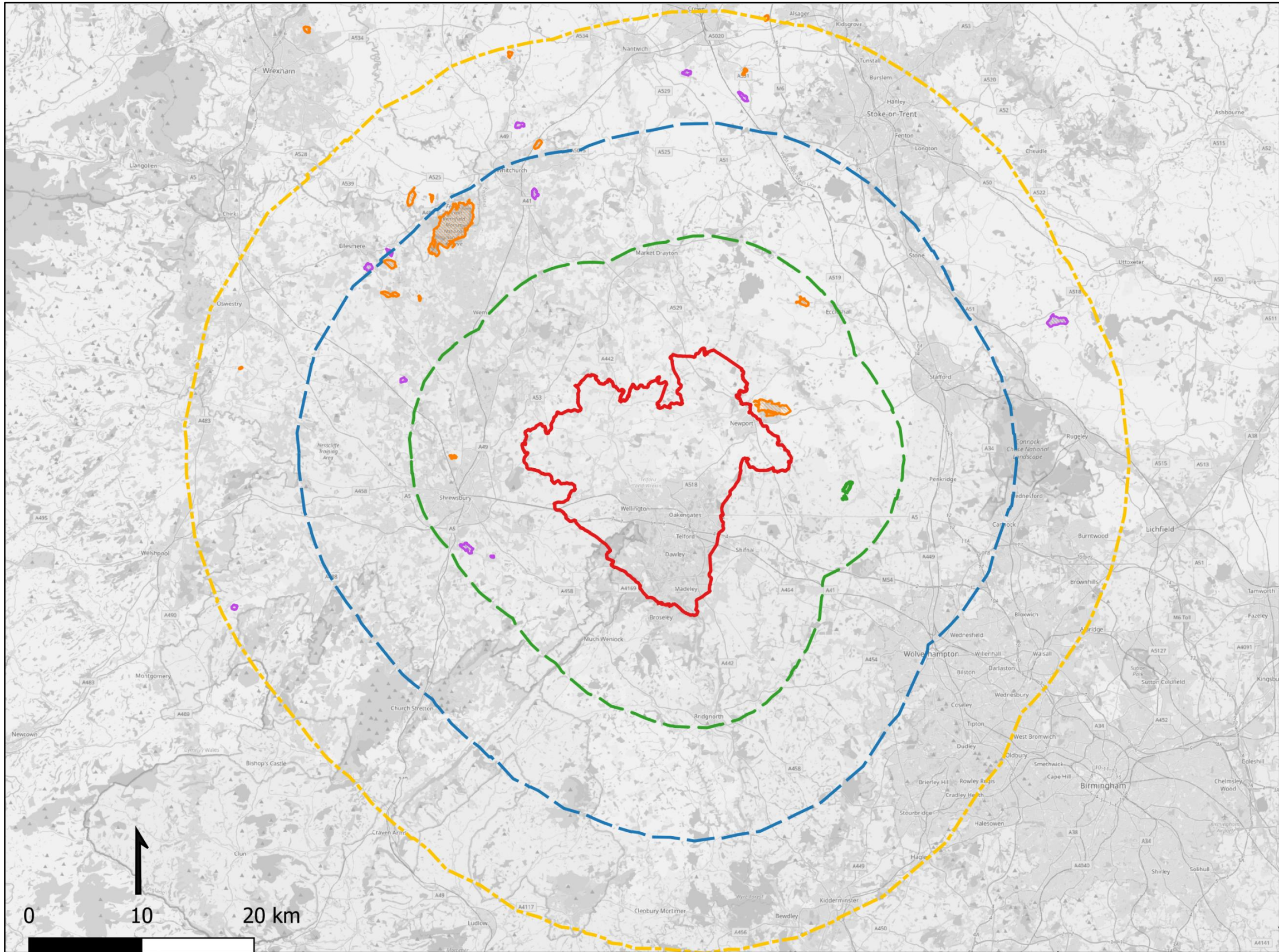
An in-combination assessment was also undertaken at Screening and, taking the precautionary approach, potential effects in-combination with the Stafford Local Plan could not be ruled out.

Both policies and consideration of in-combination effects from the Stafford Local Plan were taken forward to Appropriate Assessment.

Detailed information is not yet available about the nature and extent of any works or actions that are likely to arise out of the TWTP. However, it is considered reasonable to anticipate from the information available that the developments or other environmental change, could be delivered in a manner which avoids any adverse effects on the integrity of the European Sites through the use of avoidance, standard mitigation techniques and adherence to the protective policies in the TWTP that commit to a project-level HRA where necessary. Taking the above information into account, it can therefore be concluded that the TWTP will not have an adverse effect on the integrity of the European Sites, either alone or in combination.

Appendices

Appendix A. European Sites Plan



GENERAL NOTES

1. ALL MEASUREMENTS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE

2. ONLY WRITTEN DIMENSIONS SHOULD BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS.

KEY PLAN



Legend

Plan Area

- 10km Buffer
- 20km Buffer
- 30km Buffer
- Plan Area Boundary

European Sites

- Midland Meres & Mosses - Phase 1 Ramsar site
- Midland Meres & Mosses - Phase 2 Ramsar site
- Motley Meadows Special Area of Conservation (SAC)

Purpose Integrated Sustainability Appraisal			
Title Plan Area	Des/Drawn LL	Checked TC	Authorised AW
	Date 12/07/2026	Date 12/07/2026	Date 12/07/2026
Status For Issue	Drawing Number 3		Rev 1

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Protect, care and invest
to create a better borough



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Client
Telford & Wrekin Council

Project
Telford & Wrekin Local
Transport Plan

Appendix B. Screening Assessment Table

Policy Screening – Transforming travel choices

Table 5 – Policy Screening - Transforming travel choices

Policy	Policy proposals	LSE?	Justification
Policy TT1: Deliver a priority network for walking and wheeling	This network will provide safe, well-connected routes for walking and wheeling. The Local Cycling and Walking Infrastructure Plan provides detail on the Core Walking Zones that Telford & Wrekin Council will be prioritising in Phase 1 (highest priority) and Phase 2 (lower priority or more complex to deliver). Phase 1 Core Walking Zones include Telford, Oakengates, Wellington, Ironbridge, Newport, Dawley and Madeley. These zones will be focused on improving the pedestrian environment in key centres. Typical improvements include upgraded crossings, signage, lighting, improved or new footways and places to rest.	No	This policy will deliver minor works within existing urban centres and communities and is considered highly unlikely to result in an LSE on any European Sites.
Policy TT2: Deliver a priority network for cycling	This network will provide safe, well-connected routes for cycling. It will focus on connecting major destinations such as large employment and shopping areas. The Local Cycling and Walking Infrastructure Plan provides detail on the Cycle Corridors to be prioritised in Phase 1 (highest priority) and Phase 2 (lower priority or more complex to deliver). As part of Phase 1, Telford & Wrekin Council have already delivered the Oakengates to Telford Centre cycle corridor. Further Phase 1 corridors include Great Dawley (Silkin Way), Hadley Castle (Hortonwood Loop Connector), Shawburch to Arleston (via Wellington), and Madeley to Ironbridge (via Ironbridge / Madeley Road). These corridors prioritise providing continuous cycle infrastructure between key centres. Telford & Wrekin Council will implement the right type of improvements in the right locations based on national best practice and the needs of local communities. Typical improvements can include introducing segregated or shared use paths, quiet streets, upgraded crossings, signage, and junction improvements.	No	Although there may be development linked to the delivery of a cycle route, these are most likely to be minor works in and between urban centres and are focused to the south of the Plan Area. Given the focus on connecting destinations such as employment and shopping areas, it is considered unlikely that the policy will result in increased recreation at any European Sites, which all lie outside the Plan Area.
Policy TT3: Support secure and convenient cycle parking and facilities	Telford & Wrekin Council will support the provision of secure and convenient cycle parking and other facilities across the borough. Building on the existing bike hubs at Telford Town Park, the Telford Langley School, Telford Central railway station, Wellington Civic & Leisure Centre, and Oakengates railway station, facilities will be focused on key places like town centres, schools, workplaces and transport interchanges. This will help to support cycling to work, education and other destinations, and will make it easier for people to combine cycling with public transport. Telford & Wrekin Council will also continue to provide a wide range of bikes for hire at the Telford Bike Hub including standard bicycles, e-bikes, tandems and adaptive bikes, broadening the access to cycling to those without their own bike or who have additional needs.	No	This policy will deliver minor works within existing urban centres and communities and is considered highly unlikely to result in an LSE on any European Sites.
Policy TT4: Maintain and enhance our leisure routes including Public Rights of Way	Telford & Wrekin Council are committed to maintaining and improving leisure routes, including Public Rights of Way and green spaces. These routes will support walking, wheeling, cycling and horse riding for leisure and tourism, help people access the borough's natural and historic places, and bring benefits for health, wellbeing and the local economy. For example, Ironbridge is identified as a core walking zone in the Local Cycling and Walking Infrastructure Plan, where Telford & Wrekin Council will focus on improving leisure routes. This would include greater priority to walking and cycling on key routes like the High Street, and better access to the river and nearby attractions. In addition, the Great Dawley (Silkin Way) cycle corridor has been identified for surfacing, lighting and signage improvements, including through Telford Town Park. These leisure routes are essential for residents and visitors alike, providing access to famous green spaces.	No	This policy will deliver minor works along existing leisure routes and/ or within existing urban centres. Although the policy will promote access to natural places, it does not propose any new routes, just improving access and maintaining existing ones. Given this, it is considered highly unlikely to result in an LSE on any European Sites.
Policy TT5: Work with operators to develop a comprehensive bus network	Thanks to recent work through the Bus Service Improvement Plan, Telford & Wrekin Council now have a stable bus network. Currently, Arriva is the main bus operator, providing both commercial services and the 'Travel Telford' tendered services. Banga Buses, Select Bus Services and D&G Bus also provide less frequent services across the borough. This policy seeks to build on recent progress and develop an improved borough-wide bus network that works for as many residents and visitors as possible. Telford & Wrekin Council are aiming to connect their main residential areas with key destinations for employment, education, healthcare, leisure and shopping. If needed, Telford & Wrekin Council will consider alternative operating models to the current Enhanced Partnership model, such as franchising.	No	This policy seeks work with bus operators to build a bough-wide bus network, connecting residential areas with key destinations, ultimately improving the public transport offering. As no development or other environmental change will arise from this policy, it is considered highly unlikely to result in an LSE on any European Sites.
Policy TT6: Work with operators to improve bus reliability and speed up journeys	Telford & Wrekin Council will continue to work with operators to understand the reliability issues on the bus networks, regularly reviewing each route and seeking ways to support improvements. For example, this could involve giving buses priority at key junctions such as Hollinswood and Apley, delivering new bus lanes, or better protecting bus-only areas (such as bus stops and bus lanes). In particular, Telford & Wrekin Council will focus on the bus connections between the main centres so that they maintain a spine of rapid routes which as many people as possible can access.	No	The policy mostly relates to efficient operation of the existing bus service. Although it may result in minor works, these will be within existing transport corridors. It is considered highly unlikely that

Policy	Policy proposals	LSE?	Justification
			implementation of this policy will result in an LSE on any European Sites.
Policy TT7: Work with operators to increase bus frequencies	Telford & Wrekin Council will continue to work closely with the main bus operators to regularly review service frequencies, aiming for an ideal of buses 10 minutes on the core services during the day. Currently just one service (service 4) operates to this frequency, but the target is to expand this to four services by 2030. For second-tier routes, the ambition is for half-hourly daytime services. Evening and Sunday service frequencies will be reviewed with the aspiration of introducing additional services to boost connectivity at all times of day, particularly for young people, vulnerable users and to areas of low car ownership. Together with policies TT5, TT6 and IA2, improved frequencies will enable more flexibility and support a wider range of journey types, including those outside traditional peak periods.	No	The policy relates to improving the frequency of the existing bus service. Although increasing the frequency of buses equates to more buses on the road and potential air quality issues, on balance a frequent service may reduce private car use. Therefore, it is considered that the policy won't lead to development or other environmental change and is unlikely to result in an LSE on any European Site.
Policy TT8: Support simple and affordable public transport ticketing	Bus fares can be complicated to understand, particularly where there are differences between operators and limited multi-operator ticketing. Telford & Wrekin Council will simplify ticketing by improving integration between bus operators and making fares more consistent and easier to use. Telford & Wrekin Council will work to maintain a consistent £4 day ticket (or equivalent) across operators. Telford & Wrekin Council will also continue fare capping on Travel Telford services and work with operators, including Arriva, to extend this approach more widely. Single fares will remain simple and affordable, with the aim to retain a £2 adult cap and £1 for under 19s. Telford & Wrekin Council will introduce tap-on tap-off payment across the bus network, allowing passengers to travel using a contactless card or device. Fares will be calculated automatically to ensure passengers pay the best value for their journey. Telford & Wrekin Council will also work with operators, the Department for Transport and Great British Railways towards integrating bus and rail ticketing in the longer term.	No	The policy relates to bus ticketing and will not result in development or other environmental change. Therefore, it is considered highly unlikely to result in an LSE on any European Sites.
Policy TT9: Improve links to bus stops and rail stations	Many journeys involve multiple modes of transport, and Telford & Wrekin Council will improve integration between these modes, for example, through secure cycle parking at stops and stations, safe walking routes and crossing points near to bus stops, and buses which route via rail stations. In particular, Telford & Wrekin Council will seek to increase the number and improve the reliability of bus services stopping at Telford Central railway station. Telford & Wrekin Council will also explore whether mobility hubs could support this at key locations across the borough – which bring together multiple modes of transport in one convenient location such as car parking, EV charging, bicycle parking, bus and rail services, and Connect On-Demand, a flexible and bookable service with no fixed routes or timetables.	No	This policy will deliver minor works within existing urban centres and is considered highly unlikely to result in an LSE on any European Sites.
Policy TT10: Explore opportunities for very light rail	Telford & Wrekin Council have an exciting opportunity to explore a new 'very light rail' line between the Shrewsbury–Wolverhampton rail line and the Ironbridge line. The vehicles would be entirely battery powered and would likely operate a relatively short distance shuttle-type service between key destinations. Telford & Wrekin Council will progress feasibility studies over the coming years in the hope of delivering this pioneering new transport solution in Telford and Wrekin. Telford & Wrekin Council will also explore how very light rail could serve wider destinations across the borough in the future.	No	The policy sets out the desire to investigate the opportunity for light rail but does not directly commit to its delivery and is therefore a step removed from any development. Given the would-be location between Shrewsbury, Ironbridge and Wolverhampton, and the limited number of European Sites within this area, the likelihood of any future plans resulting in an LSE on a European Site is considered to be negligible.
Policy TT11: Develop a rail strategy	Telford & Wrekin Council will work with operators, Network Rail and Great British Railways, and neighbouring areas to develop a rail strategy, focused on increasing patronage and exploring opportunities for new or improved services.	No	The policy seeks to improve rail services and increase use through developing a strategy. As no development or other environmental change will arise from this policy, it is considered highly unlikely to result in an LSE on any European Sites.
Policy TT12: Support tourism-focused public transport	We will continue to support the seasonal Ironbridge Park and Ride service to reduce visitor congestion. We will regularly review ridership and costs to ensure it remains effective, with the intention to maintain it as long as usage remains strong and funding is available. We will also work with key partners, including the National Trust and English Heritage, to explore the provision and promotion of sustainable transport connections to their sites.	No	The policy supports an existing transport provision and as specific to Ironbridge, is located to the south of the Plan Area at distance from the European Sites identified for screening.

Policy	Policy proposals	LSE?	Justification
Policy TT13: Continue to deliver behaviour change and travel awareness programmes	Building on the success of the award-winning Bike Hub, Telford & Wrekin Council will continue to deliver educational programmes with children, young people and vulnerable groups to empower everyone to make safe, well-informed travel choices. Programmes such as Bikeability, Scooter Skills, Dr Bike, Urban Games and post-16 Travel Training boost attendees' confidence and skills, encouraging walking, wheeling, cycling and public transport. Telford & Wrekin Council will continue to work with key employers, education centres, healthcare providers and visitor destinations to ensure that up-to-date travel plans are in place and acted upon.	No	The policy relates to behavioural change that will positively affect uptake of active and sustainable modes of transport. As no development or other environmental change will arise from this policy, it is considered highly unlikely to result in an LSE on any European Sites.
Policy TT14: Provide travel information in user friendly formats	Telford & Wrekin Council will continue to ensure that there is standardised travel information available through the journey planning app, CityMapper. This brings together live bus and train travel times, prices, stop and station locations, trip comparison, live traffic information, and step-by-step navigation. In future, Telford & Wrekin Council aim to include walking and cycling routes and any future cycle hire schemes. Across the borough, bus stops will be standardised, with consistent branding and displays to share key timetable and price information with passengers. Telford & Wrekin Council will also continue to provide accessible information at key public locations such as railway stations and libraries.	No	The policy largely aims to improve travel information and although this may require very minor works at bus stops, these are within the existing transport corridor and considered highly unlikely to result in an LSE on any European Sites.
Policy TT15: Work with our partners to plan for major events	Telford and Wrekin are proud to host a range of major events, including the annual Balloon Fiesta and conferences at the International Centre, which attract thousands of visitors to the borough. These events are an important part of Telford and Wrekin's identity, bringing a strong sense of community and economic benefits, but they also require careful planning to manage increased travel demand and avoid disruption. Telford & Wrekin Council will work with event organisers, transport operators and local partners to plan and manage transport for these events. This will include providing clear and timely travel information, coordinating additional or adapted services where needed, and managing travel demand to reduce disruption. By taking a joined-up approach, Telford & Wrekin Council will help ensure that events are accessible, safe and enjoyable while minimising impacts on local communities and the transport network.	No	The policy relates to co-ordinated management of major events and will not result in development or other environmental change. Therefore, it is considered highly unlikely to result in an LSE on any European Sites.

Policy Screening – Improving accessibility

Table 6 – Policy Screening - Improving accessibility

Policy	Policy proposals	LSE?	Justification
Policy IA1: Support sustainable access to employment, education and healthcare	This policy complements the wider approach to improving public transport and walking, wheeling and cycling by focusing on some of the most important journeys people make: to access work, education and healthcare. These connections are essential to everyday life, supporting wellbeing, reducing inequalities and helping the local economy to thrive. This includes supporting the right services in the right places. For example, the new A-level centre, Telford 6th, near Telford Central will enable more students to access high-quality post-16 education within the borough, reducing the need to travel further afield. This will be transformative for access to education, particularly for those in the south of the borough. Telford & Wrekin Council will continue to work with the college to support walking, wheeling, cycling and bus access to both sites, and rail access to the new site, avoiding increased drop-off traffic, and giving young people greater travel choice and independence. As set out in the latest Bus Service Improvement Plan, Telford & Wrekin Council are also shaping the transport networks to better connect people to key destinations. Telford & Wrekin's tendered bus network is designed to improve convenient, affordable access to the Princess Royal Hospital, including services aligned with staff shift patterns. Home-to-school journeys are being incorporated into scheduled services, encouraging greater use of local buses. The 100 Work Express service provides direct links to employment sites and has seen strong passenger growth – as of early 2025, there were around 10,000 trips per month on this service. Telford & Wrekin Council will continue to work with key partners, including education providers and major employers such as Harper Adams University, to understand local needs and strengthen these connections. By improving access to essential services and opportunities, Telford & Wrekin Council will help more people take part in work, learning and community life.	No	The policy focusses on key everyday journeys and supporting important services in sustainable locations and, therefore, will support but not directly result in development in urban centres, such as Telford. Much of the improvement in services will be within the existing road network. Given the supporting nature of this policy, it is considered unlikely to lead to development or other environmental change that may have an LSE on a European Site.
Policy IA2: Broaden travel choices in suburban and rural areas	Telford & Wrekin Council will continue to support connectivity in suburban and rural areas through measures which work for communities. As set out in the latest Bus Service Improvement Plan, Telford & Wrekin Council will continue to run demand responsive service, Connect On-Demand, where conventional bus services are limited, and will explore opportunities to expand this further. These services help residents, students and visitors to reach their destinations, and can also be used to get to larger transport hubs like railway stations and conventional bus stops. Telford & Wrekin Council will explore other flexible forms of shared transport like car sharing – which can all help residents to save money as well as access the things they need. Telford & Wrekin Council will also consider suburban and rural mobility hubs which bring together multiple modes of transport in one convenient location, such as car parking, EV charging, bicycle parking, bus services, and Connect On-Demand.	Yes	The provision of mobility hubs that offer car parking, bus services and other transport opportunities may result in development. As these could be in suburban or rural areas, and potentially anywhere in the Plan Area. The potential for an LSE on a European Site cannot be ruled out at this stage.
Policy IA3: Deliver placemaking and regeneration	Telford & Wrekin Council will work with their communities to create safer, more welcoming streets to make local communities stronger and help to strengthen local pride in place. This builds on the Local Cycling and Walking Infrastructure Plan's approach to Core Walking Zones, which looks to improve the pedestrian environment in the key centres. Whether in a large town or small village, investment in placemaking will create spaces and places that people want to visit and spend time in, which in turn supports social inclusion and local business. For example, the Council have already been awarded £30 m of investment as for Woodside, Brookside and Sutton Hill through the Pride in Place project, and are undertaking a significant regeneration project at Telford Town Centre.	No	The policy may result in minor works as part of investment in placemaking, but these will be within villages and towns, and in existing public or community spaces. Given this, it is considered highly unlikely that this policy will result in an LSE on any European Sites.
Policy IA4: Link communities together	Telford & Wrekin is a polycentric borough made up of a network of distinct towns and villages, each with its own character and identity. This is one of their strengths, contributing to the borough's quality of life and sense of place. However, it can also make it harder for people to travel between communities and access key services and opportunities. The dispersed population can make it more challenging to provide frequent public transport, while major roads and railways can create barriers within and between neighbourhoods. Through this policy, Telford & Wrekin Council will better link communities by improving public transport connections, making crossings safer and more convenient, and enhancing walking, wheeling and cycling routes. This aligns with the Bus Service Improvement Plan and Local Cycling and Walking Infrastructure Plan.	No	This policy seeks to strengthen current connections between communities. Although improving transport connections may result in minor works, they are likely to be within existing transport corridors. The policy indicates that there will be general, safety and convenience improvements to buses and active modes of travel, and no indication that this means new roads or other connections.

Policy	Policy proposals	LSE?	Justification
	Focusing on links between places will help people access local centres more easily and stay connected to everyday opportunities.		Consequently, it is considered unlikely that this policy will result in an LSE on a European Site.
Policy IA5: Continue to partner with communities	Telford & Wrekin Council are committed to putting their communities at the heart of everything they do. Telford & Wrekin Council will continue to engage with local residents, businesses and organisations, including people who are often not heard, to ensure they better understand their needs. Telford & Wrekin Council will collaborate with Town and Parish Council, community representatives, including disability networks, elders' forums, and other typically under-represented groups, to inform the design of transport and accessibility improvements. For example, their Pride of Place project is deliberately doing things differently. The resident led Neighbourhood Boards will play a central part in shaping long-term regeneration, strengthening communities, improving local facilities and giving residents a stronger voice in decisions about their neighbourhood.	No	The policy seeks to be inclusive and put communities central to decision making. As no development or other environmental change will arise from this policy, it is considered highly unlikely to result in an LSE on any European Sites.
Policy IA6: Support improved digital connectivity	Although this plan focuses on transport, having a good internet connection it is becoming just as important for everyday life. It helps people work, access services, keep in touch, learn new skills and enjoy their free time without always needing to travel. Across Telford and Wrekin, 68% of premises have access to full fibre broadband and 92% to ultrafast broadband, compared to 86% and 93% across the West Midlands respectively. Telford & Wrekin Council will support improvements to digital connectivity across the borough so that people and businesses can stay connected, including those in more rural areas or those who find it harder to travel. This will help make sure no one is left behind. Better digital connectivity can also reduce the need to travel in some cases. For example, people may sometimes be able to work from home or attend appointments and access services online. This can mean not always having to make a trip or being able choose quieter times to travel, easing pressure on busy roads and making journeys easier for everyone.	No	The policy supports improvements in digital connectivity across the borough. Although this may result in minor works, these are likely to be upgrades of existing communication infrastructure and within or close to urban areas; residential or economic centres. Therefore, it is considered reasonably unlikely that this policy will result in an LSE on a European Site.
Policy IA7: Develop a new road safety strategy and adopt a safe systems approach	Telford & Wrekin Council will adopt a Safe System approach to road safety, focusing on five interdependent components – safer roads, safer speeds, safer vehicles, safer road use, and effective post-collision response. These components work together to prevent crashes or reduce their severity, ensuring that even when people do make mistakes, the transport network is forgiving and safe for everyone. By treating road safety as a system, we commit to integrated measures that collectively protect all road users, including the most vulnerable, and support the Vision Zero goal.	No	This policy is about improving road safety and will not lead to development or other environmental change that may have an LSE on a European Site.
Policy IA8: Empower everyone to travel safely on our roads, progressing towards vision zero	This policy aligns with the 'safe road users' components of the Safe System approach in empowering all those who use roads to be both competent and responsible. This includes those walking, wheeling, cycling, horse riding and driving a vehicle. Telford & Wrekin Council will continue to run a comprehensive range of programmes to support residents to travel safely. For example, at schools, Telford & Wrekin Council will continue programmes such as New School Journey where they work intensively with schools and their communities, providing resources and training to support walking and cycling and reduce car travel. Telford & Wrekin Council also run post-16 and adult Travel Training sessions, and the Mature Drivers programme for older adults.	No	This policy is about improving road safety and will not lead to development or other environmental change that may have an LSE on a European Site.
Policy IA9: Design for safety	Telford & Wrekin Council will proactively design and manage their streets and transport networks to reduce the risk of collisions and make journeys safer for everyone. This includes putting the needs of people walking and wheeling first, followed by cyclists, in line with the Highway Code's approach to protecting the most vulnerable road users. Telford & Wrekin Council will regularly review safety across their networks, focusing on areas where risks are higher and where there are more vulnerable people. Telford & Wrekin Council will use a range of measures, such as appropriate speed limits, safer crossings, improved junction design, traffic calming and targeted enforcement, to create safer and more comfortable streets.	No	The policy may involve minor works to deliver improved junction design, traffic calming etc. However, this small-scale development will be within the existing transport corridor and most likely in urban areas where there is more traffic and the need greater. Therefore, it is considered unlikely that this policy will result in an LSE on a European Site.
Policy IA10: Improve the experience of personal security, particular for more vulnerable groups	Telford & Wrekin Council will work to ensure that everyone feels safe and confident when travelling, with a focus on the needs of more vulnerable groups, including women and girls, older people and those travelling alone. Drawing on best practice, their first step will be to carry out a programme of 'Getting Home Safely' audits for bus stops and surrounding areas, identifying opportunities to improve lighting, visibility and access, and using these insights to inform future investment. By improving personal security across their transport network, Telford & Wrekin Council will help more people travel with confidence, particularly during the evening and at night.	No	The policy may result in minor works, such as the installation of lighting as a security measure, which potentially increases the amount of artificial lighting and light spill/ pollution. However, any safety measures implemented would be within urban areas and on existing transport routes and,

Policy	Policy proposals	LSE?	Justification
			therefore, considered highly unlikely to result in an LSE on a European Site.
Policy IA11: Improve bus, stop, station and vehicle accessibility	There are currently over 1,000 bus stops in Telford and Wrekin; bus stations within central Telford, Wellington, Oakengates, and Newport; along with local interchanges in Madeley and Hadley. It is essential that these hubs are accessible for people with different needs and facilities like public toilets are provided where possible. Having recently upgraded Wellington bus station, Telford & Wrekin Council are committed to refurbishing their remaining bus interchanges and hubs to bring them up to the same standard. All new bus vehicles are to meet national accessibility standards with audio-visual journey information, and bus driver disability awareness training will be required as part of the Enhanced Partnership.	No	The policy may result in some development work to upgrade or refurbish existing bus stations, bus stops and interchanges to improve accessibility and facilities. Such works will be localised to the existing bus stations, which will be located in urban centres. This includes the Newport Bus Interchange, which although the closed to a European Site (approximately 1.6 km west of Midland Meres and Mosses Ramsar site), is located centrally within Newport with an absence of potential impact pathways. Therefore, it is considered unlikely that there will be an LSE on a European Site as a result of the potential development work arising from this policy.
Policy IA12: Continue to support Dial-a-Ride	Telford & Wrekin Council will continue to run their Dial-a-Ride community transport scheme, which offers a door-to-door service for eligible residents who cannot access conventional public transport due to mobility problems. All vehicles are easy to access, having the ability to carry passengers in wheelchairs. All staff are fully trained in disability awareness and passenger safety to ensure the comfort and well-being of customers. Telford & Wrekin Council will explore future funding sources and consider integration within the mainstream network to work towards longer term sustainability.	No	The policy supports an existing scheme that operates within the borough's transport network. As no development or other environmental change will arise from this policy, it is considered highly unlikely to result in an LSE on any European Sites.
Policy IA13: Improve railway station facilities and accessibility	Their railway stations at Telford Central, Wellington and Oakengates are key gateways to the borough. Telford & Wrekin Council will continue to work with partners, including Network Rail, to improve accessibility and the overall quality of facilities, making rail travel easier and more attractive for everyone. At Wellington, Telford & Wrekin Council will support the delivery of an Access for All scheme, including a new footbridge and lifts to provide step-free access between platforms, and they will deliver improved links to the bus station. At Telford Central, recent investment has delivered step-free access via an upgraded footbridge, alongside improved lighting, landscaping and connections to the town centre as part of the Station Quarter regeneration. Telford & Wrekin Council will build on this by exploring opportunities to enhance station facilities, such as improved waiting areas and the potential for cafés or shops. Telford & Wrekin Council will also explore longer-term opportunities to improve access and facilities at Oakengates.	No	The policy may result in some development work at railway stations to improve facilities and accessibility. However, all of the railway stations are in the south of the borough, located away from European Sites, within urban centres and the existing transport network. Therefore, it is considered highly unlikely that railway station improvements will result in an LSE on any European Sites.
Policy IA14: Provide accessible information and ticketing for all	Telford & Wrekin Council will make it easier for everyone to access clear, timely travel information and simple ticketing options which support different needs. This includes rolling out solar-powered e-paper timetable displays with push-button audio at bus stops, helping passengers access real-time and accessible information. Telford & Wrekin Council will begin by installing these at 100 locations, with the ambition to expand coverage across the borough. Telford & Wrekin Council will also support inclusive travel through initiatives such as the Telford Teen Card, which offers discounted fares for young people, alongside maintaining free travel for older people and those with disabilities in line with national requirements. Together, these measures will help ensure public transport is easy to use and accessible to all.	No	The policy may result in minor works at bus stops to install solar-powered timetable display and audio information. However, as these will be very small scale and within transport corridors/ urban centres. It is considered highly unlikely that there will be an LSE on any European Sites.
Policy IA15: Ensure taxis and private hire vehicles offer an accessible and safe service	Taxis and private hire vehicles play an important role in the transport network, providing flexible, door-to-door journeys and helping people complete trips, such as accessing rail stations or airports. They are particularly valuable for people without access to a car, including many disabled users. Telford & Wrekin Council will continue to meet their responsibilities under national legislation, including maintaining a list of wheelchair accessible vehicles. Telford & Wrekin Council will also work with licensing authorities and operators to incentivise or require additional wheelchair-accessible taxis, such as through licensing policy adjustments or, where possible, providing financial support for vehicle upgrades. Alongside this, Telford & Wrekin Council will support safe journeys through initiatives such as their voluntary CCTV scheme and mandatory training for drivers, helping to ensure passengers feel safe and confident when travelling.	No	The policy seeks to ensure legislation and policy is met with respect to accessibility and safety in taxis and private hire vehicles. As no development or other environmental change will arise from this policy, it is considered highly unlikely to result in an LSE on any European Sites.

Policy Screening – Unlocking potential

Table 7 – Policy Screening - Unlocking potential

Policy	Policy proposals	LSE?	Justification
Policy UP1: Work with neighbouring areas to improve our cross-border connections	Telford & Wrekin Council will work alongside neighbouring areas to improve their cross-border connections in relation to road, rail, buses and coaches to allow for residents and businesses to access opportunities in the wider region, and to support visitors travelling to Telford and Wrekin. This will involve ongoing engagement with organisations like Shropshire Council, Staffordshire County Council, the West Midlands Combined Authority and the West Midlands Rail Executive to identify areas for improvements. Telford & Wrekin Council will continue to work with partners across the Midlands, through Midlands Connect and future regional partnerships, to help deliver better transport connections. Telford & Wrekin Council will work collaboratively with relevant authorities and organisations to bring forward improvements that benefit communities across the region, ensuring that the needs of residents, businesses and organisations are fully considered. This will include collaborating on planning for future development to ensure that housing, employment and infrastructure growth is well-coordinated. Through this policy, Telford & Wrekin Council will ensure that the cross-border transport needs are identified and addressed, supporting growth in the wider region.	No	The policy commits to future collaboration with neighbours to improve cross-border connections. Although future development is mentioned, this is in respect to collaborating to bring forward well-coordinated growth and will not directly result in development. Therefore, no LSE on any European Sites is anticipated as a result of this policy. Noting that all of the European Sites identified as relevant to the TWTP are outside the Plan Area, the potential impacts on them will need to be considered as part of any collaborative planning.
Policy UP2: Work with National Highways, Network Rail (and Great British Railways in the future) and train operators to improve our longer distance motorway and rail connections	Telford & Wrekin Council will work collaboratively with National Highways, Network Rail (and Great British Railways in the future), Transport for Wales and West Midlands Railways to strengthen and enhance the borough's long-distance motorway and rail connections. These bodies are responsible for a range of aspects of strategic planning, operations, improvements and maintenance of transport networks. Telford & Wrekin Council are committed to working collaboratively to ensure that the interests of their residents, employers, and visitors are taken seriously. For example, Telford & Wrekin Council are supportive of enhanced and direct rail services to Birmingham and beyond, including London. This will also involve the sharing of data and insights to support coordinated planning, better understanding of travel patterns, and more informed decision-making across networks. Telford & Wrekin Council will also work closely with these bodies to ensure that disruption, such as planned works or unplanned closures on the strategic road and rail networks, is managed sensitively and communicated effectively to minimise impacts on communities and businesses. For example, Telford & Wrekin Council will work with Transport for Wales to manage the potential disruption relating to their upcoming programme of much needed train upgrades and refurbishments. Through this, Telford & Wrekin Council will be able to best ensure that cross border connections are reliable and efficient, providing access to wider opportunities, particularly for work and leisure, and transporting goods more effectively.	No	The policy itself will not lead to development or other environmental change as it sets out the desire to work collaboratively with major transport infrastructure operators, providing assistance whilst ensuring local people aren't adversely affected and benefit from improved long-distance links. As the policy will not lead to development or other environmental change, it is considered unlikely that it will have an LSE on any European Sites.
Policy UP3: Support long distance freight movements	Telford & Wrekin Council will support the efficient and sustainable movement of freight over long distances by strengthening connections to the M54 and A5, and working with National Highways to improve the resilience and performance of key freight corridors. This will ensure that goods can move reliably between local businesses and wider markets, supporting the large freight industry in and beyond the borough, contributing to economic growth and attracting investment across Telford and Wrekin. Telford & Wrekin Council will support long-term sustainability in the freight industry through supporting the transition to cleaner fuels and growth in rail freight. Telford & Wrekin Council will also maximise the opportunities from the West Midlands Rail freight network to strengthen connections to regional and national markets.	No	Junctions 4 to 7 of the M54 lie within the Plan Area. The motorway enters the Plan Area from the east (Wolverhampton) and beyond Junction 7, becomes the A5 heading west to Shrewsbury. It is not clear what 'strengthening connections' may involve; however, given the location of the key M54-A5 route, which passes through Telford and lies towards the central-south part of the borough, should it involve development, it is at a considerable distance from the European Sites identified in relation to the TWTP. Therefore, it is considered unlikely that the policy will result in an LSE on a European Site.
Policy UP4: Support the	Telford & Wrekin Council will deliver the transport improvements necessary to support the growth set out in their 2021-2041 Local Plan. The Local Plan identifies urban extensions that are key to achieving the growth ambitions of the borough. These	Yes	Development is likely to result from this policy as it supports growth in the borough, as identified in the Local Plan, and seeks to provide the transport

Policy	Policy proposals	LSE?	Justification
current Local Plan	development opportunities include extending beyond the existing urban area to the north of Telford, at Bratton, Wappenshall and North East of Muxton, growth within Newport and Church Aston, and opportunities for growth in key rural settlements. Through this policy, Telford & Wrekin Council will ensure that transport requirements at growth sites are identified and addressed, enabling development to come forward in the right locations and under the right conditions. In particular, bus, cycling and walking connections will be prioritised, supporting the aim to reduce car dependency and making sure there are multiple travel options available. This will support economic growth, improve access to employment and key services, and help attract investment across Telford and Wrekin. Larger developments will be required to adopt site-based Travel Plans (Local Plan Policy ST1) and contribute financially to infrastructure requirements through Section 106 agreements (Local Plan Policy S7).		infrastructure required to enable this growth. This includes growth areas within Newport and Church Aston, which are located approximately 700 m and 2.8 km respectively from Midland Meres and Mosses Phase 2 Ramsar site, and which could result in air quality impacts, water quality impacts or increased recreational impacts, dependent on the location, scale and type of development, i.e. whether residential or economic. At this stage (Stage 1 Screening) an LSE cannot be ruled out.
Policy UP5: Transform the town centre through Station Quarter and Telford Central Reimagined	Telford & Wrekin Council will support the delivery of Station Quarter and Telford Central Reimagined, complementary projects that will strengthen Telford Central station's role as a gateway to the borough and support the continued regeneration of Telford Town Centre. Station Quarter is a major mixed-use development in Telford Town Centre centred on Telford Central railway station. This will create a well-connected hub, improving links between the station and key destinations including Telford Shopping Centre, Telford Town Park and Telford 6th. To make the most of its location and mix of uses, Telford & Wrekin Council will promote sustainable travel by supporting high-quality transport infrastructure and services. This includes direct walking and cycling routes, strong connections to rail and bus services, and provision for car clubs and electric vehicle charging. Telford & Wrekin Council will work with local partners to take a coordinated approach to parking provision and access in the surrounding area, ensuring they support the sustainable travel vision for Station Quarter and align with wider town centre transport objectives. Through Telford Central Reimagined, Telford & Wrekin Council will enhance the station experience through improved facilities, a more welcoming environment and better passenger amenities. Together, these projects will reinforce one another, helping to increase the attractiveness of both the station and the town centre.	No	This policy does promote development; however, it is specifically targeted around the Station within Telford town centre, and as such is highly unlikely to have any impacts on European Sites relevant to the TWTP. Therefore, an LSE from this policy can be ruled out.
Policy UP6: Shape future Local Plan development	Local Plans must be reviewed every five years, and refreshed if needed. During the next Local Plan refresh, Telford & Wrekin Council will support and promote a vision-led, 'decide and provide' approach. This means deciding on a preferred vision for the future, understanding the travel needs, and progressing a spatial and transport strategy best suited to meeting those needs. Public transport, walking, wheeling or cycling enhancements will be considered first and foremost when accommodating new development, and Telford & Wrekin Council will only consider road capacity schemes once all other options have been explored. This approach puts the transport needs of people and communities first and will prioritise access to employment, amenities and services, nature, and public spaces. This will ensure that transport and land-use planning are better integrated and will support thriving, sustainable communities.	No	The commitment within this policy to help shape the development of the next Local Plan will help to secure delivery of the local transport aspirations at the heart of this plan. The policy itself will not lead to development or other environmental change and therefore will not have an LSE on any European Sites.
Policy UP7: Integrate a range of transport options into new development	Telford & Wrekin Council will ensure that new developments are high quality, well connected and sustainable places to live and work. To do this, Telford & Wrekin Council will ensure that a range of transport options are integrated into new developments from the outset. This includes following best practice guidance to design road and pavement layouts for walking, wheeling and cycling, provide convenient and secure cycle parking, and design roads to allow buses to operate safely and efficiently. Walking, wheeling and cycling routes will be the natural choice for travelling to nearby amenities and public transport hubs, while bus and rail services will offer onward connections. Streets will be designed to meet inclusive mobility standards so that they are accessible for people of all ages and abilities. This approach is essential to reducing car dependence and contributing to better quality of life. In particular, sensibly placed and designed development can contribute to the long-term viability of existing bus services through supporting patronage growth. As part of the Local Plan, Telford & Wrekin Council have developed a Supplementary Planning Document on bus service funding to ensure that developers are informed and supported in incorporating and enhancing existing bus services. In addition, Telford & Wrekin Council will ensure that new developments provide EV charging facilities and consider opportunities for car clubs or car-sharing schemes. Recognising that national Building Regulations provide only a minimum baseline, Telford & Wrekin Council will expect new development to deliver enhanced levels of active, accessible, conveniently	No	This policy seeks to shape future development with regard to integrating transport options, providing EV charging and incorporating existing bus services but does not lead to development or other environmental change itself. Therefore, it is considered unlikely that it will result in an LSE on any European Sites.

Policy	Policy proposals	LSE?	Justification
	located and future-ready EV charging infrastructure, reflecting local needs. In particular, where developments include limited or no on-site parking, consideration should be given to alternative charging provision for residents and users, including those living in flats or without a driveway, such as public on-street charging. This will support EVs as a viable option and help accelerate the transition.		
Policy UP8: Incentivise sustainable travel	Encouraging and supporting residents to make greener journeys is essential to achieving more sustainable transport patterns in the borough, building on their policies to transform travel choices and improve accessibility. Telford & Wrekin Council will introduce incentives to make public transport, park and ride and active travel options more attractive and affordable, such as discounted introductory tickets for bus, rail and park and ride services, as well as reduced fare initiatives during school holidays and major events. Initiatives such as 50p fares on Travel Telford services have proven popular, helping to ease travel costs while increasing bus use and encouraging a shift towards more sustainable modes. In addition, Telford & Wrekin Council will support the transition to electric vehicles through innovative measures such as electric car sharing schemes, giving residents flexible access to EVs without the need for ownership and supporting wider uptake of low-emission travel.	No	The policy promotes sustainable transport and will not result in development or other environmental change that may have an LSE on a European Site.
Policy UP9: Implement smarter parking strategies that meet evolving needs	Effectively designed and managed parking can play an important role in supporting the local economy by ensuring that key services, local centres and visitor destinations remain accessible, particularly for those with mobility impairments. At the same time, when balanced effectively, parking management can support more sustainable travel choices by encouraging walking, wheeling, cycling, car sharing and the use of public transport, alongside reducing congestion at key destinations. To support this, Telford & Wrekin Council will ensure the right level of parking is provided in the right locations, including sufficient provision of electric vehicle and accessible spaces close to key destinations, to create inclusive and convenient access for all users. Telford & Wrekin Council will review parking charges where appropriate to ensure they remain fair and proportionate, and provide a range of flexible payment methods to meet different user needs, including through the MIPERMITS app. Additionally, Telford & Wrekin Council will continue to manage parking effectively through appropriate design and enforcement, helping to reduce inappropriate parking such as in busy residential areas, in bus-only areas, and blocking pavements.	No	Although the policy is primarily about a car parking strategy, there is potential for this policy to result in development in relation to the provision of new, upgraded or enhanced parking provisions at key locations. As such development would be in urban centres and associated with the existing road network, it is considered highly unlikely that the policy will result in an LSE on a European Site.
Policy UP10: Roll out more EV charging facilities	The vision is to support EV users with a network of accessible, reliable EV charging facilities across the borough, to ensure that EVs are a viable option for residents, visitors and businesses. Telford & Wrekin Council will expand public charging provision in line with existing and future demand, working closely with developers and the private sector to increase coverage and improve access. New charge points will be designed with accessibility in mind with suitable bay layouts, clear signage and ease of use for drivers with disabilities. In addition, Telford & Wrekin Council will work with National Grid and other relevant infrastructure providers to understand and address grid capacity requirements, helping to ensure that the electricity network can support the planned expansion of EV charging facilities across the borough. It is important that EV charging infrastructure is provided at a range of locations, including key destinations and workplaces, but also across the borough's varied residential communities. Through the Public EV Charging Infrastructure Strategy, Telford & Wrekin Council will support the delivery of on-street charging in residential and commercial areas where off-street parking is limited. Through this approach, Telford & Wrekin Council will increase confidence and improve access for residents to transition to EVs. Telford & Wrekin Council will also develop bespoke Telford & Wrekin EV charging infrastructure guidance to clearly set out their expectations for EV charging facilities across new and existing development, including homes, workplaces, retail destinations, public spaces and on-street locations where access to off-street parking is limited.	No	The installation of EV charging points and associated electricity supply will require localised development. However, EV charging points will only be provided in the existing built environment, in proximity to urban centres and user groups. Given this, it is considered unlikely that implementation of this policy will result in an LSE on a European Site.
Policy UP11: Support businesses and organisations to transition to electric fleets	Telford & Wrekin Council will work with businesses and organisations to support the transition to EVs in corporate fleets, accelerating the shift to low-emission travel across the borough. Where carpools or car clubs are in operation across Telford and Wrekin, Telford & Wrekin Council will encourage their transition towards a fleet of EVs, supported by appropriate charging infrastructure. These measures will help to reduce greenhouse gas emissions, and will contribute to improved air quality and a cleaner, quieter environment for residents and businesses.	No	This policy mostly relates to supporting others in their transitions to EVs. It is not clear whether 'supported by appropriate charging infrastructure' is a commitment to providing this infrastructure. Even if it is and the policy will lead to development, these works are likely to be delivered within the built environment and are considered unlikely to have an LSE on a European Site.

Policy	Policy proposals	LSE?	Justification
Policy UP12: Support the transition to electric buses	Working with operators, Telford & Wrekin Council will seek funding to support the transition to a zero-emission bus fleet, with initial investment focused on the core network of key services. Funding will be delivered through the Enhanced Partnership, in line with State Aid requirements, to ensure a fair and collaborative approach. This will help to bridge the cost gap between conventional and zero-emission vehicles and accelerate uptake. Recognising the age profile of the current fleet, Telford & Wrekin Council will also support lower-cost measures in the short term. This will include retrofitting exhaust treatment systems across the existing fleet as part of wider refurbishment programmes, to reduce emissions, improve air quality and enhance the passenger experience while the transition to a zero-emission fleet is underway. As Telford & Wrekin Council transition towards electric buses, they will also seek opportunities to reduce operating costs such as by expanding renewable energy generation and linking directly with bus facilities.	No	The expansion of renewable energy generation associated with the transition towards electric buses may result in some localised development. However, as this will be in proximity to existing bus stations, which are located in urban centres in the borough, it is considered unlikely that there will be an LSE on any European Sites.
Policy UP13: Support sustainable local and last-mile freight movements	In the evolving landscape of logistics, there are significant opportunities to modernise the first and last stages of goods delivery, known as first and last mile. With the rise of e-commerce, deliveries have increased leading to a surge in Light Goods Vehicle (LGV) mileage. There is potential to support a shift from petrol and diesel LGVs to low-emissions deliveries (such as electric vans or cargo bikes) through smaller, local distribution centres, known as micro-consolidation hubs. Adopting more sustainable delivery methods can minimise infrastructure impact, making roads and communities safer, less polluted and more efficient. Initiatives such as Wellington's volunteer-led Cargo Bike Delivery Scheme demonstrate how environmentally friendly, community-based delivery services can support local traders and reduce reliance on motorised trips for short-distance goods movements. Telford & Wrekin Council will continue to explore opportunities to support sustainable freight movements within Telford and Wrekin.	No	The policy support sustainable freight movements, including a shift towards electric van or cargo bikes, which will have beneficial effects on emissions. Therefore, it is considered that the policy will not result in development or other environmental change that may have an LSE on a European Site.

Policy Screening – Fit for the future

Table 8 – Policy Screening – Fit for the future

Policy	Policy proposals	LSE?	Justification
Policy FF1: Maintain and manage our transport assets	Telford & Wrekin Council will get the most out of existing and future highway assets through a proactive, whole life approach to maintenance and management. Telford & Wrekin Council are required to keep a register of all highway assets, understanding which are the most crucial for a well-functioning network, and regularly checking and reporting on their condition. This includes local roads, footpaths, cycleways, bridges and signs. Each area's specific priorities will likely vary over time, but they are always underpinned by a duty to improve reliability, reduce delays, maintain high standards of safety, and manage risks effectively. Telford & Wrekin Council will take a preventative approach to asset maintenance to extend asset life, using smarter technologies, and co-ordinating works with partners and utilities companies. The ambition is to uplift their amber 2025-26 rating for local road maintenance to green.	No	The policy seeks to streamline management of the existing transport network and will not result in works that are additional or significant within the scope of asset maintenance. It is considered unlikely that this policy will result in an LSE on a European Site.
Policy FF2: Keep our transport network running smoothly	Telford & Wrekin Council will take a proactive, evidence-led approach to managing their transport network, ensuring it operates efficiently, reliably and in line with changing travel needs. Telford & Wrekin Council will continue to use data and modern tools to monitor performance, respond to issues quickly and identify opportunities for improvement. This includes using bus network planning software to support evidence-based discussions with operators and explore service enhancements that are more likely to be commercially viable. Telford & Wrekin Council will also enhance their strategic transport model to better understand travel patterns across all modes, assess the potential impacts of new schemes, and support informed decision-making going forwards. Telford & Wrekin Council will work with partners to improve journey reliability and manage congestion through measures such as smarter traffic management and responsive technologies. Telford & Wrekin Council will also explore new approaches to help balance the needs of different users and create streets that work better for people and places.	No	Within this policy, it is unclear whether the 'smarter traffic management' and 'responsive technologies' included in the policy will require the installation of infrastructure. However, even if it does, all works would be within the existing transport corridor and would not result in other environmental changes that may adversely affect a European Site. Therefore, an LSE from this policy is considered unlikely.
Policy FF3: Build in resilience to climate change and extreme weather	Telford & Wrekin Council will ensure that transport networks are designed and managed to be resilient to the impacts of climate change and extreme weather. Climate adaptation will be a key consideration in the planning, design and maintenance of transport infrastructure, helping the network respond to increasing risks from flooding, surface water runoff, storms and extreme temperatures. These impacts can damage infrastructure and disrupt services, including through flooding of roads and railways, erosion and landslips, and railway lines buckling during periods of extreme heat. Telford & Wrekin Council will work with partners to reduce flood risk through measures such as green and blue infrastructure, Natural Flood Management and Sustainable Drainage Systems (SuDS), improving both resilience and water quality. Where possible, Telford & Wrekin Council will avoid areas at highest risk of flooding, and where this is not feasible, appropriate mitigation and compensation will be put in place. Telford & Wrekin Council will maintain their networks proactively, including managing drainage systems to ensure they continue to function effectively during heavy rainfall. Telford & Wrekin Council will also design infrastructure and services to better withstand temperature extremes, including through appropriate materials, planting for shade and shelter (using native species of local provenance), and the use of low-carbon solutions. By planning ahead and adapting to future conditions, Telford & Wrekin Council will help ensure a safe, reliable and resilient transport network for the borough.	No	The policy promotes designing climate change resilience into the transport network, but will not result in development or other environment change itself. It is considered highly unlikely that this policy will have an LSE on a European Site.
Policy FF4: Embrace new transport data and technologies	Telford & Wrekin Council will continue to embrace data and new technology to enhance the efficiency, reliability and sustainability of their transport networks. Building on Telford and Wrekin's industry strengths, Telford & Wrekin Council will lead in the development and deployment of innovative transport solutions – supporting cutting-edge research, piloting new technologies, and fostering partnerships that position us at the forefront of future mobility. For example, Telford & Wrekin Council are currently rolling out to AI-powered traffic lights equipped with bus priority technology to give bus passengers smoother and quicker journeys. In the future, connected and autonomous vehicles could improve network efficiency and provide travel options for people with limited access to public transport or who are unable to drive. Telford & Wrekin Council will support trials and pilot schemes to test innovative transport and data	No	The installation of transport technologies on existing transportation infrastructure may require localise development work. However, this would be located within the existing transport network and in the built environment. Therefore, an LSE on any European Sites is considered unlikely.

Policy	Policy proposals	LSE?	Justification
	solutions, closely monitoring their impacts, evaluating their success against their goals and adapting their future approaches where needed. Telford & Wrekin Council will make sure that new technologies are applied in a way that is inclusive and people-centred. Telford & Wrekin Council will assess new schemes for accessibility, digital inclusion and public acceptance, aligning with best practice and the TWTP's focus on putting people at the heart of innovation.		
Policy FF5: Seek opportunities to bring enhancement through transport schemes	Telford & Wrekin Council will work with partners to ensure sustainability is considered from the earliest stages of planning and design. Their aim is to deliver transport schemes that not only meet their primary objectives, but also bring wider environmental benefits. Wherever possible, Telford & Wrekin Council will seek to achieve net improvements to the local environment, taking opportunities to protect and enhance natural, built and historic assets. This could include habitat enhancement, management of invasive non-native species, and the remediation of previously contaminated or degraded land. Telford & Wrekin Council will link transport schemes with wider initiatives, such as Biodiversity Action Plans, Rights of Way Improvement Plans and Local Nature Recovery Strategies. Environmental considerations will be embedded throughout design, construction and operation, identifying opportunities to enhance green infrastructure, improve air quality and support biodiversity. For example, through their Bus Service Improvement Plan, Telford & Wrekin Council are introducing green roofs and air quality monitoring on upgraded bus shelters across the borough.	No	The policy seeks to maximise opportunities for enhancement and other benefits through transport schemes. As the policy will not lead to development or other environmental change, it will not have an LSE on any European Sites.
Policy FF6: Protect areas that are recognised for their importance to conservation and biodiversity	Telford & Wrekin Council will ensure that transport schemes are designed and delivered in a way that protects and enhances areas which are important for conservation and biodiversity. This includes avoiding impacts on sensitive locations wherever possible and applying best practice in wildlife-friendly design, alongside appropriate mitigation and compensation where impacts cannot be avoided. Telford & Wrekin Council will give particular consideration to irreplaceable habitats, priority habitats and species, peat, and Best and Most Versatile agricultural land, as well as functionally linked land and important geodiversity sites. Sensitive lighting will be used where appropriate, balanced with safety requirements. Telford & Wrekin Council will continue to undertake Habitats Regulations Assessment where required to ensure that transport schemes avoid adverse effects on internationally important sites. Telford & Wrekin Council will also seek opportunities to create and enhance habitats, strengthen ecological networks and support biodiversity net gain, including through improvements to green infrastructure and the Public Rights of Way network (as set out in policy T64).	No	This is a protective policy which will have a positive impact on the natural environment and biodiversity. It also commits to undertaking HRA where required. There is no scope for this policy to have an LSE on any European Sites.
Policy FF7: Protect Telford and Wrekin's landscape, townscape and historic environments	Telford & Wrekin Council will ensure that transport schemes are planned, designed and delivered in a way that protects and enhances Telford and Wrekin's landscape, townscape and historic environments. This includes avoiding impacts on sensitive areas wherever possible and ensuring that designs respect local character and setting, in both urban and rural environments. Telford & Wrekin Council will consider landscape design and planting from the outset, helping transport improvements become a positive part of the places they serve. Telford & Wrekin Council will consider local vernacular architecture and seek opportunities to enhance landscapes and townscapes through high-quality, well-integrated design. Appropriate guidance will be followed where schemes are located within designated areas, including National Landscapes and Conservation Areas. Telford & Wrekin Council will also protect the historic environment by designing schemes that respond positively to heritage assets and their settings, ensuring that features like seating, signage and lighting reflect local character, and considering archaeological potential at an early stage where development may affect previously undiscovered remains.	No	This is a protective policy which seeks to minimise impacts on landscape, townscape and historic environments, enhancing them where possible. It guides development but will not result in development or other environmental change. Therefore, it is considered highly unlikely that it will result in an LSE on a European Site.
Policy FF8: Protect air and water environments from transport pollution	Telford & Wrekin Council will ensure that transport schemes are designed and operated in a way that protects air quality, water environments and local quality of life from transport-related pollution, including noise and vibration, supporting both human health and ecological receptors. Telford & Wrekin Council will continue to meet relevant air quality legislation and guidance, and enhance where possible, considering the impacts of transport on both people and the natural environment, including sensitive ecological sites. As set out in many of their other policies, Telford & Wrekin Council will promote more sustainable travel choices, such as walking, wheeling, cycling, public transport and low emission vehicles, to reduce ongoing emissions from transport. While electric vehicles can help reduce noise, carbon emissions and some air pollutants, they do not eliminate all emissions,	No	This is a protective policy which will have a positive impact on the wider environment, including air quality, water quality and disturbance from noise. There is no scope for this policy to have an LSE on any European Sites.

Policy	Policy proposals	LSE?	Justification
	including particulate matter (PM2.5) from tyre and brake wear. Telford & Wrekin Council will therefore continue to support measures that reduce these emissions, including encouraging sustainable travel, maintaining their roads and managing traffic to reduce stop-start driving. Where appropriate, Telford & Wrekin Council will increase tree and vegetation cover using native species to help improve air quality and enhance the local environment. Telford & Wrekin Council will also protect water environments by preventing pollution during construction and operation, and by considering risks to all types of water bodies, including groundwater. Where possible, Telford & Wrekin Council will integrate green-blue infrastructure and support the objectives of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.		
Policy FF9: Reduce whole-life carbon	Telford & Wrekin Council will work to minimise the carbon impact of transport schemes across their full lifecycle, from design and construction through to operation, maintenance and eventual replacement. While many of their policies reduce emissions from travel, Telford & Wrekin Council will also address the carbon associated with transport infrastructure. This includes reducing emissions from materials, construction activities and ongoing energy use. Telford & Wrekin Council will take a proactive approach to managing carbon at every stage, working with partners to improve carbon outcomes. This includes using existing assets where possible, only constructing new infrastructure where needed, using low-carbon materials, improving energy efficiency and incorporating nature-based solutions where appropriate. Telford & Wrekin Council will support the use of low-carbon and renewable energy, generating their own where possible. Telford & Wrekin Council will develop their carbon reduction measures to also deliver wider benefits, including improved air quality, greater resilience, cost savings and enhanced natural environments.	No	The policy seeks to reduce the carbon impact of transport infrastructure schemes but will not result in development itself. As it seeks to deliver wider environmental benefits, such as air quality, this policy may have a positive impact. Given the above, it is considered unlikely that the policy will result in an LSE on any European Sites.
Policy FF10: Protect natural resources and promote circular economy principles	Telford & Wrekin Council will ensure that transport schemes are designed and managed in a way that uses natural resources efficiently and reduces waste. Telford & Wrekin Council will support a more circular approach by encouraging the reuse and recycling of materials and improving resource efficiency throughout the lifecycle of transport infrastructure. This includes considering how materials are sourced, used and maintained, and reducing waste wherever possible. Telford & Wrekin Council will explore the use of innovative technologies and approaches in design, construction and operation of transport schemes to improve effectiveness and efficiency, helping ensure long-term value while minimising environmental impact.	No	The policy seeks to reduce transport scheme waste, promote efficient use of resources and the exercising of sustainability principles. As the policy will not result in development or other environmental change, it is considered unlikely to have an LSE on any European Sites.
Policy FF11: Proactively consider health and equalities impacts	When Telford & Wrekin Council deliver transport schemes, impacts could be experienced in different ways by different individuals, particularly those who may be considered vulnerable due to such differentials as age, health, ethnicity, sex or income, or who have protected characteristics under the Equality Act 2010. As their TWTP policies and schemes progress, Telford & Wrekin Council will proactively consider health and equalities issues from the earliest stages. HIA and/or EqlA assessments will be conducted as needed to evaluate potential impacts on individuals or groups, guiding the design and delivery process. Telford & Wrekin Council will use the latest inclusive design standards, including DfT guidance, to mitigate adverse effects and maximise beneficial ones, ensuring fair and equitable access to services, facilities, and amenities for all members of society.	No	The policy seeks to deliver health or equality impact assessments in relation to transport schemes. As the policy will not result in development or other environmental change, it is considered unlikely to have an LSE on any European Sites.

Appendix C. European Sites Information

Midland Meres and Mosses Phase 1

EU Site Code	UK11043
Designated	Ramsar site
Name	Midland Meres and Mosses Phase 1
Area	510.88 hectares
Proximity	Closest parcel is located approximately 6.8 km west of the Plan Area
Site Description	The Meres & Mosses form a geographically discrete series of lowland open water and peatland sites in the north-west Midlands of England. These have developed in natural depressions in the glacial drift left by receding ice sheets which formerly covered the Cheshire/ Shropshire Plain. The 16 component sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats; reed swamps, fen, carr & damp pasture. Peat accumulation has resulted in nutrient poor peat bogs (mosses) forming in some sites in the fringes of meres or completely infilling basins. In a few cases the result is a floating quaking bog or schwingmoor. The wide range of resulting habitats support nationally important flora & fauna.
Qualifying Interest Features	<u>Ramsar Criterion 1</u> The site comprises a diverse range of habitats from open water to raised bog. <u>Ramsar Criterion 2</u> Supports a number of rare species of plants associated with wetlands including five nationally scarce species together with an assemblage of rare wetland invertebrates (three endangered insects and five other British Red Data Book species of invertebrates).
Conservation Objectives	Ramsar sites do not have conservation objectives, therefore the conservation objectives for Motte Meadows SAC will be used as part of the assessment:: Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of qualifying natural habitats; • The structure and function (including typical species) of qualifying natural habitats; and • The supporting processes on which qualifying natural habitats rely.
Vulnerabilities	Adverse factors: • Eutrophication; • Introduction/invasion of non-native plant species

Midland Meres and Mosses Phase 2

EU Site Code	UK11080
Designated	Ramsar site
Name	Midland Meres and Mosses Phase 2
Area	1588.24 hectares
Proximity	Closest parcel located approximately 370 m east of the Plan Area
Site Description	The Meres and Mosses form a geographically diverse series of lowland open water and peatland sites in the north-west Midlands of England and north-east Wales. These have developed in natural depressions in the glacial drift left by receding ice sheets which formerly covered the Cheshire/Shropshire Plain. The 18 component sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats, reed swamp, fen, carr and damp pasture. Peat accumulation has resulted in the nutrient-poor peat bogs (mosses) forming in some sites on the fringes of the meres or completely infilling basins. In a few cases the result is a floating quaking bog or schwingmoor. The wide range of resulting habitats support nationally important flora and fauna.
Qualifying Interest Features	<u>Ramsar Criterion 1</u> The site comprises a diverse range of habitats from open water to raised bog. <u>Ramsar criterion 2</u> Supports a number of rare species of plants associated with wetlands, including the nationally scarce cowbane <i>Cicuta virosa</i> and, elongated sedge <i>Carex elongata</i>. Also present are the nationally scarce bryophytes <i>Dicranum affine</i> and <i>Sphagnum pulchrum</i>. Also supports an assemblage of invertebrates including several rare species. There are 16 species of British Red Data Book insect listed for this site including the following endangered species: the moth <i>Glyphipteryx lathamella</i>, the caddisfly <i>Hagenella clathrata</i> and the sawfly <i>Trichiosoma vitellinae</i>.
Conservation Objectives	Ramsar sites do not have conservation objectives, therefore the conservation objectives for Motte Meadows SAC will be used as part of the assessment: Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of qualifying natural habitats; • The structure and function (including typical species) of qualifying natural habitats; and

-
- The supporting processes on which qualifying natural habitats rely.
-

Vulnerabilities

Adverse factors:

- Eutrophication;
 - Introduction/invasion of non-native plant species;
 - Pollution – pesticides/agricultural runoff.
-

Motley Meadows SAC

EU Site Code	UK0030051
Designated	Special Area of Conservation
Name	Motley Meadows
Area	43.69 hectares
Proximity	Approximately 5.1 km south-east of the Plan Area
Site Description	Lowland hay meadows (<i>Alopecurus pratensis</i> , <i>Sanguisorba officinalis</i>) and for which this is considered to be one of the best areas in the United Kingdom.
Qualifying Interest Features	<u>Annex I habitats that are a primary reason for selection of this site</u> 6510 Lowland hay meadows (<i>Alopecurus pratensis</i> , <i>Sanguisorba officinalis</i>).
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; • The extent and distribution of qualifying natural habitats; • The structure and function (including typical species) of qualifying natural habitats; and • The supporting processes on which qualifying natural habitats rely
Vulnerabilities	Activities with a negative impact on the site: • Modification of cultivation practices; • Human induced changes in hydraulic conditions; • Pollution to groundwater (point sources and diffuse sources).

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