

WESTERN GATEWAY STB SIP SEA ASSESSMENT GUIDE

SEA Assessment

The assessment of SEA objectives follows the following potential effects set out in **Table D-1**. Each option will need to be scored for their effect significance based on the criteria outlined in **Table D-2**.

Table D-1 - Key to Effects

Key to Effects	
	<i>Effect Significance</i>
Potential for significant positive effects	++
Potential for significant negative effects	--
Uncertain effects	?
Negligible or no effects	0

Table D-2 – Definitions of Significance

SEA Objective	Assessment Significance and Justification		Receptor Indicator/Distance
SEA1 (Population and Equalities): To increase the inclusivity, capacity and connectivity of the transportation network, especially in rural communities.	Significant Positive (++)	The intervention improves connectivity and access for current and future populations across the Western Gateway STB Region. The Intervention also improves access for those without access to a private vehicle, and those with a long term health condition or disability.	N/A
	Significant Negative (--)	None of the options are considered likely to have significant negative effects on population and equalities.	N/A
	Uncertain (?)	It is currently unclear whether the option will improve connectivity and access as this is likely to be determined by individual scheme design and is currently unknown.	N/A
	Neutral/Negligible (0)	The option improves connectivity and access on a small scale and does not consider improvements to equalities.	N/A
SEA2 (Human Health): To protect and enhance physical and mental health and wellbeing through better access to public transport, supporting active travel and encouraging healthy lifestyles.	Significant Positive (++)	The option focuses on and could result in significantly improved opportunities for active travel, improving physical activity, as well as improving mental wellbeing and providing improvements to air quality, improving human health.	N/A
	Significant Negative (--)	While there is the potential for options to have negative effects on human health, particularly in the short term during construction, it is assumed that there are mitigation measures available to ensure that any residual effects are not significant. None of the options are considered likely to have a significant negative effect on human health in the short or long term once mitigation is taken into account.	N/A
	Uncertain (?)	While not the focus of the option, it includes elements that could result in improved opportunities for active travel.	N/A
	Neutral/Negligible (0)	The option does not include any elements related to active travel.	N/A
SEA3 (Community Safety): To promote safe transport through reducing collisions, improving safety and reducing crime across the transport network.	Significant Positive (++)	The option proposes interventions that would address a current significant safety issue.	N/A
	Significant Negative (--)	None of the options are considered likely to have significant negative effects on safety.	N/A
	Uncertain (?)	It is assumed all schemes will result in safety improvements for users. However, this is likely to be determined by individual scheme design.	N/A
	Neutral/Negligible (0)	The option does not include any elements that are likely to significantly improve or reduce current safety levels.	N/A
SEA4 (Economy): To provide greater connectivity across the region to support key sectors, attract inward investment and	Significant Positive (++)	<p>The option could deliver all of the following:</p> <ul style="list-style-type: none"> • improve access to regionally or nationally significant destinations; • improve access to national or international gateways; • overcome a severance or connectivity issue that unlocks regional benefits or resilience; • facilitate movement along the Midlands – South Coast strategic corridor; and • increase efficiency, reliability and/ or sustainability of essential goods movement on strategic routes. 	N/A

support economic success.	Significant Negative (--)	None of the options are considered likely to have a significant negative effect in the long term as to be realistic they must be in line with the aims and objectives of the Strategic Transport Plan. This includes five economic objectives that seek to enhance integration and connectivity between employment clusters and to international markets. While there is the potential for significant negative effects in the short term at a local scale during construction, it is assumed that there is suitable mitigation available to ensure that residual effects are not significant.	N/A
	Uncertain (?)	The option could deliver at least one or more of the following: <ul style="list-style-type: none"> improve access to regionally or nationally significant destinations; improve access to national or international gateways; overcome a severance or connectivity issue that unlocks regional benefits or resilience; facilitate movement along the Midlands – South Coast strategic corridor; and increase efficiency, reliability and/ or sustainability of essential goods movement on strategic routes. 	N/A
	Neutral/Negligible (0)	The option would deliver some form of improvement to the transport network, including: <ul style="list-style-type: none"> improve access to regionally or nationally significant destinations; improve access to national or international gateways; overcome a severance or connectivity issue that unlocks regional benefits or resilience; facilitate movement along the Midlands – South Coast strategic corridor; and increase efficiency, reliability and/ or sustainability of essential goods movement on strategic routes. However, it is not considered likely that the improvements would lead to a significant positive effect.	N/A
SEA5 (Rural Economies): To support rural economies, attracting visitors and providing opportunities for prosperity.	Significant Positive (++)	The intervention is located within a rural community (less than 10,000 residents) and provides improved access to employment, visitor attractions, and tourism for rural communities.	N/A
	Significant Negative (--)	None of the options are considered likely to have significant negative effects on population and equalities.	N/A
	Uncertain (?)	It is currently unclear whether the option will improve rural economies as this is likely to be determined by individual scheme design and is currently unknown.	N/A
	Neutral/Negligible (0)	The option improves access to rural economies within a local area but does not provide wider improvements to rural economies.	N/A
SEA6 (Housing Growth): To provide infrastructure that supports future sustainable housing growth	Significant Positive (++)	The option will directly facilitate housing growth within the Western Gateway STB Region.	N/A
	Significant Negative (--)	N/A	N/A
	Uncertain (?)	N/A	N/A
	Neutral/Negligible (0)	It is considered that all of the options are likely to contribute to the enhancement of the transport network/ capacity, which will enable future housing growth across the region. All are likely to have a positive effect but this is unlikely to be significant individually.	N/A
SEA7 (Biodiversity): To protect, enhance and restore habitats, species and valuable	Significant Positive (++)	At this stage it is not possible to determine if an option is likely to have a significant positive effect on biodiversity. It is assumed that any option could potentially deliver some form of biodiversity net gain but this is uncertain. Therefore, no significant positive effects can be identified at this time, this is likely to be determined at the project level.	N/A

ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	Significant Negative (--)	The option intersects or is located within 500m of a nationally designated site (SAC, SPA, Ramsar, SSSI and National Nature Reserve). It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on biodiversity. This will be dependent on potential pathways for impacts to travel along and a variety of information, some of which is not available at this stage, such as the precise design and layout of the option as well as level of mitigation to be provided.	Intersects or within 500m
	Uncertain (?)	The option is located between 500m and 1km away from a nationally designated site (SAC, SPA, Ramsar, SSSI and National Nature Reserve), or it is unclear if the option will result in any effects upon designated sites, habitats or species	Between 500m and 1,000m
	Neutral/Negligible (0)	The option is located more than 1km away from a nationally designated site, or is not anticipated to result in any effects upon designated sites.	> 1,000m
SEA8 (Landscape and Townscape): To protect and enhance townscapes and landscapes, including the rural environment, town and city centres, and seascapes.	Significant Positive (++)	At this stage, there is no evidence to suggest that any option would deliver significant enhancements to the landscape and/ or townscape. Therefore, no significant positive effects can be identified at this time, this is likely to be determined during the option design stage.	N/A
	Significant Negative (--)	The option intersects or is located within 500m of a National Park or National Landscape.	Intersects or within 500m
	Uncertain (?)	The option is located more than 500m away from a National Park or National Landscape and had potential to effect landscape and townscape setting.	> 500m
SEA9 (Historic Environment): To preserve and enhance heritage resource including historic environment and archaeological assets (including designated and non-designated) and their unique settings in the region, improving access to heritage assets.	Neutral/Negligible (0)	The option is locate more than 500m from a National Park or National Landscape and is not anticipated to result in any effects on landscape and townscape.	N/A
	Significant Positive (++)	At this stage, there is no evidence to suggest that any options will result in a significant enhancement to the historic environment. Therefore, no significant positive effects can be identified at this time, this is likely to be determined during the option design stage.	N/A
	Significant Negative (--)	The option intersects or is located within 500m of internationally (World Heritage Site) or nationally (Scheduled Monument, Conservation Area, Registered Parks and Gardens, Battlefields and Listed Buildings (Grade I or II*)) designated heritage asset. While it is recognised that there is potentially mitigation available to ensure that any residual effects are not significant, this is uncertain at this stage and a precautionary has been taken.	Intersects or within 500m
SEA10 (Access to Heritage Assets): To improve access to heritage assets by a clean well connected transport system that fosters healthy lifestyles, community	Uncertain (?)	The option is located more than 500m and within 1km from an internationally (World Heritage Site) or nationally (Scheduled Monument, Conservation Area, Registered Parks and Gardens, Battlefields and Listed Buildings (Grade I or II*)) designated heritage asset.	Between 500m and 1,000m
	Neutral/Negligible (0)	The option is located more than 1km away from an internationally (World Heritage Site) or nationally (Scheduled Monument, Conservation Area, Registered Parks and Gardens, Battlefields and Listed Buildings (Grade I or II*)) designated heritage asset, or is not anticipated to result in any effects upon designated or non-designated assets.	> 1,000m
	Significant Positive (++)	N/A	N/A
SEA10 (Access to Heritage Assets): To improve access to heritage assets by a clean well connected transport system that fosters healthy lifestyles, community	Significant Negative (--)	N/A	N/A
	Uncertain (?)	Options that are likely to contribute to improved connectivity and therefore indirectly enhance access to the historic environment and heritage assets across the region. There is also the potential to negatively effect access in the short term during construction but this is uncertain at this stage.	N/A

cohesion, and provide a “sense of place”.	Neutral/Negligible (0)	Options that are not likely to directly or indirectly effect access to heritage assets.	N/A
SEA11 (Water Environment): To conserve, protect and enhance the water environment, water quality and water resources.	Significant Positive (++)	At this stage, there is no evidence to suggest that any options will result in a significant positive effect on the water environment. Therefore, no significant positive effects can be identified at this time, this is likely to be determined during the option design stage.	N/A
	Significant Negative (--)	None of the options are considered likely to have a significant negative effect on the water environment at this stage. It is assumed that there is sufficient mitigation available to ensure that residual effects are not significant.	N/A
	Uncertain (?)	<p>The option intersects or is within 100m of a waterbody that is identified as having bad/ poor ecological quality (surface water body) and/ or poor chemical status (groundwater bodies). Please note that all surface water bodies now fail chemical status objective due to changes in the methods and evidence base. As a result, this does not help to differentiate between the options or inform the evaluation of significant effects so has therefore been excluded.</p> <p>The objective is the planned status of a water body that must be achieved or maintained. There are two different status objectives for each water body. For surface waters these are ecological status or potential objective and chemical status objective; for groundwater these are quantitative status objective and chemical status objectives. The water body objectives are derived from the objectives for the relevant individual elements within the water body.</p>	Intersects or within 100m of waterbody that has bad/ poor ecological status or poor chemical status.
	Neutral/Negligible (0)	The option does not intersect or is within 100m of a waterbody.	> 100m from waterbody
SEA12 (Air Quality): To protect and enhance air quality by reducing emissions from the transport network.	Significant Positive (++)	The option is located within 500m of an AQMA and it could help to address the existing issue by reducing traffic and/ or improving accessibility to sustainable transport modes and reducing reliance on private vehicles.	Intersects or within 500m of an AQMA
	Significant Negative (--)	The options are seeking to address improve connectivity and accessibility to sustainable modes of transport and address capacity issues where they exist. As a result, none of the options are considered likely to have a significant negative effect on air quality compared to the baseline.	N/A
	Uncertain (?)	The option is located within 500m of an AQMA but it is uncertain if it would help to reduce traffic and/ or improve accessibility within the AQMA.	N/A
	Neutral/Negligible (0)	The option is greater than 500m from an AQMA and it is unlikely to significantly improve air quality.	N/A
SEA13 (Climate Change): Support the resilience of the transport infrastructure in the Western Gateway STB region to the effects of climate change, including flooding from fluvial, coastal and surface water sources.	Significant Positive (++)	At this stage there is no evidence to indicate that any option would have a significant positive effect, i.e. would significantly reduce or remove the current risk of flooding.	N/A
	Significant Negative (--)	The option is located either fully or partially within Flood Zone 3. While it could be assumed that there will be suitable mitigation delivered at the project level to reduce the significance of residual effects, for example through the incorporation of sustainable drainage systems, it is considered appropriate to still flag the potential for significant effects at this stage.	Within Flood Zone 3
	Uncertain (?)	The option is located either fully or partially within Flood Zone 1 or 2. While it could be assumed that there will be suitable mitigation delivered at the project level to reduce the significance of residual effects, for example through the incorporation of sustainable drainage systems, it is considered appropriate to still flag the potential for uncertain effects at this stage.	Within Flood Zone 1 or 2

	Neutral/Negligible (0)	At this stage there is no evidence to indicate that any option would have a neutral or negligible effect.	N/A
SEA14 (Greenhouse Gases): Reduce the Western Gateway STB region's contribution to climate change from transport related greenhouse gas emissions	Significant Positive (++)	The option has a high likelihood to: <ul style="list-style-type: none"> Reduce annual regional transport carbon emissions from 6,250kt CO2e (2019) to net zero by 2050; and Deliver the infrastructure/conditions/services necessary to prioritise a shift to low carbon modes. 	N/A
	Significant Negative (--)	None of the options are expected to have significant negative effects in terms of increased greenhouse gas emissions. The environmental objectives of the Strategic Transport Plan include the decarbonisation of the transport network and adoption of electrification and/ or alternative fossil-fuel-free transport.	N/A
	Uncertain (?)	The option has a high likelihood to: <ul style="list-style-type: none"> Reduce annual regional transport carbon emissions from 6,250kt CO2e (2019) to net zero by 2050; or Deliver the infrastructure/conditions/services necessary to prioritise a shift to low carbon modes. 	N/A
	Neutral/Negligible (0)	The option will encourage a modal shift to more sustainable transport, and will lead to a reduction in transport related emissions, however the scale is not deemed to be significant.	N/A
SEA15 (Material Assets): To reduce the amount of waste produced and promote sustainable use of resources (including land).	Significant Positive (++)	At this stage it is considered unlikely that any option would have a significant positive effect against this SEA objective. It is assumed that any of the options could reuse and/ or use recycled materials where possible.	N/A
	Significant Negative (--)	The option could result in the loss of best and most versatile agricultural land (Grade 1, 2 or 3a) and falls within a mineral safeguarded area.	Within ALC Grades 1, 2, or 3a and a mineral safeguarded area
	Uncertain (?)	At this stage, no uncertain effects have been identified for options.	N/A
	Neutral/Negligible (0)	The option would not result in the loss of Best and Most Versatile agricultural land and is not within a mineral safeguarded area.	Does not fall within ALC Grades 1, 2 or 3a or a mineral safeguarded area.
SEA16 (Infrastructure): To ensure that infrastructure is upgraded, well-maintained and resilient to future climate risks and support future population growth.	Significant Positive (++)	The option relates to the maintenance/ upgrade of existing infrastructure and/ or it supports/ enables the transition to renewable energy sources.	N/A
	Significant Negative (--)	None of the options are considered likely to have a significant negative effect on this objective.	N/A
	Uncertain (?)	The option provides new infrastructure and some upgrading of existing infrastructure and it is currently unclear if it provides climate resilience measures.	N/A
	Neutral/Negligible (0)	The option does not relate to the maintenance/ upgrade of existing infrastructure and it does not support/ enable the transition to renewable energy sources.	N/A