

Lincolnshire County Council Local Transport Plan 4

Strategic Environmental Assessment

Adoption Statement

August 2013

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By



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1 Introduction

This Strategic Environmental Assessment (SEA) Adoption Statement represents the final stage of the SEA process, which has assisted in shaping the development of the Lincolnshire County Council Local Transport Plan 4 (2013/14 – 2022/23), through to adoption. It should be read in conjunction with the SEA Environmental Report, dated March 2013.

1.1 4th Lincolnshire Transport Plan

The 4th Lincolnshire Transport Plan (LTP4) seeks to:

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

The approach to the development of the LTP4 differed from that taken for the LTP3 where Lincolnshire County Council (LCC) adopted a *light touch* approach due to uncertainties around the national transport situation following a change of government. The LTP4 covers a longer period (10 years) and has sought to develop and build on strategies and policies set out in previous versions of the LTP..

Within the plan period, it is expected that the policies and strategies contained within the LTP4 will continue to evolve to reflect changes at both national and local levels.

1.2 SEA Methodology

The SEA methodology followed is set out for information in Appendix 1 in addition to a table showing how compliance with the Strategic Environmental Assessment Directive (2001/EC/42) has been achieved.

1.3 Content of this Adoption Statement

The SEA Regulations require that a 'statement' is made available to accompany the plan, as soon as possible after the adoption of the plan or programme. The SEA Regulations recommend that the statement should contain the following:

- The reasons for choosing the LTP4 as adopted, in the light of other reasonable alternatives (Section 2);
- How environmental considerations have been integrated into the LTP4 (Section 3);
- How consultation responses have been taken into account (Section 4); and
- Measures that are to be taken to monitor the significant environmental effects of the LTP4 (Section 5).

2 Assessment of alternatives

The SEA Directive requires that the Environmental Report should consider reasonable alternatives to the plan, taking into account objectives and geographical scope. As such, the likely significant environmental effects of implementing the LTP4 were assessed along with the likely effects of continuing with the LTP3 (the 'business as usual' scenario) which was assessed as an alternative option. The full assessment is contained within Tables 8-3 and 8-4 of the SEA Environmental Report.

It was anticipated that both the LTP3 and LTP4 would have an overall positive effect on the environmental, economic and social objectives outlined within the SEA Scoping Report with none of the policy categories identified as having an overall negative effect; however, individual policies did have the potential to have negative effects.

Both plans were considered to be particularly beneficial in terms of economic objectives; directly by development of new infrastructure to improve access and commuting opportunities for major infrastructure and businesses, and indirectly by reducing congestion and improving journey times on the transport network.

Overall, both plans were anticipated to have positive effects on environmental and social objectives. However, there were uncertainties with regards to the development of new road infrastructure and the potential adverse effects on environmental protection objectives and disproportionate impacts on local residents.

When comparing LTP4 and existing LTP3 policies, the LTP4 policy categories were predicted to have a slightly higher proportion of positive effects on the SEA objectives than the LTP3. The LTP4 contained a number of policies that supported Government objectives to 'create growth in the economy' and 'tackle congestion', through strengthening rail's role for commuting and continuing to promote sustainable travel in new developments, businesses and schools. The policies were also likely to have secondary benefits for both the environment, by improving local air quality and reducing carbon emissions and communities by increasing travel options available.

In addition, there were a number of policies aimed at improving sustainable transport infrastructure, services and the information available for travel which were likely to contribute to environmental, economic and social benefits.

Having assessed the environmental impacts of the alternative plan, the preferred strategy was implementation of the LTP4.

3 Integration of environmental considerations

Within Stage A of the SEA process, key documents and baseline data were assessed to determine the key environmental considerations in the County that would assist in shaping the SEA objectives (presented in the SEA Scoping Report) against which the LTP4 was considered. At adoption stage, it is useful to understand how these environmental considerations have been integrated into the LTP4.

The SEA Scoping Report for the LTP4 identified the following environmental considerations:

- Reductions in CO₂ emissions from transport use;
- The potential impact of transport on river quality;
- Maintenance issues arising from the potential impact of flooding on A roads;
- The potential impact on groundwater resources;
- Consideration of how sustainable transport initiatives can be promoted to reduce car dependency and improve accessibility to key services;
- The need to promote physical activity by providing and improving sustainable transport and active travel initiatives such as walking and cycling.
- Reducing deprivation levels.
- The potential impact of transport proposals on noise.
- The opportunity to influence travel choice for visitors.
- Opportunities to provide improved and affordable access to employment and education uses.
- Transport infrastructure requirements for agriculture.

The adopted LTP4 has addressed many of these environmental considerations through taking into account the findings of the SEA process. Examples of proposals from the LTP4 that seek to address some of the environmental considerations are set out in section 3.2 of this Adoption Statement.

3.1 Appropriate Assessment

In addition to the environmental considerations identified during SEA Stage A, other assessments were undertaken which were key in influencing the plan. These included both a Stage 1 Habitats Regulation Assessment report and a Health Impact Assessment, which are detailed below.

3.1.1 *Habitats Regulation Assessment*

The purpose of a Habitats Regulation Assessment (HRA) is to assess the impacts of a project or plan, in combination with the effects of other plans and projects, against the conservation objectives of European nature conservation sites, also known as the Natura 2000 network, and to ascertain whether that project or plan would adversely affect the protection or integrity of such a site. It is expected that HRA is undertaken as an iterative process during the development of a programme or plan. The LTP4 was subject to HRA.

The proposals included in the Lincolnshire LTP4 were screened for their potential to have significant impacts on Natura 2000 sites. It was noted that the following effects may give rise to potential impacts:

- Changes in air quality through pollution;
- Increases in noise and light levels (as a result of vehicles, construction or new infrastructure); and
- Changes in soil or water chemical composition (through road spray and construction activities).

Natura 2000 sites were identified and considered and it was found that no significant impacts will directly result from the implementation of the LTP4. However, based on the findings of the HRA screening process, it was noted that possible significant impacts could arise from some specific schemes or projects implemented in accordance with the LTP4. There is also potential for multiple plans to have in-combination effects with schemes implemented in accordance with the LTP4. Because of this uncertainty, the potential for schemes to affect Natura 2000 sites included within the HRA should be considered again when carrying out further HRA work at the project level or when preparing more detailed lower tier plans. This is considered more appropriate for the following reasons:

- A greater level of detail will be available to make the assessment of the likelihood of significant effects occurring. Potential impacts may be screened out or additional impacts taken into consideration once more information pertaining to the nature of the proposal or associated works is available; and
- Further information will allow for more robust avoidance and mitigation measures to be designed and implemented, thereby reducing the overall impact of the proposal.

Assuming the above recommendations are enacted, no significant impacts to Natura 2000 sites were considered likely as a result of implementing the Lincolnshire LTP4.

3.2 **Health Impact Assessment**

A Health Impact Assessment (HIA) was undertaken which identified the mitigation measures for addressing a number of health issues including life expectancy,

disease, obesity and physical activity, travel to school and road safety, amongst others. The full HIA is set out in Table 6.1 of the SEA Environmental report and identifies that there opportunities for the LTP4 to promote improvements in health through transport options such as the promotion of cycling and walking, whilst also reducing road injuries and deaths.

3.3 How the Environmental Report has been taken into account

The SEA Environmental Report has contributed to the development of the LTP4 by providing an assessment of the Plan against environmental considerations. The SEA process provides an audit trail and formal statement on the assessment of options, alongside the LTP4 at each stage of the process.

The comments received on the SEA Scoping Report assisted in defining the SEA Objectives, which were then used to test the LTP4's Objectives. The assessment matrices are set out in Appendix 4 of the SEA Environmental Report and included below are examples of proposals from the LTP4 that seek to address some of the environmental objectives of the SEA.

Principally, there are four objectives in LTP4 that seek to protect and improve the environment. These are:

- to minimise carbon emissions from transport across the county;
- to improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems;
- to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment; and,
- to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs.

Specific measures to achieve these objectives include:

- the installation of solar powered LED lights at rural bus stops;
- the development of a new street lighting policy on dimming and part-night lighting, following trials in the county;
- incorporation of proposals for cycling facilities, such as the cycling path alongside the South Forty Foot Drain in Boson;
- routing HGVs away from communities (where a suitable alternative exists) through appropriate weight restrictions; and,
- development of new initiatives such as Scootability, Personalised Travel Planning and Bike Hire. LTP4 will allow for these schemes to evolve into a

sustainable travel behaviour change programme delivered across Lincolnshire.

4 Consultation

4.1 SEA Scoping Report

The SEA Scoping Report was consulted on for five weeks during July 2012 and August 2012. This involved the following statutory consultees; the Environment Agency, English Heritage and Natural England and a response was received from each. To encourage public participation, the Scoping Report and accompanying appendices were made available on LCC's website.

Consultation responses received on the SEA Scoping Report are set out in Appendix 1 of the SEA Environmental Report, together with how a description of how the comment has been addressed within the process.

4.2 SEA Environmental Report

Consultation on the SEA Environmental Report was undertaken for a five week period in March 2013 and April 2013. The consultees included the following three statutory environmental bodies: Natural England, Environment Agency and English Heritage. The SEA Report was made available for their review alongside the Draft LTP4.

Consultation responses were received from Natural England and English Heritage and the following tables set out the responses received and explain how the issues raised will be addressed. No response was received from the Environment Agency.

Table 4-1: Consultation Responses Natural England

SEA Environmental Report Consultation Responses	
Contact Name	Roslyn Deeming
Organisation	Natural England
Date Received	16 April 2013
Comment	Mouchel Response
Natural England generally welcomes the Strategic Environmental Assessment Report for the Lincolnshire Local Transport Plan 4 as in general it recognises the importance of landscape, biodiversity and access as important issues that must be given full consideration in transport planning.	Noted.
In particular we are glad to note that many of our comments made at the last consultation (August 2012) have been incorporated into this report which has resulted in the strengthening of the SEA	Noted.

SEA Environmental Report Consultation Responses	
Contact Name	Roslyn Deeming
Organisation	Natural England
Date Received	16 April 2013
Comment	Mouchel Response
objectives.	
We also welcome the addition of our suggested indicators to monitor biodiversity and some elements of the ANGSt standards within the potential indicators column.	Noted.

Table 4-2: Consultation Responses English Heritage

SEA Environmental Report Consultation Responses	
Contact Name	Tom Gilbert-Wooldridge
Organisation	English Heritage
Date Received	16 April 2013
Comment	Mouchel Response
We welcome the various changes made in light of Ann's letter from August 2012, including improvements to the baseline in Section 5 of the Scoping Report and updates to the Plans and Programmes list.	Noted.
We welcome the amendments to the SEA Objectives as shown in the final SEA Report, although these amendments still need to be made to the SEA Objectives in the updated scoping report.	The SEA Objectives within the Scoping Report will not be updated retrospectively to replicate those in the Environmental Report. This reflects that the objectives changed and evolved as a direct result of the consultation process.
We note the LTP4 policy categories, which are largely carried forward from LTP3. I don't think we have been consulted specifically on either LTP3 or LTP4 and the individual policies, but it is important to state that many of the policies will have considerable historic environment issues. Some may be	The SEA for the LTP4 reviewed possible significant negative effects on the historic environment of new road infrastructure and ensured appropriate mitigation was recommended for incorporation into the LTP4. In relation to a scheme that has an impact

SEA Environmental Report Consultation Responses	
Contact Name	Tom Gilbert-Wooldridge
Organisation	English Heritage
Date Received	16 April 2013
Comment	Mouchel Response
<p>beneficial, such as tackling congestion and air quality, whereas others may be negative, such as new road schemes. All of the new road schemes mentioned by the LTP will have historic environment issues, from Lincoln, Boston and Grantham to other market towns. We hope that we will be consulted on the details of specific proposals at the appropriate time, and would greatly welcome the opportunity to comment on updates to Lincolnshire's LTP in due course.</p>	<p>on a historic environment; English Heritage will be consulted as part of any planning application process. In addition, any associated Environmental Impact Assessment should include a Cultural Heritage and Landscape section and any mitigation should be addressed within the design.</p>

5 Monitoring Significant Effects

The SEA Regulations requires the significant environmental effects of implementing the plan or programme to be monitored. Responsible Authorities may already monitor implementation of plans or programmes against their objectives or targets. Some of these may be environmental, but this will not necessarily be enough to satisfy the Directive. Responsible Authorities must ensure when designing their monitoring arrangements that they comply with the Directive.

Monitoring in terms of the LTP4 takes two forms; indicators contained within the LTP4 and indicators contained within this SEA Adoption Statement. Indicators contained within the LTP4 are set out below and these focus on transport related themes, whereas within the SEA, they are more wide ranging and seek to monitor impacts from an environmental viewpoint. The results of monitoring can be used to inform future plans and programmes, so it is recommended that monitoring be carried out on a regular basis, ideally annually.

SEA indicators are set out in section 5.1 below.

Table 5-1 LTP4 Monitoring - Indicators with Targets

Indicator	2011/12 or 2011 Actual	2012/13 or 2012 Target	2013/14 or 2013 Target	2014/15 or 2014 Target
Collected over Financial Year				
Principal roads where maintenance should be considered	4%	4%	4%	4%
Non-principal classified roads where maintenance should be considered	9%	7%	8%	8%
Unclassified roads that require maintenance	New	25%	25%	25%
Footways that require maintenance	New	10%	10%	10%
Bus service on time (non-frequent services)	78%	79%	80%	80%
Collected over Calendar Year				
Total killed and seriously injured casualties	485	426 (p)	437	427
Child killed and seriously injured casualties	29	34 (p)	27	26

(p) = provisional actual figures for 2012

Table 5-2 LTP4 Monitoring - Indicators Monitored for Longer Term Trends

Indicator	2009/10 or 2009 Actual	2010/11 or 2010 Actual	2011/12 or 2011 Actual
Collected over Financial Year			
Bus patronage (million passengers)	16.3	16.9	16.4
Average speed on A roads during morning peak (mph)	35.6	35.3	36.3
Skidding resistance on principal roads (length lower than national investigatory level) (3 year rolling average)	11.0%	9.4%	7.4%
Proportion of rights of way network easy to use (4 year rolling average)	71.4%	71.8%	73.7%
Collected over Calendar Year			
Area wide traffic (million vehicle kilometres)	5841	5832	5830
Cycling (Index : 2003 = 100)	102.1	94.9	108.0
Lincoln - inbound peak hour traffic (vehs)	22,706	22,824	22,068
Boston – inbound peak hour traffic (vehs)	14,569	14,389	14,565
Grantham – inbound peak hour traffic (vehs)	11,695	11,570	11,519
Total slight casualties	2862	2908	2838
Pedestrian crossings with facilities for disabled people	82%	83%	85%

5.1 SEA Monitoring Indicators

The Practical Guide to Strategic Environmental Assessment Directive (DCLG – Department of Communities and Local Government, previously ODPM, 2005) provides guidance on the monitoring of the SEA.

The first step is to consider exactly what needs to be monitored. Monitoring measures must be clearly linked to the SEA process, for example:

- The objectives, targets and indicators that were developed for the SEA (see Stage A).
- Features of the environmental baseline that will indicate the effects of the plan or programme (see Stage A).
- The likely significant effects that were identified during the effects assessment (see Stage B).
- The mitigation measures that were proposed to offset or reduce significant adverse effects (see Stage B).

- Monitoring needs to consider both adverse and beneficial effects.

The following table recommends a number of monitoring indicators that were set out previously in the SEA Environmental Report, and will be used to measure the progress of the LTP4 against the SEA objectives. These have been based on the objectives that were developed for the SEA and draw upon the objectives within the LTP4.

Table 5-3 Monitoring Indicators

SEA Objectives	Monitoring Indicators
Biodiversity, Flora and Fauna	
Environment	
1. To ensure protection of biodiversity and geodiversity at designated sites and European protected species	Number of transport related activities with conditions imposed to ensure working practices and works to protect/ enhance protected species or protected sites of ecological interest.
2. To protect, maintain, restore and enhance general biodiversity and geodiversity across Lincolnshire	Number of biodiversity enhancement schemes implemented through transport related activities
Soil	
3. Promote the conservation and wise use of land, reduce contamination, and protect soil quality and quantity, particularly in areas of the best and most versatile agricultural land	Area of permitted loss of Grade 1 and 2 land (ha) Agricultural Land
Water	
4. Prevent pollution to the water environment and protect resources	Number of transport related schemes with SUDS drainage systems.
5. Reduce vulnerability to flooding	Km of roads at risk from flooding: river, tidal and Fluvial
Air	
6. Maintain and where possibly Improve air quality	Number of Local Air Quality Management Areas (LAQMA)
Climate	
7. Mitigate climate change	Carbon dioxide emissions by sector and per capita emissions. a) transport b) industrial and commercial sources

SEA Objectives	Monitoring Indicators
	c) domestic sources
8. Adapt to the impact of climate change	Number of flood prevention schemes carried out for major roads
Cultural Heritage & Landscape	
9. Conserve and enhance the historic environment, heritage assets and their setting	The number of transport schemes resulting in the loss/gain of heritage assets or adversely/beneficially affecting their setting
10. To protect and enhance attractive landscapes and townscapes in terms of both their visual quality and their character	Number of transport related schemes where contributions are made to the enhancement of landscape or visual setting
Material Assets	
Economic	
11. Improve access to education facilities and employment opportunities	% of new residential development within 30 minutes public transport time of a: GP, Hospital, Primary School Secondary School, Employment Centre and retail centres
12. Protect and enhance green infrastructure and open space	Total km of new cycle routes during monitoring period
	Total km of public Rights of Way (PRoW) network
13. Ensure accessibility is maintained for major infrastructure	Number of travel plans and transport assessments (TA) received for all major infrastructure projects i.e. waste, housing, employment, schools, hospitals, mineral extraction, crude oil extraction
14. To ensure that transport related activities use natural resources more efficiently and sustainably, in particular land, mineral aggregates, water and fuel.	Number of new development promoting clean transport technology for example: car parks for electric vehicles, bike sharing scheme, car clubs.
15. To promote sustainable design and construction techniques for both new and existing transport schemes	Number of transport developments accredited to CEEQUAL
Population & Human Health (includes transport)	
Social	
16. Help support communities to maintain facilities for social cohesion and enabling equal access to basic services, amenities, & open space; easily, safely	Total road accidents – Children Total road accidents – slight injury % of total pedestrian road accident casualties % of total cyclist road accident casualties

SEA Objectives	Monitoring Indicators
and affordably	
17. Increase accessibility to sustainable transport for both local residents, tourists and employers	The percentage of the resident population who travel to work (a) by private motor vehicle, (b) by public transport and (c) on foot or cycle Number of additional bus services for all rural areas Number of park and rides
18. Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reduce health inequalities	% of overweight/obese children (a) age 4-5yrs and (b) age 10-11 yrs
19. Ensure that transport developments/schemes do not have a disproportionate effect on local residents	Number of roads schemes/developments registered with considerate constructors scheme

6 Appendix 1

6.1 SEA Methodology

Table 6-1 describes the stages of SEA as set out in the Practical Guide to Strategic Environmental Assessment Directive (DCLG – Department of Communities and Local Government, previously ODPM, 2005). This guidance has been used in conjunction with other best practice guidelines e.g. Strategic Environmental Assessment for Transport Plans and Programmes, WebTAG Unit 2.11 (Department for Transport, “in draft”, 2009).

The SEA should:

- Provide a long term view of how the area covered by the plan is expected to develop, taking account of social, environmental and economic effects of the proposed plan;
- Provide a mechanism for ensuring that SEA objectives are translated into sustainable policies;
- Reflect global, national, regional and local concerns;
- Provide an audit trail of how the plan has been revised to take account the findings of the SEA;
- Form an integral part of all stages of plan preparation;
- Incorporate the requirements of the SEA Directive.

Table 6-1 SEA Stages

SEA Stage	What is involved
STAGE A	<p>Setting the context and objectives, establishing the baseline and deciding on the scope</p> <p>Tasks:</p> <ul style="list-style-type: none"> • A1: Identifying other relevant policies, plans and programmes, and SEA objectives • A2: Collecting baseline information • A3: Identifying environmental problems • A4: Developing the SEA objectives • A5: Consulting on the scope of the SEA
STAGE B	<p>Developing and refining options and assessing effects</p> <p>Tasks:</p> <ul style="list-style-type: none"> • B1: Testing the plan or programme objectives against the SEA objectives. • B2: Developing the Strategic alternatives

SEA Stage	What is involved
	<ul style="list-style-type: none"> • B3: Predicting the effects of the Draft plan or programme including alternatives • B4: Evaluating the effects of the Draft plan or programme including alternatives • B5: Considering ways of mitigating adverse effects • B6: Proposing measures to monitor the environmental effects of implementing the plan or programme
STAGE C	Preparing the Environmental Report Tasks: <ul style="list-style-type: none"> • C1: Preparing the Environmental Report
STAGE D	Consulting Tasks: <ul style="list-style-type: none"> • D1: Consulting on the draft plan and the Environmental Report • D2(i): Assessing significant changes • D2(ii): Appraising significant changes resulting from representations • D3: Making decisions and providing information
STAGE E	Monitoring the significant effects of implementing the plan on the environment Tasks: <ul style="list-style-type: none"> • E1: Finalising aims and methods for monitoring • E2: Responding to adverse effects

6.2 SEA Compliance

Table 6-2 identifies compliance with the Strategic Environmental Assessment Directive (2001/EC/42) (SEA Directive).

Table 6-2: Compliance with the SEA Directive

Requirements / Where covered in Guide	(Section / Appendix / End notes)
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is (Art. 5 and Annex I):	The SEA Environmental Report
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Section 1 SEA Environmental Report

Requirements / Where covered in Guide	(Section / Appendix / End notes)
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Section 4 SEA Environmental Report
c) The environmental characteristics of areas likely to be significantly affected;	Section 4 SEA Environmental Report
d) Any existing environmental problems which are relevant to the plan programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Section 4 SEA Environmental Report
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Section 4 SEA Environmental Report
f) The likely significant effects on the environment, including on issues such biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	Section 9 SEA Environmental Report
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section 9 SEA Environmental Report
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Section 8 SEA Environmental Report

Requirements / Where covered in Guide	(Section / Appendix / End notes)
i) A description of measures envisaged concerning monitoring in accordance with Article 10;	This Adoption Statement
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2).	The SEA Environmental Report
<p>Consultation:</p> <p>Authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report (Art. 5.4).</p>	Appendix 1 of the SEA Environmental Report and Section 3 of this Adoption Statement.
<p>Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2).</p>	The Draft LTP4 and SEA Environmental Report were made available to the Statutory consultees in March and April 2013.
<p>Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7).</p>	N/A
<p>Taking the environmental report and the results of the consultations into account in decision-making (Art. 8).</p>	Appendix 1 of the SEA Environmental Report and Section 3 of this Adoption Statement.

Requirements / Where covered in Guide	(Section / Appendix / End notes)
<p>Provision of information on the decision: When the plan or programme is adopted, the public and any countries consulted shall be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> • The plan or programme as adopted; • A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and • The measures decided concerning monitoring (Art. 9 and 10). 	<p>This SEA Adoption Statement</p>
<p>Monitoring of the significant environmental effects of the plan's or programme's implementation (Art. 10).</p>	<p>This SEA Adoption Statement</p>
<p>Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive (Art. 12).</p>	<p>This Table highlights compliance with the SEA Directive</p>